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This is the first number which we have edited together. We hope that we will not let Miscellany fall from the high standard to which Mrs. Nixon brought it, and at which she kept it for so many years.

We hope that you will find the new format to your liking. Its size is governed by the new paper dimensions and Post Office requirements. Various other methods of reproduction, printing and lithography, have been considered, but it was found that much less material could be published at the price set and we thought it preferable to use the means which give you the most reading matter for your money in a legible if not quite so elegant form.

Now that the shape for the next volume has been settled your contributions, articles, reports, notes, queries, letters, etc., will all be most welcome. Please help us to keep "Miscellany" a lively and varied publication.

We have been asked to draw your attention to "RESCUE", a new trust set up to record the remaining archaeological sites before most of them disappear under roads and buildings in the next thirty years. Present resources cannot cope. A Liaison Officer will soon be appointed for our area, and we will keep abreast of developments.

The Editors.

THE BUTTERLEY COMPANY IN CODNOR PARK 1796 - 1834

by

D. V. Fowkes.

The Butterley Company's interest in Codnor Park began soon after the opening of the Cromford Canal in 1792-3. The partners were quick to see the possibilities for the large-scale exploitation of the coal and black band iron ores in the area with the opening of the canal.

Most of Codnor Park was at this time part of the estate of Rev. Legh Hoskins Masters and the Company's initial step was to lease from Masters in 1796(1) all the minerals underlying a large part of the Codnor Park estate for a term of 63 years. It is difficult to define the precise area of land involved from the lease but it can be roughly described as the area between Codnor Castle and the canal (see Fig.3.). The lease gave the company permission to build engines for drainage, houses for workmen, 'to construct waggon ways' to transport coal to the canal and 'all other things necessary to raise and carry away the coal.' The lease also permitted the construction of a side-cut of the canal, of not more than one mile in length, to serve the Masters estate, taking advantage of the provision in the Cromford Canal Act which allowed the construction of side-cuts to serve mines and industrial establishments along the canal.

The whole series of surface workings and shafts which dotted the area between the canal and the castle was known as Codnor Park Colliery (see Fig.3.). Very soon after the execution of the lease the first of the tramways linking the scattered coal workings with the canal was built(2). This was a line linking the shallow workings adjacent to the canal with Codnor Park Wharf (see Fig.1.), which was constructed specifically to handle this traffic. Traces of this tramway and the wharf are still apparent despite the infilling of the canal, while the disturbed, poorly-drained surface is a permanent reminder of the shallow coal workings.

The short tramways adjacent to the canal were later added to by the construction of a longer line between the deeper pits on the higher land adjacent to Codnor Castle and the ironworks(3) (see Fig.3.). A line was also built parallel with the canal linking the shallow pits along the canal with the ironworks (4) (see Fig.3.). Coal mining continued at Codnor Park almost to the expiration of the 1796 lease, the last areas being worked in the 1852-6 period (5).

In 1796 the Company also leased from Masters(6) further land in Codnor Park, with the intention of building blast furnaces, a forge and lime-kilns, to process the local minerals. By the terms of the lease the Company were to spend £1,000 in ten years on building them together with houses for the workers. Despite this clause, the furnaces and forge were not immediately constructed and the next stage in the Company's activities in the area was the building of the little known lime-kilns. The Butterley Company had commenced quarrying limestone at Crich in 1795 and kilns were built at various points along the canal to process the stone. Four kilns were built at Codnor Park, probably in 1802-3(7) (see Fig.2.). The projected side-cut of the canal, with which little progress had been made, was extended to serve the kilns, while they were linked to the main line of the canal at a point adjacent to the later side-cut to Portland Wharf (see Fig.4.) by a tramway which was shortly to disappear under

the later forge (see Fig.2.). The side-cut speeded the transit of lime to the kilns as it eliminated the need to negotiate the series of locks between the junction with the Pinxton branch and the later site of the forge. As the side-cut was constructed at summit level there was also a consequent saving in water.

The scale of operations of the Codnor Park kilns at this time is demonstrated by the fact that, when they were leased for a short time to Edward Banks, George Harrison and Henry Wright in 1805 (8) the rent was £600 per annum. By 1834 (9) the four kilns had been reduced to three and in 1847 all trace of them disappeared when they were demolished to make way for the Erewash Valley Railway (10). At the same time the branch canal serving the kilns was filled in and part of it was later used as the line of a section of the Butterley Company Railway.

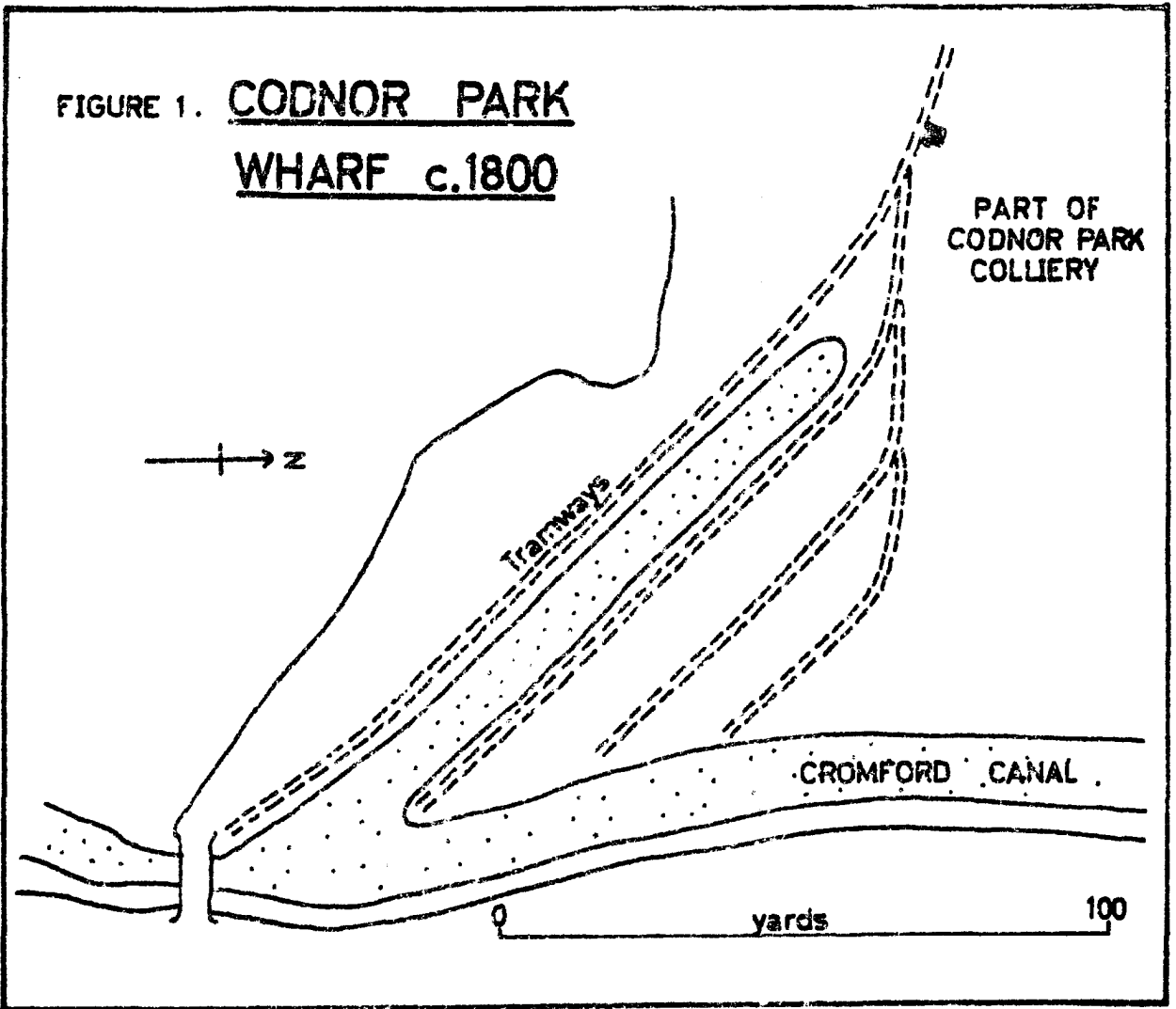
One of the earliest housing developments in Codnor Park was associated with the lime-kilns, namely Limekiln Row, a row of eleven cottages (11) built adjacent to the canal some time between 1802 and 1809. Only one cottage now remains as the other ten were removed to make way for extensions to the forge later in the century. At about the same date the thirteen houses which later became known as Forge Row were built, to complete the 24 houses mentioned in the 1809 conveyance from Masters to the Butterley Company (12).

This conveyance in fact represents the first purchase of land in Codnor Park by the Company. The property purchased included the lime-kilns, the houses mentioned above and 45 acres of land including the sites of the blast furnaces and forge. After thirteen years' delay, construction of the Company's major enterprise in Codnor Park, namely the forge and blast furnaces finally began around this date. An 1813 inventory of Butterley Company property at Codnor Park (13) records that one furnace was operational and one was still in the course of construction at that date. This situation is confirmed by the Company's 'Furnace Ledger B' (14) which records the purchase of materials for the construction of the furnaces from 1811 onwards. Before 1834 a third blast furnace was added (15). The puddling forge was also nearing completion in 1813.

The advantages of the Codnor Park site for both the smelting and refining of iron ore are obvious with iron ore and coal virtually on the site of the ironworks, lime from Crich via the canal and, of course, cheap bulk transport to the South and North West via the canal system.

A further stage in this early Butterley Company development was the construction of Portland Wharf and the associated tramway beginning in 1822 (16), which facilitated the transport of coal from the collieries at Kirkby and Selston to the canal, competing with the nearby Mansfield and Pinxton Railway (see Fig.3.). By 1835 the tramway had been extended into the ironworks (17), providing an alternative source of coal to Codnor Park Colliery. In order to do this it was necessary to construct a raised carriageway, still a conspicuous local landmark, across the floodplain of the Erewash. To construct the canal basin, it was also necessary to build a small aqueduct across the Erewash. Associated with the wharf was a further industrial housing development, namely the thirteen cottages of Jacksdale Row, presumably intended for workers on the wharf and

FIGURE 1. CODNOR PARK
WHARF c.1800



scale unknown

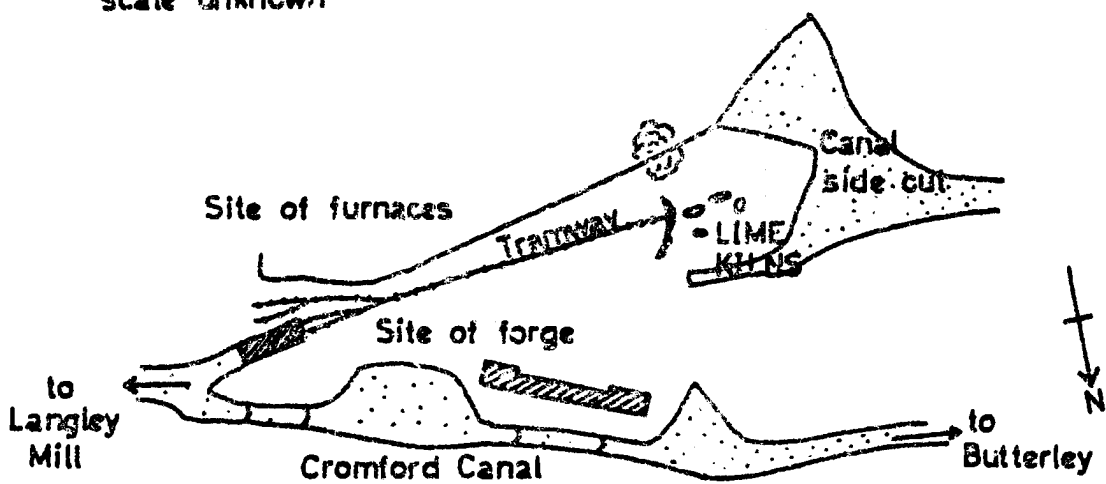
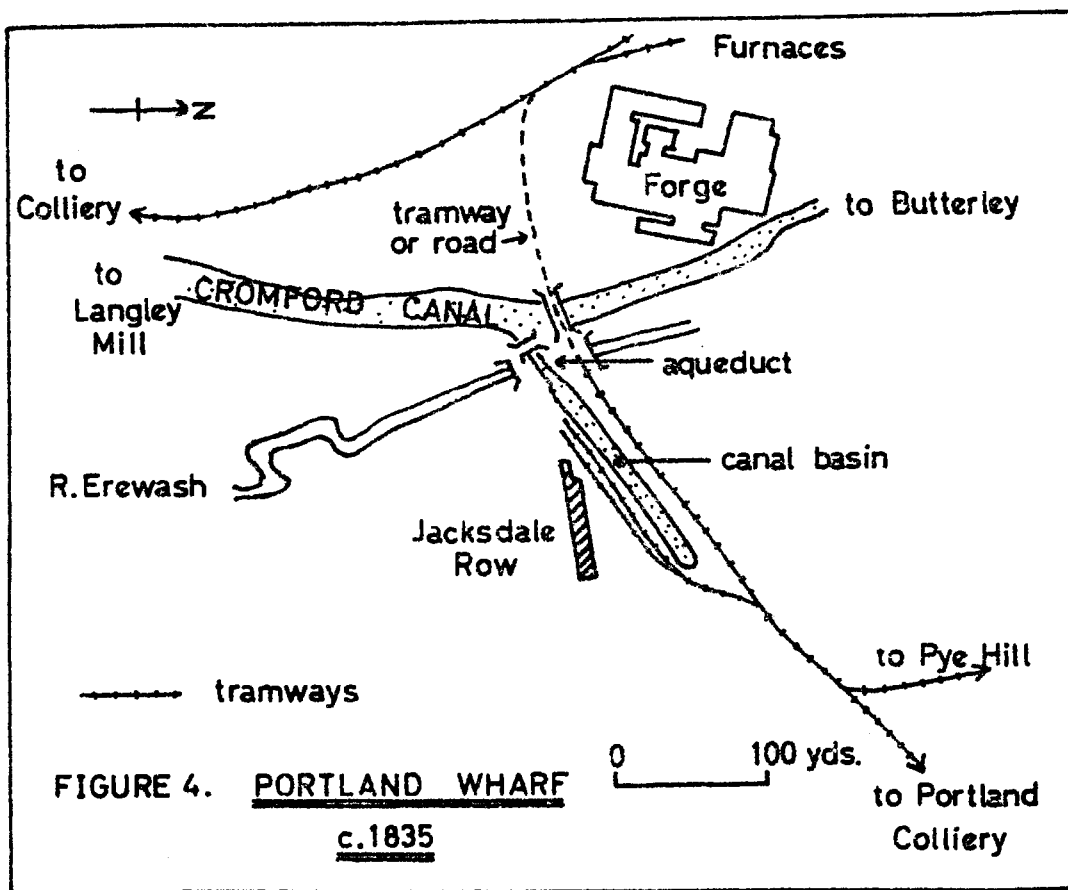
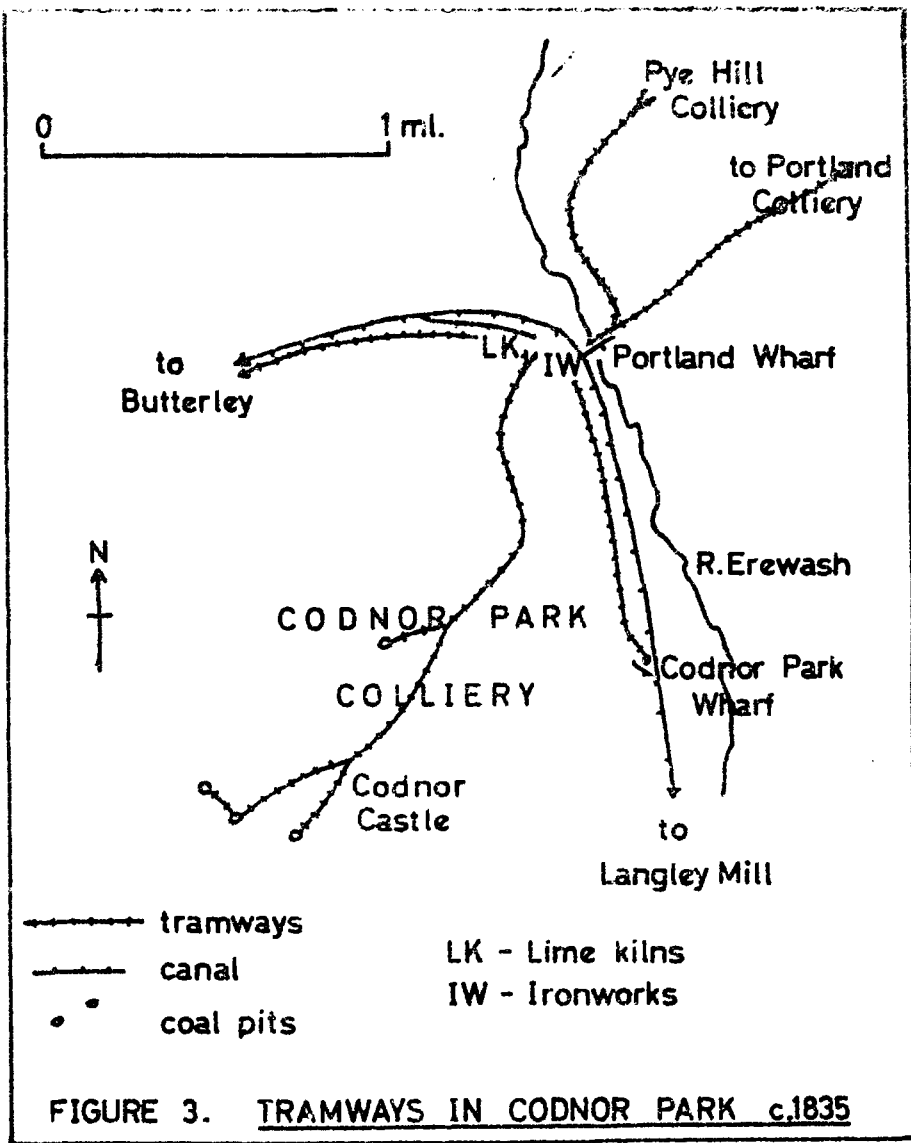


FIGURE 2. CODNOR PARK LIME KILNS 1805



tramway (see Fig.4.).

Up to 1834 therefore the Butterley Company development in Codnor Park was concentrated in the area adjacent to the colliery, ironworks and lime-kilns. The private transport network so far consisted only of the tramways linking the collieries at Codnor Park with the ironworks and canal, and the Portland Tramway from Kirkby to Portland Wharf. In 1834-5 the construction of the new model village of Ironville began on land to the west of the ironworks purchased from Lancelot Rolleston of Watnall(18), adding to the two rows, Furnace Row and Foundry Row, which had been built in the early 1820's (19). Prior to the development of the model village Ironville was a hamlet mainly in Alfretton parish consisting of a cluster of houses on Nottingham Lane and a number of cottages adjoining the stone bottle factory, brewery and gin stables along the canal (20).

The early 1830's therefore saw the full development of the process begun in 1796. Settlement and industry in Codnor Park were completely canal orientated and totally dependent upon local raw materials. The next decade was to see the end of this era with the building of Ironville and the coming of the railways and roads to this part of the Erewash Valley.

1. D(erbyshire) R(ecord) O(ffice) D.503 Box 1 No.7
2. D.R.O. D.503 Box 1 No. 2A
3. D.R.O. First edition 1 inch O.S. map - surveyed 1837, published 1839: N.C.B. map 1371 (formerly at Ormonde Colliery, Loscoe) n.d. (c.1830).
4. N.C.B. map 1371
5. N.C.B. map 1371 : D.R.O. Deposited railway plan No. 28
6. D.R.O. D.503 Box 1 No.8
7. D.R.O. D.503 Box 1 No.14, Box 2 No.17
8. D.R.O. D.503 Box 2 No.17
9. D.R.O. D.503 Historical No.85
10. D.R.O. Deposited railway plan No.28
11. D.R.O. D.503 Butterley Forge Book 1828 - 1870
12. Butterley Building Materials Deed No.24
13. D.R.O. D.503 Box 2 No.30A
14. D.R.O. D.503 Furnace Ledger B
15. D.R.O. D.503 Historical 85
16. Butterley Building Materials Deed No.38
17. D.R.O. Deposited railway plan No.51. The date at which the Portland Tramway was linked directly with the ironworks is in some doubt because of the conflicting evidence provided by available sources. The 1824 turnpike plan (D.R.O. Deposited plan No.140), 1835 Trent and Chesterfield Railway plan (D.R.O. Deposited railway plan No.51) and the 1845 Ambergate, Boston, Nottingham and Eastern Junction Railway plan (D.R.O. Deposited railway plan No.25) suggest that the link into the ironworks was made at the time of the construction of the wharf or shortly afterwards. The 1845 Erewash Valley Railway plan (D.R.O. Deposited railway plan No.50), Sanderson's 1835 map of '45 miles around Mansfield' and the First Edition O.S. 1 inch, on the other hand, suggest that the link was later. Sanderson and the O.S. map inexplicably show the Portland tramway terminating on a hill some 300 yards from the wharf.

/continued...

All these sources indicate however that there was a bridge over the canal into the ironworks at least from the 1820's at the appropriate point whether or not it was used by the tramway. It must be remembered also that the original 1822 lease by Willoughby-Dixie to Outram and Jessop gave them permission to build a 'waggon way over the Big Moat' and that the 1845 Erewash Valley Railway Portland branch, linking the main line with the Portland Tramway, used the existing bridge into the ironworks.

18. D.R.O. D.503 Historical map No.29 n.d. c.1865
19. D.R.O. Deposited plan No.140
20. N.C.B. Map No.1371

LONGFORD CHEESE FACTORY

(Grid Ref. 375219)

The building is situated on the edge of Longford Village on the south side of the road leading to Sutton-on-the-Hill. It stands between two branches of the Sutton brook adjacent to the bridge and opposite the old mill.

This building was the first cheese factory to be built in Britain, and probably in Europe, and was erected in 1870 by a consortium of Derbyshire landowners anxious to experiment with the American factory method of cheese making, as opposed to the old domestic manufacturing system on individual farms. The consortium also equipped a building at Derby as a factory at the same time, which actually began operation earlier than the Longford one, but this was a conversion of an old warehouse and not a purpose-built unit.

The building was erected under the guidance of Cornelius Schermerhorn, an American expert brought over from the U.S.A. for the purpose, by Moore & Turner of Derby at a cost of £500. It began production on 20th May, 1870, being supplied with milk from 500 cows on 27 farms. It was constructed entirely of timber, partly for speed of erection, but chiefly because this was the material favoured for such buildings in the U.S.A. It has 2 stories and measures only about 90' by 33' externally. The walls incorporate some 6 inches of cork, as insulation against frost and damp.

A commemorative plaque recording that it was the first cheese factory built in England can be seen on the exterior. It is now used as a farm stores.

A.J.M. Henstock.

January, 1970.

ANCIENT BOUNDARIES

by

Nellie Kirkham

Part 2 Part of Ashford

(Further notes on a 1570 perambulation
of Ashford in the Water)

In 1570 the dike from Foolow extended to Wardlow Mires, (1) then the boundary 'from Mickle forth myres' 'went southward' as the water runneth downe a great valley, 'with the lordship of Litton on the west. Mickel means great, while forth is a ford, evidence that four hundred years ago a good stream of water was the normal condition. Further down the dale the width of the river bed and the old waterfall at the Lum bears this out as does the fact that the men of Litton used to bring their cattle down to the valley for watering. Normally it is now a dry valley, although in very wet weather there can be a stream on the floor of the dale, with odd pools of water. In many places in north Derbyshire there is evidence of a lowered water-table.

Besides a ford, there is lead mining evidence from the sixteenth century that there was water at Wardlow Mires. In the latter half of the century a great change took place in the dressing of lead ore. In 1565 letters patent were granted to William Humphrey and Christopher Shutz on behalf of the Mineral and Battery Works, which patent included smelting furnaces and sieves for ore dressing.

The necessary wire-making for the sieves and for needles was introduced into the county by Shutz in Hathersage in 1570 or 1580. (2) By 1580 Sir John Zouch was making wire by watermill at Makeney, and was accused of infringement of the patent. In 1581 his work was discontinued and he promised to make no more wire without consent. (3)

Humphrey and Shutz claimed in law suits that they had invented wire sieves, though Mendip and Derbyshire miners insisted that these were already in use. Witnesses contradicted each other.

Previously, bing ore - the better, larger and purer lumps of lead ore - had been washed in water running through wooden troughs, pushed up and down with a long-handled scrubber, so that loose dirt and the finer ore were washed away. Bouse - ore mixed with rock, etc. - and the small fine ore left in the dirt, were thrown with the waste onto the hillocks, the price paid for much of this did not cover the cost of washing. (4)

At least by the 1560's a wooden riddle was used occasionally, although later than this a maintainer of mines said that he had never seen one. These, in Derbyshire, were little riddles made all of wood with a mesh so large that a little finger could go through. The evidence is that they were used for dry riddling. The method probably was that which was in use in Mendip, where, after any bits of rock, etc., had been knocked off on a knockstone, it was washed in the trough, riddled, then washed again. In Mendip the riddle was described as being like a cullender, or bason-shaped 'like a pease Riddel'. (5)

Exact dates are difficult, but before 1572 William Furnis of Calver (6) went to Medip and bought a sieve at Bristol for 4/- which was bigger than was usual. He returned to Calver and used it in a tub of water which he said had not been done before in Derbyshire. He took the wooden rim off it and put copper round. According to him no sieves were used at the mines by Humphrey until after this one was brought from Bristol. At one time Furnis dressed ore at Wardlow Mires.

About 1572 Humphrey tested a wire sieve on waste hillocks in Derbyshire, then despatched one of his men abroad who sent back a Dutch workman, Lambert Hamel, who was 'in poor estate' and wanted work. He brought two riddles with him from overseas. These differed from previous riddles in that the rims were higher, with a handle on each side, one had fine brass wire on the bottom, and the other fine iron wire, there was no wood on them. (7)

The fine mesh of the new sieves saved the finer ore, which was called Smitham, and which before had been waste, for jigging had now been developed. The round sieve with handles was shaken up and down in a tub of water, so that the dirt was washed off, the heavier ore falling to the bottom of the sieve and the lighter bits of rock being skimmed off the top. They said that 'a wyer syve...w'thin a hibbe of water' was brought to the rake, to 'syft the yearthe'. (8)

Hamel left Humphrey's service, and about 1573 went to Wardlow Mires to dress ore there. He wanted work and was hired by John Hancock (9) and others 'to sift ore which had been previously washed by water trough'.

About 1574 he went to a rake where Furnis was, and 'to try his cunning with the sieve', he set down a tub and with his sieve washed a few spadefuls. Finding that he could not work there with it, he 'cast out the same again' and 'spat upon it and so departed his ways'.

Furnis said that Hamel had no skill with the sieve, and that he was said never to have worked with a tub of water when in Humphrey's service. At Wardlow Mires he was paid 1/- a day, and here they set him to dress bowse ore which had been thrown away, but he did not dress well, and was discharged. (10) The evidence indicates that Hamel did not jig, but riddled dry.

Earlier, on Mendip, at least, the finer ore could not be smelted in the Turn-hearth, only in the Slag Hearth, but Humphrey's new hearth enabled both the larger and the finer ore to be smelted together. (11) Slag lead was of poorer quality, and until there was more efficient smelting, a coarse-meshed sieve, with dry riddling, retained ore sufficiently large for the smelting boles. In evidence Furnis said that Humphrey's privilege was that 'none should wash lead ore with siffes but he, 'which reads as though part of Humphrey's claims against infringement was the difference between the earlier dry riddling, and his jigging with a fine sieve in water. (12)

It appears as though Humphrey's sieve was first tried out in Derbyshire, for what the Mendip miners called Northern sieves for producing smitham were said to be like 'the sieve now used in Darb: and brought in by Humphries'.

One of these, by clandestine means, was brought to Mendip by a workman who went specially to Derbyshire, worked for Humphrey, and for a reward, 'gyven subtilye and secretly' obtained a sieve to take back to Mendip. (13)

Certainly there was a washing place at Wardlow Mires four hundred years ago. Ore then was sold there for 8d to 1/1 a dish according to quality. At that time in Ashford and Longstone lordships an upright round dish was used for measuring the ore, it being half a dish in nine dishes smaller than the brazen dish at Wirksworth. (14)

The field called Rushy Mires appears to be the likeliest site for the sixteenth century washing ground at Wardlow Mires, for here there were streams from more than one direction, and a possible pool on the east side.

Hamel also worked at ore-dressing at Longstone Mires, at the east end of Great Longstone. Here, in a field on the south of the road, there is a stone-lined drain which at one time was used as a sewer. Local information says that it was in use last century for washing ore brought down Stanna Dale from the level at the foot of the Edge. Later the ground was levelled, and there is said to be fluor-gravel several feet deep. It is now belland or lead poisoned ground, fowls die on it, and people are ill when they eat vegetables grown there.

The toll gate at Wardlow Mires stood on the turnpike to Chesterfield, and today in Wardlow they do not speak of 'the main road', but still say 'the turnpike'. Near the toll gate the body of Anthony Linguard was gibbeted in 1815 for having murdered the woman who kept the toll bar. Local constables, with the High Constable attended the gibbeting, among them two from Longstone who were specially sworn in, their attendance being charged at £2.8.0 on the constable's accounts. The total cost of bringing the body from Derby gaol and the gibbeting was £84.4.1. (15)

The water from Wardlow Mires ran down the valley 'unto a place called Ladywake terre'. Below this was a place where the men of Litton were given leave by the Lord of Ashford (Earl of Devonshire) to water their cattle for the payment of forty pence a year.

The top part of the dale, for a mile or so, is bare, wild and lonely, a still unspoilt dry dale, becoming thick with trees and vegetations in Cressbrook Dale, or Ravensdale. The first part is Peter's Dale, or Swan Dale, from the name of a family. In the past it was also referred to as Great Dale, although in a mining reference Great Dale Head was where Seedlow Vein crosses.

An old trackway down which the cattle must have come for watering comes from Litton down Tansley Dale. The trackway continues slanting up the eastern hillside, gradually climbing up to an old, now green, roadway to Wardlow. There was a lead mine at Wardlow in 1237, near Rothelowe (unlocated), under the custodianship of Earl Ferrers, who appears to have farmed the mining rights from the King. In the following century the accounts of the Duchy of Lancaster included rents from Wardlow, tithes being paid to the Dean and Chapter of Lichfield. If a hawk should be seen it can be remembered that in 1258 there was a grant of land in Wardlow 'on

consideration of a sparrow hawk' and a yearly rent of $\frac{1}{2}$ d.

By 1577 there was one alehouse in Wardlow, Tideswell had twelve. Wright says that Wardlow was added to the chapelry of Great Longstone in 1750, both being in the manor of Ashford.

The road through the village of Wardlow goes over, or by, the site of a tumulus, the exact position of which is unknown. When this turnpike was made in 1759 they removed a circular heap of stones, of 32 yards diameter, and 5 ft. high. It contained the remains of seventeen bodies which were laid on flat stones, with low side walls and some flat slabs over them. Two of the remains were in separate compartments, which were 7 ft. 6 in. long.
(16)

In the Bull's Head, Wardlow, there hangs the account of an early eighteenth century highwayman, Black Harry, who robbed the pack-mule trains between Tideswell and Bakewell. He was apprehended at Wardlow Cop ' by Castleton bow street runners under command of Blue John'. He was 'hung, drawn and quartered on the Gallows Tree' at Wardlow Mires, and 'Derbyshire vultures from Ravensdale picked his bones clean'.

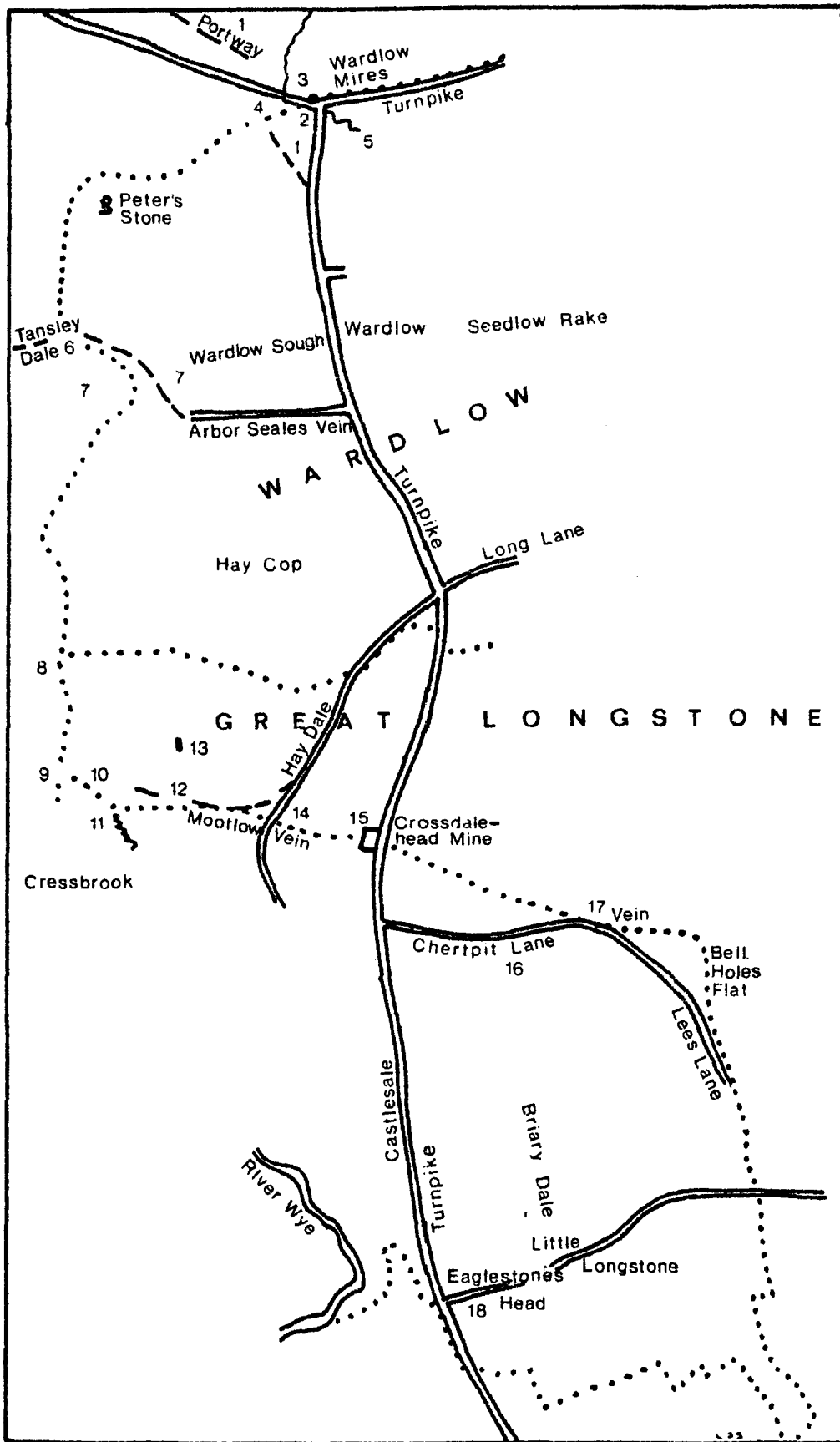
Having a healthy respect for local tradition one can unquestioningly accept the highwayman, but so often a later hand (last century?) embellishes the tradition. Black Harry Gate was part of the way from Bakewell to Tideswell at that period, but he cannot have given his name to it. Blagden was Blackden by 1381. It is possible that he took, or was given, this name because his robberies took place there.

In 1722 a law imposed the death penalty for being armed and disguised (i.e. face blackened) in high roads, open heaths, etc., but drawing and quartering was only added to hanging on conviction of treason, not for other crimes. Gibbeting the corpse took place up to the mid-nineteenth century, and the gibbet was to be erected on an open space nearest to the crime. In this instance, possibly they did not consider Black Harry Gate sufficiently public. Only the gibbeting can have taken place at Wardlow, Derbyshire executions took place at Derby, but local information says that Black Harry was executed at York.

If he was apprehended by Bow Street runners the affair was not early eighteenth century. Henry Fielding (1707-1754) was a magistrate at Bow Street, London, and he and his half-brother Sir John, who was his successor, turned eight Westminster parish constables into the police force which later was known as Bow Street runners, their scarlet waistcoats earning them the nickname of Robin Redbreasts. They had ceased to function by 1829. Trevelyan places their beginning as mid-eighteenth century. Sir John Fielding was a remarkable man, blind from birth he was known as 'the Blind Beak'. (d.1780). (17)

There are a number of traditions about Highwaymen, Mr. Adams of Gateham Grange, south of Hartington, said his grandfather was once attacked by a highwayman between Lode Mill and Alstonfield, and he set his horse at a gate and jumped it. Mr. Adams said that the last beating of the bounds at Gateham Grange took place in 1921. He was then a boy and his father called to him and his brother. He knew what was happening and ran away. His brother was caught and shown the boundary stone

ASHFORD MAP



south-west of the Grange. 'You see that?' and the boy was then slashed across the shoulders with a stick.

About three quarters of a mile down Peter's Dale is an area of mining activity where a number of veins cross, ranging west to east. The founder shafts of Seedlow Vein and Arbor Seats (Harbour Seates) Vein were at Great Dale Head. The name of the latter vein was traced by Rieuwerts. The veins are well defined, with much close-pitting, having been worked by shafts, also from levels driven in limestone outcrops at varying contours up the steep hillsides.

The Ordnance Survey maps show a dry dale to about a quarter of a mile above Ravensdale Cottages. Once, after much rain, and melting snow, there was a stream on the floor of much of Peter's Dale, and a pool with a dressing floor where the veins cross. There was no sign of Wardlow Sough (to Seedlow Vein), but water was flowing from under a mound about at the end of the vein. A few hundred feet south of this, near the pool, there were signs of a run-in level, with a channel towards the floor of the dale, presumably Arbor Seates Sough. Wardlow Sough and Seedlow Vein were worked for centuries for a distance of over two miles eastward. (18)

Shirley's geological map shows Litton tuff on the floor of the dale at Peter's Stone, ceasing before Tansley Dale. He says that the Ravensdale fault crossed about 1,500 ft south of Ravensdale Cottages, continuing eastward to Crossdalehead Mine, with a drop of 200 ft. (19) The late Mr. William Robinson said that toadstone cropped up at Peep o'day on the east edge of Litton, which he believed to be the same as Watergrove toadstone, and that a barmaster said that lead ore mined at Litton was 'Watergrove lead'.

There is a large sloping clearing to the north and south of Ravensdale Cottages, known locally as Berry-me-wick, and a meaning of berewick is a grange of a small manorial settlement, an outlier of a manor.

In 1570 boundary continued down to 'a place called the fall of Thruspitte' where it turned eastwards. This must be Cressbrook Lum, a waterfall, now dry. On the floor of the valley it is now impossible to be quite sure where one is. Going upstream the lower part of Cressbrook Dale is a tangle of vegetation under a wood of tall trees and fallen trunks lie across the dry bed of the brook, all green with moss. At Lum, the high crag of the fall has been cut back by the falling water leaving a semi-circle of vertical grey and greenish rock with the nick of the upper stream-course above. At the foot is a dry pool-floor of rounded pebbles.

When I visited it one October a little water was rising about twenty feet downstream, and at the far end of a small cave on the east the rushing water could be heard, but not seen, for the roof lowered into a crack too tight for entry. High up on the steep hillside above, there were shafts and an entrance into a mine, opening into a worked-out rake. Local information says that high up on the west side there used to be a shaft, now run in, by which lead miners descended until they reached a level crossing below the floor of the valley, and they climbed up a shaft on the east side by which they came to Day.

Dialect dictionaries, and Cameron, define a lum as a pool of water, a woody valley or sometimes a chimney. But Derbyshire still knows the meaning which Mander gives of 'falls of water, or the cavity into which they fall'. He mentions Cressbrook Lum as his example, where, he says, the water running from Wardlow Mires 'falls perpendicularly at a place in the valley called Hurst or Hyrpit Lumb'. (20) In Derbyshire lead mining also it has the meaning of an underground rift, or vertical fissure, not filled with vein material, but with broken stones, etc., often occurring under the floor of a valley. A number of lums were found by miners, one being at Nether Water Mine, south of Bradwell.

From the 'fall of Thruspitte' the boundary ascended 'up the hill towards Litton Eastward by a little Slacke called Meadow Slacke' with Little Longstone on the south. This can only mean 'the hill (facing) towards Litton'. On the top of the hill, just over the boundary, is Ravenscliffe Cave where Storrs Fox excavated from 1902-8, finding flint and chert prehistoric implements, bones of humans and animals, Romano-British Derbyshire pottery ware, a bronze brooch of the second century, and a Mousterian scraper. It was re-excavated in 1928-9. There are also small caves in Bull Tor. This is Little Longstone Hay, which had beast gates for the grazing of the inhabitants' cattle. Wardlow Hay also was let off in sheep and cattle gates.

The boundary went 'straight forward unto the head of Eader Slacke and thence descending by a little way into Robinwashe dalle Bottom'. This slack a small valley, often steep, must be the small valley descending into what is now called Hay Dale. There is a newer farm road coming down from Middle Hay Farm, with a much older one climbing up on the south side of the newer road. Hay Dale was also called Swallow Dale, but it is now a dry dale and there does not appear to be any sign of old swallows, or old watercourse. Perhaps the road was made over an old stream bed.

Robinwash Mine may be the large one on the east edge of the dale, a mine of this name was being worked in the late eighteenth century, and during the next. In 1871 the Crossdalehead Mining Company applied for title to Robinwash. Robyn was a family name in various parts of the county, Chelmorton, Bradbourne, etc., as early as the fourteenth century. Wash, as a rule, indicated a washing floor for ore-dressing. Both this and the swallows appear to affirm a former stream in the dale. On the site of the mine can be seen a flue and remains of a chimney, as though indicating a steam engine. Local information says that there was smelting, but no documentary evidence for either has appeared. The mine is on the vein coming down from Crossdalehead Mine.

Mootlow (Mootlaw) Vein was worked during the eighteenth and nineteenth centuries, but the close pitting of the vein makes it possible that it was mined earlier, it ranged towards Wager's Bell Holes Mine. There was a Mootlow Vein Sough and the likeliest place for it is Hay Dale, but there is now no trace of it, the small mine-entrance near the boundary wall appears to go downwards.

From here the boundary mounts steeply, 'thwarting' (crossing) the dale, ascending 'the hill eastward straight unto two little round hills standing neere together one the toppe of the great hill called Robinwashe thwarting the way called Castlegate' with Little Longstone on the south. The two little hills are puzzling, their existence being unconvincing when the area is examined from all angles. The boundary then went 'to another little hill at Crosse way head and from thence to a way called Crosse way then following the same way leaving still the Lordshipp of Little Longson on the right hand unto a thorne called small thorne greave'.

Within recent years Scratte Quarry has been quite flattened, but at one time a small outcrop was still visible, and, to be worth quarrying, there must have been a small hill of limestone. There was a stone quarry at Scratte by 1840. But although the name Scratte is now only applied to the hill of the main road, originally Scratte must have been a more extensive area. There was a 'common called Skrathayre butting upon the north part of Crossway'. Scratte Closes are on the south side of Chertpit Lane, over half a mile from the quarry, near the remains of chert pits. Chert was obtained from Scratte in 1799, and in the 1780's being sent to Chesterfield, Leek, Cromford, etc. (21)

The large enclosure of Crossdale head Mine is named Cross-a-head. Where Crossway comes from on the west or north-west, or north, remains unsolved. It is unlikely that it was the 'little way' down Eader Slack because the boundary document makes no mention of it joining and following the Crossway until after the little hill at Crossway head.

There is reference to the 'Hyghway called Crossway' which infers that it was a through roadway for some distance, and another reference in a deed referring to the field of Little Longstone mentions an acre of arable land 'extending towards a way called Crossuey'. This deed is undated, but names of the witnesses can be traced in charters, three of them signing one temp. John (1199-1216), and the others signed deeds late twelfth or early thirteenth century, which appears to be reasonable indication that Crossway is at least about eight hundred years old. (22)

Crossdalehead Mine, or Crosses Head Mine, was worked late eighteenth century and up to the 1870's. It is on Deep Rake, which continues over to Cressbrook Dale. There is a fault through the mine, with the downthrow north, the main shaft was 350 ft deep and reached toadstone. Here, going west, the vein-stuff changes to calcite.

The boundary follows the wall to the south-east corner of Cross-a-head enclosure, continuing south-eastward in a straight line across an open hillside to the end of Chertpit Lane, 2,400 ft from the main road. An obviously much later mine road traverses the hillside, but on the line of the invisible boundary on Ordnance Survey maps, there are very faint signs of a roadway, of different coloured grass. This is confirmed by a faint line on an aerial map. "The small thorne greave" (or copse of thicket) must be at the lane end, where there is now a thorn thicket. Unfortunately in north Derbyshire thorn trees are so frequent that this proves nothing. The planting of a thorn tree often indicates a cross-roads, or a change in the direction of a boundary. Here it is the parting of the boundary and the old roadway which continues as a narrow packhorse way between walls, Leys Lane, going downhill to Great Longstone.

There are a number of well known thorns, Chelmorton Thorn being one. 'Hordlow (Hurdlow) Thorn otherwise Hordlow Cross' is mentioned in the perambulation of Hartington 1654.

The boundary continued directly east, with a mine rake in the wood on the north side of the wall. This was worked at least four hundred years ago, for from the thorn greave the boundary followed the head of the arable land 'still Eastwards neere into one old Rake neing there on the left hand within the Lordshippe of Ashford unto the fæild of Great Longson in Ashford Lordshippe to the syde of a flat called Ballholes'.

Bellholes (Ballholes) Flat are two enclosures on the west of the roadway from the Edge. In the 1840's a Wager owned the ground and was working Bell Holes Mine. In the 1790's Richard's Rake is mentioned here. (23)

In 1745 there was legal discussion with regard to the mining rights in freeholds in the fields of Little Longstone. Old deeds were produced which are undated, but are temp. Henry III (1216-1272). These showed that Serlo de Munjoy, Lord of Yeldersley, and Lord of Little Longstone and Brushfield, granted land in his fee of the two last places to Mathew de Langisdon (Longstone) which were the moiety of a toft, 'with ample ditches as well on the south as on the north part thereof with all the appurtances under and above the earth', also four oxgangs of arable land with croft and toft and five roods of meadow lying together in the valley under Meadowhailes, 'near the south side of a certain bushy place or briar bed', with the rights to build sheepfolds anywhere on his pasture, and to take ore 'discovered and to be carried away without lott, grooves made and to be made'. Cameron has Briery Butts (1620) and Bryrydale Close (1570) in Little Longstone. Brierydale is still the name of a small shallow dale on the north of Little Longstone, rising towards Chertpit Lane, and the ground still belongs to Mr. Longsdon. (24)

The boundary continued towards Great Longstone and beyond 'through those Closes and Fæilds where the meares be certain enough knowne', to 'Castleway neere Edgestone heades', then turned northwards to the Head. Here, in 1884, at the Bull's Head, a small inn, there was a curious arrangement of a long bar with strings on a pulley running along it. The other end was tied to a small child, supporting it, with the pulley running along the bar while the child learned to walk. (25)

From here the boundary went down hill, 'into yealde kylne', then doubled back down Monsall Dale.

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3. Exchequer Special Commissions E/178/611.
4. Exchequer Depositions E/178/611.
5. Gough, J.W., Mines of Mendip p.147 (1967). Agricola, G., De Re Mettalica p.288, dry riddling, coarse riddle.(1556).
6. William Furnis (Furnys, Furnace, Fornace) b.1535, yeoman of Calver, was lead tithe gatherer to George, Earl of Shrewsbury.

7. Donald M.B., Elizabethan Monopolies, pp.161, 163, 165, 167-168.
8. E/134/24. Hibbe proved untraceable, in Derbyshire it was called a fatt, or a vat. Agricola ibid. pp.292-3.
9. John Hancock, 1) Husbandman, Little Longstone (b.1536), not a miner, a maintainer of mines from 1563, his children and servants worked in mines, seven of them were killed mining. Had been tithe gatherer to Earl of Shrewsbury. 2) Miner of Longstone (b.1542). There is a Hancock's Shaft on Watergrove Mine, near Wardlow Mires, in the old part of the mine.
10. Donald ibid. pp. 164-166,168.
11. Gough ibid. p.148.
12. E/134/13.
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24. BM.Add.Mss.6685. f.178. Cameron ibid. p.142.
25. D.A.J. ibid. Vol.VI. pp.153-4 (1894).

Map III Explanation

- 1 and 1 Mr. Cockerton's Portway. He believes that this was the road until 1758.
2. Toll Bar.
3. Field 88. Rushy Mires.
4. Water sinks.
5. A stream shown on Plan of Wardlow 1822. A stream flows under the yards of houses on north side of the road. On

aerial maps there appears to be a stream-course from the north-east.

6. Trackway from Litton.
- 7 and 7 Area of mining activity.
8. Ravensdale Cottages.
9. Thruspitte, Thruspit, Torspitte, Spout, Hirst, Hyrpit Lumb, Cressbrook Lum.
10. This must be Meadow Slacke.
11. Ravenscliffe and Bull Tor.
12. This must be Eader Slacke.
13. Middle Hay Farm.
14. ? Robinwash Mine.
15. Scratte Quarry.
16. Scratte Closes.
17. Small thorne greave.
18. Esgestones Head 1570, 1844, 1857, 1875. Headstones Head 1824, 1887.

Field Names

(from Plan of Wardlow 1822, Fairbanks Coll. Bak.76, and CP/27/4, Central Library, Sheffield. William Senior maps, Wardlo and Great Longson (1617), Little Longson (1611), Devonshire Collections, Chatsworth. Many of Little Longstone from Mr. Thrower.)

Wardlow. Rushy Mires Field 88. Meane Ould Feelde 14, 15, 37, 38. Stoney Low approx. 20 to 35. Narrow Gate Closes and Lane 80, 81, 83. Philip Close 79, 82. Long Flat part of 79. Nether Long Flat 92. Dale Close 91. Hollow Close 134. Flax Dale Close 133. The three most northern houses are Manor Farm, Manor View and Manor Cottage. The Meadow 13, 39. Foxdoles part of 1 and 2. Meane Coymiges 28, 30, 34. Long Whitcliffe, Meane Whitcliffe, and Meane Thorpe Edge 69 to 101. Nether field west and south-west of Bull's Head Inn. Stad Field 191, 194. Halsteads approx 192. Meane Butts part of 100, 99. Rope Yard 164. Homestead Barn and Croft 187. Picture Field 189, 190, 195.

Little Longstone.

Scratte Close 49. Lower Scratte Close 82. Riorth 81. West Riorth 48. East Riorth 47. Lower Riorth 116. Cowleys (includes Plumpton 43, Stonepit Leys 80, Upper Square Leys 79, Lower Square Leys 118, Long Leys 119). Bell Holes 290, 291. Outrake 292, 296. Upper Outrake Close 293. Middle Furlong (or Townhead) 302. Upper Ridge Flat 115. Upper Briary Dale 129. Lower Briary Dale 164. West Pasture 128. East Pasture 127. Back Pasture 165. Frimmy 126. Cow Hay 244, 222, 246. Barren Castle 135, 136. The ground south of the last was Makales Field. Breache 84, 85, 88, 89, 108, 109. Great Close 123, 124, 125. Butts Close 168. North Lowe Fielde 259. Whitcliffe 155, 157, 187.

Note. Sixteenth century dressing ground. Rudhy Mires (3 on map) (also 5), The following total of fields 8,10,88,89,90,396. Mr.T. Furniss of the Three Stags' Heads says that all these have been a washing floor, bits of calcite, etc., from a dressing ground are found even at a depth of a number of feet below the surface. Discussing with him the former wetness of Wardlow Mires, he said that his father had told him that there was a local tradition that the Three Stags' Heads Inn was 'built on an island'. He added that in very wet weather water still flows over Cressbrook Lum.

THANKS AND ACKNOWLEDGEMENTS

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Part 1 of this series was published in Miscellany Vol.V.
part 3 p. 136 - 148.

ASHBOURNE CHURCH BELLS - A note by Reginald C. Smith.

It is recorded that the Commissioners of King Edward VI reported that in 1547 they found three bells in the steeple of Ashbourne Parish Church, one clock upon one of them, one broken bell, and one little bell called a sanctus bell, two hand bells and two sacring bells hanging before the Altar of Grene.

According to a Terryer of 3rd October, 1701 a new peal of 6 bells was given to the Church by John Bradburn of London, Esq. (Bradbournes are anciently connected with the church). The terrier recorded that the clerks had had 30/- per annum for looking to the clock and chimes since 1664, in which year the chimes were given.

The weight of the tenor was 17 cwts; the total weight of the peal was 65 cwt lqr. 6 lbs.

The bells were inscribed as follows:-

- (1) Amici multi numerantur (2) Sweetly to ring men do call; to feast on meats that feed the Soule (1632) (3) God Save the Queen (1590) (4) Ecce ancilla Domini (5) God save the church (1632) (6) Ut tibi sic sonitu Domini conuoco cohortes (1592)

Bell No.3 is now the tenor in the three bell peal of Blore Ray church in Staffordshire. No.5 is now No.8 in the peal in All Saints' Cathedral Church, Derby.

It is believed that the tenor bell was melted down.

The founder who installed the new peal in Ashbourne Church in October 1815, was allowed, under the contract, to take away the old bells and found purchasers for the two bells mentioned.

In the three bell peal in the tower of Tissington Church, Derbyshire, are two inscribed by the same founder, "William Dobson, Downham, Norfolk, Founder". Possibly these originated in Ashbourne Church. I am at present compiling a history of the clock making industry in Ashbourne from 1740, and also a history of Mapleton Church, Derbyshire, for which purpose I shall be looking into the question of the origin of these two bells.

The Sanctus bell mentioned is still at Ashbourne. It was probably given to the church in the later years of the reign of Henry VIII. It is inscribed "TN" the founder Thomas Newcombe of Leicester who died in 1580. It is now used as a "5 minute" bell. The bell is now operated by a lever which replaced the wheel.

(to be continued)

R E C E N T P U B L I C A T I O N S

The Nutbrook Canal: by Peter Stevenson (David and Charles _ 1970, £2.25). Review by F.P. Heath.

'The Nutbrook Canal' is a fascinating little book in which we see the difficulties of the canal builders, especially financially and legally. Many names that are by-words in this area were attached to people who took varying degrees of responsibility .. Mundy, Hunloke, Manners (Rutland), Stanhope, Newdigate, Flamstead, Drury Lowe, Wilmot, Evans (Darley Abbey), as well as Barber, Walker and Co. (former coal-owners in Notes.) and Albert Ball, Nottingham estate agent.

While the book is a history of the canal it would appear to be principally concerned with changes of ownership and the disposition of shares, as well as its relationship with the railways when they came and the various local industrial concerns, and with Local Authorities, especially the Borough of Ilkeston.

The book is well illustrated. There are a number of photographs, all of fascinating interest. The one which appealed to me most is a picture of the Bridge House at Kirk Hallam, a tremendous four-storey house of unusual appearance. The illustrations in the text include a number of maps which graphically show the overthrow of the canals by the railways. There are other illustrations from former account books and the appendix includes tables of subscribers and dividends, of tonnages, tolls and receipts, engineering statistics, as well as details of the Stanton boats. The date of the boats quoted is 1940/1, and I was astonished to see that Harland and Wolff had a share in building these boats.

In all, a book to be recommended to the Canal Enthusiast, and with much bearing on Local History in South-East Derbyshire as well.

Power in the Industrial Revolution: by Richard L. Hills (Manchester University Press 1970.)

An engineering study with some Derbyshire material.

The Watermills of Abbeydale: a background history to Abbeydale Works Museum, by Rosamund A. Meredith (Sheffield City Libraries Local History Leaflet No.11.)

Belper : a study of its history based on visual evidence:

directed by Dr. J.R.G. Jennings, compiled and published by Belper Historical Society (1970 50p, available from Mrs Robson, Fleet House, The Fleet, Belper or Clulow's Bookshop, Irongate, Derby.)

A short study of the community in its topographical setting, illustrated by six sketch plans and 26 plates, a welcome experiment and useful introduction to Belper's history.

Old Derby: (Derby Borough Libraries, 1971, 20p.)

A charming illustrated survey of notable Derby buildings, two maps, 41 plates and a pull-out reproduction of "The east prospect of Derby in 1728".

Glossop, a historical trail, prepared by Glossop Historical Society (1971, 10p, available at Glossop Public Library.)

Notes on a historical trail in Glossop with sketch map, illustrated by sketches and four plates, an attractive variant on the "nature trails".

Derbyshire Archaeology with 7 Guided Tours, by Peter Grayson (Grayson Publications, Edensor, Bakewell, 1971, 30p.)

A non-specialist introductory sketch, a piece of tourist literature; enthusiastic but unreliable.

Derbyshire Industrial Archaeology Directory, compiled and published by the Derbyshire Archaeological Society Industrial Archaeology Section (1971, 10p., available from L.J. Stead, 48a Sandbed Lane, Belper.)

A useful compilation locating the main national and Derbyshire societies and museums of industry and technology, listing individuals with specialised and local knowledge, and adding a short bibliography.

Recording Industrial Remains: a brief guide, by Philip Riden (Published by Derbyshire Archaeological Society Industrial Archaeology Section, 1971.)

Ormonde Colliery 1908 - 1970: (National Coal Board 1970).

A summary history of the life and death of a colliery.

The origins of the Sheffield and Chesterfield Railway: by John Dunstan (Dore Village Society, 1970.)

Schools and scholars : an historical exhibition: (Exhibition catalogue, Tawney House, Matlock, 1970, 16p.)

A Glossary for Local Population Studies: by L. Bradley (Local Population Studies, 9 Lisburne Square, Torquay, 1971, 40p.)

A glossary for national use by a Derbyshire local historian.

Bulletin of Local History, East Midland Region VI: (University of Nottingham Department of Adult Education, 14/22 Shakespeare Street, Nottingham, 1971.)

"James Longsdon (1745 - 1821) Farmer and Fustian Manufacturer: The Small Firm in the Early English Cotton Industry", by S.D. Chapman, Textile History 1970.

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"Tram Roads in North East Derbyshire", by Philip J. Riden, Industrial Archaeology, 1970.

B i b l i o g r a p h i e s

East Midlands Bibliography, 1971, Vol.9., No.1.

(East Midlands Branch of the Library Association - Quarterly,
Initial annual subscription £3.00 - subsequent annual
subscriptions £2.00)

Sheffield University Theses relating to Yorkshire and Derbyshire,
1920 - 1970, Sheffield University Library Information Service
Guide 5/71. May, 1971.

Leisure Long Ago (Derby Borough Libraries, 1971)

A select list of books and manuscripts relating to leisure in
Derby and Derbyshire, the first of four guides to the
resources of the Derby Borough Libraries Local History Collection
in celebration of the Libraries' centenary.

Some Maps of the County of Derby 1577 - 1850, by Charles C.

Handford (Derbyshire Miscellany, Supplement
No.11, 1971, 40p.)

Selections from a large manuscript list of Derbyshire county
maps, a useful introduction.

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R.Blincoe. A.E.Musson. (2 plates and map) 35p each
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We regret that the complete Blincoe Memoir, Supplement No.10,
is now sold out.

SECTION OUTING

by

V.M. Beadsmoore

The Local History Section Outing to various places of archaeological interest on the Charnwood Forest on Saturday, May 22nd, was most enjoyable.

Passing through Hathern, our attention was called to Dishley Grange on the left-hand side of the A6, a farm where Robert Bakewell (1725 - 1795) lived. Robert Bakewell was a breeder of improved sheep and cattle, more for their meat than their wool. In less than half a century his sheep, "New Leicesters" spread to all quarters of Britain.

Travelling on to Loughborough, behind the Parish Church we visited the ruins of a medieval parsonage, now called the Old Rectory. The part left standing has unfortunately been too "carefully restored" by the Ministry of Works, obliterating various doors and windows. In the 13th century the Manor was held by Roger of Costock, and documentary evidence dates from the 1500's. In 1825 the building was damaged by fire, and was restored in 1826 with a Georgian front, and the part we see today converted into kitchen premises. The front was demolished, and the building is now a museum containing, among other things, various coins, tiles, etc. found at Garendon, which was our next calling point.

The Garendon estate, owned by the de Lisle family, lies north of the Loughborough/Ashby road. Garendon Abbey was founded by Robert, Earl of Leicester, in 1133 and was one of the earliest Cistercian Houses in England. After a varied history the Abbey was dissolved in 1536, and was granted to Thomas Manners, first Earl of Rutland. In 1683 the estate was bought by Sir Ambrose Phillipps who built a Palladian House - Garendon Hall - and furnished the grounds with an obelisk, a Temple of Venus and Triumphal Arch. The name "de Lisle" was added to Phillipps in 1863. In 1964 the hall was demolished and most of it now lies as hardcore beneath the M1 which runs across the corner of the estate.

The Loughborough and District Archaeological Society has been given permission by the present owner, Mr. G.A.A. March Phillipps de Lisle, to dig, with very exciting results. Mr. P.J. Greaves, the Chairman of the Society, made the visits to the Old Rectory and Garendon most interesting by his clear and concise talks. We were able to see the medieval drain to the Abbey quite clearly, as some years ago a roof fall had occurred, revealing the line of the drain, which was then fenced with iron railings. It was from this point that the society had explored. The monks' dorter range was found to run some ten feet to the south. We were able to see the outline of the Chapter House, running from East to West 55 ft., with an apsidal end of five straight lengths. There had evidently been three floor levels; a 12th century coffin lid had been found, and the base of one column.

/cont'd..

We made a brief stop on the edge of Bradgate Park where Bess of Hardwick married Sir William Cavendish, her second husband, as his third wife, at Bradgate Hall on the 20th August, 1547, "at 2 of the clock after midnight". Sir William's closest friends were Henry Grey and his wife, Frances, daughter of Henry VIII's youngest sister Mary, and parents of Lady Jane Grey. When they heard that William was to marry a widowed lady from Derbyshire, they insisted that the wedding should take place at Bradgate. Bradgate was something new in English architecture with hexagonal towers, curtain walls and a moat for show, and it may be that on that day in August, 1547 "the spark was struck which kindled Bess's love of building, for she incorporated the towers and other features in Chatsworth, her first great house."

After tea at Newtown Linford, we visited Ulverscroft Priory. This also was founded by Robert, Earl of Leicester, before 1153, and was largely rebuilt in the 14th century. Ulverscroft was an Augustinian House of Canons - ordained monks - The Prior of nearby Charley Priory, in 1444, was neglecting his duties, and in 1465 Charley was united with Ulverscroft, its buildings most probably being abandoned. Ulverscroft Priory was dissolved in 1539, three years after Garendon, and was also granted to Thomas Manners. Since then the Priory has been through many hands, and although mostly in ruins, there is a part inhabited.

Short visits were paid to Mount St. Bernard Abbey, a Cistercian House, the buildings we see today being dedicated on Monday, August 20th, 1945, and to the ruins of Grace Dieu Priory, a House of Augustinian Canonesses, founded between 1235 and 1241, and dissolved in 1538.

Derbyshire Archaeological Society, Local History Section.

Tape Recording Group

Helped by a grant awarded by the Council of the Society, members are tape recording elderly people's memories of the early part of this century. Topics covered have included descriptions of work at the coal face, social conditions in Derby, transport, village life, schools, Derby Training College and of the plight of a telegraph boy. These recordings are to be deposited at the County Record Office.

Derby Tape Recording Club agreed to co-operate in the work and its members have lent both skill and valuable equipment, enabling us to produce some recordings of high technical quality.

Last October the Group contributed a display and a tape of excerpts from recordings to the 'Man, Land and Wildlife' exhibition held in Chesterfield.

Suggestions of people who might be recorded and offers of help will be gratefully received by Miss A.E. Castledine, 22 Tower Road, Burton on Trent. (Telephone: Burton 2187).

WILLIAM BAMFORD'S DIARY

by

Cyril Harrison

Jan. 7 1833.

A dinner was given to the members of the Southern Division of the County of Derby, at the house of Joseph Deaville, host of the Red Lion Inn, Belper, dinner on table at four o'clock.

The company was numerous and among them were John Strutt Esq., Chairman (and he behaved extremely well), Lord Waterpark, The Hon George Vernon, Joseph Strutt, Edward Strutt, Jedediah Strutt, Antony Radford Strutt and Mr. Mathew Gisborne. Mr. Ingle was Vice Chairman. Great confusion prevailed about serving the dinner, but it is the first time such a thing has been held in Belper, and it was to be expected to be the case, on future occasions an improvement must be attempted. The dinner was well cooked and great plenty of it. The Hon. George Vernon found Venison and Lord Waterpark, Game.

At the anniversary of the Infirmary at Derby, it was reported the funds were quite insufficient for the next year.

Jan. 14.

On Monday night occurred a most dreadful fire in Liverpool, which destroyed property to the value of quarter of a million pounds. Bags of cotton destroyed, American, 5000, Brazil 2200, Egyptian 600, Surat 750, West Indian 20.

Jan. 24.

The Musicians Annual Feast. Great harmony prevailed, Mr. John Strutt, the leader has a refined taste for music and has formed a 'Musical Society' by selecting more than forty of the most respectable people from the mills and workshops and making a Band of instrumental performers and a Choir of singers who are trained by Masters and taught to play and sing in the best manner, what time is consumed in their studies is recorded into their working hours.

On the night of a general muster for practice, there are forgemmen, mechanics, clerks and millhands blasting away on their Ophiclides, and Trombones. After the commencement of the Music School, it was found that the proficient were liable to be enticed away and to commence as Teachers of Music. To remedy this, members of the Band are "Bound" to remain seven years. Mr. John Strutt ingeniously contrived an Orchestra with the music desks and boxes containing the instruments, to fold and pack up so that with the addition of a pair of wheels, the whole forms a carriage and with a wagon for the performers, he can when required, move to Derby or the surrounding villages when their services are wanted for charitable occasions. As an incentive to excellence when he visits Town, he occasionally takes half a dozen of his cleverest people with him to the Opera or a Concert, to hear the finest performers of the age.

Feb. 27.

The infants school near to Mr. Tunstall's house, was erected in the summer of 1832. Began teaching there at the end of September same year. Cost of building including land, £347.10.5. Furniture £11.0.0. Swings £2.13.10.

Mar. 27.

The Town Meeting was held to pass the Overseer of the Poors Accounts. J.W. and his party have had it in contemplation to make a row about the doing of the whole business. They mustered all their forces and succeeded in reducing Pym's and Radford's salaries the former to £45., and the latter to £55 per annum. They did all in their power to turn Jedediah Strutt out. When we consider the character of such a man as J.W. and the course of life he has been the habit of leading, combining also the paltry establishment he keeps and the low lived persons about him, it cannot be a matter of surprise that nothing but meanness should emanate from such a fellow whose whole life has been one continued scene of immorality and it is very probable he will come to want, as the people he has about him are fleecing him unmercifully. The whole row was occasioned by the cupidity of Joseph Pym, whom they conceived was paid far more than he deserved.

April 12. Tuesday.

Ludham executed in Derby for Bestiality and is the first man to be hanged at the new Gaol. The sentence was passed by Judge Bosanquet, who at that time must have been half drunk or mad, as it was evident to all in court that the prisoner was more than half an idiot and the Judge's conduct afterwards, when petitioned for a mitigation, showed him to be an arrogant, cruel and unfeeling fellow. Likewise a petition was sent to the Secretary of State, signed by four thousand of the most respectable people in Derby which was rejected and said to be returned unopened.

Must the voice of the people be treated with such contempt for ever?

No; The time will come when their decision (as it ought to be), must be the criterion of reward or punishment. His Lordship in this instance has acted very unwisely, indeed, through the whole of his Circuit he has acted like an avenging or destroying Angel.

At these Assizes, four people were Transported for Life, two of them were of the notorious "Taylor" family of Cow Hill, Belper, nailers.

April 13.

Mr. Hutton fell down stairs when in a state of intoxication at 'Shorthous' beer house on the Green. (THE NEW INN), he died next morning.

Mr. Hutton was a man of rather superior qualities, he came to Belper full thirty years ago as an Excise man, a post which he relinquished and turned Schoolmaster. He had a very good school for a number of years and also did measuring and surveying and made Wills Etc., thereby he made a very comfortable livelihood, but his propensity for drink was so very great he at last gave these up and became a regular land Surveyor and then an Auctioneer. With these callings he went on pretty well with the assistance of his son Charles, but the death of his son deprived him of his services and this was a terrible shock to his wellbeing as after this he became more addicted to drinking and his fortune became worse every day. He was very much in arrears with his rent and in everybodys debt who would trust him, indeed at the time of his death he had but eight shillings in his pocket and his habitation was truly

miserable, there was not any linen in the house and it is said his wife was destitute of a shift. The Town found him a coffin and must have borne the whole expense of the Funeral had not his widow been assisted by several voluntary contributions. He lived just long enough to escape the Workhouse. In his profession he had not the very best of characters for probity, in one instance I know of he acted very improperly. This was in the case of Andrew Richardson, and his wife, an aged couple and possessed of some property. Mrs. Richardson had a niece whom they had brought up from infancy having no children of her own. This niece, with the assistance of Hutton, persuaded Andrew to make a will in her favour and to the exclusion of other relatives of Mrs. Richardson.

On the day of the funeral of Andrew, Mrs. Richardson said 'if she lived till morning she would alter her own Will, but unfair means were used and they gave her 'sleeping drops' although she was violently troubled with asthma, she was found dead in bed next morning. The niece shortly after married a profligate young fellow and I now understand they are reduced to beggary. (The ways of heaven though dark are just).

May 8th

John Hunt and his wife set off for London, he is to be operated on for Stone in the Bladder. (He died under the operation).

May 14th

Mr. Haslam died about noon. Few men were more respectable than he and he was blessed with a handsome competency and might have been called a happy man had not his wayward fate willed it otherwise.

Alas, his family, consisting of three sons, led such profligate lives which quite embittered his peace. Two of them died at an early age through intemperance and one survived him, the worst one of all, who for his drunkenness and filthy habits he had turned out of doors, yet allowed him a comfortable maintenance for several years. He wandered from place to place about the country like a common vagabond and was often in want of the common necessaries of life, having at times scarcely any clothes to his back. His father several times clothed him in addition to what he allowed him. What he will do now is to be shown. If the property comes to him it is to be feared he will soon make an end of it.

It is wonderful how children can act so contrary to example and advice, so as to wilfully blight the most flattering prospects. The ways of heaven are dark and intricate, full of mazes and perplexed with errors, our understanding leaves them in vain. This day, the large dog of Jackson, the butcher, ran mad. Eli Hunt shot it from a window in Harrison's yard.

May 17th

Widow Liggett, found dead in bed in the forenoon of this day. Thomas Bostock (to whom it is said she owed money) came and searched every hole and corner of the house for what he could find and at last walked off with a Bible under his coat.

It will not be surprising if this wretch dies a more miserable than Daniel Dancer, who died in a sack without a shirt on. His meanness and rapacity exceed all bounds. He would go to the Devil thrice to save a penny. It is said, she had a sweetheart with her the night before she died, but he left between ten and eleven o'clock.

Also this day, John Cholerton set sail for America, but on May 24th, Messrs. Strutt, "arrested" him for adept of between four and five pounds.

On September 24th he was returned, said to be as lousy as a beggar, he had been to New York only.

June 5th.

Ralph Poyser found shot in a wood near to his house, the "Navigation Inn", Bull Bridge. There is much reason to believe it was done wilfully, though the Jury brought it in "accidental".

Also this day the Bruce Coach met with an accident in Weir Lane, when setting off for the north. One of the lead horses ran into the pole of "Turners" cart and although dreadfully gashed and bleeding the ruffian coachman drove it on. These brutal men are, on many occasions, intoxicated when setting off on a journey.

June 26th

A most shameful piece of business came out about Joseph Lees wife, she has been harbouring a man of very low character who has been committing robberies up and down, and part of the stolen articles were found secreted in her house. It also turned out she was pregnant by him and has been taken to Alfreton Workhouse.

July 15th

The Post Office, shifted to Hanah Haslams own house.
(In the Spring of 1842, it was removed to King Street).

August 9th

Edward Wheatly, at Belper, exceedingly drunk and boasting (as usual) about his great wealth. His assertions were to palpable not to be mistaken and he must have a more than ordinary respect for himself if he can be so far flattered into the belief that people are so credulous as to be gulled with such glaring falsehoods.

The Duke of Devonshire passed through Belper. He left a Portrait of himself for Mr. John Strutt.

to be continued.