

DERBYSHIRE MISCELLANY



BREADSALL PRIORY, DERBYSHIRE.

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DERBYSHIRE MISCELLANY

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JOHN WALKER'S DIARY

BY

S. J. Brown
(RR2 Orangeville, Ontario, Canada)

I first grew interested in my ancestor, John Walker, when I found a copy of his diary which is held by my branch of his family. The diary itself belongs to another branch. The diary covers only his work as a local preacher for a short period of his life, with two later entries, and is used again to note the expenses of the first part of his move to Canada a generation later. A letter to his eldest daughter from a friend in Derby also survives. I have copied them all for this note.

John Walker was born on 2 August 1780, but as yet I have not traced his parents or the place of his birth. His known kin were W. R. Walker who is mentioned in the letter; William Henry Walker, a Leicester manufacturer of hosiery and boots, a Liberal - Unionist M.P., of Birstall Holt, Leicester; and Charles W. Walker of Holmhurst, Borrowash, Derbyshire.

John Walker lived at Burrowash and he bought land there in 1807 and was also a substantial tenant farmer. In the baptismal records of his children he is described as a maltster until 1831, and afterwards as a farmer of Ockbrook Fields.

John Walker married Elizabeth Hextall of Bardon parish, Leicestershire, at Ibstock, 13 July 1820. The family were all christened at Ockbrook Church and three are buried in the churchyard.

* John Carver	23 May 1821 - 19 May 1831
Elizabeth Mary	9 February 1823 - 26 July 1907
* Jane Anne	18 November 1825 - 23 May 1826
Richard	17 March 1827 - 29 December 1900
Rebeckah Ann	4 December 1828 - 29 December 1922
* William Brett	February 1830 - September 1830
John Thomas	29 December 1831 - 7 December 1900
Sarah Jane	28 April 1834 - 26 June 1914

The family emigrated in the fall of 1835. They travelled to Guelph, Upper Canada, now the province of Ontario, via New York and the Hudson River - Erie Canal system, and Wellington Square, now Burlington. They took up land at Guelph that is now part of the University of Guelph and was for years previously part of the Model Farm and the Ontario Agricultural College. In 1850, John and Elizabeth Walker and their younger children moved to a 100 acre farm, Lot 6, Concession A, East Garafraxa Township, Wellington County*, at Vanatter, now The Maples. John Walker died there in 1856, age 76, and is

buried in the graveyard of Providence Church, (Primitive Methodist) nearby. Elizabeth Hextall Walker moved to Orangeville and died there in 1881, age 91.

Part of the family settled in the area north of Guelph and the rest settled near Orangeville, where several descendants are still to be found.

* Due to county re-organization, East Garafraxa is now part of Dufferin County. The Maples is about 4 miles southwest of Orangeville, and about 50 miles northwest of Toronto.

I should be glad to hear from any English kinsmen who might read these notes and the diary.

The Diary

August 9, 1807

I spoke at Radford to a full congregation from St Luke's Gospel, Chap. 15 Verse 2. I felt a deep sense of the importance of the work and, Praise the Lord, was much blest while speaking to the people, I trust there was good done.

August 23, 1807

Planned to Willoughby and Whysall. At the former place I spoke from St. Matthew's Gospel, Chap. 7, Verse 13 and 14. At the latter place from St. Luke's Gospel, Chap. 15, part of the 2nd Verse, to a full house. I felt my mind at liberty; hope there was good done. Praise the Lord.

August 30, 1807

Planned to Ratcliffe twice but dare not venture to go till evening. The Chapel was much crowded. I spoke from St. Luke's Gospel, Chap. 15, Verse 2, but I cannot describe the sensations that passed in my breast seeing many respectable people that I knew. I was almost cast down through fear, but I had no sooner mentioned my text but all my fears vanished, and felt my soul drawn out to speak freely to the people.

Sept. 20, 1807

I went to Whysall at night and spoke from Isaiah Chap. fifty third, Verse 1st, to a full house very attentive.

Sept. 5, 1807

This day I saw the protecting hand of the Lord in a very singular manner, coming home from Nott. market my horse took fright and after lunging about in a most dreadful manner I was flung from him, he turning over me with his fore feet set one of his hinder feet upon my stomach. I instantly saw my danger and was perfectly recollected but the pain I was in till I was bled I cannot describe and the peace of mind I then felt I cannot describe but I hope never to forget while I continue to breathe.

Oct. 4, 1807

This day I enjoy a principle within of peace and a degree of joy. I have been calculating this day and find that I have been a member of the Methodist Society $7\frac{1}{2}$ years, a Class Leader $4\frac{1}{2}$ years, began with 14 members and now there is 28 of us, and during $4\frac{1}{2}$ years only one member has turned back into the World. "What had God wrought". Oh, for a grateful heart to God for all his mercies. May I and my little flock be brought safe through this world to the land of bliss and happiness to praise God and the Lamb for his mercy endureth for ever.

Oct. 11, 1807

I was planned to Gotham and Leak. At the former place I spoke from St. Matthew's Gospel, Chap. 7, Verse 13 and 14, to a very full Chapel. At the latter I spoke from St. Luke's Gospel, Chap. 15, Verse 2, to a full Chapel. I felt a tolerable degree of liberty in both places. I was much bowed down through fear before I began, but the Lord was Better to me than all my fears. Praise the Lord, O, my soul.

Oct. 12, 1807

This day I have been making a purchase at Burrowash,	
4 acres of land for 350 Guineas or	£367 10s.
average £91, 17s. 5d. per acre	
A deposit of ten per cent	36 14
King's Duty 7/ for the £	10 14 5
	<hr/>
	47 8 5

Remains to pay

£320 1 7

and now I would ask myself whether I have done this to the Glory of God; whether this has been motive in purchasing Well, Glory be to God I can appeal to the searcher of hearts that it is my intention to do all to the Glory of God and may he always bless me with this testimony that in all things I please him.

Oct. 16, 1807

Paid King's Duty for £367 10s. at 7 per £

£10 14s 5d.

Paid Mr. Edwards, Attorney a deposit
of 10 per cent for the above purchase 36 14 0

Nov. 16, 1807

I spoke at Ockbrook from St. Matthew's Gospel, Chap. 7, Verse 13 and 14, to a house full of people. I felt a tolerable degree of liberty but am not clear in my call to the work of the Ministry. O, that the Lord would show me his will concerning me, guide me by his counsel and afterwards receive me to Glory.

Dec. 25, 1807

I spoke at Ockbrook to a very full house of people; felt much liberty the latter part of the time while speaking it seemed in general a good time. Praise the Lord, O, my soul. I spoke from St. Matthew's Gospel, Chap. 1, Verse 22.

Dec. 27, 1807

I spoke at Dracott from the above passage; felt rather bound in spirit, especially the former part of the time O, that God would shew me his will concerning me and wherein my talent consists.

Jan. 31, 1808

I spoke at Dracott from St. Luke's Gospel, Chap. XX, verse 2, to a large congregation, felt liberty in speaking. I bless God for it; may I ever feel the witness within that all I do is right. Surely no one ever felt the trials respecting a call to act in public that I do; but thanks be to God he knows all my trials and may I ever stand fast on the Rock of Ages.

Feb. 14, 1808

This day I have been to Draycott to speak for Mr. Towle who has been suddenly called away but felt much agitated in my mind on account of speaking in public; felt much bound in spirit while speaking, surely God will teach me wisdom secretly and shew me his will respecting my call to the ministry and give me abilities for the same.

Feb. 21, 1808

I went to a place called Hardhurst two miles from hence and spoke from the Acts of the Apostles, Chap. III, Verse 19, to a house full of people, felt much liberty in speaking. "Praise the Lord, O, my soul" but did not see or hear of any particular good being done. May the Lord give me fruit if he has called me to the important work and give me to see wherein my talent consists.

Feb. 28, 1808

I went to Ockbrook and spoke to a crowded congregation in Mr. Towle's appointment from these words, "Repent ye therefore and be converted that your sins may be blotted out, when the time of refreshing shall come from the presence of the Lord". But felt much dissatisfied in my own mind respecting my call to the work. Believe I shall give up the thought of preaching being persuaded in my own mind that I am not called to that work. O, that the Lord would in mercy shew me his will concerning me and my abilities to do it.

March, 19, 1808

This day I sent a note to Mr. Sergant in answer to one I received the day before requesting me to Preach at Spondon, but feel that I shall wholly decline it. I feel now that I shall now decline attempting to take a plan feeling myself insufficient for such an important office. I see my own littleness and the greatness of the work. I have never took a text of scripture and have done justice to it; no rather I fear I've made havoc on the sacred Word of God, but hope God will forgive me as it has been my whole aim his Glory and the good of souls.

April. 3, 1808

Appointed to Dale Abbey by Mr. Sergant, I went and spoke from the words, "This man receiveth sinners". To a tolerable congregation very attentive felt rather bound in spirit the former part, but Praise the Lord felt liberty afterwards. At night I spoke at Ockbrook from Isaiah Prophecy, Chap. 12, Verse 1, to a crowded house full. They were very attentive to the word spoken; but I felt that I did not do justice to the text, when I consult my own feelings, I dare not attempt to preach.

Sunday, April 15, 1810

Although I have given up preaching still find my mind much exercised in various ways. At the present time feel as though the cares of the present time feel as though the cares of the present world would gain their ascendancy over me. Lord, enable me to put a proper value upon both worlds, the present and that which is to come, having sometimes taken courage to give an exhortation when an opening appeared, often felt blest while speaking. Lord, save me from burying my one talent but give me to see more clearly wherein it consists and help me by the spirit to use it to thy glory, feel at the present time I am living to very little purpose. O, may I always feel the inward witness that I am the Lord's.

August 2, 1812

This is my birthday. I am now thirty two years of age. When I look back on my past life I am astonished at the long forbearance and goodness of God. O, how halfhearted have I been in the way of heaven. Am ~~now~~ convinced of my distance from God. May He have mercy on me, and enable me to live up to the light I have. I feel I do not sufficiently stand my ground in the hour of temptation with the fair sex. Lord, save me fully: "My soul cleaveth with the dust, O guide me according to the word". and give me to see my calling and power to take up my cross. I often think were I wholly devoted to God, and could I strive, resist, pray and believe more fully but always I too often give way to temptation and when yielded too it brings guilt. Lord, save me for thy mercy's sake. Amen.

Oct. 18

O, how weak and frail am I? My strongest resolutions how soon overcome; how aggravating is sin when it is committed against light and knowledge yet I feel and hate sin. O, how dishonourable what a stab to religion when Jesus is wounded in the house of his friends? Lord, pardon my sins and take me to thyself sooner than let me sin against thee as witness there I subscribe my name.

"J. Walker"

Expenses to America

Sept. 17, 1835	£	s	d
Coach fare to Manchester	6	0	0
Bread, cheese and ale		1	6
Coachman		5	0
Railway fare to Liverpool		16	0
Kenworthy for goods from Derby to Liverpool	2	1	6
Butcher for meat, etc.	1	6	6
Baker for bread	2	12	0
Groceries etc.	1	18	0
Porter etc & spirits	3	8	6
Byrnes for flour meal eggs etc.	2	12	0
D. for Langhorn		3	0
D. for passage for $4\frac{1}{2}$ adults at 3£	13	10	0
Hostable money each 4'6	1	11	6
Mrs. Barnes lodgings, tea, bed breakfast and dinner	1	0	0
Lodgings	1	12	6
At D. & coach fare		15	0
Barnes for Tea, Bed & Breakfast		4	6
Travelling Box		4	0
Bread and Meat		10	0
	40	12	6

Letter kept in diary

March 4th 1844,-- Derby

My Dear Elizabeth,

It was with the greatest satisfaction that I received your letter as I begun to think I should never see another it is such a long time since I received one from you, I sent one by poor Mrs Howitt but do not know wether you received it or not as you do not mention it, poor Mrs H. was very soon called to her eternal account after her return from England. Mr G. Yeomans stated in one of his letters that Mr Howitt was on the eve of marrying again. I sent you word in that letter that I had got a little girl, her name is Sarah and she will be two years old in June. I was again confined last Oct. of a little boy, but it pleased a gracious providence to call him to an eternal home before he was three weeks old he caught the hooping cough, and died in convulsions. I have had a long illness since from which I am but just recovered.-- My sister has just been confined of a son, and she has three daughters so she has a large small family-- there has been a deal of illness, and a very many deaths around us, but we are all now in the possession of pretty good health, and very happy to hear that you are to. Your couzen W.R. Walker has been making a very extensive purchase, I understand (I do not know wether you have heard of it or not) but it is thirteen hundred acres of copyhold land, for six thousand £. I do not know any further particulars about it our information only being general, we have not seen your friend from Leek of some time, my sister will go up to Ockbrook and see your cousin Miss Bruin. I do not know what you would say to Borrowash now if you was to come to it again, but to me who have only been out of it three years, and constantly going backward and forward, it seems strangly altered, there seems scarcely any old faces left. Old Mark Porter and in fact several other have been called to their long account. I was very much surpriz'd the other day at hearing that Mr Glass of Ockbrook was sold up, under a deed of assignment for the benefit of his creditors he being one of the last persons I should have thought of -- As you say by Guelph so I may tell you by Derby that it is fast improving, indeed I do not think that either you your father or mother would know it, it seems as if another town had suddenly sprung up by the old one, around the spacious railway station which is allowed to be the most beautiful in England. we have got a new town hall to in the room of our old one, that was burnt down by fire. I often wish that you could some Sunday night enter with me our King street chapel, when it is just lighted up, its splendid gallery, its beautiful pulpit, the seats lined with crimson, and its tremendous size, all conspire to dazle the beholder and almost turn them giddy. we took Mrs. Howitt through it when she was here, but she though it/----/ grand expensive, but can any place be to beautiful or to expensive for the worship of the Lord our God. The Class and school rooms are under the chapel to a very great extent. It

will give me very great pleasure to receive some of your own spinning that you promise me. homespun is a thing that I think we shall not long know the meaning of here, but depend upon it that I shall value yours highly, I cannot send you any thing this time, as I shall send my letter by post, to Mr. Parker so I do not know wether he would like to take anything besides a letter but I will send something, the first opportunity, I think that Mr. G. Yeomans does not much like America for he soon intends coming back again his friends received a letter from a short time ago. We have moved from St. Mary's Gate to a house and shop together at No. 41 Queen Street, so that the next time that you write please to direct for there. Tell your Mother that the variegated holly she gave my dear mother still grows with great beauty,-- and never failts to remind us both of you and her, every time we see it which is not seldom. ---

I am afraid that you will think this a very dull letter but I am still weak from my illness and it makes my head ache excessively to write; so I must now close. My Father, Sister and all our family unite in kind love to you and all your kind family and wish every prayer for your health and happiness, I remain your affectionate

friend

E. H. Ashby

P S / Mrs. Gregory desired me to give her love to you and your Father and Mother in case she should not have time to write as Mr. Parker is going back so soon --

J. T. BOAM AND SONS, HEANOR MOTOR GARAGE

BY

Frank Boam

My father, John Thomas Boam, was born in 1867. His father, William Boam, was the "roads inspector" or Surveyor of Highways to the parish of Heanor. Father was an engineer by trade and by 1888 was head mechanic at I. & R. Morley, Hosiery Factory, Heanor. In 1888 whilst still head mechanic for Morley's he started in business for himself at his home in Ray Street, Heanor, a good central site. There he built bicycles in his own time in the evenings and weekends. He bought and assembled fittings from B.S.A., Chater Lee, Brampton, Bayliss and Thomas, Renould the chain manufacturers, and others. He braised and stove enamelled his bicycles, dipping them in paint and hanging them to dry. He called them the Ray bicycle after the Ray family of Heanor because he lived on the Ray estate.

In 1900 my father decided that he needed bigger premises to house his growing business and his growing family. I am the youngest of his eight children born in 1908. He wanted to move to Mundy Street, Heanor, another good central site which was then being developed, but he had to get special permission from Squire Mundy to open his shop and workshop for Mundy Street was then one of the better residential areas adjoining Heanor Hall. Once he had permission he started building and still in 1900 took out a mortgage with the Heanor (Derbyshire) Permanent Benefit Building Society for £600. This was then a very substantial sum when an agricultural worker could well earn less than 10s. a week. This mortgage was paid off in less than 14 months.

At his shop in Mundy Street, trading as J. T. Boam, my father still made and sold the Ray bicycle, sold Raleigh and Humber bicycles and repaired bicycles generally. He held the Singer Sewing Machine agency and sold and repaired sewing machines. He sold Ingersol 5s. watches, carbide and a number of similar items. His main interest was still in mechanical engineering itself and this led him to work on the motor cars and motor cycles which were then appearing in Derbyshire. I will have a copy of a testimonial from Dr W. H. Turton of Barlborough House, Heanor dated 17 October 1904 -

" For the last twelve months, I have entirely applied to Mr. J. T. Boam for all repairs to my Motor Car. It has been kept in good order, and has done a great amount of work in this time, including a journey to John o'Groats.

Previous to this journey the Car was overhauled by Mr. Boam, and the journey was completed without the slightest difficulty as regards the machinery of the Car. The time spent in adjustments during this journey (1,234 miles) did not altogether take up an hour. The cones for the ball bearings of the axles, made for me by Mr. Boam, are by far the most durable I have ever had".

Spare parts were not in ready supply in the early 20th century and motor repairers had to be prepared both to mend broken parts and make their own replacements. I remember my father repairing the brass timing gear on a Quadrant motor cycle from a section of which the teeth had been stripped. He cut out the damaged section, fitted in a new block section and then filed the outer rim to make the teeth.

My father had bought cars for himself well before the first world war and finally in 1913 as J. T. Boam and Sons he went into motor sales and private hire, backed by the garage workshop. He had paid off his first mortgage on 1 July 1901, but now to finance his garage extension and car sales room he took out another mortgage of £700 with the Heanor (Derbyshire) Permanent Benefit Building Society. Unknown to him the First World War lay ahead and what with the difficulties created by this and the extra capital required for garage stock it was 2nd July 1920 before this mortgage was cleared.

My family still have photographs, copies of which are now held by the Derbyshire Record Office, showing my father and other members of the family in some of the earlier cars. There is one of my father at the wheel of an early Napier with me as a very small boy on his knee taken I think before the garage was built. The car is decorated with flowers for a school treat and three women and two children are crowded on the back seat. There are two photographs of my mother and friends in a Thorneycroft 6 cylinder car AY 576 which later had a little wagonette body fitted.

Before the garage extension was built there was a sign over the shop window "Heanor Motor Garage". Motor cars and wagonettes for hire, wedding and leisure parties etc". One of the photographs shows the Daimler Majestic wagonette in front of the shop. Other signs advertise Dunlop tyres and Carless Petrol. There is another poorer view of the Majestic still outside the shop but facing the other way. Another view of the shop decorated like the rest of the street with Union Jacks shows advertisements for Vulcanising by the H.F. process and for Vacuums. The street and the gas lamp standard are all decorated and the street is lined by on-lookers dressed in their best. From the dress of the men and women the photograph is pre 1914 and I suspect that it could record part of the festivities for George V's coronation.

Father liked Napier cars and we have several photographs of Napier cars, one with my sister Elsie Boam aged 25 years at the wheel outside the garage. There is one photograph of a Napier landaulette with the hood down, and a fine photograph of one with the hood up and a woman at the wheel. Another shows two of the Napier landaulettes at a sunny outdoor occasion during the First World War among crowds, one with the hood down, another with a gasbag. Petrol was in short supply and father had one of the landaulettes converted to run on gas. He bought the gasbags in Nottingham, I think, and Miss Sinar suggested that he got them from the Sales garage because gas bags were a Sales process which was pirated by distant bus companies during the war.

In the early days Heanor Motor Company ran a general garage, sales, repairs, maintenance and hire. It advertised that it sold all makes of car and in fact up to 1939 we sold several makes including Calthorpe, Deemster, Calcott, Gwyn, and Standard, and a little fabric bodied car the name of which I cannot remember. My elder brother, Harry, moved into the garage with father on the engineering side. One of our photographs shows my father in the 1930's with two Vauxhall salesmen, my brother and a line-up of our cars. My brother is standing next to a Rolls-Royce, one of our hire-cars which originally belonged to Lady Ann of the Midland Drapery, Derby, family. Another photograph about 1936 shows our Daimler Wingham Cabriolet decorated to advertise our wedding service in a Carnival procession. That was a beautiful bodied car.. I have never seen one to equal it.

I was interested in cars and the firm well before I left school. During the war, and indeed afterwards when our own manufacturers were still struggling to their feet again they had little or nothing to sell, and American cars flooded the market. I was not interested so much in engineering as in transport problems. I left school in 1922 and by 1925 I persuaded my father to buy an American chassis, the Mason Road King by W. C. Durant and fit a bus body. The late Lord Nuffield at a similar time was also importing American chassis for his car building business. With this bus I ran a service between Heanor and Ripley. In 1926 during the General Strike school teachers, shop assistants and professional men such as Mr Cattle, the Clerk to Heanor Urban District Council whose private law practice was based on Ilkeston, found great difficulty in travelling between Heanor and Ilkeston. They asked me to switch the service from Ripley to Ilkeston and I did so. Throughout the strike I ran the bus between Heanor and Ilkeston with a little police protection from bands of men trying to block the road. We continued the service after the strike when workers returning to work found it useful. So we abandoned the Ripley route and concentrated on Ilkeston.

Father bought a second bus. I saw the opportunities and persuaded him to buy a Leyland Lioness. By 1930 we had built

up an 8 bus fleet, The Ray Service, consisting of the Durant and 7 Leyland vehicles, Lions, Lionesses and Tigers. Father and my brother were still in the garage. I was transport manager. We ran a regular service between Heanor and Ilkeston, a Saturday service to Blackpool in the summer, and tours in addition. One coach was reserved for touring, several toured as a side line.

In the mid 1920's Midland General Omnibus was formed as an offshoot of the Notts-Derby Tramway. Competition was very keen, with a 3d return fare between Heanor and Ilkeston. In 1930 the Road Traffic Act made matters worse by demanding a return of every fare. Paper work took an increasing share of garage time. So when Midland General Omnibus offered to buy the Ray motor omnibus and coach services we decided to sell. Negotiations with Sir Joseph Nall began in 1930 and on 9 April 1931 we sold the Ray Services, our good will, tickets, uniforms and all equipment including the 14 seater Durant of 1925, a 26 seater Leyland Lioness Saloon dated March 1927, a second 26 seater Lioness Saloon six months younger, a 26 seater Lioness Coach of March 1928, a 32 seater Leyland Lion dated August 1928, a 30 seater Leyland Tiger dated July 1929, a 35 seater Lion dated November 1929, and a 32 seater Tiger dated July 1930. I was 22 years old when we sold out and I controlled a dozen men older than myself and a dozen men younger than myself who were employed in our bus and coach service. After the sale I moved back into the main garage business.

The main business was growing steadily and we rented the petrol station in Hassocks Lane, Shipley, to permit expansion and to provide a lighter occupation for my father who ran it until his death after the war at 86 years old. The outbreak of war in 1939 was a serious blow to the Heanor Motor Company. There were very few cars on the road so repair and maintenance almost disappeared. We were allowed petrol for 2 or 3 hire cars, and of course car sales stopped. Fortunately we were ordered to store 4 or 5 Trent buses and 2 Robin Hood buses in the garage to save petrol by cutting out the return to their Derby garages. I had to open the garage at 5.00am daily for the start of their working day. We were selling so little petrol that it was not covering the rent of the Shipley petrol station and we persuaded the owner to sell it to us for post-war expansion.

Things were slow starting up again after the war, but we obtained the Standard-Triumph agency and sold their vehicles until we sold the main business in 1959. My father had died in 1954. I moved to the Shipley Petrol Station and ran that until I sold it in 1961.

J. H. BOOTH

BY

Dr. G. T. Warwick
(Department of Geography, University of Birmingham,
PO Box 363, Birmingham B15 2TT)

A note accompanying the deposit of a 1d bus ticket issued
by J. H. Booth:

The company of J. H. Booth was a small bus company founded
by Joe Booth, the son of a local farmer in my native village
of Westhouses. Strictly his father's farm which he took over
and used as a bus garage lies in the parish of Shirland, not
of Blackwell.

Joe started off by purchasing a Ford 'convertible' which
by day performed as a lorry, but at night had a portable body
lifted on and fixed to the chassis, a blue contraption with
the letters 'Safety First' on either side - this must have
been about 1923. He ran in competition with one or two other
local one-bus companies. There was a man called Lomas of
Blackwell who had one of the old charabancs which he operated
from a farm at the top of the hill NW of Blackwell Hotel (423586
on Sheet 112 of the 6th Edn OS), but he had a fire and his
charabanc was burnt out about 1924. There was also another
charabanc operating from Newton under the name of Freeman.
Joe Booth had first had a car which ran as a taxi, then came
the bus venture and then he started with proper buses - 20
seater affairs at first. One was a Buick and red in colour.
Then he went in for GMC buses, painted a cream and fawn(?)
colour, speaking from memory. By 1926 Joe had a small fleet
of 2-3 buses, and he was approached by the local railwaymen
(Westhouses being a railway village) to go on strike with them
in the 1926 strike. He agreed to this on condition that the
railwaymen supported him when the strike was over. This the
latter did faithfully. Underwoods the other competitor (later
absorbed by East Midlands I believe) would run buses which
were virtually empty and Joe would come behind and be over-
crowded. This was before the days of traffic commissioners.
In the 1930s Joe sold out to the East Midlands company which
had a monopoly of buses through the village then. Joe left
Westhouses and went to Stonebroom where he carried on a
business as an undertaker. I understand that he is now dead.
As a small boy I well remember one particularly fast driver,
one Jim Petilla who drove like Jehu and we marvelled at the
speedometer reaching 60 m.p.h. on the way to Alfreton.

I thought that you might be interested in this strange
bit of transport history - I am sure that Joe was the only
capitalist to go on strike during the 1926 general strike!

NOTES ON DIALECT IN THE DOVE VALLEY AREA

BY

W D Weatherstone

Some little time ago, an interesting and instructive booklet by D. Wilson was published, entitled "Staffordshire Dialect Words - a Historical Survey". Having been born just across the border, in the north west corner of Derbyshire, I found it surprising, even taking into account the spread of dialect words, to see how many of those listed in the book were familiar to me. The idea has gradually grown of taking the matter a stage further and - since my mother was born at Pilsbury within sight of Staffordshire across the Dove, and my father at Friden two or three miles from Hartington, which is itself a border village (I felt we had a good cross-section of age and area.)

With all this by way of background, we went through the book word by word comparing those words known to all of us, those to my parents alone and similarly to me, thus effectively giving a thirty year comparison. In total there are 684 dialect words listed - of these no less than 262 (38.5%) were known by one or other of us, and 20% of the words were still known to me. In fact, since Wilson's book covers the whole of Staffordshire, the percentages probably understate the situation. Very few words were known by one parent and not the other (18 in the case of my father and 7 by my mother). This I think only emphasises that county boundaries are not dialect boundaries, and that there is a fair community of language with a border area population, particularly as in the case of the Dove Valley, where small population centres are strung along the edges of the boundary.

Having said this, there are however certain differences which became very apparent as we discussed this survey, and which can be divided into two main headings. The first is where there are marked differences between county and county in the pronunciation and dialect spelling of words. Thus we have "bartle" in Staffordshire and "bortle" in Derbyshire (meaning caked with mud). We have "borsend" in Staffordshire which becomes "bossend" in Derbyshire (meaning full, even over-faul). "Chawl" becomes "chaw" (cooked or pressed meat, particularly pig); "eddish" is "editch" (the first crop of grass after mowing). There are many others and a fuller list is given in Table One. Differences of accent have created these amended words, the rounder sounds of one side of the river comparing with the harsher sounds of the other side, although this is a generalisation.

Secondly, and more curiously, we have those words where, although the form and pronunciation are not materially altered, the meaning between counties is very much altered, and in a considerable number of cases a word had come to mean diametrically the opposite on either side of the border. To take a word which is used occasionally on television by one rather well-known ex-test cricketer - sithee. In Yorkshire, it would seem to be used as a valediction - "I'll sithee"; in the coal-mining areas of south west Derbyshire, it is used of a person - "How art tha, sithee?"; finally, in north west Derbyshire, it is used as an admonition - "Na sithee here". In the listing at the end of the article (Table Two) the process of the change in definition is more obvious in some cases than it is in others. Thus the amendment of RAWM from 'strain in reaching' to 'lunging about' is fairly direct, but why is kindle to bear young on one side and to light a fire on the other? Added to this table (and as appropriate to the others) are some comparisons with the Ilkeston area. These are drawn from the first two parts of Scollins & Titford's study of the dialect of that area "Ey Up Mi Duck" - a well-judged blend of humour and serious study.

A further statistical study was made of both these parts. With slightly less words to compare (532) a quite appreciably lower percentage of common words was recorded at 24.8%. Perhaps this is because there are even greater variations of accent where a twenty mile gap intervenes than a county boundary, but even more than this, the fact that the areas are the homes of different basic industries, farming and coal-mining, must be an important factor.

The third table is but "firkin" (scratching) the surface of words which are very much local to the north west corner of Derbyshire. Many relate to farming or, as will be noticed, to the ancilliary crafts, such as the building of meres and dry-stone walling which are a part of the farming landscape of the area. One craft, however, not covered in this glossary is that which is being carried out by someone who is asked by an idle bystander what he is doing. The craft indicated by the reply may be a curious one - "leaf loss for meddlers with a box on top" or "making wigwams for a mustard mill". On that note, perhaps, this survey could very aptly end.

Grateful acknowledgment is made of the authors' permission to quote words and definitions from the books referred to in the text of this article.

TABLE ONE (SPELLING/PRONUNCIATION DIFFERENCES)

<u>STAFFORDSHIRE</u>	<u>UPPER DOVE</u>	<u>ILKESTON</u>	<u>MEANING</u>
Backbiters	Backbites		Loose skin near fingernail
Bartle	Bortle	Bartle	Splashed with mud
Blart	Blort	Blort	Lonely cry of cow
Blether head	Blather head	Blather- yeded	Foolish
Borsend	Bossend		Overfed
Bull nogger	Bulltums		Small large- headed fish
Chawl	Chaw	(Souise)	Cooked/pressed pig cheeks
Craichy	Crochety		Infirm
Croodle	Crudle		Huddle together
Eddish	Edditch	Editch	First grass crop after mowing
Fear	Feart		To frighten
Gast	Gorst		Bank of gorse
Grued	Grained		Engrained (as of dirt)
Jome	Jamb		Chimney breast
Jornal	Jennel/Gennel	(Entree)	Narrow passage between house
Kiddle Kiggle	Kibble Cobble		Uneven, shaky, as of furniture
Labe	Kadle		To stir up mud
Lay overs for meddlers	Leaf loss so meddlers		Short answer to inquiry

TABLE ONE (2)

<u>STAFFORDSHIRE</u>	<u>UPPER DOVE</u>	<u>ILKESTON</u>	<u>MEANING</u>
Made away	Made up		Full of cold
Myther	Moither	Myther	To be worried
Neb	Nib		Cap peak
O'erlain	Overlain	Ova-lay	To over-sleep
Puss nets	Purse nets		Rabbit-catching nets
Raps	Rops		Intestines
Reeve	Roved		To turn up (at edges)
Squitch	Twitch	Twitch	Couch grass
Sward	Sword	Sward	Bacon rind
Woppit	Wopse/y	Wobbie	Wasp
Flirt	Flirt	Flairt	To flick
	Puthering	Plutherin	Billowing smoke
	Note good comes from t'other side o' Basler (Baslow) Bridge	Wrong side o't'brook	Indicative of local pride?

TABLE TWO (CHANGES IN DEFINITIONS)

	<u>STAFFORDSHIRE</u>	<u>UPPER DOVE</u>	<u>ILKESTON</u>
Arseboard	Seat of cart	Tailboard of cart	
Belter	Very big object	Small (in joke sense)	A good one
Bodge	Poke hole through	Put together badly	Put together using best material
Chatter	To scratch	Rough small stones	
Cob	Sweat	To throw	A bread roll
Crib	To criticise	To copy	
Daub	To cheat	To plaster	
Dawdle	Show affection	Walk slowly	
Fetch	To steal	To get/go for	
Fob	Move in marbles	To put off	
Fold	Yard (House)	Enclosure/shelter	
Fullock	To rush	To tumble	
Gammy	Child's cart	Bad leg	
Gaup	Loudmouth	To stand staring	(Gawp) Loudmouth
Gnattered	Ill-tempered	Talked a lot	
Goster	Braggart	A loud laugh	
Idle jack	Idle person	Grate polish/ donkey stone	Loose skin around finger nail
Jib	To give in	To back away	
Kindle	Bring forth young	Light a fire (kindling-fire- wood)	
Lummock	A lump	An awkward large person	

TABLE TWO (2)

	<u>STAFFORDSHIRE</u>	<u>UPPER DOVE</u>	<u>ILKESTON</u>
Made away	With cold	Castaway	
Middling	Unwell	Quite well (fair to middlin')	
Mullygrub	To hit	To cadge or ferret for something	
Nation	Little amount	Expression of irritation ('nation sight')	
Podge	Get in unfairly	Full and fat	
Rawm	Strain reaching	Lunge about) Raungin') reach out for) something
Rawnge	Romp clamber	Cow backing) Rawmin' -) roaming
Rid	To tidy	To clear snow	
Scrabble	Scramble	Rake through with one's fingers	
Sooner	A clever person	One not up to much (sooner do nothing)	
Snotty	Bad tempered	Dirty	
Squab	Sofa	Young pigeon	Sofa with two arms/young pigeon
Sup	Measure of liquid	To eat	
Swilkir	Spill over	Swill about/ stir around	
Tantadlin	Fiddling job	Pastry edges	Tantazled - puzzled Tantifflins - sweet tarts
Tratchel	Down at heel	Not much good	

TABLE TWO (3)

	<u>STAFFORDSHIRE</u>	<u>UPPER DOVE</u>	<u>ILKESTON</u>
	Codged	Suffocating with clothes	Stuffed
	Crowed up	Messed up/ splashed	Lucky
	It fair guz thro yuh	Refers to cold wind/noise	Upsetting
	Gennel	Narrow passage between houses	Steps down between coalhouses and back- yard
	Lawp	Stare idly about	Spread thick
	Mawled	Manhandled until bothered (a child)	Hot and bothered
	Reckon	Plan on doing	Adopt as a policy
	Scratchins	Baked crisp leaf fat	Left-over bits of fried batter
	Scrawk	Sound as of chair legs on flag(stones)	To scratch frantically
	Taz	Angry hurried fluster ('Got a real taz on')	A short journey
	Tizzacky	Continuous irritating cough (tisiky)	Sick
	Waft	Feeling unwell, delicate('not so wafty')	To waver
	Yawp	To cry tearfully	To shout

TABLE THREE (SHORT GLOSSARY)

Ashen	pale, also 'pastyfaced'
Ash midden	dump for household fire ash
Back biting	gossiping
Balm	yeast
Black dog	sulking (on back - to be sulky)
Bony tassle	said of a person presenting a poor face to the world (physically)
Cacked	covered with dry mud or dirt
Cadge	to borrow OR to put together shoddily
Carting	to take away, horse and trap haulage
Charley on back	humped backed
Clench	(1) to turn down nail points driven through wood (2) to draw water
Copers	dry stone walling expression - the large flat stones placed vertically on top of a wall. Other words: gap - fallen section of wall through - long stones placed horizontally at intervals to 'tie' the wall.
Eat	'I could eat a glass' - to drink water
Fair famished	very hungry
Fiddle farting	messing about
Fiddle pastry	circle of pastry folded in half with jam or mincemeat filling
Flinkering	odd scurries of snow
Force	(1) crafty (2) false
Gawky	oddly dressed
Gormers	the flat pieces placed across the bottom of a haycart
Grater	to grind teeth together

TABLE THREE (2)

Groop	the lowered floor area behind cow stalls
Haycock	small heaps of hay - used when hay not quite dry in wet weather, hay spread for final drying later.
Higs	hawthorn berries
Hiler, iler	rum beggar, a nasty piece of work
Hosk	a cow cough
Insense	'I can't insense him' - can't make him understand
Jinny	a horse gin
Lummock	a large awkward person
Mayblobs	kingcups, marsh marigolds
Mere	man-made pond for animal watering, a dug-out inverted cone, clayed and stoned.
Onst/tweece	one/two - for counting order in games
Rammel	knotted tangle of odds and ends, e.g. string
Rings	a marble game (glassys, bullseyes - names for marbles)
Scamperlash	a dressing gown
Scrating	crying
Sheaves	a sheaf is a tied bundle of corn, of course, but there are specific names for multiples of sheaves stacked in fields:- three sheaves - a stook two stooks and two sheaves tied on top for dryness - a quiver two quivers - a thrave (the equivalent of a quiver for hay is a quile)
Shim	to whittle a piece from a length of wood
Sideboard/tail-board	parts of a horse cart
Sidewipe	(or backhand) a blow to the face

TABLE THREE (3)

Sirgarnet	neat and tidy (from Sir Garnet Wolsley, a Victorian general renowned for the efficiency of his military campaigns)
Sitten in	setten in, pot sitten, swarfed - all mean covered with ingrained dirt.
Sludge cutter/ daisy cutter	someone who slouches along, by derivation from cattle, one rather low slung underneath
Sprazing	courting
Sprigs	nails for leather clogs
Staid, steed	stopped
Stripings	the last milk from a cow
Swicher	an odd person
Tank	liquid manure
Teggies	teeth (of children)
Thowd'er, thowd'im	(literally) 'that showed her or him' - I achieved this and that proved someone wrong
Timmy or Twimmy toed	Pigeon toed
Tommy limer	a battered old hat - particularly a trilby
The weakest	the smallest and weakest babies in each batch of young animals has a special name in dialect, e.g. CADE

THE FRAMEWORK-KNITTERS BETWEEN 1775 AND 1850
WITH PARTICULAR REFERENCE TO THE ILKESTON AREA

BY

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The framework-knitting industry in the eighteenth century was beginning to suffer from the results of over-production and as a result, living standards were declining. Grievances were usually expressed in the presentation of petitions to Parliament. Meetings were held for such a purpose in 1773 in Stanton-by-Dale, Sandiacre, Eastwood, Long Eaton and Stapleford.(1) On this occasion no petition appears to have been made to Parliament, but five years later, on 23 February 1778, a petition was presented from Derbyshire hosiers complaining of the low wages which framework-knitters were receiving.(2) Other areas in the county were also presenting petitions and a committee of the House of Commons was set up to investigate the problem. However on 9 June 1779 the proposed bill to regulate wages in the industry was dropped. No investigations were carried out in the Ilkeston area but lengthy evidence was taken from workers and 'employers' in the Alferton area.(3)

The Napoleonic and American Wars adversely affected all trade throughout the country and any attempt to organise workers to combat the resulting problems was nullified by the Anti-Combination Acts of 1799. Petitions, however, continued to be presented to Parliament. In 1812 (1 May) a petition was presented on behalf of the counties of Derbyshire and Nottinghamshire complaining of the 'lowering standards'. In 1816 (6 June) another petition commented on the 'sufferings of the framework-knitters since 1795', stating that they had hoped that peace would bring better things, but this had not been so, and had led to the 'fraudulent and deceitful arts of cut-ups'. This particular petition was endorsed by the vicar, the two parish overseers and some farmers and tradesmen of Ilkeston who stated that "with deep regret, we behold the once industrious and now degraded framework-knitter of this parish and its vicinity, in a most forlorn and wretched condition. Then we have seen with pleasure maintain themselves and their families in a creditable and respectable manner, and now deprived of that opportunity by their wages being inadequate to their labour and the necessaries of life".(4) Again on the 15 July 1833, a petition of the framework-knitters of Ilkeston was presented and read, 'praying the House to adopt such means by directing a distinctive and descriptive mark to be worked upon those.... for the information of the Public, as to the quality and value of the different kinds of hose...and authorise such a scale of prices to be binding both upon the employers and the labouring framework-knitters'.(5) These petitions were noted but not acted upon and as a result the protests of the framework-knitters became more aggressive.

Militancy in the form of Luddism was less pronounced in the Ilkeston area than in many of the neighbouring communities as, for example, at Arnold, Sutton-in-Ashfield,(6) and Radford.(7) The main period of discontent in the Ilkeston area was in 1811-1812.(8) The frustration of the knitters with the cut-ups and with frame-rents and low wages was vented on the frames which were broken in Ilkeston on the 16 and 23 March 1811.(9) Nine months later, "On Saturday (23 November) night, one frame was broken at Ilkeston....but from both coercive and conciliatory measures being resorted to, we believe the mischief has been stopped; for we have not heard of any acts of aggression there since'.(10) The Nottingham Review did not condemn outright the attacks of the Luddites, indeed its editor, Charles Sutton, was later imprisoned for printing a letter that protested against the severe punishments meted out to the Luddites,(11) but the Duke of Newcastle expressed the alarm felt by the major landowners in the area in a letter to the Home Office in which he reported that 'the rioters sometimes collect in great numbers in the village about Nottingham and march to a considerable distance where they commit what depra-dations they please and levy contributions....Constables have been sworn in for every village ready to assist the civil power when called upon. No one is to be found out of his house after ten o'clock under pain of arrest and any persons to be instantly dispersed by the civil or military power'.(12) The day following this letter, thirty frames were smashed in Ilkeston and there were further attacks nine days later. 'In Derbyshire, rioters have been very active, have displayed much violence, and much prudence as far as prudence can be connected with lawlessness. For while at Ilkeston about thirty frames have been injured in the course of the week, only two have been destroyed in the upper part of the county'.(13)

On 1 January 1812 a declaration was issued from "Ned Ludd's Office" in Sherwood Forest, which outlined the grievances of the knitters, and threatened further destruction.(14) The Nottingham area was continuously under 'attack' by the Luddites; 'scarcely a night passes without some fresh outrage or robbery, and hordes of banditti infest the country to such a degree, that neither persons nor property can be considered safe either by day or night', reported the unsympathetic Nottingham Journal.(15) Frames were broken at Ilkeston on the 8 December(16) and seven plain cotton frames were damaged at Cotmanhay on 19 January 1812.(17) On the 18 December 1811 a Royal Proclamation was issued which offered £50 for each and every person convicted of 'riotous and tumultuous behaviour in the Counties of Nottingham, Derby and Leicester.(18) This was followed on 27 December 1811 by the setting up of an Association for the Protection of Persons and Property....within the County of Derby.(19)

It was about this time that offers were made to the framework knitters to avoid further destruction of the frames.

In November 'The Gentlemen Hosiers of Nottingham' agreed an advance of sixpence per pair for making black silk hose (20) and also recorded an offer of one shilling more per dozen. Felkin realised the long-term significance of this depression in the industry, heightened by the bad harvest of 1811, which resulted in emergency relief being provided in Nottingham. He wrote; 'The broad substratum of the whole of this wretched heap of wrongdoings was undoubtedly the hunger and misery into which the large proportion of the fifty thousand framework-knitters and their families were fallen, and from which they never fully emerged for the following forty years'.(21) Thirty years later Felkin noted that, 'they are mentally depressed and too-often morally debased. Ill-fed, ill-lodged, ill-clothed, with careworn and anxious countenances, they are a class by themselves and easily distinguishable from most others by their personal appearance'.(22)

It is interesting to speculate that if the framework-knitters had had some form of trade union, Luddism, and the Pentrich Revolution might have been averted. As it was, Gravenor Henson who was critical of Luddism, was only able to offer after 1813, 'The Society for Obtaining Parliamentary Relief and Encouragement of Mechanics in the Improvement of Mechanism in the prevailing context of the Anti-Combination legislation'. Frame-breaking continued for several years because in 1817 Parliament enacted the Framebreaking Prevention Act (23) which for a further period, enlarged the scope of the Act passed three years previously.

Inevitably the framework-knitting industry faced contraction. The Royal Commission on the Condition of the Framework-Knitters of 1845, recommended that labour reductions and production cuts were the only remedies for the survival of the industry. This echoed the verdict of the Commission on the Hand-loom Weavers in 1840 which said, 'all that remains therefore is to enlighten the handloom weavers as to their real situation, warn them to flee from the trade, and to beware of leading their children into it....'

The Royal Commission on the Condition of the Framework Knitters exposed the conditions under which the industry operated. The evidence given by Thomas Burrows and John Potter of Ilkeston exposed the excessive rents for frames and standing, and a particularly bad example of the truck system when a victim of trucking was dissuaded from giving evidence. Potter pointed out that many people in Ilkeston lived in houses with no gardens.

The discontent at this time was probably channelled through the activities of the Chartists. Ilkeston Chartists processed with workers from Heanor, Sutton and Mansfield to Nottingham to hear an address by Feargus O'Connor on 25 February 1842, and it is likely that Ilkeston Chartists belonged to one of the twenty-five separate Chartist Associations in and around Derby and Nottingham.(24) The climax to Chartist agitation

came between 18th and 23rd of August 1842 when, as a result of several meetings attended by large numbers of framework-knitters, four hundred prisoners were taken to the House of Correction in Nottingham. Fifty of these were eventually jailed for from two to six months, with hard labour, for 'unlawfully and riotously assembling together and breaking the peace'.(25) The events of six years later were very mild by comparison.

After the mid-forties, the framework-knitting industry began to rationalise itself. The growth of factory-based industries, like those of Carrier and Ball at Ilkeston, produced a more secure livelihood whilst the impending, rapid expansion of the coal industry in the Erewash Valley provided opportunities previously not available to the male labour force of the area. The development of a labour organisation amongst the framework knitters did not materialise until the late 1860's and even then Ilkestonians were noticeably inactive in union affairs.

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EDUCATION IN DERBY BETWEEN 1870 AND 1903

BY

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In 1870 elementary education was provided in Derby by the Church of England which had eleven schools in Derby and Litchurch, by the Wesleyans who had three schools and the Roman Catholics who had one school. Other elementary education was provided by the Ragged School in Wright Street, the British School and twenty-two private schools, only two of which, those at Bass Street and the Mission Hall School, being considered satisfactory in 1869. The education provided consisted of the three R's, a little natural history and physical education in the form of military drill. Attendance was irregular being about 75%. The children were grouped into classes, irrespective of age or ability, based on the number of attendances made during the year and their performance at the annual examination. Of the 5 to 13 age group, 11% did not attend school, but this was fewer than in Manchester, Liverpool or Nottingham.

As a result of the Forster's Education Act passed in 1870 and under Orders of the Privy Council, the first School Board was elected in the Borough of Derby on 14 January 1871, and met in the Town Hall on February 2nd.

On February 20th, William Cooper, who was the head and proprietor of the Whitfield School in Green Lane and had previously been headmaster of the British School in Orchard Street, was chosen from twenty-two applicants as the first Clerk to the Board at a salary of £50 a year. In 1872 his salary was increased to £100 plus £50 back pay for the extra work done. He later became a Chartered Accountant and for a time was Borough Treasurer as well as Clerk to the School Board. Cooper's appointment at 32 resulted in him holding office until 1902 when he was appointed first Secretary of the Derby Education Committee which served until his death in 1919. This continuity gave a stability to the progress of education in Derby.

The School Board set about remedying the deficiencies in school provision and suggested four new schools, but at a public meeting called by the Ratepayers' Association it was decided that one new school would be adequate. To remedy the deficiency of day school places, it was decided to lease the Mission Hall in Ashbourne Road and to rent temporarily the Kedleston Street Schoolroom for girls and infants. The Board decided to build the one new school in the Gerard Street area where there was a deficiency of 1600 places. The money for the school - £4500 - was borrowed from the Public Works Loan Commissioners. The Mission Hall and Kedleston

Street School were opened on 8 January 1872. The books ordered for these two temporary schools included the supplement of 'The Irish Series', The Girls' Reading Book from 'Home and its Duties', Langler's Reading Sheets, Chambers' Primer Parts I and II, Chambers' Readers for Standards I - III and Allman's Reader for Standards III.

To ensure that as many children as possible attended day school, a School Attendance Officer, whose attributes were to include 'great tact, prudence and intelligence', was appointed on 20 November 1871 at a salary of £80 (plus a fifth of the Government Grant). The following year he was able to report that he had visited 3410 families which accounted for 6871 children between the ages of three and thirteen. In 1871 regular attendance and an acceptable performance in the three R's was the pre-requisite of earning a government grant. On 21 December 1871 a bye-law was passed which stated that children between the ages of five and thirteen should attend school with the exception, that those over ten need only attend six times a week after they had passed Standard IV, and they could leave school when they had passed Standard VI. But attendance was irregular amounting to approximately 75% of the total, and enforcement was difficult because of the number of children who were working illegally part-time. In an attempt to overawe parents the Attendance Officer was supplied with a blue frock-coat edged with black braid, a waterproof cap and two pairs of trousers. The frock-coat had the words 'School Board Officer' embroidered on it in red cord! The Offices Committee recommended that the School Board Officer should be allowed 'to reside at the new offices in Friargate, free of rent, coal and gas, on condition he kept them in a clean and proper state'. From 25 March 1872 the School Board rented 116 Friargate as its offices and remained there until they moved to premises belonging to the Midland Bank Company in St. James' Street in 1878.

The 1870 Act spurred the Church of England to increase its education provision, and by February 1872 1241 school places had been created with the opening of schools linked with the churches of St. Luke, St. John, St. Mary and St. Anne. Before the end of the School Board's activities, the Anglican church had also provided schools at St. Dunstan's, St. Thomas' and St. Chad's, whilst the Roman Catholic Church built a school in connection with St. Joseph's. Derby, however, was not affected by the sectarian differences which affected other places in the country.

Other schools continued to operate in the town, such as the one at 'The British Workman' in William Street. This school was visited by the Board in 1873 when it was found that no register was kept, that children of all ages were taught in one room, there were no desks, nor were there any sanitary arrangements. A year previous the Board had expressed doubt whether Mrs. Thompson's dame school in Franchise Street should

be recognised. In 1874 it was assessed that 400 children still attended Dame Schools and the other elementary schools, whilst at least 400 children under 13 were employed in Silk Mills etc. and many children were working half-time illegally. In 1876 Silk Mill employers were no longer exempt from penalties for employing children full-time under the age of thirteen. In other factories and workshops the age limit was fourteen.

Gerard School built to accommodate 250 boys, 250 girls and 250 infants was opened on 9 August 1873, but temporary accommodation had been provided at Sacheveral Street School from 2 September 1872. In 1874 Nun Street School was opened to cater for pupils from Kedleston Street School. Attendance continued to be a problem because the School Board required regular attendance of pupils amongst other requirements in order to obtain the annual government grant. Any deficiencies in monies had to be made up from the rates and this was always unacceptable to the ratepayers. In 1876 on the day of the inspection, of 7090 pupils present, 2100 were not eligible to take the examination because they had not made the necessary attendances. The School Board dealt with truancy by sending the miscreants to Reformatory and Industrial Schools, but pending their removal to these schools, they were kept in the lock-up in the Cornmarket. Children considered to be in need of protection were also sent to Schools of Industry and these included the children living in the brothels in Willow Road.

The first Inspector's Report received by the School Board in May 1877 reported that only the three R's were being taught along with a little needlework for the senior girls. The Report continued: 'My Lords look for improvement in the Arithmetic for the Boys' and Girls' Schools next year'. This resulted in cumulative records being introduced in 1877 but the problems of grouping pupils by attendance and examination resulted in a child of twelve being in Standard I and a child of nine being in Standard VI.

Provision of Board School places continued in 1877 with the purchase of sites for new school buildings in Abbey Street, Traffic Street, Ashbourne Road (to replace the Mission Hall School) and St. James' Road in New Normanton. The purchase of the Abbey Street site was made to accommodate some of the pupils from the overcrowded Gerard Street School. This development was to include a special room for cookery.

In September 1877 temporary accommodation was obtained in Borough's Walk for children from Devonshire Street School where the roof had been declared to be unsafe. The Devonshire Street National School, described as being one of the best in Derby, had been transferred to the Board in 1873. The following year new schools were opened in Abbey Street, and in Corden Street, this one being a temporary measure while St. James' School was being completed. In 1879 a temporary schoolroom was

attached to St. Chad's Church and on 17 April 1879 Traffic School was opened. At this time the control of the Board of Education is seen in a letter dated 18 August 1879 which referred to alterations in the timetable at Pear Tree School made 'without proper authority'. The letter went on to instruct the School Board that in future all timetables were to be signed by the Chairman of the Board before being submitted for the approval of Her Majesty's Inspector. Curriculum developments were taking place however. Drawing was introduced into the syllabus and a Miss Chapman visited Leeds to acquire knowledge of the phonic method of teaching reading. In April 1880 it was reported that geography was being taught in several schools as a class subject. Science had been taught under the management of the Central School of Science since 1872, when passes were recorded in the annual examination.

The opening of Ashbourne Road School, 5 January 1880, and St. James' Road School, 5 April 1880, resulted in the closure of the temporary schools at Pear Tree, Corden Street and St. Chad's. Two years later the Rev. Canon McKenna asked about the Board's responsibility for the education of Deaf and Dumb children. He reported that London, Sheffield, Leeds and Nottingham had appointed teachers of deaf mutes. Derby was not to appoint such a teacher until 1893.

At a meeting of the General Purposes Committee of the School Board in 1881 strong objection was made to any entertainments such as magic lanterns being given to children on school premises. Teachers were forbidden to distribute tickets for panoramas. In 1883 however children were allowed to visit the Art Gallery under the supervision of their teachers at a reduced rate of one penny each.

In 1885 the managers and subscribers of the Derby British Schools agreed to transfer schools to the School Board subject to the approval of the Board of Education.

In order to cater for pupils who wished to pursue their studies at a higher level, a Higher Grade School was established at Gerard Street in 1888, and the introduction of science into the curriculum was enhanced by the appointment of a science class organiser the following year. In 1889 a Pupil Teachers' Training Centre was established under Mr. William Cresswell, B.A. and this soon had an effect on their performance. It also gave the Board a chance to remove some of its less efficient teachers. These improvements resulted from a growing awareness of the advances being made in education on the continent. It was reported in the 'Derbyshire Advertiser' of 21 June 1886 that in 1884, 407,000 children passed the Fourth Standard, but of these only 166,700 remained at school a further year. The report compared the activities in school of the German child with that of the English pupil. Cookery was taught to girls following the provision of a special classroom in each Girls'

school. The plans for these new rooms were closely vetted by the architects of the Education Department. In 1886 it was decided to introduce singing from notes into the senior schools but this had to be done in such a manner so as not to affect the payment of the grant which resulted from the annual inspection. The same year saw the increase in the number of science classes in the schools. It was decided to provide a small hand-cart to move expensive scientific apparatus from one school to another and the headmaster agreed to hold the science classes at different times. To cater for the increasing demand for 'higher' education, it was decided in 1888 to convert Gerard Street School into a Higher Grade School. This decision was implemented after the summer holidays following visits by members of the Board to Higher Grade Schools at Manchester (Deansgate) and Birmingham. The school fees were fixed at 9d per week with 3d being charged for books. On 16 July 1888 W.G. Constable was appointed Headmaster and he remained as head until his retirement in 1927, the school having changed its name to the Derby Municipal Secondary School. The Board created 48 free scholarships for Sixth Standard Scholars in the Board Schools but they failed to realise that pupils from voluntary schools would want to take the scholarship examination. The result of this was that 32 free scholarships were offered to pupils from voluntary schools and 28 to scholars in Board Schools. County scholars were accepted in 1892 and this led to overcrowding.

In 1890 the Higher Grade School scholars were examined in either Physiography, Mathematics, Physiology, Magnetism and Electricity, Building Construction, Machine Construction, Chemistry, Hygiene, Sound, Light and Heat, or Practical Geometry, Second Grade Freehand, Second Grade Model Drawing, Second Grade Perspection and Modelling in clay. It is worth noting that the Chemistry Laboratory at Gerard Street was approved by the Department of Education for the instruction of 56 students.

Gerard Street School was recognised as a Higher Elementary School from 1 August 1900, this following the challenge to the right of School Boards to maintain Schools of Science (Minute of Board of Education, 6 April 1900).

This decision resulted in all scholars in the fourth and fifth grades in the Board Schools being transferred to the Higher Elementary School in 1902. Scholarships continued to be awarded to the Higher Elementary School on merit and to cater for the increased numbers, Gerard Street School was extended onto Abbey Street. As a result the name of the Higher Grade School was altered to Abbey Street, with the old Gerard Street School becoming a junior school.

In order to provide elementary science for pupils below Standard VI it was decided on 7 February 1889 to 'appoint a properly and specially qualified' science master to superintend

science classes in all the Board's schools. On 6 September, George Fletcher was appointed as Science Demonstrator at a salary of £200, being allowed to continue his evening classes. It is worth noting that the Derby School Board opted for a general course in science and thereby lost the grant for teaching science as a specific subject. The Board hoped that such a policy would improve the results of students in Standards VI and VII in the examinations taken with the Department of Science and Art. To encourage success in these examinations, the Board in 1890 offered a five shilling (25p) prize to every scholar placed in the first class of the examination and half-a-crown (12½p) prize for those placed in the second class. The latter offer was soon discontinued.

Throughout the period, the School Board was faced continually with the problem of providing school accommodation for the rapidly expanding population of the town, particularly with the influx from country areas, resulting from the Agricultural depression. In 1886 a temporary school was erected at the junction of Dean and Harrison Streets at a cost of £514, and in the same year a decision was made to build a new school in Faire Street to serve the Firs Estate area. This met with opposition from the Ratepayers Association who complained about the excessive cost particularly when viewed in the light of the need for a sewage scheme and the provision of a Lunatic Asylum. As a result certain concessions were made in the materials used thereby reducing the cost. In 1873 the Board had been challenged on its ornamental plans for the Nun's Street School, but it was shown that the Derby School Board was erecting schools at £5 per pupil compared with £9 per pupil by other Boards. Two years later the pupils of the temporary school in Dean Street were transferred to the Faire Street School. The control of Central Government (ie. the Department of Education) can be seen in its refusal to permit the width of a new classroom at St. James' Road School to be 25 feet, 22 feet being considered wide enough. This was described as 'central despotism' and 'red tape control' by the local press. A year later in 1887 St. James' Church of England School in Rose Hill had its grant withheld because attendance at the school over the previous twelve months had exceeded the standard of eight square feet per child.

As voluntary bodies found it increasingly difficult to maintain their schools with rising costs and demands, and declining subscriptions, so the School Board had to transfer them to its control. Approval for transfer was received from the Department of Education for the British School in Orchard Street in 1886. Two years later the Board took over the responsibility of the Derby Ragged School, the free dinners for the pupils continued being provided out of a fund set up by some of the subscribers. Poverty was a recurring problem. In 1893 the Board appealed to the Mayor to subsidise the managers of public elementary schools from money in the Mayor's Relief Fund to provide free breakfasts for destitute children,

but the Mayor was unable to do this.

The burden on the lower paid workers of having to pay school fees was partly offset by the Board remitting the fees, but an application for a remission was not lightly made. In October 1886 the Board of Guardians decided to alter their manner of hearing applications for the remission of fees by keeping the applicants 'more divided from those applying for relief'. An alternative to applying for remission of fees was to keep the child away from school but this would result in a summons for non-attendance, but the Advertiser (22 November 1888) noted that some magistrates were loath to stand in judgement in School Board cases.

Up to 1889 it had been the practice to sell school text books through the headmaster but from that date it was decided to make a standard charge of a half-penny a week for books to those scholars in Standard III and above.

On 30 September 1889 it was resolved by the Board, subject to the approval of the Department of Education to purchase the Poor Law Offices in Becket Street for a sum of £2,200 for use as the School Board office, but as an interim measure the Board had to take temporary tenancy of two shops in the Strand until the Becket Street offices were ready. An innovation in the same year was the installation of electric bells at Firs Estate School.

In 1891 an Act gave parents the right to demand free education for their children and this resulted in fees being abolished in all Board Schools except the Higher Grade School. This resulted in a slight increase in attendance. In 1891, examination by sample was introduced and this did away with some of the worst aspects of the system of payment by results.

The 1890's saw a broadening of the syllabus. Drawing and Geography were now taught at the senior girls' school; kindergarten work was introduced into the junior schools and manual instruction was given in boys' schools, although manual instruction was already being given at the Railway Servants Orphanage and at the Wesleyan Higher Grade School in Canal Street, along with laundry work in girls' schools. This followed a visit to the Liverpool Manual Instruction Schools by the Committee. To give support an Organiser of Manual Instruction was appointed (30 November 1894). In 1893 evening continuation classes were started largely at the instigation of Thomas Mawbey, the Trades Council representative, and these included recreational classes. As a consequence of the Elementary Education (Blind and Deaf Children) Act of the same year, provision was made for the education of handicapped children. The Midland Deaf and Dumb Institute was established in 1893 at Mount Pleasant. It moved to Becket Well Lane to Green Lane and then to the specially built building in Friar-gate. It was certified by the Education Department on 16 April

1894. Blind children were sent to Nottingham. In 1901 Orchard Street School provided facilities for the education of retarded, defective and epileptic children and a specially trained teacher was appointed. At this time the Religious Instruction scheme of work was restructured following a study of syllabuses obtained from Manchester, Nottingham, Bradford, Burton-on-Trent and Liverpool.

In June 1895 the first teacher of woodwork was appointed at the newly opened Wright Street Centre. It is interesting to note that teachers of cookery, woodwork and laundry work were all paid slightly more than class teachers.

The School Board's determination to continue with a general science syllabus (it was reported in the Derbyshire Advertiser 23 January 1893) resulted in them finding it difficult to continue science classes without a government grant. The Board appealed for a subsidy from the Technical Instruction Committee of the Borough Council, the money to be obtained through the Local Taxation (Customs and Excise) Act of 1890. The Council refused saying that they were saving the 'whisky money' for a Technical College. This difference of opinion was reflected in an attempt to appoint a Science Organiser for both Board Schools and the proposed Technical College. The attempt failed and the Board appointed its own science organiser. The growing demand for Science teaching resulted in Gerard Street school being enlarged. The Board abolished fees to the organised Science School provided parents agreed to keep children at the school until 31 May so that they could take the examinations and the Board claim the grant.

These improvements in curriculum did not meet with whole-hearted approval. There was criticism of the standards achieved by the pupils and it was claimed that too many subjects were being taught with too little attention given to the three R's. It was claimed that writing had become worse and that 'young men were becoming conceited'. This criticism is reflected in the School Board election of 1892 when two seats were gained by representatives of the Derby Trades Council. The Derby Reporter (15 January 1892) wrote '(This was the) first systematic effort made by the working classes of Derby to secure for themselves direct representation upon the governing bodies of the town.'

Pear Tree School was proposed in 1895 but it was not opened until 1899, there being a delay because of the non-arrival of the school desks which were being supplied by the Board's Vice-Chairman's (Roe) timber company. In January 1899, the Duke of Devonshire, as President of the Committee of the Council on Education, opened the Derby Technical College, but in the opening speech he commented on the 'over-lapping, the undue competition, the friction and the waste of power' that existed between the Technical Instruction Committee of the School Board and the Town Council.

Throughout its period of control the School Board had struggled against financial strictures to provide an educational service for the Borough. At the transfer date to the Local Authority - 30 September 1903 - the School Board employed 349 teachers and had responsibility for the education of 11,611 scholars (i.e. one teacher to 35 pupils).

REFERENCES

All references are to the School Board Minute Books in Derby Central Library and the local press (cited)

Book notes by D. V. Fowkes

The Making of South Yorkshire by David Hey, Moorland Publishing, £5-75. In local history today as in so many fields of study, we seem to spend a great deal of time finding out more and more about less and less, so that for the overview we are still often dependent upon the works of early 19th century historians. An up-to-date general history is always welcome therefore, and especially so in the case of South Yorkshire where there has been little to supersede the work of Joseph Hunter. Dr Hey's book is aimed at the interested amateur and the underlying theme throughout is the extent to which the South Yorkshire of today can be explained by its past.

The book covers the history of the area from earliest times through to the Civil War, each period being dealt with in a series of themes, some such as farming and industry common to all periods, and others such as deserted medieval villages specific to a particular period. There is much to interest Derbyshire readers with many themes and personalities common to both areas, such as the salt roads across the Pennines, the charcoal iron industry and several aspects of vernacular architecture, and people such as the Earls of Shrewsbury. The charcoal iron industry in the area revolved very much around Lionel Copley, the object of much indignation to his Derbyshire counterpart George Sitwell, to whom he always seemed to owe money. Considerable attention is given to the remarkable Rockley furnace, a very rare survival from the charcoal iron era.

General readers will find this a fascinating introduction to the area, with plenty of emphasis on such well-known features as its medieval castles - Tickhill and Conisbrough - and churches, and the early cutlery industry. 70 well-chosen illustrations augment the text and there is a useful glossary and bibliography.

Historic Waterways Scenes: Britain's Lost Waterways by Michael E. Ware, Moorland Publishing, £5-50. No canal enthusiast, transports historian or industrial archaeologist can fail to be impressed by this latest addition to canal nostalgia which is a pictorial history of British waterways that have been closed at one time or another. The book is skilfully written around 141 well-chosen and well-reproduced illustrations, covering a wide range of closed waterways from Cornwall to Cumbria.

Local readers are well catered for as all of Derbyshire's closed canals receive a good deal of attention - the Derby, Cromford, Nutbrook and Peak Forest Canals. Pride of place must go to a priceless photograph of naked boys bathing in the Nutbrook Canal watched by a crowd of girls - so much for the staid Victorian era. On more serious lines, the illustrations include a rare photograph of Cromford Wharf occupied by numerous Wheatcroft coal carts, a splendid picture of the long wooden bridge at Derby which took the Derby Canal towpath across the Derwent where the canal crossed the river on the level, and a view of Buxworth Basin in full swing. The illustrations from outside the county cover a host of fascinating subjects - the Foxton lift, the underground watercourses at Worsley, manual tipping and loading of coal in Birmingham to mention a few - and the more general reader is sure to find much of interest.