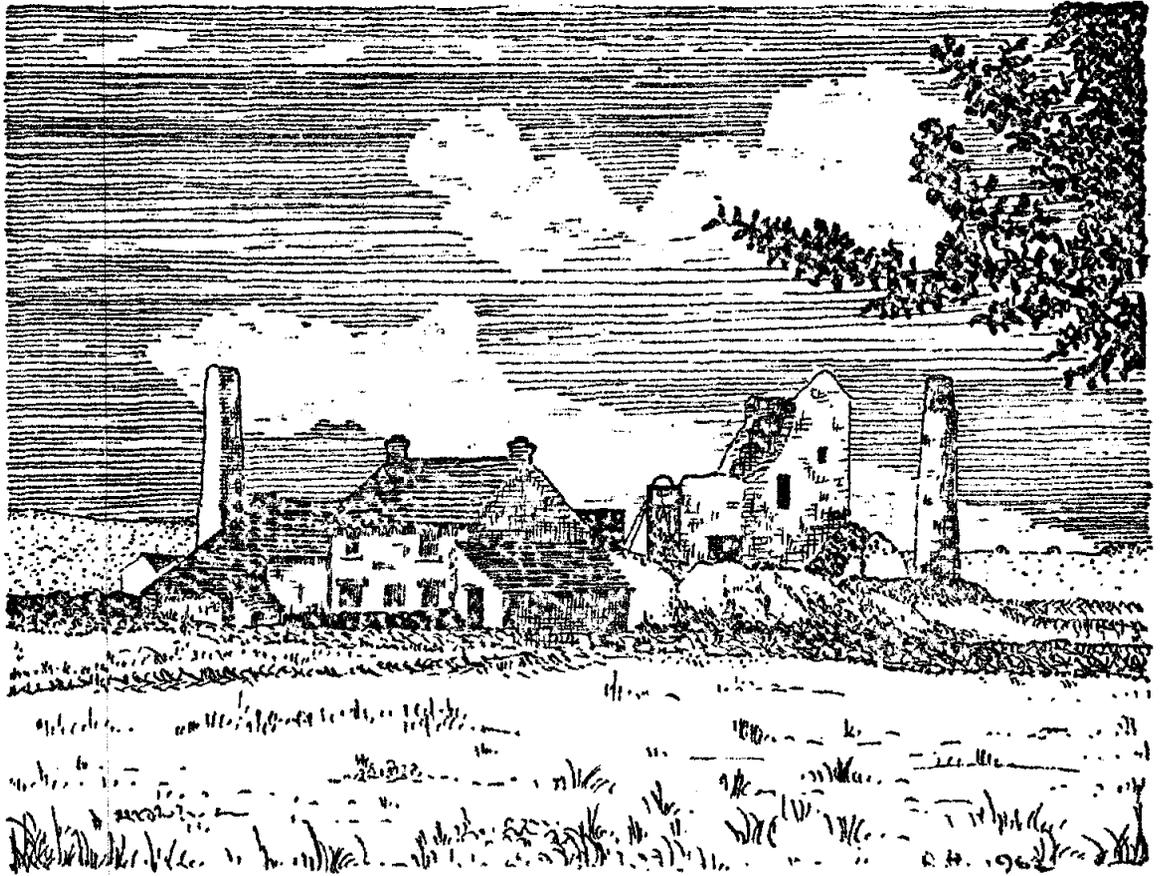


VOLUME 2

DERBYSHIRE MISCELLANY.



BULLETIN
OF THE
LOCAL HISTORY SECTION
DERBYSHIRE ARCHAEOLOGICAL SOCIETY.

MORE HISTORICAL NOTES ON DERBYSHIRE-
LEICESTERSHIRE BORDER

by GEO. H. GREEN

February, 1959 issue of Derbyshire Miscellany briefly introduced interesting problems of the intermingled parishes of Derbyshire and Leicestershire, and the various detached parts of some parishes. Further information regarding these complicated land occupancy features is to be found in old County Agriculture Reports (1).

Amongst other unsuspected divided parishes it reveals that Castle Donington in Leicestershire at one time had a detached portion in Derbyshire. This was the strange little parish of Derby Hills, near to Calke and Melbourne. The present article supplies some information about this matter, and should be of interest to Derbyshire historians as it touches on a by-way of Agrarian History upon which more study is needed - the shortage of common grazing lands in Midlands parishes.(2)

Derby Hills now lies in ordinary enclosed farms and the extent of the Civil Parish is 323 acres. It is from 6 to 8 miles away from Castle Donington. Nicholls "History of Leicestershire" (circa 1800) confirms what Farey's list of detached parts shows. Derby Hills at that time and for a long time earlier "was parcel of the Manor of Castle Donington, in the counties of Leicester and Derby". Castle Donington is somewhat peculiar in having required 3 separate Enclosure Acts. The first in 1737 does not directly mention Derby Hills but it has some relevance to this matter for it describes the difficulties of securing sufficient pasture grazing. "...and the said pastures were not sufficient to support and maintain so large and numerous stock of horses and beasts (491) but that the same were eaten up early in the summer so that little or nothing remained for the keep of so large a flock for the great part of the time they were so depastured, many of them were almost starved and forced to live chiefly on water, which occasioned distempers among the cattle and frequently death; and many of the sheep from being too numerous (4705) often died of hunger."

This shortage of pasture may be thought peculiar for Castle Donington parish is 3,839 acres (including water) in extent even when Derby Hills is excluded. However, a large parcel - Donington Park - was in private hands. River Cliff and osier beds and spinneys took a lot of land. The Castle, borough and township occupied much. The open field system was still in full swing and the fallowing of one third (it was a three field system) made it necessary to maintain a great deal of ground in arable working. Moreover, much of the parish is flood meadows, often under water, and the herbage tending to be reedy and rank. This enclosure Act recorded the acreage of open and common pasture as 490 acres - obviously insufficient for the great mass of livestock. Whether Derby Hills fell in this limited acreage is not at all clear.

The second Enclosure Act 1770 was directed to the actual dividing and enclosing of the 300 acres at Derby Hills. It names Sir Peniston Lambe (the Melbourne family), Sir Henry Harpur, Bart, Richard Sale, John Bakewell and others as entitled to right of common in and upon the said common or waste. This Act shows that some measure of manorial control was exercised up to this time at Derby Hills and that it may have been regarded as a sub-manor of Castle Donington. It says "Two acres are directed to be allotted to the headborough or other officer of Derby Hills, for the time being, for the repair of the high-ways; the herbage to be taken by the Lord of the Manor (i.e. the produce of this two acres) for his right of soil."

The third Enclosure Act in 1778 does not affect this article.

Although it is remarkable how seldom this outlying portion of Castle Donington appears in the local records there are a few references to it in the Castle Donington Town Book which commences in 1634 AD. This Book contains some Manor Court Rolls and accounts with the following entries:

- 1662 Fieldreeves Thomas Roby, Gent; Thomas Fox, John Daly, Francis Thomasson. In their account they say "Spent at Derby Hills - mowing - 1s. 2d.
- 1666 Manor Court. "Wee present Thomasingto Pitt and John Gilbond of White Lea for committinge the like offence upon Darby Hills and therefore ammerci ym severally 4d apiece" (The offences were overstocking the commons with livestock).
- 1669 Manor Court 13th October. "We present the Headburrows Bill of Derby Hills Methew Palmer, George Sims, Raph Woodhouse, of Caulke for cutting and burninge up ffearne upon our common att Darby Hill and therefore wee ammercy them severally 4d apiece".
- 1669 At same Court. "Wee present Anthony Hood for laying a Hempte in the common Waterings place at Darby Hills and wee therefore ammerc hym 2d."
- 1682 Court held 8th May. A transfer is recorded of a holding held formerly by Robberd Knight (Deceased) to his son Brian Knight "one messuage and one croft in two parts divided with the appurtenance lying and being in a certaine place within the Manor of Castle Donington called Darby Hills".

Several words in these entries are a little illegible but if the word "mowing" is correctly read it is an exception to the general practice of grazing this land in common. There may have been some special undisclosed circumstances in that year. The word "Hempte" is also little doubtful but he was probably "retting" his hemp crop at the public water supply for the livestock. Anyway the nature of his crime is that he was likely to pollute the water.

It is plain that the retention of this substantial acreage of pasturage was an important matter for Castle Donington agriculture and regarded as well worth contending for. The pasturage of Castle Donington as already mentioned was often subject to flooding but even when not under water in wet seasons the herbage would tend to be rank with resultant damage to livestock. On the other hand the distance of the detached portion of the parish at Derby Hills must have been a handicap. It entailed the presence there of a reliable herdsman. Grazed in common some men may have got more benefit from it than others and the task of arranging each man's stint must have been trying and time wasting.

Apart from this discovery of this outlying land at Derby Hills any investigator studying the heavy livestock carry as shown in the Castle Donington Town Book and confirmed by the descriptions in the 1737 Enclosure Act could be excused for supposing that the lands of Donington carried more stock per acre in the 18th century than is possible under improved grassland methods of the 20th century. It now seems that the carry of livestock was only possible because of this extra large parcel of outlying land in Derbyshire.

The reduced carry arranged in the 1737 Act no doubt opened up the way for liquidating the organisational difficulties at Derby Hills by an Act in 1770 for the enclosing it into ordinary separated farms, and then shortly afterwards to the final liquidation of the outdated agrarian system of Castle Donington.

Somewhat of an inquest on this final loss of Derby Hills is contained in Castle Donington Town Book in a special memorandum dated February, 1810 and although rather lengthy it is fitting to quote it in full. The exact wording has been retained despite its grammatical weakness.

DERBY HILLS

Formerly a Common Right belonging to the land owners in the Parish of Castle Donington, previous to the inclosure of this Lordship the landed interest of the place sent to these Hills different description of Cattle to eat the produce, the quantity regulated by the Property they owned in ye Parish, Coke Esq being the Lord of the Manor of Castle Donington at that time, and his residence was at Melbourne, he compromised with the greatest parte of the Land owners in Castle Donington, which Lands they then owned was principally Copyhold Tenure, consequently they had their fines to pay to the Lord of the Manor at every change, in consideration of this said Coke Esq giving up his claims and declaring there Property freehold for ever, which before this agreement was Copyhold, The Parishioners and others who had Property in the Parish (with some exceptions unwilling to acquiesce)

agreed to give up their claims on these said Hills, in favour of the aforesaid Coke Esq and his Heirs for ever and likewise the Land Owners had their Rights and claims in what was at that time called ye Castle Yard and the Ferry Hard, the former situated on ye Castle Hill and the latter betwixt Cavendish Bridge and the house now occupied by Charles Crane, these priveliges and their claims upon the aforesaid Hills they relinquished for ever in consideration of their Property being made freehold situate at Castle Donington.

Previous to this agreement taking place between the Inhabitants of this Parish and their Lord, they used annually to perambulate round the boundaries of these said Hills, viz the Week before Easter to examine and prevent any impositions being practised by their Neighbours. It was at that time considered a detached property belonging to the Parish but since the greatest part of these Lands have become the exclusive Property of one Individual (which the exception is some few small Copyhold Cottages) occupied by their owners, the Inhabitants of Castle Donington have neglected attending or practising their annual custom of perambulating, or more properly speaking they have paid no more attention to this part of their Parish than if it did not belong to them (nay further) from the inattention of the Parishioners Sir Henry Harpur who resides at Caulke has endeavoured to incorporate it with that Parish but failed in the attempt. The quantity of acres in these said Hills contains is (left blank in book) be the same more or less they are bounded by the Parish of Caulke on the west, Ticknall on ye North West, Melbourne on the East and Stanton on the North East in the County of Derby. The Tenants Names who occupies these Farms are Mr. Banton, Mr. Tomlinson, Mr. Thompson, Mr. Summerfield, etc., etc., etc. (What the threefold etc. means is not known GHG) after the decease of Coke Esq this our said Manor devolved on the Family of Lambs who now bear the Title of Lord Melbourne.

QUERY. Does not this part of our Parish ought to contribute their quotas towards defraying the annual expences upon it and likewise partake of any emolument or advantage that might accrue by uniting more closely and stronger their interest with ours.

It seems that local memory of this lost heritage at Derby Hills soon became dim. Today no-one in the village appears to have any knowledge of the former connection.

An extra comment may be made regarding the annual troubles in driving the herds from Castle Donington to this distant grazing. It may well be that the packhorse bridge known as Starkey's Bridge in Donington Park may mark the line of the actual route taken although full details of the route are lacking.

This short article is intended merely to record this interesting example of the quest for more grazing ground so often noted in Midlands documents from the 14th century onwards. It leaves many avenues of enquiry which some student might follow up for a thesis for a degree. Where did Derby Hills appear in Domesday Book? By what changes of ownership did it become so strangely attached to a Leicestershire parish? What degree of pasture famine was there in other neighbouring parishes? What is the present use of the land, the size of its farms, and what further ownership changes have occurred since the events recorded above? Is it possible to find the unbroken continuity of this small parish or estate from the 11th century onwards? No doubt many of the threads would have to be sought on the Derbyshire rather than the Leicestershire side of the river.

References:

- (1) FAREY John. "County Agriculture Reports. Derbyshire". 1811-1813 (Three volumes). Board of Agriculture.
- (2) Grateful acknowledgment is made of the kindness of the Marquess of Lothian, Melbourne Hall in making his muniments available and also of the help and attention so readily given by Mr. J. Taylor, Secretary, Melbourne Estate.

THE CROMFORD CANAL

The text of a talk given by Mr. G. W. Hage to the Local History Section at Bridge Chapel House on Feb. 25th 1960

The beginning of this story goes back nearly 200 years to a very different England; an England in which the gathering forces of the Industrial Revolution were being held back in many ways, but most of all by poor transport.

Banking was being developed to find capital, plenty of labour was available, but transport and communications were very bad. However, one answer had been found.

First, the Sankey Brook Navigation and then the Duke of Bridgewater's famous Canal with its Castles in the Air, (Brindley's Aqueduct over the River Irwell) had shown the way to carry heavy goods cheaply and easily, if not quickly.

The effect on coal prices in Manchester (which fell to half after the Duke's Canal had started work) had been noted by hard-headed business men all over England, and soon the real Canal fever was to seize hold and canals were promoted all over England in likely and unlikely places.

The Cromford Canal was quite an early one in the race, and was lucky at first. Arkwright had built his cotton mill in Cromford, where, indeed, it still stands, but transport costs ate into his profits.

There was no good road, as now, down the valley. Instead one must needs climb a steep hill and pass south towards Derby by Wirksworth and Duffield.

Other like thinkers were the local families of Gell and Beresford, the Jessops and Outrams, and the Duke of Newcastle; all were concerned with local navigation and mining.

The Erewash Navigation had just been finished, (the Act was dated 1777) and extended from the Trent at Trent Lock up to Langley Mill. The Cromford Canal was therefore promoted to join it at Langley Mill, up the Erewash Valley to Ironville with a branch to Pinxton.

The main line turned west up Golden Valley and through Butterley Tunnel to Bullbridge and Ambergate. It then ran up the eastern side of the Derwent Valley, crossing over by an Aqueduct to the west side below Cromford.

It was 14 miles 5 furlongs from Langley Mill to Cromford; the Pinxton branch was two miles long and the later (private) Lea Bridge branch, 2 furlongs. There were four tunnels and originally three aqueducts, plus a further two when the Matlock and Buxton railway was built. Originally, there were 14 locks on the main line between Langley Mill Junction and Ironville, and a rise from 200 ft. above sea level to 277 ft. above sea level for top level.

The projected Bill was passed in 1789 and the canal was opened throughout its length in August 1794, having cost about £79,000.

The Aqueduct at Bullbridge and the Wigwell Aqueduct, had been built in 1792-3 at a cost of £6,000 and the Butterley Tunnel at a cost of £21,000.

The Tunnel was 2966 yds. long, (later lengthened to 3063 yds. when a railway was built over the Western entrance) and 9 ft. wide. It was lined with brick, but not completely, as part ran through rock, and other parts through coal measures which were to cause much trouble later.

At that time, the coal was an advantage, and side tunnels were driven into the coal for direct loading into the boats. Boats were used, not barges, for although the main line and the Pinxton branch had been built to broad canal standards, i.e. 14 ft. x 70 ft., the Tunnel was only 9 ft. wide and the rest of the line up to Cromford was intended for 70 ft. x 7 ft. narrow boats only.

Arkwright had made an arrangement by which the canal drew on his water supply when it was not required for working his Mill. This was an advantage for the water came from a sough or drain from a lead mine at Wirksworth, and was always warm, which helped to prevent the upper part of the canal freezing in winter. This supply proved insufficient and an amending Act (1790) allowed the Canal Company to take not more than 1/20th of the volume of the River Derwent drawn at Cromford Bridge between 8 p.m. Saturday and 8 a.m. Sunday, provided the water level was sufficient.

Four reservoirs had been built to supply water, three to the top level. These were:-

1. Above west end of Butterley Tunnel, built with spoil from the cutting up to the west entrance. This reservoir delivered water to a side tunnel inside the west entrance.
2. Small reservoir above east end of tunnel, also built from spoil of Golden Valley Cutting. Now abandoned, but still delivers some water to water slide at side of east entrance of tunnel.
3. Codnor Park Reservoir, lower down Golden Valley, just above Ironville.
4. Small reservoir at Swanwick Delves. To help conserve water, the whole top section was made 1 ft. deeper than normal to act as a reservoir.

These measures should have been sufficient, but they had to be supplemented later on.

Trade developed quickly, and by 1810 the shares had reached £100 and were paying £10, and in 1814, 232,000 tons were carried, mostly coal and coke, but as time went on many other goods were carried: limestone, millstones, grinding stones, freestone, marble, chert, lead, iron, malt and timber; even Derbyshire cheese. Stone from Crich was carried by a railway and shot into barges at Bullbridge.

In 1802, the Nottingham Canal was completed, joining the Cromford Canal above its junction with the Erewash. This carried coal from the Cromford Canal down to Nottingham.

Also in 1802, Peter Nightingale (great-uncle of Florence Nightingale) privately built the $2\frac{1}{2}$ furlong Lea Wood branch to carry stone, etc. onto the main canal.

Note that before lead mines became worked out, hundreds of tons of lead ore were brought by cart from Wirksworth to Lea Bridge, smelted and sent down the Canal.

Josiah Jessop and Benjamin Outram, the canal engineers, had become partners and founded the Butterley Company - Ironfounders, above the Butterley Tunnel. Naturally they made use of the canal too. A large shaft was built in which a lift was installed. At first operated by balancing against a tank filled with water, the lift was later operated by steam power. By it, coal, iron, iron ore, fluor spar, etc., were lifted up from the boats below and castings and other finished metal work were lowered into the boats.

There is a tradition that a large amount of the iron work for the London Railway Stations was fabricated at Butterley and sent down the Canal to London.

A side tunnel is also said to have been driven into Butterley Pit, and the boats loaded there direct with coal.

The first of the many railways to be connected to the canal was now developed. This was the Pinxton-Mansfield Railway, (Act obtained 1817) which started as a horse drawn railway, horses pulling the trucks uphill; they were then allowed to run down into Mansfield by gravity.

Short side canals were also made from Pinxton to Somercotes furnaces, to Codnor Park Lime Kilns and to Aldercar Colliery, (part is left in fields below Stoneyford).

In all, twelve tramways or railways were built as feeders to the canal, the greatest in conception being the High Peak Railway. This received its Act in 1825 and was opened in sections 1830/1 as a horse-drawn railway across the Peak District of Derbyshire to join with

the Peak Forest Canal at Whaley Bridge, the idea being to form a cross-country link to Manchester shorter than the lengthy canal line, Cromford, Erewash, Trent and Mersey, and Bridgewater. It was also to serve various lead mines on the way.

The conception of railways (and canals too) was not as links in a long distance chain, but to serve local needs.

The High Peak Railway cost £200,000 and was never the anticipated success. From 1830 the lead mines began to fail. The opening of the Macclesfield Canal between the Peak Forest Canal and the Trent and Mersey in 1830 helped for a time. Wire ropes were used for haulage up the inclines about 1859 and passengers were carried for a short time about 1876/80.

Incidentally, it took 5 hours to travel the 33 miles, and the going was reported to have been very rough in parts, with long waits, and then swift descents by gravity. And the brakes weren't too good either. Some passengers would not repeat it. Later on, parts fell into disuse, but some sections, including the end section down to High Peak Junction, are still in use, for the Junction was joined to the Midland Railway in February 1853.

Now back to the Canal itself.

The construction of tramroads, railways, branch canals, etc. all helped to swell the trade, so that by 1828 a total of 325,000 tons was carried, of which 230,000 tons was coal.

Indeed, coal was always the principal item. A large proportion of it passed down the Nottingham Canal to Nottingham; some went down to Erewash, across the Trent and down the Soar, the Loughborough Navigation as it was called, and later to become part of the Grand Union. Still more coal passed down on to the Derby Canal and so to Derby itself.

The profits and dividends earned were considerable.

Some trouble was experienced with shortage of water from the upper section, and a pumping station was built near to the Wigwell Aqueduct over the River Derwent about 1840. This drew water from the river and pumped it into the Canal above. At first, a 10 h.p. engine was installed; later a 70 h.p. engine, steam, coal fired, two large boilers, using canal water, fed steam to a very large single cylinder engine which drove a pump by means of vertical rods and a horizontal centre pivoted beam. The engine cylinder was about 6 ft. diameter and 9-10 ft. high; the pump about 5-6 ft. diameter but the height is

not known. Some 5-6 tons of water per minute were delivered into the Canal through a tubular tunnel in the canal bank and produced a 3 ft. wide jet which shot across the canal, which was widened to some 40-50 ft. at this point.

The necessity for this supply had become acute in 1844, when the lead mines had penetrated below sough level and the "warm water" almost ceased. There is still a little water entering the canal at the top, but probably not from Wirksworth Sough.

By 1843 the main line railways were approaching and competition between railway and canal was beginning.

It is unfortunate for us that owing to the way the canals and railways developed in England, with little or no control, many things have been allowed to happen which were not allowed to happen in France, Holland, Belgium and Germany, which all have a thriving waterway system to this day.

In our case, we were ahead of the Continent in the development of railways, and Victorian laissez-faire prevented adequate control. The canals were disunited, jealous and suspicious of any and every competitor, often thinking that the golden days would continue, and ready to fight the railways (which had developed from their own tramroads) tooth and nail. And they had no compunction in using almost any available weapon, fighting projected Railway Bills all the way through Parliament and making railway projection a very expensive business.

Some canals bowed to the inevitable after fighting as long as possible, and allowed themselves to be bought by the newcomer, getting the best price possible while the money was there. Unfortunately, it was not until about 1870 that railways were prevented from buying up canals openly, although even then ways were found.

So by 1845, the projection and building of the Manchester, Buxton, Matlock and Midlands Railway was affecting dividends, and the Canal Company agreed to lease to them two months after the line was completed, i.e. August 1852, for £103,000, the lease to terminate in 1871, when the Midland Railway took over by itself, the former railway having been jointly owned by the Midland Railway and the London and North Western Railway.

Considering how well they had done in the past, and the first cost of about £80,000, this was reasonable.

Traffic on the canal continued under railway control, but fell steadily owing to rising charges and poor maintenance. By 1888 it had fallen to 45,799 tons.

But in the meantime, another take-over had happened. The Midland Railway bought the Canal for £93,500 in 1870. They had previously declared during Parliamentary debates on their new Act that they would cease to carry on with the former canal proprietors agreement regarding the coal under Butterley Tunnel. They had paid for coal not mined under the tunnel, leaving a solid support under it, and it was this agreement that the Midland Railway declared they would finish with, rather cynically stating that traders had no need to worry should anything happen to the tunnel as they (the Midland Railway) could offer an alternative means of transport (by rail of course).

Soon afterwards, mining under the tunnel commenced, and in 1889, there was a bad subsidence in the tunnel. It was closed, £8,000 spent on repairs and it was reopened in 1893. Finally, in 1900, a still worse subsidence permanently closed the tunnel. From 1900 the Canal was operated in two sections.

Butterley Pit and other pits in Hartshay serving the Canal were closed in the 30's. Two mishaps had occurred on the top section, but dates are not known.

About 1880 or so, the strata of Crich Hillside began to slide downhill carrying the canal and the Midland Railway below towards the river. It was feared that the railway might have to be transferred onto the western bank of the Derwent, but repairs were put in hand and the slip was stopped. The canal was closed for some time, and only open again after protests. It is believed that this was used as an excuse for the railways to introduce a rule against mechanically propelled boats.

Also about this time, the bottom fell out of the canal in front of the house called Robin Hood, above Whatstandwell. The hillside is honeycombed with mine workings and passages, and a culvert passed under the canal here. This was repaired several times, but it is still to-day stanked off above and stop-boards below, and part of the bed is dry for a distance.

However, the main line and Pinxton branch were in use with difficulty up until the war, and the first section about Langley Mill was still in use for coal barges up until 1946.

Actually, the whole canal had been abandoned by the L.M.S. (under a war-time Act quietly pushed through in 1944) along with many other canals.

Present Condition of the Cromford Canal

After 16 years of abandonment a considerable degree of deterioration has to be expected. The canal is still under the control of British Waterways, who merely repair any bursts which take place. Otherwise, the canal has two uses only: to supply water (1) at Bullbridge, where a feed is taken to supply locos on the railway line below, and (2) at Ironville where water is supplied to the iron works.

A little water finds its way down to the Erewash and Nottingham Canals. The Pinxton branch has been barricaded off and is more or less dry. It is to be filled in.

The Codnor Park Reservoir, just above Ironville, is still in use with apparently plenty of water. At any rate, it is used by fishermen.

The stretch from there up to Butterley Tunnel is a muddy, silted up, rubbish strewn mess, and the tunnel entrance is boarded up.

The main line down from Ironville to Langley Mill varies greatly; top flight locks are largely rotten and falling to pieces; below lock 7 the water shallows, and about lock 8 the abandoned railway bridge is derelict and falling into inches of water. The top gate of No.8 is in good condition and is bolted up. It is used as a footbridge. The same tale continues, with odd gates still holding water.

It is possible to pass up the canal by light canoe as far as Stoneyford Shallow (i.e. No.11) with difficulty. Passing over to the top Cromford Section; Lower Hartshay and up to Buckland Hollow is a mess, more or less surrounded by open cast coal mining, badly silted and reedy in parts. Near to the Canal entrance the vegetation is a real jungle in summer time.

From Buckland Hollow upwards, however, the canal rapidly improves, and there is plenty of water and often weed too. Except for the dry section above Whatstandwell and the last half mile or so up to Cromford which is badly silted, it could possibly be navigated by light canoe with care. With care, for all the stop boards are down, and rubbish and stones have been thrown in in places.

Stonework generally is in good condition and the whole towpath from Cromford to Buckland Hollow is perfectly "walkable" including the three small tunnels, and a fine walk too. There is a path from Butterley West Entrance over the top, through Butterley and along the private road to Golden Valley. The towpath can be rejoined again at

Ironville and makes a good, if somewhat lonely, walk right down to Langley Mill.

Access to the Canal

At the Cromford end, at High Peak Junction (straight off the main A6). At Whatstandwell, Ambergate, Bullbridge, Buckland Hollow and a footpath down from Hammersmith to the Tunnel entrance.

Future of the Canal

If repairs could be done at Whatstandwell, the top section down to Buckland Hollow could be used for car-top dinghys with easy access from the road. Practically all of this run is beautiful, and would make a remarkable or rather unusual boat trip with 3 tunnels and 2 aqueducts, in a beautiful valley.

However, the rest of the canal must be regarded as a dead loss. Few navigators of motor boats or even dinghys penetrate up the Erewash Canal with its dingy, semi-industrial surroundings; fewer still would wish to penetrate up as far as Ironville, even if it were possible, so that under the present circumstances there appears to be no chance of anything happening other than further deterioration.

The coal mines are becoming worked out and the whole valley is gradually returning to its former state, except for the scars of industry and the squalid mining villages.

Unfortunately, attempts to use even the Erewash Canal have met with discouragement, and it appears to be clear that there are forces which do not wish the canals to be used. Who, indeed, these are should be fairly clear by now.

It is my firm opinion that not until the British Transport Waterways are dissolved and removed from railway influence completely will anything be done. The recent Baines Report and the developments in motor boating, large and small, sailing boats, etc., and the search for quiet holidays on the waterways all point the same way. We may wake up in a few years' time to find that very useful sailing and boating waterways are gone for good.

Acknowledgments

Much help has been received from the staffs of Nottingham and Notts. and Derby Borough and County Public Libraries, and from the eminent canal historian, Mr. C. Hadfield.

Many thanks also to the local British Waterways Inspector, Mr. Goddard, for a conducted tour of the Pumping Station near High Peak Junction.

ALPORT-BY-YOULGREAVE MILLS

by Nellie Kirkham

With reference to the meeting of the Local History Section at Alport Corn Mill on June 18th 1960, it is worth noting that there has been a corn mill at Alport for eight centuries, a paper mill for at least three centuries, and a fulling mill for at least five centuries.

In the reign of Henry II the corn mill was granted to the cannons of Darley Abbey by Henry son of Fulcher. The mill had belonged to Fulcher son of Sewal, and was granted free from all services, except saving to himself and his heirs, the right to have corn ground free of charge for his household. There was also the grant of one toft near the mill. The grant was confirmed by William Ferrers, Earl of Derby, between 1159-90.

In the late 13th century, Richard of Harthill granted the cannons licence to raise their mill pool at Alport as much as they wished, and in return the cannons granted Richard the right to grind his corn for his own house, on condition that every time corn was ground he provided the miller with food. The mill is mentioned in a charter of 1484. (1)

In 1847 the wheel and machinery of the corn mill were in a bad state of repair, and during the 1840's and 1850's there was trouble with the Alport Mining Company about the supply of water to the mill and also about the fishing rights. The mines required a very large amount of water to work the water-pressure pumping engines; however the Duke of Rutland's agent set gauges in the river to ensure that there was a flow of 650 gallons of water a minute to the mill wheel. (2)

In the steward's accounts at Haddon Hall, 1/-d. was given to the 'paper makers att Alpeard Mill (Alport)'. (3). Farey in 1817 mentions paper making at Alport, while Glover in 1833 refers to the paper mill and a dye house. The Hillcarr Sough reckoning book has an entry in 1791 that the sough company paid Major Eley £1,000 for two mills at Alport, so that later they became possessions of the Alport Mining Company, and in 1844 the company tried to sell the paper mill, William Kenworthy, paper-maker, and their tenant, being unsatisfactory to them. In 1847 they gave him notice to quit, and the next year threatened to take him to the County Court for unpaid rent.

There was a fulling mill at Alport in the reign of Richard II, when there is mention of 'the fishing of the water at the Fulling Mill'. As late as 1845 the corn mill did not belong to the Alport Mining Company, so it seems as though the fulling mill was one of the two mills bought from Major Eley in 1791. Also, in 1851 the company was enquiring whether the Duke of Rutland would purchase the sites of the paper and fulling mills which belonged to them. (4)

Local information states that the site of the paper mill was on the north bank of the river, just to the east of the pack-horse bridge (foot bridge now). An undated mine plan (probably circa 1830's) among the Brooke-Taylor documents, shows what must be a wheel house in this position. The same map shows what must be a wheel house on the north bank just to the west of the foot bridge. Stamps for fulling mills were worked by water wheel.

Notes

1. Darley Cartulary - edit. R. R. Darlington (1945) Charters K 51. K 55. K 56. K 59. K 62. K 67. N 11. and p. XIV Derbyshire Charters - I. H. Jeayes. Charter 26.
2. Brocke-Taylor documents. Haddon Estate Office Documents.
3. Haddon, the Manor, the Hall etc. - G. le Blanc Smith p. 131 (1906).
4. The Court Rolls of Baslow, Derbyshire - Rev. Chas. Kerry, D.A.J. XXIII. p. 7 (1901).

Nellie Kirkham

NOTES AND QUERIES

Information regarding any query should be sent to the Editor, who will also be glad to receive for publication notes or queries on any branch of local history in Derbyshire.

N.Q.92 The Manor of East Greenwich Ref: Vol.2 No.3 P.261

The inclusion of a reference to a tenure "held of the King as with respect to the Manor of East Greenwich" is part of the counter-attack of the land-owning gentry against the revising feudal claims of the Crown under Henry VIII and his Tudor successors. One of the most feared and most burdensome of the antique feudal rights, still being

exploited for the purpose of raising revenue, was that of the wardship of minors. By 1550 the complicated term "socage" had come to mean that the tenure was free of feudal wardship. The Crown, having nationalised the vast monastic estates and being forced to re-sell them on a glutted land market, was compelled to sell "in free and common socage" thus freeing the tenure from the liabilities, including wardship, of knight-service.

But the purchasers sought extra insurance against the possibility that at some future date some official would deny their immunity. In addition to being king, the king was also lord of many manors. It was much more preferable to hold land from him in his latter capacity, for the feudal burdens were much lighter. The purpose of the purchaser was to get this fact enshrined in the record of sale, and in the buyers' market the Crown had increasingly to grant his object.

When this legal trick first came into use the nearest royal manor was usually chosen, but during the reign of Edward VI "East Greenwich" was used more and more frequently for this purpose - perhaps because the King resided there for long periods - until its use became almost a synonym for a landowner's freedom from wardship. Incidentally, large areas of land in North America were held in free and common socage as of our manor of East Greenwich.

So the holder of Aldwarke Manor was a lucky man compared to the holder of Aldwarke Grange, who held his land in chief, a military tenant of the King as King, and so liable to all the feudal obligations.

D. J. Porritt

N.Q.93 Mediaeval Aldwarke Ref: Vol.2 No.3 P.258

I was very interested in the article by Mr. R. A. H. O'Neal on Mediaeval Aldwarke; I should very much like to hear more about "the ancient hill fortress of Mimminglow". So far as I can remember this is the first time that the list of hill forts has been extended to include Mimminglow.

Secondly, I think that to place the site of the original Aldwarke Grange at Grange Barn, on the north side of the Newhaven Road, is rather unlikely, the much more probable site is about $\frac{1}{2}$ mile away on the south side of the same road. Here, near to the fairly modern farm building, are the remains of foundations of a much more solidly constructed building, and there is also a very elaborately made water conduit aiming in that direction.

Mr. O'Neal is on safer ground in his count of the old quarries, but has rather under-estimated the number of old lime-kilns.

A description of Aldwark would be rather incomplete without reference to the Greenlow tumuli, even if their age conflicts with the title.

John Lomas

N.Q.94 Codnor Castle and the Grey Family

Excavations are now taking place on the site of the South Courtyard at Codnor Castle, and Mr. G. H. Large points out that the Grey family lived at the Castle for ten generations. Archbishop Walter Grey witnessed the signing of the Magna Carta and John de Grey was an original member of the Order of the Garter.

On Christmas Day, 1240, Lord Richard Grey of Codnor Castle and Lord John de Vesey, who had been crusading in the Holy Land, first brought to this country friars from Mount Carmel.

De Vesey took some of the friars to Hulne near Alnwick and Lord Grey took the others to Aylesford on the Medway in Kent and gave them his mansion there and three acres of land. The friars continued to live there until the Reformation, when the place fell into secular hands and the Church was destroyed.

Five generations of the Greys were buried in this Church, and it is an interesting coincidence that their burial place is being excavated at Aylesford and the remains reinterred at the same time as the Codnor excavations are in hand.

G.H.L.

SECTION NEWS

The Alport Meeting

On June 18th Mr. R. Hayhurst conducted an excursion, when some thirty members and friends met at Alport Mill by permission of Messrs. S. and E. Johnson of Darley Dale. Messrs. Johnson have a most up-to-date milling, etc. plant at Darley Dale, but continue to rent the old Alport cornmill from the Haddon Estate, and Mr. S. Johnson was kind enough to meet the party, to explain points of interest, and to set in motion the water wheel. The mill, thought to be the last water-driven corn mill

to work in the County, is perhaps unique in Derbyshire in having all its machinery complete and in working order though at present the premises are used for storage purposes only. There are four pairs of stones, and the building, though wanting some repair, is basically sound.

It was regretted that the programme did not permit an exploration of the adjacent very considerable relics of lead mining, but this aspect might well be borne in mind for a future occasion.

The party then visited Mr. A. Prince's Berrycliffe Quarry above Elton, where, unfortunately, Mr. Prince arrived half an hour late and was able to speak only to the few remaining members who had not left for much-needed refreshment on what must have been the hottest afternoon of the summer. Mr. Prince described the method of getting the stone from the quarry and showed the machinery for sawing, planing, and for trepanning circular forms. It was interesting to note that of the grindstones then visible about the premises, some were to go to Sheffield for file-making, some to Alexandria for glass-bevelling, and others were destined for the U.S.A. - and all this from an obscure little quarry, employing six men, on a bleak Derbyshire hilltop between Elton and Robin Hood's Stride.

Mr. Prince very kindly presented to Mr. Hayhurst a garden ornament which he had made especially from the quarried stone, but the Chairman's enjoyment of the gift was short-lived as, by the time he had partaken of a belated tea, the object had disappeared.

R.H.

The Castle Donington Meeting

On September 3rd members of the Section visited Castle Donington. Mr. C. Skellern conducted the party over the Castle site, and pointed out the discoveries which had been made since an enthusiastic band of W.E.A. members began their self-imposed task of chronicling the history of the Castle Donington area.

That this work has led to concrete results is evidenced by the publication recently of "The Ancient Kings Mills", which is reviewed elsewhere in this issue.

Several features of note in the church, which tend to be missed by the casual visitor, were also pointed out.

After this, the party was given the unexpected pleasure of being entertained to tea by Mr. Skellern. The grateful thanks of members are due to Mrs. Fryer, for her enthusiastic help, and to Mr. Skellern, for his conduct of the visit and his kind hospitality.

R.H.W.

An Exhibition in Furness Vale

This summer the Furness Vale County Primary School held a Local History Exhibition from July 23rd to July 30th. It was opened by Dr. C. Stella Davies of Sutton Macclesfield, a well known Cheshire historian, and the exhibits were many and varied and must have entailed hours of patient work and investigation.

They ranged from a pictorial history of the villages of Furness Vale and Bridgemont from prehistoric times to the present day, to displays from local factories and objects of interest lent by residents in the locality. There were notebooks dealing with local industries, transport, places of worship, local societies, inns and houses, and all were illustrated by photographs. Models, friezes and history note books had been compiled by the children of the school, and old maps, models and pictures were lent by the Museum Service.

The exhibition was organised and staged after many months of preparation by Miss M. A. Hobson, who is a member of the Section.

We have to thank Mr. G. H. Large for the gift of some excellent photographs of the ruins of Codnor Castle, and of the Dovecote there. He has also given us photographs of the Ambergate Railway and of the Cavendish Bridge at Shardlow taken shortly before it was washed away.

It is hoped to publish soon some notes by Mr. Large and Mr. Nicholson on Woolley, the Codnor Clockmaker.

Meanwhile, for the next issue we have an article by Miss Nellie Kirkham on "Lead Mines and Royalists" which all who know her work will look forward to eagerly.

It is with very deep regret that we have to inform members of the death on October 1st of our Treasurer, Mr. Harry Trasler.

BOOK REVIEWS

The Smiths of Chesterfield by Philip Robinson

Those who have enjoyed reading the delightful history of the Griffin Foundry will be interested to learn that Mr. Robinson has now issued a Supplement dealing with Josiah Timmis Smith (1823-1906) who was the son of Benjamin (1797-1886) and the great grandson of John Smith (1728-1784) the founder of the Griffin Ironworks. Josiah was only ten years old when his family's firm crashed, but in 1846 he and his father, trading as Smith and Son, were granted a lease of ironstone, coal and fire clay in Stanton by Dale, where they built three small blast furnaces, so becoming the original founders of the Stanton Ironworks.

Mr. Robinson has traced Josiah's successful career in various places until his death at Rhine Hill, Stratford-on-Avon, by which time he had amassed a fortune of £119,134. 17s. 5d.

Always interested in the technical side of engineering, Josiah Smith was one of the original founders of the Iron and Steel Institute in 1869.

Pill Boxes and Bandages

A documentary biography of the First Two Generations of the Robinsons of Chesterfield 1839-1916 by Crichton Porteous, published by Robinson and Sons Ltd., Chesterfield, price 9/-d.

The story of Mr. Philip Robinson's own firm has now become known to us through his own work in collecting and collating family and business records and through the authorship of Mr. Crichton Porteous.

Written in a more cursive style than Mr. Robinson's book on the Smiths, this is the fascinating story of an inspired and dedicated family which is remarkable for the consistently high ability of the members of each generation.

Although, as the title indicates, the Company was founded upon the manufacture of pill boxes and bandages, it has throughout its history provided ample scope for ingenuity in the development of products and of efficient methods of manufacture. Moreover, from the earliest days an enlightened policy was pursued towards employees, and the works had one of the first Welfare departments to be set up.

This book is a welcome contribution to the County's industrial history.

The Ancient Kings Mills. Castle Donington

At first it may appear that in giving notice of this new publication "The Ancient Kings Mills", Castle Donington, Leicestershire, we are wandering outside the proper confines of our County, but it should be understood that the Kings Mills are situated on the Trent, which at this point forms our County Boundary, so that they are, literally, within a stone-throw of Derbyshire, and they have been much involved in the local history of the adjacent part of our County.

"The Ancient Kings Mills" is a product of the Castle Donington W.E.A. Group; nine members, working with their Secretary, Mr. C. Skellern, under the guidance of their Tutor, Mr. George H. Green, the two latter-named both being members of our Local History Section. It provides an excellent demonstration of what can be accomplished by the united efforts of a small group of interested persons, the publications showing evidence of much painstaking research and covering all aspects of the history of the mills. It is eminently "readable", with a general appeal, and well-produced, being illustrated by photographs and a plan of the area.

The writers had no romance about which to weave their story: Queen Elizabeth never slept there; there are no marks of Cromwell's cannon balls, but they have given a most interesting history of the mills and the hamlet over a period of almost a thousand years, entirely derived from documents and from evidence on the ground.

I think that certain blanks might have been filled by consultation with specialists, as by an engineer's opinion on the age and origin of the existing mill-wheels, and certain apparently inexplicable features might be explained by an expert on the processing of plaster. The map, in particular the lettering, might have been improved by the more frequent use of a ruler.

The book makes very informative and interesting reading, and I heartily recommend it, not only as an extremely worthy effort by an enthusiastic group of amateurs, but as a useful contribution, in its own right, to local history.

Rennie Hayhurst

This booklet may be ordered from Mr. C. Skellern, 45 Barroon, Castle Donington, Derby. Price 3/6d. (by post 4/-d.)

Dorothy Vernon's Elopement

A revised edition of the Local History Leaflet No.3, published by the Department of Local History and Archives of Sheffield City Libraries, has been issued this year. This leaflet, which Mr. John Bebbington the Sheffield City Librarian has kindly brought to our notice, is available free of charge from the Department, and should be of interest to all students of Sixteenth Century Derbyshire. It considers carefully all the earliest references to the story which have been printed, and explores the possibility of a Derbyshire oral tradition behind the prolific writings on the subject during the early nineteenth century.

The old hall was destroyed by fire in 1736 and soon afterwards rebuilt. It is a neat brick mansion on the east bank of the Dove, with a stone balustrade round the parapet. It has a circular centre with a dome lighted from the top, is pleasantly situated in a small park of about 50 acres, sheltered on the north and east by plantations and shrubberies. The farm buildings and excellent kitchen gardens are to the east next the village. It is enlivened by a strong rookery occupying some very high trees north of the mansion. This fine estate abounds with fish and game, and produces all kinds of grain and excellent cheese. The Hall has been the seat of the Lathburys, the Leighs, and of the Family of Every for many generations. It is now the seat of Sir Henry Flower Every 10th Bart grandson of the late venerable Sir Henry Every the 9th Baronet who lived to the age of seventy eight.

Charities

Thomas Bugbury in 1723 devised to Thomas Middleton and his heirs a close in Blackfordby in the county of Leicester called Smathorne, and all other of his lands there in trust, that he should lay out fifty two shillings yearly viz. twelve pence every Sunday in twelve penny loaves, to be put upon a shelf in the parish church of Egginton to be distributed by the parish clerk to twelve persons as the trustees shall appoint, that should come to church and receive them, and to pay to the clerk six shillings yearly for his trouble, and that a stone should be set up to record the charity. The Hon. M. Shirley, the owner of the estate, remits the money to Mr. William Smith of Tutbury, who transmits it to the church-wardens of the parish, and it is distributed as above.

William Newton in 1820, being desirous of making provision for the poor of his native town, transferred to Ashton Nicholas Mosley and Thomas Thornewill, Esquires, and their heirs and assigns, £2,000 three per cent. bank annuities, upon trust to receive the dividends and apply the same amongst all the poor, etc., as they should consider proper objects, etc. The dividends £60 per annum are received half-yearly and distributed by the trustees shortly afterwards in sums varying from one to four pounds, preference being given to such as are aged. A sum of ten guineas has been laid out in erecting a monumental tablet in the church to the memory of the donor.

Egginton and Rolleston Church Land, with some allotments at the enclosure, consists of 3a. 2r. 26p let for £3. 9s. 0d. per annum, which is divided equally between this parish and that of Rolleston, in the county of Stafford.

Parish Lands. Beside the above there was a farm containing 47a. 1r. 7p which lands were allotted upon the Egginton enclosure about 1791, in lieu of lands dispersed in the common fields, the rent of

which was always carried to the general account of the poor. About 1806 the farm was sold to Sir Henry Every, Bart. for £1,431. 15s. 0d., of which £1,000 was lent in mortgage, and the residue, with a small addition made by the parish, on the whole £443, 1s. 3d., was applied in building a school room and eight cottages for the poor on 1a. 3r. 20p of land belonging to the parish. The interest of the £100 is carried to the overseer's account.

The family of Every of Egginton is a branch of the noble house of Yvery of Norman extraction; it enjoyed in the reign of Queen Elizabeth considerable possessions in the vicinity of Chard in Somersetshire. The first direct ancestor of the present Baronet we find upon record is John Every of Chaffcombe Co. Somerset, who held the office of serjeant-at-arms to Queen Elizabeth and was patron of the rectory and parsonage of Chardstock, the impropriation of which he bequeathed to his eldest son, The Rev. John Every, who inherited in 1589. This John was of St. Mary Magdalen College, Oxford, and took the degree of Master of Arts. He married Elizabeth, sister of William Lambert Esq. of Oxford, and continued to reside in that city until his decease in 1643, when he was succeeded in the rectory and parsonage of Chardstock with other considerable property by his only son, Simon Every Esq., who was created a baronet 26th May 1641, and subsequently distinguished himself by his steady adherence to the royal cause. He married Anne, eldest daughter and coheir of Sir Henry Leigh of Egginton, Co. Derby, Knt., and removed his place of residence to that seat; by this lady he had issue four sons and one daughter, Henry his successor, John of Burton-upon-Trent who died without issue, Francis who died in 1708, leaving a son John of Derby who died in 1746, leaving a son Henry who died in 1775, and whose son John, who died in 1767, was father of Edward who succeeded as eighth baronet.

Simon, fourth son, died unmarried in 1680. Catherine, only daughter, married in 1647 to Mr. Cracroft, a citizen of London. Sir Simon died in 1649 and was succeeded by his eldest son, Sir Henry, second baronet, who married Vere daughter of Sir Henry Herbert Knt., Master of the Revels to Charles I. He was an eminent Justice of the Peace in the reign of Charles II, James II and William III. Dying without issue 29th September 1700, he was succeeded by his eldest son, Sir Henry, third baronet, who married twice (see pedigree) but died without issue in 1709, when the title and estate devolved upon his brother, Sir John, fourth baronet, who was a distinguished naval officer during the reign of William III. He married twice (see pedigree) but dying without surviving issue 1st July 1729, his brother, the Rev. Sir John, fifth baronet, Rector of Naunby, Co. Lincoln, succeeded to the title.

This gentleman married Mary, eldest daughter of the Rev. Joshua Clark, Rector of Somerby, Co. Lincoln and prebendary of that diocese,