

DERBYSHIRE
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Derbyshire Archaeological Society.

DERBYSHIRE MISCELLANY

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CHAIRMAN'S LETTER

We can, I think, look back with some satisfaction upon our activities of the past year, and I look forward therefore to a continuance of our association on similar lines in the future.

Industrial Archaeology has had its measure of publicity, and as many members will know, the duty of recording the numerous relics in the County has been delegated to the Local History Section. At the outset the situation was confused and the response desultory, but I am pleased to say that with the active support and co-ordination of Mrs. Nixon many members are now actively pursuing this subject and much information, which will be available when many of the objects have inevitably disappeared, is being recorded.

It is appreciated that not all members are keenly interested in this particular sphere, and I hope that our programme of forthcoming meetings will indicate your Committee's endeavours to cover the many facets of activity which come within the range of "Local History".

We hope, in addition to publication of the Bulletin as usual, to issue very shortly the "Blincoe" supplement, and to follow this by others connected with lead mining, and also Mr. Handford's unique record of Derbyshire maps.

Rennie Hayhurst

--oOo--

Travels in Derbyshire in 1782

A short collection of extracts concerning Derbyshire, from "Travels in England in 1782" by C. P. Moritz, translated from the German in 1795, and from a copy published by Cassell & Co. in 1895. Presented by Robert Thornhill.

In the afternoon I saw Derby in the vale before me, and I was now an hundred and twenty-six miles from London. Derby is but a small, and not very considerable town. It was market-day when I got there, and I was obliged to pass through a crowd of people; but there was here no such

odious curiosity, no offensive staring, as at Burton. At this place too I took notice that I began to be always civilly bowed to by the children of the villages through which I passed.

From Derby to the baths of Matlock, which is one of the most romantic situations, it was still fifteen miles. On my way thither, I came to a long and extensive village, which I believe was called Duffield. They here at least did not show me into the kitchen, but into the parlour; and I dined on cold victuals.

At night I again stopped at an inn on the road, about five miles from Matlock. I could easily have reached Matlock, but I wished rather to reserve the first view of the country till the next day than to get there when it was dark.

But I was not equally fortunate in this inn, as in the two former.

I left this unfriendly roof early the next morning, and now quickly proceeded to Matlock.

The situation of Matlock itself surpassed every idea I had formed of it. On the right were some elegant houses for the bathing company, and lesser cottages suspended like bird's nests in a high rock; to the left, deep in the bottom, there was a fine bold river, which was almost hid from the eye by a majestic arch formed by high trees, which hung over it. A prodigious stone wall extended itself above a mile along its border, and all along there is a singularly romantic and beautiful secret walk, sheltered and adorned by many beautiful shrubs.

From Matlock Baths you go over Matlock Bridge, to the little town of Matlock itself, which, in reality, scarcely deserves the name of a village, as it consists of but a few and miserable houses. There is here, on account of the baths, a number of horses and carriages, and a great thoroughfare. From hence I came through some villages to a small town of the name of Bakewell. The whole country in this part is hilly and romantic. Often my way led me, by small passes, over astonishing eminences, where, in the deep below me, I saw a few huts or cottages lying. The fencing of the fields with grey stone gave the whole a wild and not very promising appearance.

When I was past Bakewell, a place far inferior to Derby, I came by the side of a broad river, to a small eminence, where a fine cultivated field lay before me. This field, all at once, made an indescribable and very pleasing impression on me, which at first, I could not account for; till I recollected having seen, in my childhood, near the village where I was educated, a situation strikingly similar to that now before me here in England.

I now came through a little place of the name of Ashford, and wished to reach the small village of Wardlow, which was only three miles distant, when two men came after me, at a distance, whom I had already seen at Matlock, who

(continued on p.556)

NOTES ON THE BREWERY AND OLD INNS IN COMBS

by

Marguerite A. Life

Within a stone's throw of the house where I live is Brook House Farm, part of which was used as a Brewery until the year 1857, when it ceased to function as such, and became the farm.

The earliest date recorded is 1222, and below are the names of Brewers between that date and 1857.

- 1222 William Braciator was Brewer.
- 1439 The Brewery was kept by John Jackson, since when, with one exception, it remained in this family to the end. The house is still owned by the daughters of the late Samuel B. Jackson, who died in 1963.
- 1507 The Brewer was George Dailly.
- 1520 The Brewer was William Jakeson.
- 1760 The Brewer was Adam Jackson. (Churchwarden 1749)
- 1857 The Brewer was Samuel Jackson. (Great-Grandfather of the last Samuel.)

Brook Houses, or as they are now known "Old Brook House", and "Brook House Farm", were owned until 1699 by William Bradshaw of Haylee, who was related to Judge Bradshaw.

In 1699, Stephen Bellot from Castle Naze bought the two houses. The Jacksons were already living at the Brewery, but Old Brook House was the Farm House, until young Stephen Bellot was drowned in the Combs Reservoir in 1830. After his mother's death, the property reverted to Mary Bellot, the daughter of "Cousin" Anthony Bellot of Manchester and Combs. She had an elder sister who died before she could inherit the property, and so it came to Mary, who married Samuel Jackson, the last Brewer in Combs.

Apart from names and dates, there are very few records of the Brewery. The large cellars with broad stone benches, used to store the barrels of beer, were approached down two stone steps from the yard.

In the 17th or 18th century, a storage reservoir or "Lake", was engineered in the garden of Old Brook House, fed by water from the south end of the Rye Croft, which runs underground to this reservoir through a stone sough. The water (then quite pure) was piped to the Brewery, House and Farm yard. Before this time the water presumably came direct from the brook to the Brewery. I imagine that the water may have run through a sough to the Brewery cellar, which is below the level of the brook. There used to be an old boiler in the cellar. Whether it was used for brewing

is not known, but in the laundry of Old Brook House there is a Brewing Boiler. Perhaps the two families worked together in this business.

James Lomas of Bag House remembers his father speaking of the Brewery, and of all the barrels in the cellar.

Adjoining the Brewery is a long, stone, two-storied building, which is not so old as the House, its gable end having been built across one of the bricked-up windows of the house. The upper storey of this building is reached by an outside stone staircase, which has an iron hand rail. There is a fireplace at the west end; also one window and a pigeon loft. On the north side are three windows, one of which was a Haulage window (now partly bricked up) with a pulley above. There are no windows on the south side.

On ground level are a Cart Shed, a small shippen and a pony or donkey stable, which must have been in use before the Jacksons inherited the Farm, as they used the stable in the main farm buildings.

The Loft, which must have been used as a Grain store, has always been known as the "Shop". Was it a stocking weaver's shop? (a local industry) or a shoe maker's work shop? In 1846, Bagshaw's Directory records that Ralph Bramwell was a Boot and Shoe Maker at Brook House.

The Brook, which runs through the garden, has been narrowed and deepened to form what apparently was a "Race". Although there is no trace of a wheel, the wall of the building is washed by the brook, which suggests that it was built thus, for a purpose. My mother told me that sixty-five years ago, one of the Jackson family showed her where the wheel had been; also some mechanism in the building.

Inns in Combs

In 1846 Samuel Bagshaw's Directory for Derbyshire states that there were two Beer Houses and one Public House in Combs.

1. A Beer House kept by John Lakin at Dove Cottages. (It is believed that the Old Road by the Bee Hive was called Dove Lane.)
2. A Beer House (unnamed) kept by Isaac Lomas. From another source I have found that Isaac Lomas kept a Beer House at Mozoley Cottage, which was also the Post Office in 1846, and that he was the Post Master as well. He may have come here from Thornilee Cottage. It is said that this same Tavern was once called the "Robin Hood", and that the Bee Hive was the "Little John".

The old Bee Hive Inn stood on the former road to Chapel via Dane Hey and Combs Meadows, sideways to its present position on the Green, which really



BROOK HOUSES
AND
THE BREWERY.



"BEEHIVE"
AND
COTTAGE.

M.A. LIFE.

was a green forty years ago.

The cottage at the side of the Bee Hive is part of the old Inn, and was enlarged with stone from the Combs Mill by Mr. Newlands, the Landlord.

The present Bee Hive was built about 1863/4, supposedly from the profits made out of the Irish "Navvies" employed in the construction of the railway and the "New" road to Chapel.

The latter was made because the railway bridge would not stand over the Dane Hey road on account of "Dickie's Skull"; or more likely because of soft foundations!

The Bridge was completed, but one night it collapsed, burying the workmen's tools. Local superstition said that it was because Dickie was annoyed at the Railway crossing Tunstead Land. (See the account by Henry Kirk.)

The Bee Hive was built from stone out of the Spire Hollins Quarry, but the stable and Coach House at the side were built at a much later date, within living memory in fact.

The interior was altered between the Wars, and one large room was made out of the old kitchen and billiard room. The stairs were moved from the front to the back, and the cottage made into the dining room. Outwardly, it looks the same.

Landlords of the Beehive

1846 John Bailey.
1857 John Bailey, who also kept a Tailor's and Draper's shop here.
1895 Mark Bailey.
? James Goodwin, who married Hannah Bailey.
? Costello
1908 to 1914 approx. Weber.
1914 onwards W. Newlands from Dumfries.

This last landlord had his portrait painted by Dugdale the Artist, who at that time was living in the Bee Hive Cottage, and it was exhibited in the Royal Academy.

The swinging inn sign, showing an old type of straw bee-hive, with the name of the inn picked out in bees, was also painted by Dugdale, but was taken down for repairs and never replaced. A still older sign showed a straw bee-hive in a garden of hollyhocks.

THE ZIG-ZAG RAILWAY

by

S. L. Garlic

For some time past I have been interested in old railway tracks, and this has led me to gather together the following notes on the Lings Ankerbold Railway:

It is necessary in the first place to give a short historical background of the early means of transport in Derbyshire. From Roman times until the coming of the Turn-pike roads, means of travel and transport for long distances was practically non-existent, and then only under great difficulty during the summer months. I think it is safe to say that the bad state of the roads did much to retard the progress of the Coal and Iron Industry in Derbyshire.

In 1720 a company of Quakers, through its agent, Anthony Barker, invited Edward Wright, James Creed and George Greaves, to carry out tests in Derbyshire for minerals. They began their report as follows:-

"By reason of the badness of the roads even in this dry season, it is with great difficulty that we got into and out of the county, the roads being very bad and unusable by coaches."

A lighter note is introduced towards the end of the report, when it states that they "were entertained by the local parson at dinner, and later in the evening over a bowl of punch, good wishes were uttered".

At this time, Coal Masters were faced with the problem of transporting the coal cheaply from pit mouths to prospective buyers in the cities and large towns. At one time strings of mules followed the trails from the coal delves to the town, each mule laden with two pannier bags full of coal. A group of five mules was called a 'jag', and the man in charge a 'jagger'.

By the end of the 18th century the demand for coal had grown; great numbers were employed in coal mining and in its transport. In the lanes and on the roads to the towns it was no unusual sight to see great numbers of lumbering wains containing coal and dragged by horses. These methods remained with us until well into the 19th century, and did not entirely disappear until the early 20th century.

Owners of coal pits near the sea or a river had a great advantage over the less fortunate Midland owners, although use was made of the rivers Derwent and Trent where possible. This led to the construction of inland waterways, some of which actually went right into the coal mines, as at Butterley and Hollinwood. Some mines however were not so well situated, and canals only partly solved the problem of transport.

The waterways in Derbyshire included the Chesterfield, Cromford, Derby, Erewash, Nutbrook and Peak Forest canals, the River Derwent, and of course on the Derbyshire-Nottinghamshire-Leicestershire border, the river Trent. According to Daniel Defoe, a two-way traffic was developed, and Lead, Iron Ore, Stone, Salt, Oil, Hops and Flax were also transported by this means.

Transport difficulties were also being experienced underground in the pits: In the early days the coal was carried out in baskets on the backs of women and even young girls. Later, corves loaded with about 2 cwts. of coal were dragged out of the mines by young boys.

A great step forward was made when small wooden boxes with solid wooden wheels were used to trundle out the hard-won black diamonds; this led to a wooden track being laid to facilitate smoother running for these crude vehicles. The wooden wheels were later shod with metal rims, and solid iron wheels were also used, but these so damaged the wooden track that iron strips were laid down. These strips, in time, came to be called plates, hence the term plate-layers.

The next development was the use of angle strips to guide the wheels and keep them on the track. In order to keep the track the required gauge, the strips were nailed to wooden cross ties which we now call sleepers. Towards the end of the 18th century the flange was transferred from the angle strips to the wheel. It had taken all of two centuries to reach this stage, but now was the time for far-reaching developments.

After the coming of the canals, the problem of conveying coal from the pit mouths to the canal bank was solved by laying down tramways similar to those used underground. These pre-steam railways were far more numerous than people of today imagine, and they were the true beginning of the railways, which to-day appear to be giving way to road transport.

The pre-steam railways were laid and owned by the coalmasters themselves, so it is not surprising that they followed the pattern of the underground tramways. If they did not own the land over which it was proposed to lay the railway the coalmasters had to obtain what was known as a way-leave; this of course was permission from the original owner on payment of royalties, and in many cases an act of Parliament was also required.

Most of the coal wrought in Derbyshire was taken out of the county by means of canal, but these often received their load via such railways. Remains of not a few of these can still be seen at Blackwell, Birchenwood, Selston Portland, Butterley, Mansfield and Pinxton on the Pinxton Canal, Riddings, Swanwick, Butterley and Codnor Park on the Cromford Canal, West Hallam on the Nutbrook Canal, Bagthorpe, Newthorpe, Cotmanhay, Shipley and Aldercar and there are others on the Erewash Canal.

From the foregoing it is evident that in the early years of the 19th

century rail-canal transport was as important as road transport is to-day, and I am firmly convinced that Derbyshire played a leading part in the development of this early transport.

Several of the canals proposed for this area did not materialise. There was one scheme for a canal from the Chesterfield Canal to Ambergate to join up with the Cromford Canal, and another from the Chesterfield Canal to Wingerworth with the hope that it would be extended to Ashover. These proposed canals were actually surveyed, but failed due to lack of financial support.

A more ambitious canal was proposed in 1771. This was to have run from Chesterfield to Swarkstone to join up with a canal at that place. The canal would have passed along the main Derby road to Woodthorpe, and on to Clay Cross, where a tunnel would have cut through the ridge as the railway tunnel did some seventy years later, then to Derby and Swarkstone. The failure of the Chesterfield and district tradesmen to support this venture was an opportunity lost, by which the products of this area would have had direct transport to London.

However, if there were no canals in this immediate area, it was perhaps because of this that there was a fair amount of rail transport. The transport used in coal mines at this time was a form of tramway which ran on improvised tracks, angled and channelled strips. The term "railway" I believe came into being when flanged wheels were first used.

There was the Woodthorpe to Wingerworth Railway, and the better known Ankerbold to Lings Railway, which were constructed and owned by Joseph Butler, Iron and Coal Master, a man with a wide influence in other forms of Derbyshire transport. John Farey tells us the Mr. Joseph Butler was responsible for the introduction of certain clauses which granted exception of Tolls on the Turnpike Road between Ashover and Tupton.

The Sprightwood Railway, which ran from the area between Langer Lane and Long Edge Lane, carried coal and iron-ore to the Wingerworth Furnaces near the main Derby road at Birdholme. Sir Henry Hunloke had a financial interest in this railway, and the furnaces previous to 1865, but they were later controlled by that well-known Chesterfield industrialist the late Charles Markham, who closed them down early in this century.

I have been unable to trace any reference to Joseph Butler's private life, but both Farey and White gave Killamarsh as his residence. He is recorded as owning the Blast Furnaces at Wingerworth (Furnace Hill) in 1780, and as having made them more productive by 1786. By 1788 he had constructed the Ankerbold to Lings, and the Woodthorpe to Wingerworth railways, and Farey mentions that his son Joseph farmed land at Norbriggs near Staveley in 1811, but by 1842 Bagshawe writes that the three furnaces erected by Joseph Butler were then worked by the Wingerworth Iron Company and that the Forge at Killamarsh was worked by Messrs. Webster and Horsfield of Birmingham.

As far as I am aware, the only description of these railways is contained in John Farey's "View of Derbyshire" Vol.3, published in 1817, page 295 reads as follows:-

"ANKERBOLD TO LINGS RAILWAY"

"A private railway constructed by Joseph Butler of Killamarsh in 1788, it is one mile and three quarters long. An appendage to the Lings Colliery on the north east of North Wingfield, it runs east by a crooked course, part of it is considerably elevated, its object is to bring down coke burnt at the Lings Coke Hearths to Wingerworth Forge. It commences at a crane by the side of the road in the small village of Ankerbold and terminates at the coal pit and coke hearths at Lings, half a mile S.S.W. of Temple Normanton."

The same volume states that the rails cast at the Forge at Wingerworth were four feet long and weighed 32 lbs. each. They were laid 20 inches apart and nailed to wooden cross bearers, and the vehicles were large boxes made to hold one ton of coke. On reaching Ankerbold these boxes were lifted by the crane on to road wheels and conveyed to Wingerworth Furnaces and to the wharf on the Chesterfield canal for loading into barges and taken to the Forge at Killamarsh.

The old Ankerbold to Lings railway is roughly one and three quarter miles long, and runs a crooked course (hence its name, the Zig-Zag railway). The Ankerbold end was near the old Wharf, now demolished, at Clay Cross Railway Station. It went up the incline, past the now demolished Brick Works towards Alma, along level ground to what was once known as Coupes Sidings, across the B.6058 road between Alma refuse tip and the site of Alma Colliery, over the track on which runs the British Railways Branch to Holmwood Colliery, and up what is known as the Old Pit Road to the site of old Lings pit and the old coke hearths.

The incline was worked as what was called 'a self acting plane'. A rope passed round a wheel at the top, one end of the rope was attached to the loaded vehicles at the top of the incline and the other to the empty vehicles at the bottom. The weight of the loaded vehicles pulled up the empty ones, and a bye pass was provided half way for the passage of the boxes.

This railway was later taken over and reconstructed by the North Midland Railway in the middle of the 19th century. A stationary steam engine was fixed at the top of the incline, empty wagons being drawn up and the loaded ones lowered down, thus providing a useful supply line to the North Midland Railway.

Permission was recently obtained from the N.C.B. to search for the site of the Lings coke hearths, and from the British Railways to follow the line of the old Ankerbold to Lings railway. There are certainly remains of early industry, but they are covered with briars and brambles;

further visits will have to be made before it is certain that they are the remains of the coke hearths.

Evidence was found, however, of the Railway, covered in moss, grass and weeds, and a number of stones roughly two feet square and a foot thick were found. The imprint of an iron chair and two holes are clearly shown on the photographs taken by my companion, Mr. Charles Smith. These stone setts were used instead of wooden sleepers. They depended on their weight and by being embedded in the ground to prevent the spread of the track, and would be after Joseph Butler's time.

During our investigations several more of these stones were found to have been used in building a retaining wall of a dam. A stone building erected over the old shaft of Lings pit and until recently used by the National Coal Board as a pumping house had many of these stone setts built into its walls. These stones had been split in half and the holes in them were plainly visible on the walls of the building.

No attempt has yet been made to trace the line of the Woodthorpe to Wingerworth Railway, but John Farey tells us that it ran on level ground from near Woodthorpe Hall to Wingerworth Furnaces, the rails being the same kind as those used on the Ankerbold to Lings Railway. This railway was used to transport iron ore dug out of the bell pits at Woodthorpe. In the earlier days horses and carts had been used, but after the laying of this railway Joseph Butler reported that an ass could now do the work of two horses.

An early mention of iron rails appears to have been made in 1767. These were cast in the iron works at Coalbrookdale and laid down as an experiment, but with what success is not known. John Holland in his book "Collieries and the Coal Trade" 1841 tells us that a Mr. Curr claimed "the making and use of iron rail-roads in 1776 as one of his inventions for the working of the Duke of Norfolk's collieries at Sheffield", but these were edge-rails, and the wheels of the small vehicles were flat.

Douglas Dixon in his book "The Kings Sailing Master" on page 195, states that on passing from Chesterfield on the main Derby road to Wingerworth, between Birdholme Bridge and Broad Oaks Furnace "you have just travelled across the track of the first of all railway lines to be laid on the surface of English (or possibly any) soil. It was the first ever built on the surface, and used to carry, by gravity, the tubs-trucks full of coal from Clay pit on the west of the road to Wingerworth iron stone pits, on the east. It was built in 1788."

John Farey in Vol.III of "The General View of Derbyshire" page 288 states "I have heard it said that the earliest use of flanch rails above ground was on the south of Wingerworth Furnace leading to the iron stone pits, by Mr. Joseph Butler in the year 1788."

I am sorry these two books are out of print, and not more readily

available, but Farey was reporting in 1811 to 1817 and Dixon quoting in 1948. I am strongly inclined to accept Farey's account, and to believe that Dixon was a little over zealous in collecting material for his book.

In his book "The Evolution of Railways" Charles E. Lee gives it as his opinion that the name "waggon" originated to distinguish the vehicles with flanged wheels from "wagons" which had cast iron wheels with flat treads only.

Acknowledgments

The author is indebted to Mr. Charles Smith of Chesterfield for many helpful suggestions, and to an official of the National Coal Board for much useful guidance.

References

1. General View of Derbyshire - John Farey - Vol. I, II and III, 1811-1817.
2. The Mine - Rev. Isaac Taylor - 1834.
3. The Collieries - John Holland - 1841.
4. Coal and Coal Mining - Warrington W. Smith - 1867.
5. The Kings Sailing Master - Douglas Dixon - 1948.

NOTES AND QUERIES

The Editor is glad to receive notes or queries on any branch of local history.

N.Q.118 SETH EVANS

Seth Evans wrote about Derbyshire, and his books include "Bradwell Ancient and Modern" 1912, "Methodism in Bradwell" 1907, "New Mills Wesleyanism" 1912. It is understood that he was writing, shortly before his death a History of Combs, which, in his own words, "would be enthralling". This history was never published, but the Manuscript may still be in existence, and as I am collecting information about Combs I would like to trace any relative or friend of Seth Evans who might know if his papers are available anywhere.

M. A. Life

N.Q.119 BACK ISSUES OF MISCELLANY

The County Librarian is anxious to buy copies of the following numbers of the Miscellany: Volume I Nos.5, 6, 8, 9. Volume II Nos 1, 2, 4, 5, 8, 9, 10. Can anyone help please?

IT HAPPENED IN 1793

Items extracted from the Derby Mercury, May 23, 1793

by

Robert Thornhill

JOHN WHITEHURST

It will be granted, if a man spends forty years of the prime of his life in Derby, he may be called A Derby Man. This great philosopher, mechanic, and worthy man, was born at Congleton in 1713, where his ancestors are said to have resided more than 700 years. He was one of those few whom Nature designed for thinking upon such abstruse subjects as cannot be seen. His researches penetrated the internal parts of the earth, that he might develop the contents and appropriate them to the use of man. The Peak, in the neighbourhood of his residence, furnished an ample field for his philosophic mind.

He was bred a watch-maker, and opened a shop in 1735 at Derby; but, that being a corporate town, he found himself embarrassed because he was not a burgess. He therefore in 1737, made a clock for the Guildhall, as the purchase of his freedom; which, in telling truth; still praises its maker. He afterwards fabricated the chimes for All Saints, and constructed the clock for the steeple, which teaches another to keep that time its maker has lost for ever.

He wrote, "An Enquiry into the Origin State and Formation of the Earth", an account of a Machine for Raising Water, treatise on Smoaky Chimnies and other subjects. He died in London in 1788 at the age of 75.

SAINT MARYS BRIDGE

Notice is hereby given, That a Meeting of the Commissioners for Rebuilding Saint Mary's Bridge, will be held by adjournment, at the Town Hall, in Derby, on Saturday, the 25th Day of May Instant, at 11 o'Clock in the Forenoon.

Derby, May 22d 1793.

Edward Ward.

Clerk and Treasurer.

The ASSIZE of BREAD for the Borough of Derby

Derby, May 22 1793. To continue seven days from the date hereof.

	White lb.oz.dr.	Wheaten lb.oz.dr.	Houshold lb.oz.dr.
The Penny Loaf	0 6 3	0 8 3	0 10 11
2-penny Loaf	0 12 6	1 0 9	1 5 6
3-penny Loaf	0 0 0	1 8 9	2 0 2
6-penny Loaf	0 0 0	3 1 1	4 0 3

Also 12 and 18 penny. In and throughout the said Borough, White Bread is to be fair marked with a large Roman W. Wheaten Bread with W. H. and Household Bread with H. Bakers are to imprint on all loaves for sale, the initial letters of their names.

BENJAMIN PARKER resided in Bridge-gate, was a writer of books, a maker of stockings, and consequently a poor man. He who sells the labour of others may become rich, but not the stockinger who sells none but his own.

LEAD MINES at ASHOVER, shares to be sold by auction at Matlock Bath, 22nd parts of Gregory Mine and 24th parts of Cockwell Partnership, Westedge and Raventor Mines.

R. HUSS, grocer, tea-dealer etc. at the Sugar-Loaf and Tea-Cannisters, Corn Market, Derby. Has removed to a more commodious shop and has just received a fresh assortment of grocery and high flavoured teas. Also a quantity of fine clover seed which he doubts not will give universal satisfaction.

CUSTOM WEAVING, the business that has been done of the late in the Weaving Trade by Joseph and Samuel Lovatt of Stretton, is carried on at the Old-Accustomed Shop by Joseph Lovatt.

ALLOTMENT on MASSON and two closes or parcels of land adjoining the Turnpike Road between Matlock and Snitterton, to be sold by auction at Matlock Old Bath between the hours of four and six in the afternoon.

GRAND PIANO-FORTE made by Stodart's (the condition of it as good as new) to be disposed of at Mr. Roome's, bookseller in Derby, on the completion of sixty subscribers at One Guinea each.

ARCHERY, the first meeting of the Archers, at Kedleston, will be on Wednesday. Dinner at Three. Target shooting at One.

WANTED, a young gentleman as an apprentice to a Surgeon, in a good market town, where he will be instructed in the different and polite Branches of Surgery, Pharmacy, Anatomy, Physiology, etc. etc. Strict attention will be paid to his morals. ***A premium will be expected. N.B. Apply to the Printer.

PHEASANTS etc. to be seen at Thomas Cook's in the Bag Lane, Derby, on Friday next being Whitsun Fair, a fine assortment of Chinese gold, silver, ring necks, white p y'd, and common pheasants, and an African Eagle, all alive.

LOAD of HAY bought in Bakewell by a Manchester resident weighed $13\frac{3}{4}$ cwt. on arrival but a ticket from Whaley Bridge gave the weight $19\frac{1}{2}$ cwt and it was thought that the man with the cart had sold part of the hay on the way. The value of the missing hay was £1.16 and - he was very properly obliged, tho' with great reluctance, to receive for the hay at the reduced weight.

ALBINOS of EUROPE, on their way to London. To be seen in a commodious caravan in the Market Place, Derby, on Friday next - An Extraordinary Lusus Naturae. A perfect and new variety of men.

BOOK REVIEWS

James Hargreaves and the Spinning Jenny

by C. Aspin and S. D. Chapman

Published by the Helmsore Local History Society, 1964, Price 12/-d. with 75 pages, 11 plates and 4 diagrams and maps.

Mr. Aspin, a local historian living in the area in which James Hargreaves spent most of his life, has rendered a great service to the inventor's memory and to students of the history of the Cotton industry.

His local knowledge and that of his collaborator Mr. Chapman, who has contributed a chapter on Hargreaves' work in Nottingham, have led to the uncovering of much unpublished material. Presented with great understanding, this throws new light on the personality of Hargreaves himself, and on conditions at the time in Lancashire and in Nottingham.

This little book is excellently written, very well produced and lavishly illustrated. It not only gives a vivid picture of the times, but also a clear account of the evolution of the spinning jenny, with details which should satisfy the most technical reader, yet which can be understood by those with little knowledge of textile manufacture.

As one result of their researches the authors have been able to correct one misconception which has been widely held about the form of the original jenny. With the help of a friend and of the Textile Machinery Makers (Research) Ltd. (who are safeguarding in their Works Museum at Helmsore, many of Arkwright's original machines from the Cromford factory) a jenny was constructed from the description in the Hargreaves patent of 1770. This is a much simpler machine than had been assumed.

The book is an excellent example of what can be done with devoted enthusiasm and the particular knowledge of the local historian. The only question which the authors appear to have left unanswered is how the book

could have been produced so well at such a low price.

A Brief History of Bretby

by H. J. Wain

In July 1956 members of the Local History Section spent a delightful afternoon at Bretby under Mr. Wain's guidance. At that time he had already filled seven volumes with notes on the area, and in August of last year the long awaited history of Bretby appeared in print.

Mr. Wain's fund of knowledge has been compressed into a booklet of twenty-four interesting pages with a sketch map, a double page reproduction of the view of "Bretby Hall and Gardens c.1700" and three other illustrations.

Every aspect of the village's history is dealt with from the earliest days through the history of the Stanhope family and the Church, to the Bretby Collieries, the Central Engineering Establishment set up in 1953 and the well known Orthopaedic Hospital at Bretby Hall.

The booklet is excellently produced at the astonishingly low cost of 2/-d. and all proceeds from its sale will be given to the Parochial Church Council for the benefit of Bretby Church. Copies can be obtained from the Author, 10 Bretby Lane, Burton-on-Trent.

A History of Hayfield

by E. Houghton

Mr. Houghton has written a most interesting series of articles on Hayfield, and these have appeared in St. Matthews Parish Church Magazine. We hope that the pages may eventually be collected together and issued in a single volume.

Notes on an Ancient Derbyshire Manor (Temple Normanton)

by S. L. Garlic

1964 was Jubilee Year for the Hasland and Grassmoor Colliery Division of the St. John Ambulance Brigade, the Hasland division having been founded in November 1904. A publication issued to mark the Jubilee gives details of past and present officers, a brief history of the Division, and some reminiscences. Mr. Garlic has added an article on the Manor of Temple Normanton and some notes on the history of the villages of Hasland and Grassmoor. The publication is very well duplicated, and copies may be obtained from its author at 16 Storforth Lane Terrace, Hasland, Chesterfield, price one shilling. (Postage 4d. extra.)

(continued from p.542)

called to me to wait for them.

The one was a saddler, and wore a short brown jacket and an apron, with a round hat. He advised me not to go to Wardlow, where I should find bad accommodations, but rather a few miles to Tideswell, where he lived. This name is, by a singular abbreviation, pronounced Tidsel, the same as Birmingham is called by the common people Brummidgeham.

We halted at a small alehouse on the road-side, where the saddler stopped to drink and talk, and from whence he was in no haste to depart. He had the generosity and honour, however, to pay my share of the reckoning, because, as he said, he had brought me hither.

At no great distance from the house we came to a rising ground, where my philosophical saddler made me observe a prospect, which was perhaps the only one of the kind in England. Below us was a hollow, not unlike a huge kettle, hollowed out of the surrounding mass of earth; and at the bottom of it a little valley, where the green meadow was divided by a small rivulet that ran in serpentine windings, its banks graced with the most inviting walks; behind a small winding, there is just seen a house where one of the most distinguished inhabitants of this happy vale, a great philosopher, lives retired, dedicating almost all his time to his favourite studies. He has transplanted a number of foreign plants into his grounds.

We were now led by a steep road to the vale, through which we passed, and then ascended again among the hills on the other side.

As we now at length saw Tideswell lying before us in the vale, the saddler began to give me an account of his family, adding, by way of episode, that he never quarrelled with his wife, nor had ever once threatened her with his fist, much less, ever lifted it against her.

Tideswell consists of two rows of low houses, built of rough grey stone. My guide, immediately on our entrance into the place, bade me take notice of the church, which was very handsome, and notwithstanding its age, had some pretensions to be considered as an edifice built in the modern taste.

He now asked me whether he should show me to a great inn or to a cheap one, and as I preferred the latter, he went with me himself to a small public-house, and very particularly recommended me to their care as his fellow-traveller, and a clever man not without learning.

The people here also endeavoured to accommodate me most magnificently. I avail myself of this opportunity to observe that the English innkeepers are in general great ale drinkers, and for this reason most of them are gross and corpulent; in particular they are plump and rosy in their faces.

A man to whom I gave sixpence conducted me out of the town to the road leading to Castleton.

When I ascended one of the highest hills, and all at once perceived a beautiful vale below me, which was traversed by rivers and brooks and enclosed on all sides by hills. In this vale lay Castleton, a small town of low houses, which takes its name from an old castle, whose ruins are still to be seen here.

was so great that it caused the rocks to grind one upon another. His narration was interrupted by a third shock, and after an interval of four or five minutes was succeeded by a fourth, and about the same space of time after, by a fifth; none of which was so violent as the second. They heard after every shock a loud rumbling in the bowels of the earth, which continued for about half a minute, gradually decreasing, or appearing at a greater distance. They imagined that the whole space of time from the first shock to the last was about twenty minutes, and they tarried about ten minutes in the mine after the last shock; when they thought it advisable to examine the passage to get out of the mine if possible. As they went along the drifts, they observed that several pieces of minerals were dropped from the sides and the roof, but all the shafts remained entire without the least discomposure. The space of ground at the aforesaid mines wherein it was felt was 960 yards, which was all that was at the time in workmanship."

The Manor

At the time of the compilation of Doomesday book, "In Aiune Caschin had two carucates of land to be taxed. Land to two ploughs. Twelve villanes and seven bordars have there five ploughs. Wood pasture one mile long and one broad. Value in King Edward's time, and now twenty shillings". The Manor of Eyam was part of the ancient demesne lands of the crown, and having been granted by King Henry I with his other manors in the Peak to William Peverell, was held under him by an ancestor of the Morteynes. Roger de Morteyne sold it about or after the year 1307 to Thomas de Furnivall, Lord of Hallamshire. A coheirress of Furnivall brought this manor to Nevill, and a coheirress of Nevill, to John Talbot, Earl of Shrewsbury. The Countess of Pembroke became possessed of it as one of the coheirresses of Gilbert, Earl of Shrewsbury, who died in 1616; from her it passed to her grandson Sir George Saville; Dorothy, one of the coheirresses of William Saville, 2nd Marquiss of Halifax, brought it in the year 1700 to Richard Boyle, Earl of Burlington. In consequence of a decision of the Courts of Kings Bench in 1781, upon the wills of the Countess of Burlington and William Duke of Devonshire, it became the property of the Right Hon. Lord George Henry Cavendish afterwards Earl of Burlington, and is now the property of William his grandson, who succeeded as 2nd Earl of Burlington in 1834, his cousin Seventh Duke of Devonshire, K.G., Lord Lieutenant co. Derby, Chancellor of Cambridge etc. etc.

A branch of the ancient family of Stafford had an estate in Eyam, and resided there as early as the beginning of the reign of Henry III, the last heir male of this branch died in the reign of Henry VIII, leaving four daughters, married to Savage, Eyre, Morewood and Bradshaw, between whom the estate was divided. Bradshaw's share still belongs to a lineal descendant in the female line Eaglesfield Smith, Esq., of Ecclesfeccan in Scotland. Morewood's share was sold by the late Mrs. Morewood of Alfreton.

The present freeholders are John Bagshawe Esq., Highlow Hall, Rev. Edward Benjamin Bagshawe, William and Godfrey Bailey, Daniel Barratt,

James Blackwell, William Bradshaw, James Bromley, John Bromley, John Bradshaw of Frith Hall, Brampton, John Bailey, Geo. Barton, James Bagshaw, William Cantrill of Wirksworth, Abraham and William Cooper, Edmund Cocker, William Dane, Thomas Daniel, John and George Daniel, Thomas and Uriah Dane, William Dooley, Robert Duckle, Thos. Fentem Senr., Samuel, Thomas, William Peter, William and Richard Furness, Thomas Furness of Hathersage, Mark Furness of Calver, James Furness, Great Hucklow, James Furness of High Wycombe Bucks., William Froggatt Sen., John Gibbon, Victoria Park London, Thomas and William Gregory, James Grant, Frederick Heathcote, Thomas Heathcote, George Hibbert, Adam Holmes, Thomas Hinch, George Kinder, John Lawton, Glossop, John Lancake, John Morton, Joseph Middleton, John Mosley, Calver, Henry Ollerenshaw, George Pursglove, Paul Palfreman, Verdan Siddall, Peter Merrill Slack, James Slinn, Henry Townsend, Robert Thorpe occ, John Turner, John and James Unwin, John Wright Esq. Tamworth, Peter Wright Esq. Eyam Hall, Ralph Wain, James Smith Walters, Bakewell, William and Robert White, John White, Baslow, William Wood and Robert Wright.

10th Henry IV. Thomasin the wife of Sir William Furnivall held the village of Eyam as of the Honor of High Peak. (From the Records of the Tower.) Sackville Earl of Thanet died at Paris 1825 in his 56th year.

The Rev. Charles Hargrave Rector of Eyam died 18th Nov. 1822. The Rev. William Bagshaw in his de Spiritualibus Pecci page 64 says 259 persons of ripe age and 58 children were cut off by the plague at Eyam.

Inscription on Mrs. Mompesson's tombstone in Eyam church yard

Catharina uxor
Gulielmi Mompesson
Hujus Ecclesiae Rect:
Filia Radulphi Carr
nuper de Cocken in
Comitate Dunelmen
Armigeri
Sepulta vigesimo quinto
die mensis Augusti
Ano Dni 1666

At one end under an hour glass

Cave E
Nesitis
Horam

The Rev. Sherland Adams was Rector of Eyam in 1631. He was one of the most zealous and active of the clergy on the side of the King during the civil war, and suffered in consequence of it along exclusion from this Rectory, being suspended in 1644 as well as from his other Rectory of Treaton in Yorkshire. (See Hunter's Hallamshire pp. 288, 290. Gents. Mag. July 1801.)

The Church

Nearly in the centre of the village is the venerable ivy mantled parish church dedicated to St. Helen, surrounded by linden trees, and the church yard wall on the south side running parallel with and close by the principal street. It is a very plain structure with nave, north and south aisles, chancel and square tower sixty feet high surmounted with small battlements and four ornamental pinnacles about 5 feet high and some grotesque figures projecting from the top part of the tower which belonged to the old tower. Almost every part of the church is comparatively modern, the north part is attributed to the reign of Henry II, the south or front part of the reign of Elizabeth. The chancel was erected by the Rev. Robert Talbot rector of Eyam in A.D.1600, and the tower about the same time by Madame Stafford, a maiden lady one of the coheiresses of Humphrey Stafford Esq. of Eyam. Four rich and deep toned bells occupy the upper part of the tower where ten bells might conveniently be hung. The bells are rich in material containing much silver, are according to tradition said to have been presented by Madame Stafford. They have on them the following inscriptions:

- 1st. Jesus be our speed 1619 c.o.
- 2nd. God save his church 1618 c.o.
- 3rd. Jesus be our spede 1618 c.o.
- 4th. Jesus be our spede 1628

There is only one good window in the whole structure, it is at the east end of the north aisle, evidently of the 14th century. The living is a rectory, valued in the Kings Book at £13. 13. 5d. and yearly tenths, now £273 per annum. The Duke of Devonshire, the Duke of Buckingham and the (Earl of Thanet now extinct) are joint patrons of the living and present alternately. The Rev. Edward Benjamin Bagshawe inducted 1826 is the present Rector. Rev. John Green curate. The earliest register which is well kept bears date 1630. Church accommodation 380, free sittings 300. The interior fittings of the church are neat and substantial, and it contains a small organ, and an ancient stone font lined with lead. The churchyard is ornamented with lofty linden trees wch give it an air of quiet repair, and form an appropriate shelter to the sacred precincts of the dead. Query cr D. of B. & Marq of Chandos by Letters Patent dated 12 Jan 1822 Richard Chandos Temple Duke of Buckingham and Marq of Chandos K.G. died Jan 9 or 12 1822. Marchioness of ditto marr 16th April 1796 died 15th May 1836. Richard Boyle Earl of Burlington Sackville 9th Earl of Thanet died at Paris Jan., 1825 in his 56th year. He married 23rd Feb 1811 Anne Charlotte de Bojanovitz a noble lady of Hungary who died without issue in 1819. He was succeeded by Charles 10th Earl born 10 Sept 1770 who dying unnm 20th April 1832 was succeeded by his only surviving brother the Hon. Henry Tufton, 11th Earl born 2 Jan 1775, Lord Lieut of Kent and hereditary sheriff of the co of Westmoreland died 12 June 1849 when the title became extinct.

Church Notes

Robert Middleton of Leam buried 25 Sept. 1690 aged 45.
Deborah his wife Nov 18, 1719. He was son of William Middleton.
William Middleton of Leam died 6 March 1720 aged 56. Martha his wife d 10th buried 13 Jan 1748. He was son of Robert and Deborah.
Robert Middleton of Leam, gent. died Jan 9, 1717 aged 51 (?57) Elizabeth his wife bur Feb 28, 1744 aged 80. He was second son of Robert and Deborah. Robert Middleton only son of William and Martha bur 10 April 1736 aged 44 without issue.

The initials and date in front of Eyam Manor seat in the church and date 1595 are I.B. for John Bradshaw and F.B. for Francis Bradshaw. This family succeeded to the family mansion and part of the estate of the Staffords, who are supposed to be interred under the Manorial pew. There is no monument whatever for this once influential family. (A loose paper repeats some of the foregoing, and adds "The roof of the Chancel is of oak whitewashed containing fifteen carved bosses one bearing a Talbot and the centre one JHC 15 July 1852.)

On the memorial pew there is a brass plate to the memory of John Galliard who died April 29th, 1715.

On a brass plate to the memory of Bernard son of Bernard Wells, who died March 16, 1648.

In memory of Richard Percival second son of Rev. E. B. Bagshawe. Jane is 2nd wife born Aug 20, 1832 died Dec. 31, 1839.

Erected to the memory of Elizabeth Marsden Greaves wife of William Greaves of Lightwood in the parish of Norton in the co. of Darby she departed this life 3 July 1824 aged 57 (?51)

Here are deposited the remains of Marmaduke Middleton Esq. of Leam. He died Feb 6, 1845 in the 35th year of his age.

In the midst of life we are in death, killed by a fall from his horse on his return from hunting, Robert Althorpe Middleton son of Marmaduke Middleton Middleton (sic) Esq. of Leam & Mary Ann his wife, who was born 20 March 1807 died 9th April in the same year.

William Talbott which by his death causeth the name of the family to be extinct. He died 16th April 1817 aged 79.

Thomas son of Richard & Elizabeth Talbott was buried Nov 5, 1737 aged 4 years.

Joseph their son interred Nov 5, 1732 aged 2 years & 4 months, also Richard their son June 4, 1737. Richard Talbott died Feb 12, 1760 aged 57.

Elizabeth Talbott his wife died Oct 30 1755 aged 56. Robert their son died July 14 1756 aged 16.

Mary wife of Thomas Talbott died July 10th 1756 aged 82. Catherine Talbott died May 8, 1760 aged 47.

John Wright gent died in 1693.

Joseph Bates died July 2nd 1748 aged 70.

Ann the wife of John Allen died July 24 1767 aged 61. John Allen died Jan 6, 1775.

George Talbott died Sept 1, 17-8 aged 33.

George Knowles Senior died Oct 3, 1791 aged 56. Mary Knowles died Jan 23

1776 aged 56.

John Wright Esq. died 1694, a mural monument in the chancel perpetuates his memory.

An alabaster monument to the memory of Mary daur of Smithson Green Esq. of Brosterfield who died in May 1777.

A plain stone inscribed with T.B. denotes the resting place of Thomas Birds Esq. of Eyam, a celebrated antiquary: had a very curious collection of ancient deeds and above all a very valuable cabinet of minerals (Sep 8, 1821).

The Cross

Opposite the chancel door is an ancient stone cross about eight feet high, although about a foot of the shaft is broken off and lost. Mr. Rhodes says this fine old relique of former times: the front and back are sculptured over with different figures and designs, characterised by various symbolic devices, and the sides are liberally adorned with a succession of curiously involved knots, which some antiquaries have denominated Runic or Scandinavian. This fragment is said to be of Saxon origin.

A rare instance of pauperism. Lately deceased in the township of Eyam, a poor woman 70 years of age: the whole amount of parochial relief received by her from the said township is £560. 1. 6d. The whole of this sum was appropriated to her own personal and individual maintenance.

Charities. The School

The Honourable & Rev. Edward Finch, D.D., formerly Rector of Eyam, in 1737 gave the sum of £100 for teaching five children of Eyam, and five of the out hamlets to the schoolmaster. With this money, and £15 given by another benefactor, was purchased land in the parish of Hope, called the Long Meadow about the year 1750 said formerly to have consisted of several small pieces, but at the inclosure about 1807 an allotment between three and four acres was laid together, let in 1846 for £5 per annum, for which ten poor children are taught to read. Thomas Middleton by will 1745 devised to his two sisters two parcels of land called the Upper Lowe and the Nether Lowe, at Eyam, desiring them to settle the same in equal proportions to a schoolmaster at Eyam to teach five poor boys and five poor girls to read and write. In consequence a rent charge of £5 was secured by indenture 1746, to be issuing from the two closes. They are now the property of John Carver Althorne Esq. who pays the annual sum of £5 to the schoolmaster for instructing ten children of the township of Eyam to read and write. In 1795 the sum of £120 was raised by the Rev. Charles Hargrave, then rector of Eyam, and others, with which a house and garden was bought and a schoolroom built. The school premises at Eyam consist of a house in which the master resides, a large schoolroom, which were rebuilt in 1826 by voluntary contributions, a garden and a small yard adjoining. Thomas Elliot schoolmaster and Annie R. Allison schoolmistress - average 65 boys 12 girls attend. On the inclosure of the commons under an act 43 Geo III, about three roods were set out in respect of the school now let at £1.10s. per annum. The Duke of Devonshire makes a voluntary donation of £2. 2. Od.

to the schoolmaster. The Hon. & Rev. Edward Finch D.D. it is stated on the church tablet, gave £15, the interest to be paid to the poor on St. Thomas's day, and that a person gave £20 for the same purpose. It appears by the Parliamentary returns in 1782 that £2. 10. Od. of these sums had been lost. The residue £32. 10. Od. was lent on security of the Chesterfield & Hornston turnpike road, bearing interest at 5 per cent. The interest £1. 12. 6d. per annum, is received by the Overseer of the poor at Eyam and distributed amongst the poor people about Christmas.

Rev. Francis Gisborne who died July 1821 by his will dated 7 May 1818 left the sum of £5. 10. Od. per annum to the poor of Eyam, which is received by the rector and laid out in coarse woollen and flannel and distributed amongst the poor about Christmas.

Post office at Froggatt & Sons letters arrive from Sheffield about 9.0 a.m. and are despatched at 4.0 p.m.

Morteyne of Eyam and Risley, the heiress married Willoughby of Risley temp Henry III. Arms Ermine a chief gules.

(A loose paper has the following)

As to the descent of the Manor of Eyam

George 6th Earl of Shrewsbury = Gertrude daur of Thos Earl of Rutland ob 1566/7

Francis Ld Talbot ob s.p.	Gilbert 7th Earl ob.1616 without male issue	Henry Talbot	Catherine ux Earl of Pembroke	Mary ux of Sir Geo Savile of Thornhill Kt.	Grace ux Henry Cavendish of Chatsworth Esq.
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Mary ux Earl of Pembroke	Elizabeth wife Earl of Kent	Alathea ux of the Earl of Arundell & Surrey
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It seems more probable that the Manor of Eyam came to the Savile family by the marriage of Sir Geo with Lady Mary daur of the 6th Earl.

Mr. Birds of Eyam bought the site of the Riley Graves in Eyam and planted them round with trees and the collection of fossils, before mentioned, was sold at his death to the Earl of Shrewsbury.

(The notes conclude with a 19 stanza poem "Mompesson's Tomb", an unpublished poem by the late Richard Furness of Eyam, author of "Medicus Magus", the "Rag Bag", the "Lost Lad" etc. etc.)

Derbyshire Archaeological Society

Local History Section

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The Local History Section Summer Programme

Saturday June 19th. GLOSSOP AREA. Meet at 3.0 p.m. in the Glossop Market Place car park.

Saturday July 10th. WALTON ON TRENT. Meet at 3.0 p.m. in Walton on Trent, near the Village Green. Mr.H.J.Wain will lead the party in a tour including Walton Church, the Iron-Age Camp, Catton Hall, Croxall Hall, Croxall Church, etc.

Saturday September 11th. Mr.J.W.Allen will lead a walk along one of the old highways mentioned in his talk last year. Further details will be published in the next issue of 'Derbyshire Miscellany'.

Note: It is hoped that members with cars will kindly offer lifts to those without.

A picnic tea should be taken to all the above excursions, as no meals have been arranged otherwise.