

# DERBYSHIRE MISCELLANY



## The Local History Bulletin of the Derbyshire Archaeological Society

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THE DIARIES OF EDWARD SMITH OF ALLESTREE  
PRIVATE SECRETARY TO THE EVANS OF ALLESTREE HALL  
1856-1859 AND 1863-1869

(By Rosemary Lucas,

Edward Smith was private secretary to the Evans of Allestree Hall, first to William Evans who died in 1856 (Note 1) and then to his son, Thomas William Evans. His secretaryship commenced on 15th July 1843 and continued for over 25 years until his death in 1869. During at least some of this time he kept diaries. Some of these have survived, being valued by family members up to this present time (Note 2). Those known to be still extant are for the years 1856-1859 and 1863-1869, thus covering just over 10 years. The diaries are all of the same format. On a double open page the left hand side is for entries to do with his work and the right hand side for events of local and family interest, occasionally for wider national interest.

Edward Smith was born in Denby in 1802, the son of Thomas Smith, cordwainer<sup>1</sup> who in turn had been born in Heanor. Nothing is known of his early years or of his schooling, but he appears to have been a remarkably able man. At the time of the 1841 census he was living in Quarndon with his wife, Mary, and children. His occupation was recorded as 'Land Surveyor' (Note 3). He is known to have drawn a large scale map of Quarndon, dated 1839,<sup>2</sup> with all the fields named and numbered and to have prepared an accompanying schedule giving details of plot owners, tenants and acreage. He married in Mackworth in 1824 and was living in Quarndon from at least 1826 until his move to Allestree in 1843 for their nine older children were recorded as having been born there, ie he was in Quarndon for some 16 to 17 years. There is no record of him having been named as an employee by the Kedleston estates although the estates owned most of Quarndon.<sup>3</sup>

It can be deduced from the 1851 and 1861 censuses where in Allestree Edward lived. It appeared that the Hall staff lived close together. In the 1851 census his next door neighbour was Samuel Milward the gamekeeper and next to Milward was Francis Day 'outdoor servant groom'. Two properties further on again was Thomas Massey the coachman. On the other side of Edward was Samuel Pounder described as a cattle dealer having 15 acres. The 1868 map of Allestree village drawn by Edward shows S. Pounder's land at what is now the top of Derwent Avenue. This suggests that these Hall staff lived on Duffield Road opposite to what is now Main Avenue which was and still is the drive leading down to the Hall. In the 1861 census Edward's occupation was given as 'Land Surveyor' and his home was described as a 'private house'. His neighbours were still essentially the same but their homes were described as cottages, only an Elizabeth Clarke, described as a proprietor of houses lived in a private house next to Milward. This group of properties survived until the 1920s but by the 1930s had been demolished as part of a road widening scheme.

Edward Smith probably first met William Evans through Methodism. For several years Edward ran a very successful boys' Sunday School in Quarndon which was funded by William Evans.<sup>4</sup> They were again possibly connected through the 1843 map of Allestree (Note 4).

The entries in the diaries were tantalisingly brief, one always wants to know more. Most were single line entries of what was done/to do each day. Nevertheless they provide a picture of his duties. Social distinctions were evident, some men being given the title of 'Mr' and others just their plain names. His wife he always referred to as 'Mrs Smith' and his daughters by their Christian names until they married when they almost always became 'Mrs Noon', 'Mrs Foster', etc.

The first major event recorded in the diaries to hand was the death of William Evans at 4 am on 8th May 1856. He was 68 years old, and his funeral was on 15th May. Edward wrote that 3,000 people attended the funeral. He, Edward, was immediately involved with the heir, Thomas William Evans, in examining the estate papers. He was first required to provide a list of all the inhabitants of Allestree. On one occasion he and Mr Coulton extracted 'the amount of loans, mortgages, debentures of railway and canal shares from private ledgers'. Later that year in September he provided details of 'cottage rents, value of houses etc etc' for Messrs Simpson the family solicitors for the 'return of the succession duty'.

Of importance were the Parliamentary elections. Edward recorded canvassing extensively for his employer. In March 1857 he, together with Mr Tatum and William Kitchen, visited, over the course of eleven days, Smalley, Heanor, Ilkeston, West Hallam, Stanley, Langley, Brailsford, Shirley, Wyaston, Osmaston and Morley Moor. He also canvassed in Derby and at the cheese fair, no doubt hoping to catch some of the South Derbyshire constituents there. The South Derbyshire results were declared at County Hall on 4th April and were as follows: Evans 3922, Colville 3350, Clowes 2108, Stanhope 1971. Thus Evans and Colville were elected as Liberal members. (Men enfranchised would vote publicly at the polling station, the secret ballot was not introduced until 1872.) Edward recorded writing labels for luggage and on 24th April Mr Evans and family departed for London. By October Edward was arranging parliamentary papers. In all of Mr Evans' absences from home Edward visited the bank to copy the accounts and forward them to him.

Diaries for 1860-1862 are missing but Edward recorded the 1865 election. He attended meetings with Mr Evans, Mr Gadsby and others on the subject of obtaining votes. The South Derbyshire results on 21st July were: Evans 3891, Colville 3650, Mundy 3619. Thus Evans and Colville were re-elected. For the 1868 election, Evans and Colville gave lectures across their constituency. Edward with Pounder and William Kitchen were lent Mr Hodgkinson's trap and later his horse and gig to canvass the villages as in 1857. However, Evans and Colville lost the election, the winners being Greasely and Smith.

Mr and Mrs Evans were frequently away apart from during the parliamentary terms. However, when in London they often stayed at Cox's Hotel in Jermyn Street. There were references to all the household servants going to London. In 1856 Mr and Mrs Evans visited 'Llandudno Conway North Wales' and were away from home for seven weeks (Note 5). On 8th August 1858 Mr Evans went to F.D.P. Astleys at Arisaig, Fort William and returned on the 21st (shooting?). Mr and Mrs Evans went to Dresden in 1858 and again in 1863 when they stayed for almost a year. In 1864/5 they spent six months in Rome. In June 1867 they visited the Paris Exhibition. In July 1863 Mr Evans, Mr F. Gisborne and Jos. Kempster went to Iceland, returning on 4th September. In October Edward made a skeleton map of Iceland and then a plan and drawing of a farmhouse there. He recorded the 'plan of Farmhouse at Kalmanstunga'. In 1866 Mr Evans, Mr John Evans and Henry Statham again visited Iceland. Mr Evans was recorded as giving a lecture on Iceland in the schoolroom. The Evans frequently visited Holme Hall, Bakewell, the home of Mrs Evans' family, the Gisbornes. In 1868 they went to Brighton to see Mrs Walter Evans 'she being very poorly'.

Many of the diary entries simply read 'Variously in the office all day', 'Books and Bills' or 'Sundries in office'. However Edward frequently visited some of the extensive estates owned by the Allestree Evans in both Derbyshire and beyond. Many of these visits involved either surveying and mapping land or collecting rents. One continuous problem was drains at Holbrook. These were dug, surveyed, measured, plotted, taken up again, re-laid over some four years. There were many visits to farms surveying the farm lands and buildings. An example was in September 1858 when he went to Brailsford and examined Mr. Gerrard's new buildings. Ever mindful of his employer's interests whilst there, he found a small building on plot 184 built by William Rodgers about 16 years ago 'for which he should pay some acknowledgment'. In November 1859 he was enlarging a plan of Darley (Abbey) cotton mills and laying on the plan all the inner walls. He visited the mills to obtain further particulars to make the plan complete in order to send it to the insurance company. Other examples of Evans many interests which he surveyed were 'Measuring off Gravel and Sand Pits at Mr. Price's ground', 'Copying Agreement between Mr Evans and Mr Francis Bacon respecting Ironstone at Parwich and Ballidon', and several references to Pegg and Harpur's Colour Works in the Morledge, Derby.

Quarndon or Quarndon schools and usually Holbrook were visited weekly on Thursdays from 1856-1859. Diaries for 1860-2 are missing and Quarndon is mentioned for the last time in January 1863. Quarndon, owned almost wholly by the Kedleston estates, had the Curzon school which was Church of England. However, the Wesleyan Methodists had a strong presence in Quarndon having their own chapel there from the early nineteenth century. There were private schools in Quarndon from time to time. Did any of these have Methodist connections and did Edward, as an ardent Methodist, teach in them as well as at the Methodist Sunday School? And what of Holbrook?

Approximately every six months Edward visited Boscobel which lies just to the north of Shrewsbury. The Boscobel estate had been purchased by Walter Evans in 1813 from a branch of the Fitzherbert family<sup>5</sup> possibly for its romantic associations with Charles I who hid in an oak tree there after defeat at the Battle of Worcester. At the time of the diaries it was occupied by Miss Frances Evans who was William Evans' older sister. On 7th August 1859 he wrote 'This is the 33rd time of my going to Boscobel being there twice a year'. Edward records that he travelled there by train, presumably to Albrighton station which was some two miles distant from



Boscobel. There he collected rents from tenants on the estate and copied the accounts, also visiting White Ladies (farm not house) and Park Hall close by for the same purposes. In April 1863 and for lengthy periods over the rest of that year he was 'casting out quantities' of the estates, measuring and plotting and drawing plans. By the end of the year he had drawn five plans and taken one to Miss Evans.

There were disputes over land to settle. In April 1858 he was at Holbrook to meet Philip Walker respecting an oak tree growing between his land and Mr Evans' and in June 1864 he was at a plan of Windley with Mr Brough showing the line of a foot road in dispute. On 3rd August 1865 the diary entry reads, 'Mr Brough. Procession from the Kedleston Inn to Farnah where tea was provided in a very large tent. A very wet day'. In June 1866 he was 'In Farnah Park with Mr Brough to obtain the situation of old fences to lay the same on a map for the trial of a road between Brough and Lord Scarsdale. Self dined with Mr Brough and Mr Flewker and about 40 of Mr Brough's witnesses at the Bell in Derby'.

The line of new railways over Evans' land was Edward's concern. In July 1857 he made out an account of tithes due to Mr. Evans from the Railway Company on land taken up by the railway at Holbrook. In July 1858 he was at Little Eaton with Messrs Eite and Harrison (Evans' agent) measuring the branch railway and sough for the Waterworks. The importance of the maintenance of secure fencing along the railway line was born in on people here for in the same month Miss Merrey of Little Eaton had six cows killed on the railway. In January 1864 when the railway line was being extended north of Rowsley he was making a plan of the prepared line through Bakewell. This latter may have been for Mrs Evans' family, the Gisbornes, who lived at Holme Hall, Bakewell.

With reference to poor relief, since Elizabethan times parishes had been responsible for the care of their own poor but in 1834 a Poor Law Amendment Act had been passed whereby groups of parishes united to provide a workhouse to serve each group. Allestree was part of the Belper Union, the workhouse being built in 1840 at Belper. At one period Edward had the responsibility for collecting the poor rate money in Allestree. In June 1858 he spent several days on the valuation book for Allestree for poor relief, presenting it to a parish meeting at the vestry at the end of the month. In March 1866 the parish agreed to pay him £5 per annum to collect the money and later in October he was appointed assistant overseer at the Belper Union Office, his two sureties being Mr J. Woolley and Mr G. Tomlinson. In November he was at the Union with the rate books and in April 1867 he received his first quarter's pay of one pound five shillings.

Edward wrote concerning the renovation/rebuilding of Allestree church/chapel. Historically the church had been a daughter chapel of Mackworth church. The Order in Council making Allestree an independent parish was signed in 1849.<sup>6</sup> The patron of Mackworth and Allestree was William Mundy of Markeaton and, with the consent of George Pickering the vicar of Mackworth, he presented John Hullett to the new perpetual curacy of Allestree in May 1849.<sup>7</sup> Subsequently William Mundy sold the patronage of Allestree 'chapel' to William Evans of Allestree.<sup>8</sup> John Hullett eventually resigned the living and Thomas William Evans, now the patron, presented Marischal Keith Smith Frith to the perpetual curacy of Allestree in January 1864.<sup>9</sup> It can be presumed that this was the occasion that Thomas William Evans, as patron, had been waiting for. He could now finance the renovation/rebuilding of the chapel/church. In October 1864 Edward recorded copying the drawing of Allestree church for the proposed alterations. In September 1865 he recorded 'Surveying in the Church Yard Allestree for a plan of all the Headstones to be removed for the Alterations to the Church so as to enable the Contractor to put them down again'; and then 'Making Copy of Articles of Agreement for the Restoration of Allestree Church'. In February 1866 Edward copied a document to be deposited with the Foundation Stone. Mr Evans laid the Foundation Stone later that month. There was 'supper at the school room for the workmen at the church'. In 1867 on 2nd April he recorded meeting with Mr Frith and J. Buxton (builder) concerning re-erecting the headstones and a plan of the church was sent to Simpson and Taylor (solicitors). April 26th was made a holiday, the church was re-opened, a Confirmation service held and the new burial ground was consecrated. Edward recorded that the Rev John Hullett died on April 26th 1865 and on 29th was interred at Allestree. Evans also held the patronage of other Derbyshire churches. The diaries recorded Edward's meeting with Mr Taylor respecting Holbrook parsonage and also that £100 had been invested on behalf of Alkington church.

Thomas William Evans was benevolent to Allestree residents in several ways. Each year he provided the poorer families with beef for their Christmas dinner. Edward had to determine which families qualified for this bounty. Usually his diary entry recorded that he had done this but no details were given. However, on 20th December 1866 he calculated that 478 persons were entitled to beef. In 1868 he provided a list of such persons to Longdon, Marriott and Milward who were possibly the farmers who were going to supply the meat. A clothing club was mentioned throughout the diaries, the total sum deposited by the community was usually in excess of £100. A shoe club was also established. Edward had to administer both clubs. He recorded getting out clothing club

tickets on 22nd October 1863. On 1st January 1864 he wrote in his diary that he was preparing copies for books to be made for the penny bank. The following day he was at Derby to order the books to be made. On 7th January he recorded that the 'Penny Bank opened in Allestree tonight'. Another example of Evans' benevolence to his servants was that on one day in August 1864 they were taken to Dovedale.

Mrs Evans provided money to Mrs Sarah Breedon for the care of her daughter's child. The suggestion was that the child was illegitimate and someone belonging to the Evans was responsible. Payments were made from September 1857 beginning at 3 shillings per week and gradually reducing to two shillings and sixpence and then to one shilling and sixpence until October 1859.

With regard to farming, Edward recorded keeping farm accounts and ledgers and records of the 'State of Cultivation'. When any Evans owned farms became vacant he had to deal with applications from prospective new tenants. For example, when Calladines farm at Gotham became vacant there were four applications for the tenancy. These were from George Wainwright, Mr Goodall from Shirley, Samuel Withal from Winstler and John Edge from Parwich Moor. An annual entry for mid May was the 'Taking in of Ley Cattle'. Gentlemen with park land would often pasture cattle when the grass had grown sufficiently in spring and cattle which had sheltered over winter were let out to graze. In 1855/56 the country was in general subject to cattle plague (foot and mouth?). In January 1866 Edward was copying reports on the cattle plague and copying a printed form of a petition to the House of Commons respecting the plague. March 4th that year was declared a 'Day of Humiliation' in Allestree. It was a holiday but only in the sense that people were to spend time praying for deliverance. By September Edward was 'getting out Abstracts of amounts paid to sundry tenants for Rates and Assurance of the Cattle Plague'. An annual June entry was 'began mowing at the Hall'.

On two occasions Edward recorded 'Possessioning around Allestree parish'. This was the equivalent of beating the bounds and making sure that people knew the exact extent of the parish and could identify its boundaries.

Allestree had a Band. In January 1856 an agreement was signed with Mr Gover to teach the band at ten shillings and sixpence per meeting. Band rules were written. The band played frequently at a variety of events, not only in Allestree but in the wider local area. They played at village club and lodge feasts, village wakes, harvest feasts, horticultural shows, examples being playing at the annual 'Teetotal gathering in the Park', 'at the Temperance Hall in Derby', 'the Females Club at Darley', and 'at Breadsall on account of young Crewe's coming of Age'. On 2nd August 1866 they 'escorted the Odd Fellows to Chatsworth' and on 10th March 1863 they played in a procession in Derby to celebrate the royal wedding. (The wedding of Princess Alexandra of Denmark to the Prince of Wales.) Members also had their rewards. For example on New Year's Day in 1858 they were at the Hall to 'take supper' and on the 6th January they 'suppered at the Red Cow'. Apart from the band other social activities included tea drinking. Tea possibly retained some of its socially superior cachet at this time and also provided an alternative for those who had foresworn alcohol. In January 1859 the Women's Club had a tea drinking and on 23rd November 1865 there was tea drinking in the Reading Room. On 29th the treasurer for the tea meetings recorded £2-7s-2d in hand after payment of bills. On 30th December 1868 Mr Wilkins exhibited his magic lantern one evening at the Hall.

On 23rd July 1859 Edward 'Obtained from Mr Evans a recommendation for Thomas Smith of Mackworth as an indoor patient into the Infirmary'. It was necessary at this time to obtain a recommend from some person in authority such as a J.P. or an M.P. to gain admission to a hospital. Thomas Smith was a substantial farmer in Mackworth, having 165 acres (census). It is not known if he was a relative of Edward's. He died a few days later.

Events in Derby, in the locality, and some national and international events were noted. On 31st May 1866 Edward recorded 'Mr Woolley's workshops were burnt down this morning'. Mr Woolley had a very successful timber yard in Allestree situated on what is now the Derby side of the junction of Derwent Avenue with Duffield Road. The firm made wheelbarrows, pit tubs and Bobbie carts' and employed over 100 men at its peak, business being boosted by the building of railways and other civil engineering works at home and abroad. There was again a fire two years later. After this second disaster on 22nd August 'Mr Woolley gave a Tea Drinking to the parties who attended to extinguish his fire'.

The June anniversary of the opening of Derby Arboretum (opened 1840) was always recorded. At this event in 1857 'Croxall went up in his Balloon', there was a Flower Show in 1859 and in 1866 'Jackson and Adams had a Balloon Race. Jackson alighted in Alkington and Adams at Mickleover'. Derby Races and Derby Regatta were annual events. On 22nd April 1865 'The Derby Lifeboat was launched on the River Derwent and a Great procession in Town'. On 29th May 1866 there was the 'Opening of the Market Hall' and on 22nd June 1867 there

was a 'Grand Demonstration and Procession of the opening of the People's Recreation Ground at Derby given by Michael Bass M.P.'. On a lighter note in February 1863 the 'French Giant' was in Derby. He was eight feet tall and weighed 30 stone. On May 6th 1857 Edward went to Derby to see the cannons captured at Sebastopol (Crimean war). In September 1868 there was 'Manders Wild Beast show in Derby'.

Of national events, Edward recorded the marriage in 1858 of Victoria Adelaide Louisa, Princess Royal of England, to Prince Frederick William of Prussia. In October 1865 Lord Palmerston, Prime Minister of England died aged 81. Internationally on 24th April 1865 'American War Lee surrendered to Grant by the news that reached us today' and on Good Friday, 14th April 1865, 'The President of the United States of America Mr Lincoln shot & Mr Seward Secretary of War also wounded by the assassin'. On 21st April 1868 Farrell was hanged in Australia for shooting the Duke of Edinburgh (Note 6).

In 1863 Edward spent much time cataloguing the Hall library, also in labelling and arranging books in the top study. In 1864 he spent many weeks making an inventory of the furniture and fittings in the Hall. In September of that year he was with T.W. and S. Evans at Darley House (home of the Darley Abbey Evans) again making an inventory of the house contents and extracting deeds from the deeds closet.

Modernisation reached the Hall in 1866. Edward recorded gas being installed in the office in July and in September he was 'Laying on plan line of the gas piping from Duffield Road up to the Hall'. On 31st August 1867 he recorded 'Finishing the Hot Air Apparatus at the Hall'.

In 1868 Edward began work on a new map of Allestree.<sup>10</sup> This was just of the village area not the surrounding fields. He prepared a copy especially for the schoolroom.

Crimes, accidents and mishaps were reported, murder being the most serious. On 22nd August 1863 Edward recorded the murder of Miss Goodwin of Wigwell Hall by Victor Towley. When the judge came to Derby on 9th December (Quarter Sessions) Towley was condemned but on 31st he was reprieved. In 1866 Barney Thornley was 'taken up for the Rape of Mr. Hampshire's servant girl'. (Hampshire of the inn at Quarndon). When the judge came to Derby in July that year Thornley was sentenced to five years penal servitude for the rape of Ann Parker. On 13th December Thornley 'came from Pentonville Prison'. Less serious crimes brought before the court included Sarah Brailsford taken to the lock up for stealing Chenelle net out of Calton's shop, Queen Street, Derby. She was sentenced to 14 days imprisonment with hard labour.

Locally there was an accident on March 25th 1863 'Elijah Plant was hurt at the Circular Saw at Mr. Woolleys'. He died the following day aged 29. The River Derwent was always a hazard, particularly when in flood. In 1863 Henry Slater drowned in the Derwent aged 22 and in 1868 a child was found in the Derwent near Darley Mill. In April 1864 Mr Geo Tomlinson's man and horse nearly drowned in the Derwent. Probably they were crossing the ford between Allestree and Breadsall. In 1859 Frank Watson's child drowned in the Marl Pit Close in Allestree. Other accidents noted were Mr C. Marriott of Bridge Gate, Derby, falling from his horse in May 1866. He died two days later. On 1st November 1866 Mr Rickman the station master at Derby was killed by an engine passing over him. In 1859 a man named Seal was killed near Mile Ash toll gate (on Duffield Road at Darley). On 25th May 1865 Mr Henry Evans had his leg taken off; he was shot through the ankle by Mr Jessop at Butterley. There were local suicides. In 1856 Clarke of Duffield drowned himself and in 1868 John Dawson, also of Duffield, cut his throat. Serious infectious illnesses were to be feared. In 1863 William Downing's wife died of smallpox. In August 1863 'William Gray the coachman bitten dreadfully by Old Tom the great dog in the Kennels at Allestree Hall' In 1868 Mr Milford was unfortunate to get 'an eye bunged up by a bee'. He was still very poorly two days later.

Serious national misfortunes were recorded. On 15th January 1866 about 40 people were drowned in Regents Park London, no doubt due to thin ice. On 12th December 1866 there was a very serious mining accident at Oakes colliery in Barnsley where 350 lives were lost. Seventeen more were lost on the following day by fire. The bodies of three of the victims were not found until the following October.

Edward only mentioned the weather when it was exceptional for the time of year. However, each winter he commented about getting ice for the ice house at the Hall and would record when it was full. In October 1858 he wrote 'the Comet was very large and brilliant from 7 to 9 at night'. On 6th March 1867 there was an eclipse of the sun at 9 am. On 5th October 1863 the shock of an earthquake was felt in several parts of England.



On 29th June 1868 Edward recorded a meeting of the parishioners of Allestree at the schoolroom respecting the establishment of a post office in the village. This was followed two days later with the getting up of a petition to have no post office in Allestree and a proposition that he, Edward, and Mr Woolley should go round the village to obtain signatures against it. This they did and obtained signatures requesting that the present postal arrangements remained unaltered. Every household signed up to this. (There is no hint as to the reason for the objection to a post office.)

Many references were made to Mr Evans going hunting on the estates of gentry. The Meynell Hunt was recorded at Allestree. On 6th December 1864 Edward wrote, 'Hounds here today and run 3 or 4 foxes but did not kill one'. There were references each Autumn of 'breaking cover'. The 'cover' was an area set aside to provide an undisturbed place for the rearing of game birds. 'Breaking cover' at the end of the season was to chase wild life, especially rabbits and others considered vermin which destroyed crops out of their burrows or hides and so destroy them. For example in November 1858 he wrote, 'Breaking cover at Allestree today killed 14 hares, 24 rabbits, 10 pheasants, 1 woodcock and 1 partridge'.

There were also personal entries. Joseph Noon, the husband of Edward's daughter Arabella, went to London on 29th June 1864 and there 'Engaged to go to Bombay East Indies for 3 years & to have £16 per month for the 1st Year £18 per month for the 2nd Year & £20 per month for the 3rd Year & making 7 hour a day'. It is not known what experience Joseph may have had for this post but Derby was the Headquarters of the Midland Railway, a rail hub which had a large locomotive depot and extensive rail workshops. On 9th July Joseph left Derby for London on his way to Bombay. He sailed from Southampton and sent letters from Gibraltar and the Mediterranean recording his progress. On 1st September Arabella received a postal order from the Great Peninsula Rly Co. for £4. On 9th September a letter was received giving his address as the Loco Dept. Gd P. R. Compy, Bycullah, Bombay. During the following three years there was a steady exchange of letters. In June 1867 a Bill for £919-12s-3d was presented and accepted at the Bank of England from Joseph Noon. On 10th June he left Bombay for home and on 27th Arabella left Allestree and went to 14 Barlow Street in Derby. (Barlow Street was in the newly developed area of housing on the south side of London Road almost opposite to Midland Road.)<sup>11</sup> Joseph arrived in Derby on 5th July and there was much family visiting. On 11th November 1867 Joseph bargained with Mr Robert Brookhouse for 8 houses in Clifton Street for £1250. He took possession of the houses on 2nd December, paying £950 down and £330 on mortgage. In May 1868 Edward recorded that he had spent the day with Mr and Mrs Noon at Clifton Street and on 21st June that they were removing to the next house at Clifton Street. (Clifton Street was off London Road in the same area as Barlow Street.)

Edward recorded the marriages and deaths of people in Allestree and also of people in the wider area whom he considered worthy of note. He particularly recorded births, marriages and deaths of his own family. He recorded son Edward's marriage to Emma Yeomans and son Crispin's marriage to Lydia Lord. Also the deaths of son Crispin's wife Lydia at age 29 and of son George's wife, Isabella, at age 39. Crispin remarried. Son Edward served an apprenticeship with Mr Woolley as a wheelwright. He was out of his time at Christmas 1858 and Edward recorded in January that son Edward was 'suppering' at Mr. Woolley's, no doubt a celebration. In January 1863 son Llewellyn was 21 and 'out of his articles'. He served an apprenticeship as 'plumber, glazier and gas fitter' with Thomas Haywood of Derby. Son Stephen was apprenticed as a blacksmith with William Wright of Shottle but sadly died aged 17.<sup>12</sup> In 1864 Sabina, the youngest daughter, went into service at Tideswell with a Mr Andrews at £7 per annum and the following year daughter Mary went to the asylum at Mickleover as a nurse. Mary met and married James Foster at Mickleover. Earlier in the 1851 census Crispin, age 21, was recorded as a labourer and Arabella, age 15, as a dairymaid on the 167 acre farm of John Eite in Allestree.

The last entry in the diary was for 6th March 1869. Edward died on June 11th that year. His tombstone is in the church yard of Allestree St. Edmund's church, a little beyond the east end of the church and close to the gate which opens on to Church Walk and Siddals Lane. His epitaph reads 'Much respected in Life, Deeply lamented in Death'.

#### Notes

Note 1. William Evans was one of the heirs to the fortune which his grandfather, Thomas Evans, had made through his cotton spinning mill at Darley Abbey and other enterprises. He owned considerable estates in Derbyshire and beyond.

Note 2. Diaries for the years 1856-1859 and 1863-1865 have been kindly lent by Professor Bryan Jones of Allestree who is a direct descendent of Edward Smith. Those for 1866-March 1869 were kindly donated to



Darley Abbey Historical Society by Mrs. Brenda Jones (no relation). They were inherited from her step mother, Isabel Elizabeth Harvey who was the daughter of Sab(r)ina nee Foster who in turn was the daughter of Mary Foster nee Smith, a younger daughter of Edward Smith.

Note 3. It is not known how Edward became qualified as a land surveyor. He was from an artisan background. There is no known connection but in 1818 a Mr Rogerson, Land Surveyor, advertised in the Derby Mercury that he intended to establish in Derby an 'Evening Mathematical Seminary for Young Gentlemen on Thursdays, Fridays and Saturdays from 6 to 8'. Edward may have profited from just such a class. Derby Mercury, 23rd April 1818, p3, c4.

Note 4. It has not been possible to discover the cartographer of this 1843 map. There is no record at Derbyshire Record Office or Derby Local Studies Library. Circumstantial evidence, the date and Edward's involvement with William Evans and his known skill in drawing the 1839 map of Quarndon, would suggest him as the possible cartographer.

Note 5. Llandudno was developed as an upmarket tourist destination by the Mostyn Estates beginning in 1845. The arrival of the railway along the North Wales coast had enabled a small fishing village to develop. (Tourist information board in Llandudno.)

Note 6. The Duke of Edinburgh was Alfred, the second son of Queen Victoria. He was visiting Australia in 1868 when the assassination attempt was made. He had been invited by Sir William Manning, President of Sydney Sailors' Home, to a picnic to raise funds for the home when he was approached from behind by James O'Farrell, a Fenian, and shot in the back.. He survived but O'Farrell was hanged. Wikipedia.

#### References

DRO = Derbyshire Record Office, DLSL = Derby Local Studies Library, LRO = Lichfield Record Office.

1. 1851 Census.
2. 1843 map of Allestree. DRO, D2375 M/283/1. DLSL, Accession No. 59076.
3. Correspondence with the Archivist at Kedleston Hall.
4. Family papers held by Prof. Bryan Jones.
5. Boscobel House and White Ladies Priory, English Heritage, 1996 (2nd edition).
6. Order in Council 1849 separating Mackworth parish into two separate parishes of Mackworth and Allestree. LRO.
7. Presentation Deed of John Hullett by William Mundy, patron, to the new parish of Allestree. LRO B/A/3/11/1.
8. Presentation Deed of Marischal Keith Smith Frith by Thomas William Evans, patron, to the parish of Allestree. LRO B/A/3/11/2.
9. 1868 Map of Allestree by Edward Smith. DRO D3214 A/PZ 5/1.
10. Opening of Derby Arboretum, the gift of Joseph Strutt, in 1840.
11. Maxwell Craven, Derby Street by Street, 2005, pp 31, 51.
12. From the Smith Family Bible  
Edward married Mary on 5th October 1824 at Mackworth.  
Their children were:  
George born 28th June 1826.  
Ferdinand born 2nd April 1828, died 8th April 1828.  
Crispin born 26th July 1829.  
Georgiana born 19th February 1832.  
Stephen born 17th January 1834, died 29th September 1851 aged 17.  
Arabella born 16th February 1836.  
Edward born 24th December 1837.  
Paulina born 31st March 1840.  
Llewellyn born 29th January 1842.  
Mary born 17th July 1844.  
Sabina born 14th March 1849.  
The first nine were born at Quarndon and the last two at Allestree.

## THE TWYFORD BLACKSMITH'S ACCOUNTS

(by Margaret Campbell Wilson,

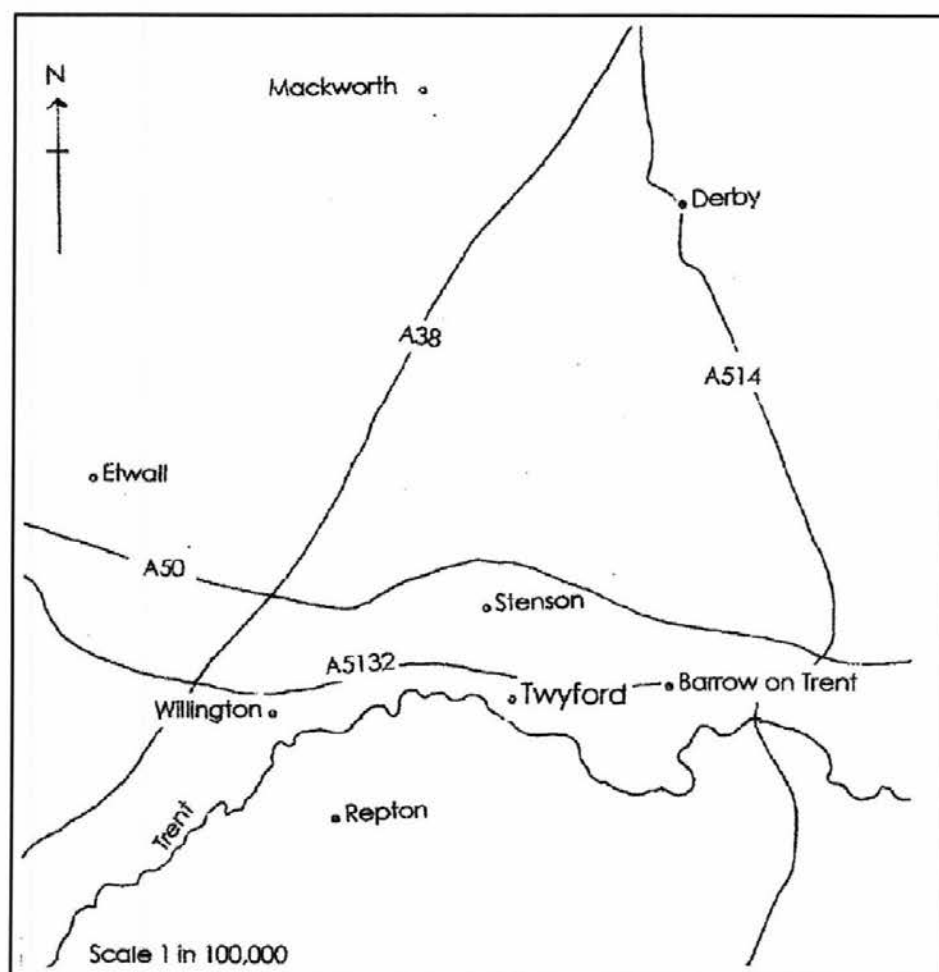


Fig. 1. Location of Twyford

An exhibition of documents relating to the church and parish of Twyford was held in St. Andrew's church, amongst which was a set of blacksmith's accounts.<sup>1</sup> It was felt these warranted closer examination, perhaps providing an interesting record for Southern Derbyshire. These accounts run from 1895 to 1914 and cover the work of the Twyford village blacksmith. He was a farrier, working in iron, which involved principally the shoeing of horses but also would repair farm machinery, make and repair tools and other activities. The author of the book, the layout and the contents will be discussed, followed by a more detailed look at some of the entries.

First investigations were made to see if similar account books existed and what is known of blacksmithing in the southern part of the county. There are books published about the history of blacksmithing, often associated with other rural crafts, but no published records of blacksmith's account books were found.<sup>2</sup> Only two accounts were found in Derbyshire. The first were of a J. Bamford, of Cotmanhay running from 1882 to 1886 written in pencil in an exercise book.<sup>3</sup> They relate to repairing farm machinery, tools, chains, etc. but no horse shoeing. The second was in the archives of Radbourne Hall and relates to the beginning of the 19th century.<sup>4</sup> Blacksmithing was mentioned in the Derby newspapers but this was usually in relation to the closure of a blacksmith shop, a retired blacksmith describing his working life or a change in use of a blacksmith's premises.<sup>5,6,7</sup>



Fig. 2. John Cox

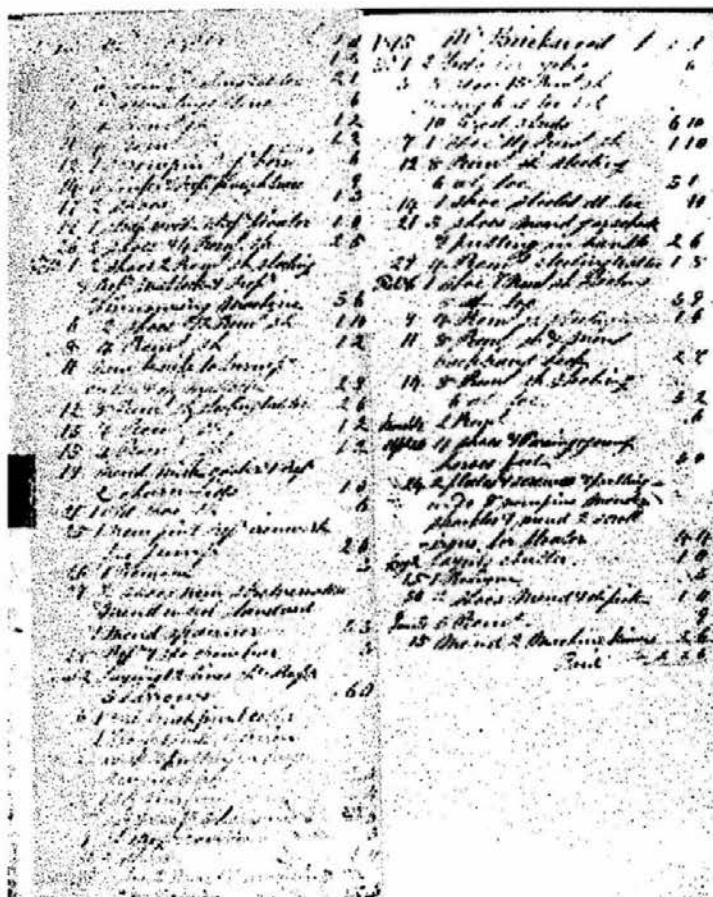


Fig 3. The open account book

The account book that is being examined measures 15" by 6", has a hard cover which is covered with cream paper, now somewhat grimy. Written across the front is 'Farming Acct/Day Book' which has been crossed out and below is hand printed 'Twyford'. The spine and back of the book are plain, apart from some blue outlines on the back. The entries, written in a clear bold hand, start on 2nd January 1895 and continue until 13th January 1914 when the last three pages were written by the principal hand and one other. The entries fall into two groups. At the front of the book the main customers of the smithy, farmers, each had a headed page for themselves and when it was full another one was started further on in the book. A section towards the back of the



book is headed 'Small Works' and started in July 1897. There is evidence that some pages have been cut out at the front and the back and about halfway through, leaving about one hundred pages in all. It is assumed that no pages have been removed since the accounts were written. Account books previous to this one have not survived. There is a later one but it has yet to be investigated.

Date	Description	Amount
1898	Mr Holmes	£ 0 0
Jan 5	2 Pairs	6
24	Mend Milk churn	6
Feb 7	2 links for cow chain	2
10	2 shoes	1 3
16	2 stays & Reft cart wheel	1 0
19	14 Shoes Mend Plow	
	spring Mend pin 2 chain	
	Hook 9 links & alluring	5 0
26	3 shoes	1 11
	Mend Reft 2 chain lids	6
10	2 new pieces knives new	
	plating barrel & Reft	
	Prock cutter	12 6
11	Mend Milk churn	4
31	2 shoes	1 3

Fig. 4. Part of the entry for Mr. Holmes, farmer.

The farmers' entries run from 1895 to 1905. Work relating to blacksmithing was not separated from horse-shoeing but included as and when the job was done.

Note was made when an account was settled in part or full and there appear to be no bad debts. An example is shown in Fig. 4. The number of farmers who had been given a headed page to themselves increased over the ten year period.

Table 1. To show the number of farmers with a headed page over the years

Year	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905
Number	8	9	12	13	14	14	14	14	16	14	19

This probably indicated an increase in popularity and confidence in the competence of John Cox during this time. In 1897 Sir Vauncy Harpur Crewe joined the patrons but his accounts were only for blacksmith work so presumably his horses were shod elsewhere. The cash book for the Harpur Crewe estate, 1896 to 1911 contains entries verifying payment, eg. 1900 Apr 27 John Cox, blacksmith, Twyford £1-5-4.<sup>9</sup>

The accounts are not difficult to read; there are abbreviations but it has been possible to decipher these with the help of the author's grandson. The entries can be divided into those dealing with horse shoeing (Table 2) and those dealing with forge work.

Table 2. Activities connected with shoemithing.

Item listed	Activity
Shoe	fitting a new shoe
Rem	removing shoe, paring the hoof and replacing
Frost nailing	putting in sharp nails to cope with icy conditions
Paring	trimming horses hooves
Steel at the toe	patching the toe of a shoe
Iron at the heel	patching the heels of a shoe
Fastening	dealing with a loose shoe
Old shoe	temporarily replacing a shoe that has been lost

Forge work was more difficult to categorise, but items fit into the following groups:

1. mending farm machinery, eg 3 new pins for drill, rowlers (rollers) mend, and repair iron work for drill.
2. mending harness, eg new stetner collar.
3. mending, sharpening and or making tools, eg new hoe blade.
4. miscellaneous, eg fitting and putting hoops on a barrel, mending a milk churn etc.

The price charged for fitting one shoe, or two shoes, or removing and refitting a shoe was compared over the period.

Table 3. Prices charged for shoemithing activities

Year	One Shoe	2 Shoes	Remove
1895	8d	1s 3d	3d
1896	8d	1s 3d	3d
1897	8d	1s 3d	3d
1898	8d	1s 3d	3d
1899	8d	1s 5d	3d
1900	9d	1s 4d	4d
1901	8d	1s 4d	4d
1902	8d	1s 4d	4d
1903	8d	1s 4d	4d
1904	8d	1s 4d	4d
1905	8d	1s 4d	4d

It will be seen that one new shoe was more expensive in the centenary year 1900 but in subsequent years the price reverted to the pre 1900 levels. However the price for fitting two new shoes and for removals rose over the whole period. It could be considered that the rises were substantial, eg. 1s 3d to 1s 4d is a rise of almost 7%. These prices are somewhat lower than those given by Edwin Bunting for complete re-shoeing a farm horse of 3s 4d, when he recalled his working days in the smithy at Ambergate in the early part of the 20th century.<sup>10</sup>

Examination of the account of one farmer will reveal more of the use of the smithy and what work was carried out. The farmer selected is a Mr Brickwood, of Stenson House farm. His annual bills received from the smithy are shown in Table 4.

Each year just over three quarters of the bill was for shoeing and the remainder for forge work. This reflects the significance that horses played in farming at that time and the important part that the smithy played in maintaining farm equipment. As might be expected frost nailing occurred in the winter months and repair of farm machinery during the sowing and harvesting periods.

Table 4. Annual accounts of Mr Brickwood

Year	Amount
1895	£4 19s 0d
1896	£3 6s 10d
1897	£9 18s 11d
1898	£9 14s 5d
1899	£9 6s 4d
1900	£10 19s 5d
1901	£11 12s 6d
1902	£13 1s 5d
1903	£12 8s 6d
1904	£11 4s 5d
1905	£10 3s 8d

'Small Works', entered at the back of the book, included shoemaking and forge work along with a wide variety of other activities. Entries were crossed out presumably when the account was settled. In the centenary year, 1900, work for the council involved mainly sharpening road hooks and picks and also repairing a post and rail. The school had its stove pipe repaired and a new key was made for the coal house lock. Charges were made for carriage and fixing desks not only for the school at Twyford but also for the school at Barrow on Trent. The ivy on the church was clipped, the walks and tombs cleaned and the windows mended.

Lastly, what annual income did the smithy provide for John Cox? If the income for the year 1898 is examined it shows that the total from all named farmers was £37 1s 5d and that from Small Works £10 3s 4d, giving a total of £47 4s 9d. This would have probably provided a modest income bearing in mind that we have no idea of the overheads. It likely the smithy needed to be associated with a small farm to provide a reasonable living, as was the case for the smithy and small holding at Ambergate.<sup>11</sup>

In conclusion, the blacksmith's accounts for the smithy at Twyford which run from 1895 to 1914 have been described. Examination of these accounts gives a picture of the work of a village blacksmith at the turn of the last but one century. It tells us the extent to which farmers relied on the smithy to keep their horses shod, their machinery and tools in working order and the prices they paid. The 'small works' reveals the importance of the blacksmith to the local community and the contribution which John Cox, made to the life of the village.

#### References

1. In the hands of L. J. Cox.
2. Seymour, J., *The Forgotten Arts*, 1984, p69.
3. Derbyshire Record Office, D3359, Bamford J., blacksmith's account book.
4. National Register of Archives, Calendar of miscellaneous papers at Radbourne Hall, Derbyshire, submitted by Frances Fisher, no. 16070, 1804 book of blacksmith's Accounts.
5. Derbyshire Advertiser, 11 November 1955, p5, c2-8, Closure of Blacksmiths at Boylestone.
6. Derby Evening Telegraph, 9 September 1982, p13, cl-6, Report on the Working life of Edwin Bunting, retired blacksmith.
7. Derbyshire Advertiser, 27 April 1962, p.5, c4, Public enquiry into the use of the Old Smithy at Barrow on Trent.
8. Cox, L.J., *Over the Hills to Calke*, 1983, p8.
9. Derbyshire Record Office, D2375 251/16, Cash Book 1896-1911.
10. Derby Evening Telegraph, 9 September 1982, p13, cl-6, Report on the Working life of Edwin Bunting, retired blacksmith.
11. *ibid.*

#### Acknowledgments

I should like to thank Mr. Leslie Cox for his help in allowing me to examine his grandfather's account book and for assisting in the interpretation of some of the terms. Mr. I.S. McLean kindly photographed pages of the book.



## THE MANCHESTER AND BUXTON RAILWAY

(by David Hodgkins,

An interesting insight into the extent of the tourist trade in the Peak District in the period immediately before the coming of the railway can be derived from the prospectus of the proposed Manchester and Buxton Railway of 1844. This note describes the prospectus and the origins of the project, which was dominated by people extraneous to Buxton and the Peak District, its course and its subsequent abandonment in the expectation that the Manchester, Buxton, Matlock and Midlands Junction Railway would accomplish its aim though in the event the latter railway only arrived in Buxton in 1863 after it had been taken over by the Midland Railway.

In the early 1840s Buxton could be regarded by William Adam in his guide as having 'abundant means of transport to all parts of the kingdom, either for passengers or luggage'. For passengers there were the daily Mail and Peveril coaches between Manchester and London, and the Nelson to Nottingham, as well as several to Sheffield and Manchester. The Peak Guide left Buxton at 7 am to meet the 12 noon train at Amber Bar from Leeds, York and Hull and waited for the 3.30 pm. Other coaches were in direct communication with the railway. 'For all heavy goods the High Peak Railway is within a mile and a half; the proprietors of which have a station within a mile of Buxton', that is Ladmanlow.<sup>1</sup> But despite Adam's commendation, the Cromford and High Peak Railway (CHPR) had many limitations. From Buxton's point of view the two most basic were that in the 1840s it did not provide for passengers, and, as it was built to link two canals at Cromford and Whaley Bridge, it did not connect Buxton to the general railway network which in the early 1840s came no nearer than Stockport and Poynton to the north and Ambergate, or Amber Bar as Adam called it, to the south.<sup>2</sup> In both 1828 and 1829 schemes had been under consideration for linking Liverpool and Manchester Railway, then nearing completion, with the CHPR at Whaley and later the earliest proposal for a railway from Manchester to Sheffield would have taken a route via Whaley Bridge and joined the CHPR. But these proposals had come to nothing and they would of course have relied on the CHPR to get near to Buxton.

The first serious attempt to link Buxton itself with the main line railways built in the 1830s and early 1840s was the Buxton and Manchester Railway. A preliminary meeting of gentlemen interested in the project with a number of directors of the Manchester and Birmingham Railway was held on 20 June 1844.<sup>3</sup> Such was the description in the record of the meeting, but in fact the gentlemen interested in the railway were David Waddington, deputy chairman of the Manchester and Birmingham Railway, and Matthew Lyon who was also a director. They were appointed to the provisional board of the new line, together with Henry Tootal and James Durham also directors of the Manchester and Birmingham company. All were Manchester merchants and manufacturers. Tootal became deputy chairman, but the chairmanship did go to a local man, Thomas Gisborne of Horwich House, Whaley Bridge, though he played little part in the subsequent proceedings.<sup>4</sup> There were however initially four other local directors: Archibald Vickers, a cotton spinner of Waterside, Disley; John Yates of John and Charles Yates, calico printers, Rock Mills Print Works, New Mills; John Slack of Bowden Hall, Chapel-en-le-Frith; and Thomas Pickford of Kingsterndale near Buxton, though as will be seen none of the local directors had large investments in the line.

The prospectus made clear the projectors' hopes for the line. The railway was expected to command a considerable commercial traffic. Throughout its course there was a rich field of mineral wealth - in coal, lime, marble - passing through the well known Bugsworth Valley celebrated for its valuable stone quarries, intersecting the extensive lime stone quarries near Buxton, whence the chief supply for the counties of Lancaster and Chester was derived, and traversing a country studded with manufactories, bleaching grounds and printing works. A junction with the CHPR would provide an outlet for mineral and other produce passing along that line. In addition by providing an easy and cheap access to Disley, Whaley, Chapel-en-le-Frith, Castleton, Tideswell, Buxton, Chatsworth, Bakewell and Matlock - the romantic scenery of the Derwent, the Wye, the Dove, and the region of the High Peak - the railway would command a large proportion of the pleasure travelling by which existing lines have so much benefited.

These points were developed in the traffic report. Goods traffic was expected to provide an income of £8632 a year by taking over only a small proportion of the existing traffic. The area's trade in lime was expected to be greatly extended. Traffic from the CHPR was expected to provide a revenue of £3,982. 'The grain which comes along the CHPR from Lincolnshire, the superior lime produced on the line of that railway, the stone of which is

now carried for building purposes to Liverpool, to an enormous extent the new railway would have the benefit of an uninterrupted and quick transit to all parts of Lancashire, Cheshire and the north of Staffordshire'.<sup>5</sup>

Passenger traffic was estimated to produce £12,681. It was stated that this sum had been established in accordance with the well-known moderate Parliamentary rules and all possibility of increased leisure travelling excluded. The prospectus nevertheless went on to speculate on the possibilities. It was a matter of notoriety that during the previous summer the Manchester and Birmingham Railway carried 30,000 passengers to Alderley Edge. On Easter Monday 20,000 passengers were in motion on that line alone. There could be no doubt that when Castleton, Buxton, Bakewell and Matlock, Haddon Hall and the Palace of the Peak, the great chef d'oeuvres of modern and ancient grandeur, were opened to railroad travellers, and the most remote of these beauties brought within a ride of three hours from Manchester, the results would be highly satisfactory.

Buxton annually had more than 2,000 visitors apart from the daily passage through the place.<sup>6</sup> This town was the commencement of the attractions. Ashford, Bakewell and Baslow had a constant influx of visitors, who remained for some three or four days, others for a much longer period. Bakewell itself had, in the summer season which lasted about five months, about 50 daily passengers by coaches, the equivalent, exclusive of Sundays, to 6,000 in the season, three-quarters of whom generally go forward, the remainder staying in Bakewell or in the neighbourhood.

At Edensor there were 400 visitors daily. This continued for five months and for seven in a favourable season. A five month season meant 48,000 visitors a year to Chatsworth. A large proportion came from Sheffield. When the facility of visiting Chatsworth was extended to Manchester and the surrounding populous districts a rich harvest would be reaped. The far-famed Haddon Hall had 1,200 visitors annually and Matlock averaged about 15,000. To this spot the North Midland, Midland Counties, and Birmingham and Derby Railways brought 3,000 persons in six pleasure trips in 1843.<sup>7</sup>

The total revenue was estimated at £26,024. This compared with a cost of construction not exceeding £250,000, including Parliamentary and other expenses. The line would be seventeen miles in length. It would begin with a junction with the Manchester and Birmingham Railway at or near Poynton and after passing through Disley, near New Mills and Hayfield, and through Whaley Bridge, Bugsworth and Chapel-en-le-Frith it would terminate near the Crescent in Buxton. The consulting engineer was Alexander Ross who in that year was also assisting Robert Stephenson in planning the Menai crossing on the Chester and Holyhead Railway. John Lowe was appointed resident engineer. The line itself was expected to be cheap in construction and unattended by serious engineering works. Ross considered that the gradients would be the best the peculiar features of the country would admit. The cost of a single line was estimated to be £220,000 exclusive of land, the value of which was mostly inconsiderable. The most influential landowners on the line were thought to be favourable to it.

The records show that this line was not the result of any spontaneous local activity, but a child of the Manchester and Birmingham Railway. It was agreed at the meeting on 20 June that the latter should be empowered in the Act itself to keep up the line. The solicitor, James Wheeler, who also acted for the Trent Valley Railway, argued that the Buxton company should control the distribution of shares, though a third would be available to such Manchester and Birmingham shareholders as notified their wish to receive shares.

The shareholders came predominantly from Manchester which was the address of those holding 50 per cent of the shares. Yorkshire with 12 per cent and London were the only other areas with substantial proportions of the shares. Shareholders from Liverpool only accounted for some 2 per cent of the shares. Few were taken up locally - Stockport and the other towns of north-east Cheshire which, with their prosperous mill-owners, might have been expected to take a close interest, only accounted for about 5 per cent. Places actually situated on the line accounted for even less. From Buxton, Philip Heacock, the Duke of Devonshire's agent, who lived in Buxton, was allocated 20 shares and Thomas Pickford of Kingsterndale, 100, as was John Slack of Bowden Hall, Chapel-en-le-Frith. Thomas Gisborne, MP, his son, Thomas Guy Gisborne and his father-in-law, F.D.P. Astley, all of Horwich House, near Whaley Bridge were allocated 25 shares each. From New Mills Charles and John Yates took 20 shares each while John Storey had 3. R.C. Sharp of Bramhall Hall had 30, while Thomas Ashworth and Peter Pownall of Poynton and Bramhall respectively also had 3 shares. But that was the extent of local subscriptions. Ashworth was Lord Vernon's agent with whom negotiations had to take place regarding the route. Ashworth was appointed a provisional director early in 1845 to replace Vickers who had not taken any shares in the company. Heacock also became a director, so giving the local aristocratic landed interest a powerful say.

By October it had been agreed to make a deviation on the planned line on Vernon's property and to build a bridge rather than a level crossing on the road between Poynton village and Poynton chapel. The trustees of the London Road turnpike later requested compensation for the expected loss of Lord Vernon's coal traffic from turnpike to rail. Otherwise by October 1844 all the landowners had assented to the purchase of land with only one dissident. Negotiations with Lord Vernon's agent continued but problems later arose with Legh of Lyme Hall and Slack of Bowden Hall. In December it was agreed to place the contract for rails with Messrs Bagnall & Sons of Gold Hill Works, West Bromwich, whose tender for wrought iron rails was, at £7.15 per ton, 2s 6d below those from John Barker of Chillington and John Bradley & Co of Stourbridge. The first delivery was to be six months after the passing of the Act. The tender was for the Buxton line but the prospect was held out of other tenders for Manchester and Birmingham lines.

Tootal and Waddington, with Lowe and Wheeler saw Lord Dalhousie, the President of the Board of Trade, the Department then responsible for railways in October when the possibility of doubling the line was discussed.<sup>8</sup> The possibility of making a branch to Hayfield was considered but rejected.

The Bill was received in the Commons on 20 February 1845 and referred to the Select Committee on Petitions for Private Bills. A week later a petition against the Bill was received from Richard Orford of Marple. This was heard on 3 March. Parkes, a Parliamentary agent speaking on behalf of Offord, alleged several violations of standing orders in the details of the Bill, mostly relating to the alleged failure of the company to approach Offord and two of his neighbours, and also that their properties had not been included in the book of reference. Although when the committee adjourned the debate on 3 March, the chairman said that the committee did not think the Standing Orders had been violated, they came to the opposite conclusion a week later and referred the Bill to the Select Committee on Standing Orders which decided that the Standing Orders ought not to be dispensed with and so the bill was lost.<sup>9</sup> Henry Tootal who had been handling the Parliamentary proceedings on behalf of the company therefore reported to the directors on 29 March that the Bill had been rejected on Standing Orders.

On 3 May the provisional directors were informed by Tootal that a company had been formed for the purpose of making a line to Ambergate by parties, the most influential of whom, especially the Duke of Devonshire, had insisted on making it a through line from Manchester under one management. It appeared probable that a friendly union of interests might be created if the promoters of the Buxton scheme were prepared to merge it and co-operated. If there were no such co-operation a rival scheme from Manchester would be the result. Tootal added that he, Durham and Lyon had been induced to join the new scheme on condition that the Buxton proprietary were admitted to the larger and more beneficial project. This had been agreed.

The provisional directors then agreed to dissolve the company. Shareholders would be entitled to a return of their deposits or a like allotment of shares in the proposed Manchester, Buxton, Matlock and Midlands Junction Railway.<sup>10</sup> The first meeting of the provisional directors of the latter company took place later in May 1845.

#### References

1. W. Adam, *The Gem of the Peak*, 1840, pp271 and 352.
2. In 1833 German Wheatcroft had advertised a passenger service from Cromford to Manchester via the High Peak Railway with a coach connection from Whaley Bridge to Manchester. However no subsequent reference to this service has been found and since Adam only refers to passenger services by coach it would seem that the service was short-lived.
3. The National Archive, RAIL 459 /1 and 2 for the company's prospectus and for the meetings mentioned in this article. The prospectus was also printed in the *Railway Times*, 1844, p697.
4. Thomas Gisborne had substantial interests in quarrying and the lime trade in the Buxton and Chapel-en-le-Frith areas and in Manchester. At this time he was Liberal MP for Nottingham, and took part in the debate on Gladstone's 1844 Railway Act, arguing strongly against it.
5. David Hodgkins (ed), *Records of the Cromford and High Peak Railway*, 2008, p175. Presumably the reference to stone being carried to Liverpool is to the Darley Dale stone which was carried over the CHPR en route to Liverpool for the construction of St George's Hall.
6. D. Orme in *The Guide to Buxton and Excursive Companion*, 1842 gives at least 13,000 (quoted in Mike Langham, *A People's History*, 2001, p36), but this must have included day visitors. In 1840 Dr Granville was informed that the Bath Charity had 21,000 patients over 17 years (A. B. Granville, *Spas of England and Principal Sea-bathing Places*, 1841, pp2, 43.)



7. The North Midland Railway which ran from Derby to Leeds had opened a station at Ambergate in 1840. It connected at Derby with the Midland Counties Railway (to Nottingham and Leicester) and the Birmingham and Derby Railway.
8. The Times, 23 October 1844.
9. The Times, 4 March 1845; Commons Journal, 89 (1845), 13 and 20 February, 10 and 13 March 1845.
10. The Times, 10 May 1845

## SOTHEBY'S CATALOGUE OF THE CHATSWORTH ATTIC SALE

5-7 OCTOBER 2010

(by Malcolm Burrows,

### Item 593

A Cased, Stuffed and Mounted Pair of Pheasants by John Cook, Derby, c1890. Positioned on a moss, lichen and grass covered outcrop, the interior painted with a watercolour of a lush wooded valley, within a moulded oak case glazed on three sides and raised on flattened burn feet, the reverse with a paper label printed John Cook, Artist in Residence, Animal and Bird Stuffing, 1 Museum, Market Place, Derby. Ornithologist to her Majesty and The Royal Family, Dealer in all Kinds of Foreign and British Skins and Curiosities.

In Stephen Glover's History and Directory of the Borough of Derby, 1843, Cook is listed as a Naturalist, and proprietor of natural museum, Market Place and in Samuel Bagshaw's Derbyshire Directory, 1846, as a preserver of Birds and Animals and museum, Market Head. In the Post Office Directory, 1849, he is listed as an animal preserver and naturalist of the Piazzas, Market Place. He is also listed in Francis White & Co's Directory in 1857 and Harrison Harrod & Co in 1860, but not in Kelly's 1891 or Bulmer in 1895.

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# THE IMPACT OF THE GROWTH IN MUNICIPAL PUBLIC TRANSPORT IN CHESTERFIELD 1919-1939

(by Clive Leivers,

## Introduction

During the inter-war years there was significant growth in motor bus and tram services; by 1939 the network of scheduled bus services covered almost every village in England and Wales and all but the most remote parts of Scotland. It has been argued that the growth in bus and coach services in the inter-war years caused a greater change in society than the building of the railways. The spread of towns and cities that took place in the 1930s was facilitated by the buses that served the housing estates established on their outskirts; in the country side the bus ended the isolation of the village and broke the division between town and country life.<sup>1</sup>

Further claims are that the changes in transport during the 20th century contributed to the shifting 'geography' of the country's towns and cities 'both through the provision of new routes and technologies and through the mobility choices that travellers made in their everyday lives'. In the period considered by this article 'motorbuses ... [became] the main form of urban public transport'.<sup>2</sup>

In a review of the development of leisure services in the period it is suggested that the expansion of motor transport also facilitated the changes in leisure activities in the period: 'the car, charabanc and lorry began to transform the face of English society ... there followed a related revolution in transport, retailing, wholesaling and general travel, even for the poor whose lives had previously been dominated by trains and trams'.<sup>3</sup> Leisure became regarded as a right of all the people, of whatever social class and irrespective of economic circumstances. A commission looking into the cinema industry in 1917 concluded that 'half the entire population, men, women and children, visit a cinematograph theatre once every week'. By 1919 one half of the population went to the cinema twice a week.<sup>4</sup> Dancing, like the cinema, became a national pastime, encouraged by the building of dance halls by national chains: 'it was the custom-built dance hall, the palais de dance, which became, like the new cinemas, architectural symbols of the new leisure form'.<sup>5</sup>

Whilst it is difficult to establish with any certainty a direct relationship between the growth of transport facilities and changes in personal mobility and behaviour - 'the ways in which transport and everyday life shaped each other' <sup>6</sup> - it has been claimed that municipal policies affected 'the evolving relationship between the provision of transport, housing, retail and leisure facilities and workplaces'.<sup>7</sup>

This article will attempt to evaluate the relevance of these statements to the town of Chesterfield in Derbyshire, primarily through a review of the provision of public transport facilities by the Corporation Transport Department and the changes in retailing, entertainment and related facilities that occurred during the period.

## Municipal transport in Chesterfield

The first venture of Chesterfield Corporation in the field of public transport came in 1897 when the authority purchased a tramway that had operated since 1882 from Brampton to the centre of the town. In 1904, as part of an electrification scheme, the route was extended beyond the then borough boundary to Whittington Moor, providing a total length of just over 3½ miles. In 1913 a scheme was approved which would have introduced nine further routes, three by motor bus and six by trolley bus, but the intervention of the First World War meant that the proposals were never fully implemented.<sup>8</sup>

The expansion of the Corporation's public transport services began shortly after the end of the Great War. The overall picture is shown in Table 1 below which sets out the figures given in the annual reports of the Transport Department.

In 1919 the routes comprised the long-established tram service between Brampton and Whittington Moor; two feeder bus services from the Whittington Moor tram terminus to the villages of New Whittington and Unstone, the latter linking with a bus service to Sheffield; and bus services to the small towns of Clay Cross (five miles), Bolsover (six miles) and Staveley (four miles) and to the village of North Wingfield (four and a half miles).<sup>9</sup>

Table 1: Summary figures demonstrating the growth of Chesterfield Corporations transport services 1919-1939

	1919-1920	1924-25	1928-29	1939
Number of routes	7	9	21	24
Total mileage	610,687	1,019,508	1,916,868	2,798,367
Passengers	6,622,067	8,059,902	12,398,898	19,935,895
Borough population		63,740	66,450	65,200

Demand for additional routes was soon forthcoming. In November 1919, requests for bus services were received from the parish councils of three outlying villages - Eckington, Clowne and Temple Normanton - but these were rejected because of a shortage of buses.<sup>10</sup>

### Chesterfield Corporation Tram and Bus Routes.

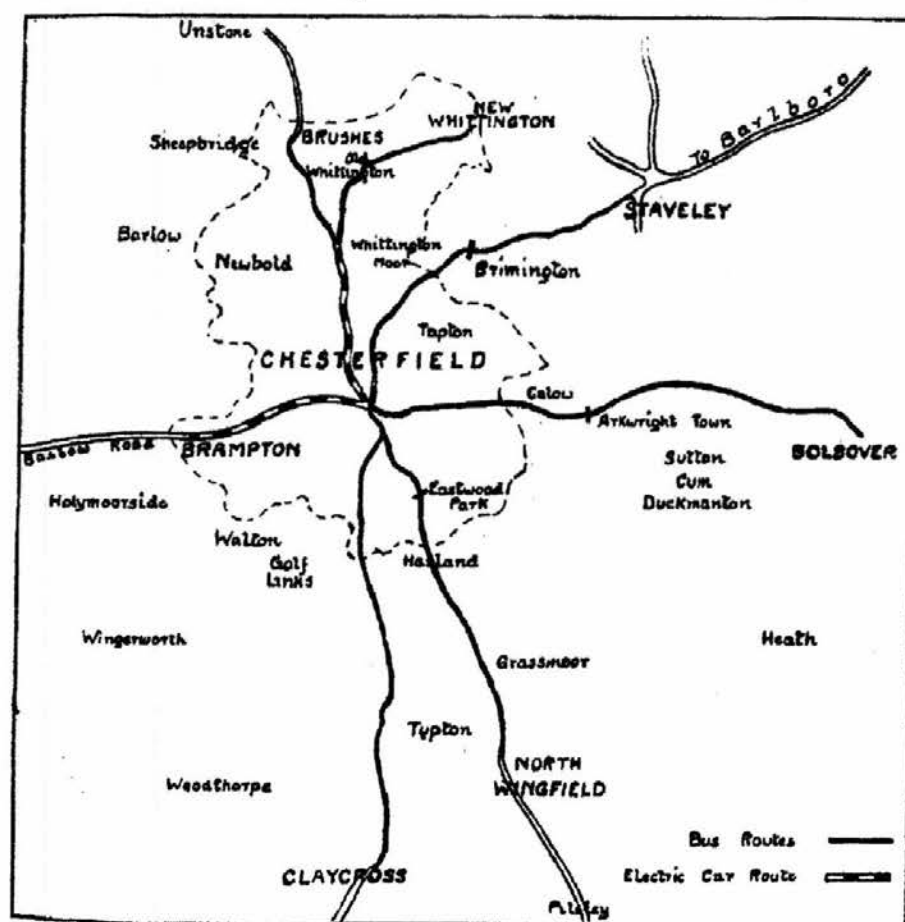


Fig. 1: Chesterfield Corporation tram and bus routes 1921  
(from Chesterfield Year Book and Directory 1921)

Two routes within the borough boundaries were added in 1924 - to Hasland and a circular route to Ashgate and Boythorpe.

As can be seen from Table 1, the latter half of the 1920s was the period which saw the greatest expansion in the number of routes and by 1929 services were operating to most locations in the town's hinterland and to the city of Sheffield. At this time, the Transport Department's fleet comprised 62 buses with a trolley bus service

replacing the trams. (Licences were also granted for 100 buses run by East Midlands Motor Services to operate into the town.<sup>11</sup>) The final expansion came with the takeover of some independent operators providing services to more outlying villages, particularly to those to the north west of the town. Fig. 2 depicts the coverage in 1938.<sup>12</sup>

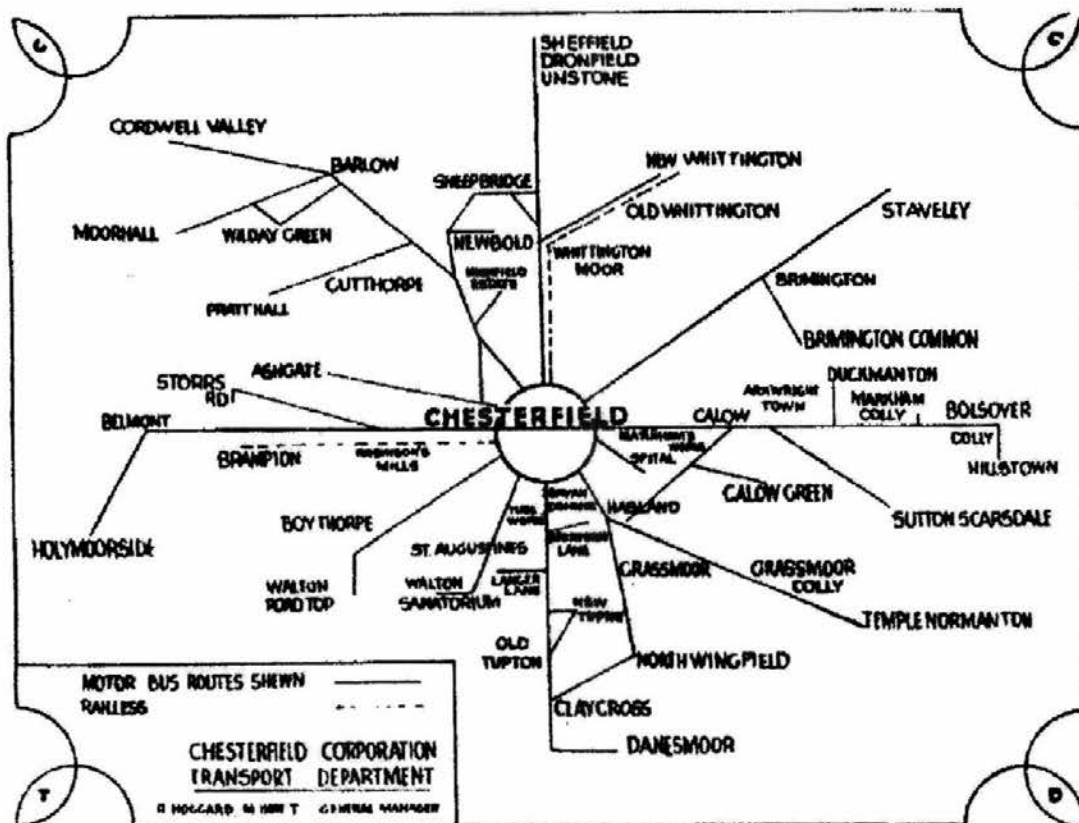


Fig. 2: Chesterfield Corporation bus and trolley bus routes 1938  
(from Chesterfield Official Guide 1938)

The four busiest routes were those instituted at an early stage, namely those to North Wingfield and the three smaller towns of Bolsover, Clay Cross and Staveley.

An analysis of the frequency and usage of services to the three towns provides some pointers to the use made of the services by the travelling public. In 1921 weekdays services ran every hour to Staveley, every 30 minutes to Clay Cross and every 90 minutes to Bolsover. On Saturdays and Sundays more services were provided: Staveley had a half hourly service on Saturday morning and Sunday evening with a still more frequent 20 minute interval service on Saturday afternoons. The Bolsover service provided a bus every 45 minutes on Saturdays and Sunday afternoons and Clay Cross enjoyed a 15 minute interval service on Saturday afternoons and a half-hourly service on Sunday evening.

This increased frequency suggests significant demand for services at the weekend for recreational purposes – shopping (Saturday was one of the town's main market days), visiting friends or attending sporting and entertainment venues. And the demand apparently grew: weekend services to Bolsover in 1924 provided buses at 18 minute intervals on Saturday afternoons and every 30 minutes on Sunday afternoons, Staveley was provided with a service at 15 minute intervals throughout Saturday and the Sunday service improved to a 20 minute frequency from 6pm to 10pm. The Monday market in Chesterfield encouraged enhanced frequencies on services from Clay Cross and Staveley: at 20 minute intervals between 1pm and 7pm.<sup>13</sup>

Overall, the annual reports of the Transport Department emphasise the extent of the Market Day usage. In the week ending 22 June 1925 passengers carried between Tuesday and Friday varied between 8194 and 9763. On



Saturday the numbers jumped to 21855 and Monday's figure was 11680.<sup>14</sup> The figures for passenger usage on two of these routes show a significant rise in numbers for most of the 1920s before the economic slump at the end of the decade had an effect as Table 2 indicates.<sup>15</sup>

Table 2: Numbers of passengers carried on the routes to Bolsover, Clay Cross and Staveley, 1924-1929

	1924-25	1927-28	1928-29
Bolsover	481,509	835,776	795,492
Clay Cross	713,419	751,467	653,496
Staveley	539,778	1,101,559	1,010,689

The Staveley route doubled its passenger load despite competition with the expanding firm of W T Underwood (later East Midland) which ran services into Chesterfield from the east of the town. Bolsover showed a slightly lower increase, with little by way of competition and Clay Cross loadings remained virtually the same, perhaps due in part to the existence of a few independent operators on the route, two operating on a daily basis and another on the main market days.

Of the three towns, only Staveley experienced a significant growth in size, with the population increasing by 4500 (38 per cent) between 1911 and 1931. Over the same period Bolsover showed a five per cent growth and Clay Cross 1.5 per cent with its population actually decreasing between 1921 and 1931. One historian has suggested that the development of bus services may well have encouraged the growth of larger centres at the expense of smaller towns and this may have been a factor in the area of Chesterfield and its hinterland.<sup>16</sup> The economic depression at the end of the 1920s was almost certainly responsible for the loss of traffic in 1928-9: in July 1928 the number of registered unemployed in Chesterfield had reached 29.3 per cent.<sup>17</sup>

The Transport Department actively encouraged the use of its buses for leisure activities. In 1923 the Tramways Committee approved the provision of extra services on Saturdays in a planned shopping week. The Tramway and Motor Bus Guide for 1924 included '*an outline of four walks – one starting from each tram terminus, and the other two reached by bus*' claiming that the transport service 'has caused many of these charming walks to become more readily available to the general public' and offered six prizes for the best essays on country walks around Chesterfield written by schoolchildren. The 1925/6 annual report listed nine special services that had been arranged for people travelling to local attractions: three race meetings (see Fig. 3 overleaf); three agricultural shows (including Bakewell which reported a record attendance that year), the sports day at one of the town's largest manufacturers, a well dressing and a Whit Monday trip to Chatsworth.<sup>18</sup>

#### Shopping and entertainment in the town

In 1914 the Corporation and Chamber of Trade sponsored a Shopping Festival, designed to attract residents of the borough and the surrounding area to patronise the town's retailers. The commemorative booklet claimed the town was the trade centre for a population of 100,000 within a radius of six miles (the population of the borough in 1911 was 37,429) and lay at the heart of an 'extensive commercial and manufacturing district'. The town's retailers had renovated their premises to 'ensure shoppers brightness of surroundings and perfection of choice' and entertainment facilities had increased considerably over the recent years.<sup>19</sup>

By this date some national concerns were represented in the town – Boots the Chemists, Home & Colonial grocers, Maypole Dairy and Liptons. In the clothing sector, you could find Jacksons the Tailor, Stead & Simpson and the Public Benefit Boot Company. But these national firms were outnumbered by an array of local firms with the town centre 'replete with drapers and milliners'. A co-operative society operating six shops providing a range of products including meat, outfitting and boots and shoes.<sup>20</sup>

The shopping festival was repeated in 1923 and articles appeared in the Derbyshire Times praising the town's shopping and sporting facilities, emphasising the positive improvements since 1913. In recent years retail premises had been rebuilt or extended in order 'to meet the growing demands of customers who crowd into the town, not merely on Saturdays, but on several of the weekdays as well'. Visiting the town was facilitated by the 'excellent service of motorbuses' which had been extended so that 'there is not, in a very wide area around the town, a village or hamlet which is not in direct and ready communication' with Chesterfield. In the past decade, the shopping area had been '*practically reconstructed ... to accommodate modern transportation*' by motor vehicles.<sup>21</sup>

**Chesterfield Corporation Tramways and  
Motor Bus Department.**

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**YE OLD CHESTERFIELD RACES.**

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A Service of Up-to-date and Comfortable Motor  
'Buses will run from Whittington Moor Tram  
Terminus to the Racecourse at Bradway, where  
the Races are being held this year.

Support your own Buses and Travel in Comfort.

---

Tramway Offices, 172, Chatsworth Road,  
Chesterfield, 9th July, 1925.

W. G. MARKS, A.M.Inst.T.,  
General Manager.

Fig. 3: Advertisement for bus trips to Chesterfield Races  
(from Derbyshire Times, 11 July 1925)

In succeeding years the number and range of retail outlets continued to increase with several national names opening in the town. By 1929 Montague Burton had three shops in the town and Freeman, Hardy & Willis had joined Stead & Simpson in the retailing of footwear. That year also saw the opening of a branch of Woolworths and Marks and Spencer had arrived by 1933. But the locally owned firms continued to thrive: Swallow & Sons had a drapery and carpet shop in a 'prime position', building a new store in 1930; John Turner was a long established ladies and gents outfitters and Eyre and Sons was a large furniture store which was extended in 1922-3; the premises of Woodhead & Sons had the highest rateable value of any grocer and the firm owned 20 shops in total. Another Chesterfield based grocery firm, Shentalls, had 53 branches across the north Midlands with four in the town. The value of sales at the local cooperative society, which had twelve shops within the borough boundaries, had reached £400,000 by 1936 and two years later the Society opened a large department store which had the highest rateable value of any retail premises in the town.<sup>22</sup>

In connection with the 1923 shopping festival it was claimed that '*the football club is the town's best advertisement*'; over 15,000 spectators attended the opening game for the 1923/4 season, 'a striking testimony to the interest taken in the winter pastime'. Chesterfield Football Club had been established at its Saltergate ground two years earlier and was soon attracting crowds of 10,000 with the gate approaching 17,000 for 'derby' and cup games.

The county cricket side played several games at the town's Queen's Park venue, where '*it is better supported ... than at any other place in the county*'; from 1926 to 1938, the most attractive match - against the touring Australians - was always played in Chesterfield.<sup>23</sup>

The number of entertainment venues - particularly cinemas - also increased in the inter war years. The Hippodrome had opened on Corporation Street in 1912, but the 1920s saw another four cinemas opened in or

near the town centre. In 1920 the Coliseum, with 900 seats, opened on Chatsworth Road as did the Palace on Burlington Street. Two years later the Victoria opened on Knivesmithgate and provided 1500 seats. The following year the Odeon opened, providing a further 900 seats for what was obviously an ever-growing number of cinema fans. The largest premises, those housing the Regal on Cavendish Street with 1900 seats opened in 1936.<sup>24</sup>

The other main area where the provision of public transport by the Corporation played a significant role was in the journey to work. Reduced fares for workmen travelling before 9am had been a feature on the tram service for many years: the reduction was originally a halfpenny on a single fare but this was increased in 1930 to a penny for the journey from Chesterfield to Whittington. The tram service ran at 20 minute intervals from 5am to 7am when most of the passengers must have been on their way to work.<sup>25</sup>

As early as 1919 a bus service was provided for miners travelling from the town to Grassmoor Colliery and similar services opened to Bolsover and Markham Collieries in 1926. According to the Transport Department's annual reports the routes to Markham and Grassmoor Collieries both carried over 300,000 passengers in 1927/8; the impact of the Depression was evident the following year when usage had fallen to 250,000 - reductions of 80,000 for Markham and 70,000 for Grassmoor.<sup>26</sup>

In the mid 1930s services were ferrying workers to Robinsons works in the borough (employing 3157 people, mainly female, in 1938) from North Wingfield and Grassmoor, New Whittington and Sheepbridge. Other works with a dedicated bus service provided in the late 1930s were Chesterfield Tube Works, with services from Newbold and Sheepbridge, and Markhams engineering with routes to Hasland and Brampton.<sup>27</sup>

#### Overall assessment

In a recent history of Bolsover, the authors suggested that with the provision of public transport - the railway before 1918 and thereafter the buses - 'more people probably travelled out of the town, chiefly to Chesterfield and Mansfield, than into it ... for all but everyday shopping and for most kinds of entertainment they would have looked to one of the two larger towns ... the unchallenged commercial and social centres of the north Derbyshire and north Nottinghamshire coalfields'. They pointed to its economically disadvantageous position midway between the two larger centres and both Clay Cross at the midpoint on the road from Alfreton to Chesterfield and Staveley lying between Worksop and Chesterfield were in the same situation.<sup>28</sup>

This review of Chesterfield's retailing and entertainment facilities does provide evidence for an almost continuous growth during the inter-war years which appears to have been contemporaneous with the expansion of the Corporation's public transport services. This survey has not however been able to use direct testimony by people using public transport in the period in order to confirm positive links between the expansion of Chesterfield's bus services and the clear growth of shopping and entertainment facilities in the town.

However, a survey of the patterns of personal travel in a number of locations during the 20th century by Pooley, Turnbull and Adams was substantially based on information from individuals and does provide some confirmation of the relationship between the growth of public transport and personal mobility patterns. Their findings show that between 1920 and 1939 around a quarter of journeys to work were by tram, trolley or bus; in towns with less than 100,000 population (the category into which Chesterfield falls), the percentage was 13.6 per cent, with over 60 per cent of such journeys made on foot or by bicycle. The use of motorised public transport was more popular with females, with 35 per cent making their journey to work in this way compared to 20 per cent of men.<sup>29</sup>

From the evidence reported in this article, it does seem therefore that the experience of Chesterfield does indeed support the comments quoted in the introduction with regard to the impact of the growth of public transport and its association with changing patterns of mobility and social behaviour.

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### FREEHOLD STEAM-MILLS, WITH DWELLING-HOUSE, STABLING, AND PREMISES, SWADLINCOTE, DERBYSHIRE, FOR OCCUPATION, OR INVESTMENT

MESSRS. FULLER, HORSEY, SON, and Co, are instructed to SELL by AUCTION, at the MIDLAND HOTEL, Derby, on FRIDAY, September 6th, 1872, at 3 o'clock precisely (unless previously sold by private contract), a valuable FREEHOLD PROPERTY, situate at Swadlincote, adjoining the Station of the Midland Railway, comprising of a substantially brick-built corn-mill of three floors, with steam-engine-house, boiler-house, chimney shaft about 120 feet high; a brick building of two floors adjoining, and a third building of two floors in the rear, blacksmith's shop, stabling for four horses with loft, and detached family house. There is a siding from the Railway, and the Swadlincote Collieries, now in full operation, are but a few yards distant. The mills are fitted with five pairs of four feet stones for grinding corn, three dressing-machines, a 35 horse-power high-pressure beam steam-engine, two steam-boilers, a pair of six feet edge runners for crushing fireclay, sifting-machines, and pug-mill, gypsum crushing-mill, plaster kiln, pair of stones, and other apparatus; the whole of which will be included in the purchase. The property is let with an adjoining piece of Land having considerable frontage to the Railway to Mr. Moses Cartwright (now deceased) on lease for a term of years, which will expire on the 25th March, 1875, at a rent of £250 per annum.

To be viewed until the sale. Printed particulars may shortly be had on the premises; at the MIDLAND HOTEL, Derby; of Messrs. THOMAS and HOLLAMS, Solicitors, Mincing Lane, London, E.C.; and of Messrs FULLER, HORSEY, SON, and Co., 11, Billiter-square, London, E.C.

Derby Mercury, 4 September 1872.