

Stapleford and District Local History Society



Newsletter No 33 – Autumn 2012

£1.00

Free to Members

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MEETING REPORTS

9 May 2012

THE LIFE AND TIMES OF COL W F CODY, BETTER KNOWN AS BUFFALO BILL **by John Taylor**

Who hasn't heard of Buffalo Bill? Certainly all of us in the 'baby boomer' generation, who were brought up playing Cowboys and Indians, know the name. Well, here was the chance to learn the truth about him.

John Taylor's interest had been aroused when, on a trip to the USA, he was on a visit to the site of The Battle of the Little Big Horn (Custer's Last Stand) and the nearby city of Cody. There he found a museum dedicated to Buffalo Bill and decided to do some research. This talk is the result.

In 1803 the Louisiana Purchase opened up the Wild West and people started trekking west of the Mississippi River. By the time William Frederick Cody was born 40 years later, the great move west was in full swing. He was the fourth of eight children and his ancestors had moved to America from Guernsey.

In those days the trekking to the west was done by wagon trains, which were huge undertakings, sometimes employing as many as thirty men and up to 400 oxen. A problem they often encountered was disagreements with local Indian tribes (now referred to as Indigenous Americans), known as the Prairie Wars. It was in one such battle that young Bill Cody took his first step towards fame. He had started work, aged 11, with a wagon train and in the following year he shot an Indian. He was soon known as the 'Youngest Indian Killer in the West'.

When he was 14 he joined the Pony Express then, while he was drunk, aged 17, enlisted in the American Army. In 1866 in Louisiana he met and married Lulu (Louisa Frederici). She remained his wife until he died.

At the beginning of his marriage he tried to settle to a peaceful life, running a hotel for a time, but soon rejoined the Army, this time as a Scout. A bit later, while working for the Pony Express, it was reported that he had shot 4,200 buffalo. He became known as Buffalo Bill and began to be really famous all over America. He was the archetypal American settler. Some newspapers started to run comic strips under the title 'Buffalo Bill'

and novels were written with him as the hero. A friend, Ned Buntline, put on a successful theatre show about his exploits - he was an all-American hero.

In 1876 at the Battle of the Little Bighorn, General Custer and his officers were massacred. This proved to be a turning point in two ways. The American Army decided that they would have to become better organised in their dealings with the Indians, and Buffalo Bill decided to spend the second half of his life in show-biz. Between 1876 and 1886 he toured America, starting in 'The Buffalo Bill Story'. It was a huge success.



In 1887, the year of Queen Victoria's Golden Jubilee, he brought the show to England. As well as his own riding, lariat throwing, sharpshooting and other exploits, the show included Annie Oakley, the sharpshooter, Buck Taylor, the rodeo rider, and a complete re-enactment of Custer's Last Stand. Britain loved it. In fact, Queen Victoria, who had not been out in public since Prince Albert's death in 1861, went to see the show and thoroughly enjoyed it. There were over 300 performances in England and William Cody appeared in every one. In 1890 the show successfully toured Europe.

Despite being hugely successful for many years, the show eventually fell on hard financial times and was taken over by James Bailey, of Barnum and Bailey Circus fame. He wanted it to be a touring show and this did not suit Buffalo Bill. So, in 1904, the show did a farewell tour of 130 towns in England (including Mansfield and Ilkeston).

During his exciting and very active life, Bill had not been the perfect husband, but his wife Lulu refused to divorce him. In America he founded a new town, Cody, and the nearby reservoir and dam were named after him.

The newspaper reports of his death in 1917 actually knocked the news of the First World War off the newspaper front pages in England. He wanted to be buried in Cody but he died in Colorado. In 1968 a 'smoke signal message' transported his spirit to Cody where there is a museum dedicated to his life and exploits.

This was a fascinating talk. We had all been given a picture and date booklet just before the talk, but for the actual talk Mr Taylor simply read to us from his notes. The talk was so cleverly prepared and written and so clearly read and delivered with lucidity and charm, that it was totally absorbing. We all learned a lot about Buffalo Bill, one of my boyhood heroes.

John Shaw

13 June 2012

WILLIAM BOOTH – GOD'S SOLDIER
by Major Dickens

Major Dickens, from the Salvation Army, described the life of this Nottingham man with great skill and flair. The talk was interspersed with photos and even clips of film. William was born on 10 April 1829 in Sneinton, then known as 'the garden suburb'. His parents were Samuel and Mary Booth and he was christened at St Stephen's church. After a short

sojourn in Bleasby the family returned to Sneinton and William was sent to William Biddulph's Academy for Young Gentlemen. When William was 13, his father died, so he left school to earn money and was apprenticed to Francis Fames, a pawnbroker. Here he saw grinding poverty at firsthand.

Francis Fames was a keen Christian and prevailed upon William to attend church. Converted at the Wesleyan Methodist Broad Street church in Nottingham, William became an ardent open air preacher and attracted ragged converts whom he took along to church. They were not welcome, so he preached in people's houses or anywhere that he could reach the public. When his apprenticeship ended, he went to London to find work, as a pawnbroker and spare time preacher. A wealthy man, Edward Rabbits, heard him preach and in 1852 he promised to support William for six months while he preached full time.

Edward Rabbits also introduced him to Catherine Mumford, who became his wife. They married in 1855 and were a devoted couple, producing eight children. Catherine, born in Ashbourne in 1829, was home taught. She knew her own mind and thought things through, a balance to William's active nature.

William became a Methodist minister and worked in churches all over the country. Later he resigned from the Methodist circuit to be an itinerant preacher. Supported by three rich men, he was in great demand. Catherine, supported by William, also became a preacher, beginning with 'a word' at Pentecost 1860.

Their preaching work took them among people with alcohol problems, whose self-respect they restored by teaching them to read and write. In 1865 they opened the East London Christian Mission in a tent in Mile End waste, London, where every night about 300 people would gather. This was the beginning of the Salvation Army. William would preach anywhere, so various venues were used – the back room of a cafe, the Eagle pub, theatres on Sunday nights. The new way of preaching and teaching caught on. By 1875 there were 29 missions across the country, rising to 81 by 1878. In 1879 the name was changed from the Christian Mission to the Salvation Army. In 1879 the Army 'opened fire' in America and Nottingham. They were constantly being accused of public order offences and being jailed, because of their outdoor preaching. In Worthing in 1884 Sarah Broadbent, a Salvationist, was killed by a flying stone.

In 1890 Catherine died of cancer, a bitter blow for William. She was regarded as the Army Mother. A very intelligent woman, she had been a confidante of Queen Victoria and a friend of Josephine Butler and

Florence Nightingale. Soon after her death, William published *Darkest England and the Way Out*, which sold 200,000 copies. Many of the plans suggested in the book had already been part of the Army's outreach, and the book was a seminal work for the founding of the Welfare State.

Later in life William toured the country in a car, acclaimed everywhere, and, on his visit to Nottingham, he was given the Freedom of the City. He died, aged 83, following an unsuccessful operation for his blindness.

40,000 attended the funeral, held in Olympia. The funeral procession, with phalanxes of Salvationists marching and playing their music, brought London to a standstill. They represented the many millions whose lives had been improved by this man's work.

In 124 countries the work goes on.

Meg Oliver

11 July 2012

READING BETWEEN THE LINES – **STORIES FROM PARISH REGISTERS** **by Valerie Henstock**

Valerie started her talk by giving a brief history of the parish registration system. In 1538 priests throughout the country had been made responsible by King Henry VIII for keeping a record of all births, marriages and deaths in their parishes. It was Queen Elizabeth I, in 1599, who instructed that all these records, many of which had been written on odd pieces of paper and kept on a spike in the church, were to be written up, and future details recorded, in 'a stout parchment book'.

During the Civil War the state took over responsibility for recording births, marriages and deaths. Justices of the Peace could now conduct marriages in local market squares or under ancient trees. With the restoration of the monarchy in 1660, record keeping once more became the responsibility of the parish priests.

During the Industrial Revolution with the mass movement of people from a settled country life to a more rootless life in towns, it became obvious that many people's lives were not being recorded. Thus, in 1837, compulsory Civil Registration was introduced alongside the existing church system, an arrangement that still prevails today.

Valerie went on to tell us about some of the interesting and unusual things she had found during her researches in individual parish registers.

In Flintham in 1692 details were recorded of two servants, an Indian and an African, employed at Flintham Hall.

On 26 February 1596, alongside the information that Alice Brown had been buried, was the warning, 'Do not trust a woman, not even a dead one'.

A young man accidentally drowned in a water butt, 'into which he fell in a state of intoxication'.

In one lined parish book the priest had written in the borders of a page for 1916, 'The Zeppelin is a dastardly mode of warfare' and reported the deaths of 66 people, with more than 100 injured.

In some places vicars obviously thought that their parish clerks could read, so they reported additional information about the local people in Latin or even Greek!

In 1632 48 dwellings were burned down when everyone was at church, at a subsequent cost of £5,069.

It was recorded that Humphrey Snowdon 'stood over a woman in labour so that he got the name of who would be responsible for looking after the child'.

At St Peter's church, Radford, a whole family, including six children, was converted to Christianity and baptised together.

27 year old George Deakinson was 'struck upon the head by two poles in a bag', Richard Palethorpe 'died suddenly from fright', 'a traveller was dead from cold in Sherwood Forest', on 3 June 1610 a Rolleston man was drowned in the river and in 1654 a parishioner died in his seat at Gedling church.

The record that I found the most intriguing was the case in 1810 of Catherine, daughter of the blacksmith, who was accidentally run over and was 'slain with a cart wheel'. This resulted in the payment by the cart driver of a 'deodand' to the lord of the manor, this being money or goods to the value of the cart wheel that had been the accidental cause of death.

The audience certainly enjoyed this talk and I'm sure no-one expected such varied and fascinating details to be recorded in parish registers.

Barbara Brooke

8 August 2012

THE HISTORY, DECLINE AND RESTORATION
OF HEMPSHILL HALL
by Tony Horton

The title of this talk reflects exactly its content, a fascinating story of an out-of-the-way gem of architecture near Nuthall. Tucked away in woodland near the A610, an old lodge signals where an ancient coach road leads to the house. The house was used as a manor house for the Squire of Bulwell, and the estate covered more than 100 acres. The site has probably been occupied since about 700AD and the name means 'The Home of Henda on the Hill'.

The house was built in the 1500s. (Wood in the frame of the house has been dated to 1497) The main frame was made of oak trunks, and the early building followed the ancient pattern of one main room (the hall) with an added solar, smoke escaping from the fire in the centre by means of a hole in the roof. Soon after its completion there were alterations, including installing chimneys, the first of many makeovers to the house over the years, until it became a long house (81 feet long and 20 feet wide) with an upper storey and, in one place, an additional attic. Various outbuildings were also added and a garage built. Electricity and water were laid on in the 1930s.

When Bulwell Hall was built in 1750, Hempshill Hall was redundant as the residence of the Strelleys. The house had a chequered history. During the World War Two it was taken over by the ATS and FANYs. The hall was used to accommodate the drivers serving officers nearby. The coach house near the main house had a reputation for being haunted. At one time labourers had been employed on the estate and had been housed in the Coach House. After a party, one of them got into a brawl. While he was being ejected, his hand was shut in the door and squashed, and he died of tetanus. Possibly this was the basis of the story. Some old residents claim that a ghostly coach and horses has sometimes been seen on the drive.

John Holden was the owner until 1945, when he sold the house to a factory owner. Various compulsory orders reduced the estate so, when he died, the place was bankrupt. His widow and son made an arrangement with the bank that, in return for not foreclosing, the widow could remain in the house until she died. However, she lived until she was 97! During that

period she and her son lived as recluses, never answering the door and ignoring orders from the authorities to do essential repairs on this Grade II listed building. Eventually, when the widow died at the end of the 20th century, the bank took whatever was saleable, and the house was put on sale at an asking price of £500,000. A Mr and Mrs Hunt from London bought it for an undisclosed price. At the time Mr Hunt was a college lecturer and a member of the Society for the Preservation of Ancient Buildings. His wife worked in the City.



The third part of the talk carried echoes of the TV programme 'How clean is your house?' and accounts of those brave souls renovating seemingly hopeless properties. The house was damp. The sewage system did not work. The carpets, curtains and furniture were sodden and unusable. Every room was filled with discarded belongings, mildewed books, broken electrical gadgets, even the occasional dead animal. Mildew covered walls. Outside the windows was a wall of greenery obscuring the house, with a hay field beside it. Mr and Mrs Hunt set to. Soon the trees were down and

the grass mowed. The garage was demolished and in the foundations a passage to a cellar was found. Behind modern fireplaces were two big stone ancient ones. Major reconstruction included the re-roofing of the building with appropriate tiles from a particular Welsh quarry, the painting of the house with a wash made from a particular sandstone, and the tiling of the old fireplace with Delft tiles from Holland.

A main beam had to be strengthened, windows replaced, chimneys demolished, gas installed, a new septic tank created where the old coach house had stood, panelling refurbished until, room by room, a beautiful home was created, a daunting task well completed.

Meg Oliver

12 September 2012

TRAVELLING TALES – AFRICA
A BUSINESSMAN'S VISITS TO AFRICA IN THE 1980s
by Alan Clayton

Alan began by apologising and explaining that, due to unforeseen circumstances, he had had to defer his advertised (Stapleford) talk and instead would give us a slide show about Africa. These were not the usual (sometimes dreaded) 'holiday slides' but were a record of part of his time as a Senior Manager at Boots.

For much of the 1980s part of his post was as the Boots' management representative to Africa. In his talk he took us to all the countries he had visited and the ones he had worked in. He showed us the inside and outside of many Boots' factories and offices in these countries. We also saw several members of Boots' African staff. He could still remember their names and tell a story about each one.

He carefully went through the different African countries in which Boots had an interest. They included South Africa, Kenya, Nigeria, (where he remembered the hotel bedroom had emulsioned walls decorated with an interesting pattern of squashed mosquitoes – 'no need for patterned wallpaper'), Senegal, Gambia, Sierra Leone, The Ivory Coast, Cameroon, The Congo (now Zaire), Sudan (the biggest source of Boots' business in Africa), Ethiopia, the offshore islands of Seychelles and Mauritius (the second largest Boots' business partner).

Alan's memories of the places he had visited were outstanding and each slide was accompanied by a fascinating comment or story.

Very remarkable to me were the pictures of familiar Boots products on sale in various types of African shops, ranging from 'primitive' to quite sophisticated. It was also fascinating to see Boots adverts beside African roads and traffic.

He explained that the trips often lasted 10 to 20 days and that sometimes there was time for sightseeing. We were shown pictures of animals and tribespeople and markets. Sometimes these pictures were taken on days off, but sometimes they were the product of unreliable travel arrangements. There were a few stories about being stranded waiting for planes.

In this absorbing talk, I was struck mainly by two things. The first was the vastness of Africa (when introducing each country, Alan showed us a map of it and explained how much bigger it was than the UK) - this amazed me. The second was how huge and diverse and widespread the Boots' 'empire' was.

Alan had brought along a good number of photograph albums and some African artifacts that he had obtained on his trips. During the interval and at the end of the talk these aroused a great deal of interest and added another dimension to the evening.

It was a long way from Stapleford (the advertised talk) but it was attention grabbing nonetheless and we were well entertained and learned a lot, and I bet the Stapleford talk wouldn't have included pictures of Alan in shorts!

John Shaw

Programme

14 November	Women at War	Maureen Rushton
12 December	Christmas Social Event	

24 April 2012

A VISIT TO MELTON MOWBRAY AND ROCKINGHAM CASTLE

On Tuesday 24 April a number of Stapleford Society members enjoyed a Beeston Society outing to Melton Mowbray and Rockingham Castle. Although cold, Alan managed to work his usual weather magic and the day stayed mainly fine.

Melton market is always pleasurable, simply watching the way rabbits, ducks and hens are handled during the auctions. However, this stout party beat a hasty exit when ferrets were announced as the next lot. We proceeded to the antiques/junk section, but despite avid watching of *Bargain Hunt*, no valuable treasures were unearthed. The farmers market offered some very interesting cheeses, but it was considered they might be over-ripe after spending time on a coach. After a stroll round the colourful street market, followed by a quick coffee, it was time to continue our journey to Rockingham.

William the Conqueror ordered a motte and bailey castle to be built and many kings stayed there for the hunting in Rockingham Forest, including Richard the Lionheart, King John and Henry V. The entrance drum towers were built by Edward I. Henry VIII granted the now dilapidated castle to Edward Watson in 1485 and he began the refurbishment into a family home. However, his grandson lost the property to Parliamentary forces during the Civil War. After the Restoration, the Watson family regained possession, continued the renovations, and Rockingham Castle remains the home of the Saunders-Watson family to this day.

From the ramparts one has an amazing view over five counties. This has to be seen to be appreciated, as words cannot do justice to the superb panorama. There are also eighteen acres of formal and informal gardens, well worth a potter round.

Before our homeward journey we enjoyed a pre-booked cream tea, lashings of clotted cream, home-made strawberry jam, the best scones ever and as much tea/coffee as one could drink. What a glorious end to a brilliant day out! Thanks Alan.

Eileen Bloor

3 July 2012

A VISIT TO OXBURGH HALL AND WISBECH

Set in seventy acres of gardens and estate, Oxburgh Hall in Norfolk was the first port of call on another of Alan's splendid days out. The history of the hall is of one single family. Sir Edmund Bedingfield was granted a licence to build Oxburgh in 1482, and his descendants still live there today.

The Hall is completely surrounded by a moat and the gatehouse is the glory of Oxburgh. Unlike the rest of the house, it was spared the Victorian restoration because of its 'very perfect state', as Pugin put it. The Kings Room and Queens Room in the gatehouse are named after King Henry VII and his queen, Elizabeth of York, who visited Oxburgh in 1487.



In the Queens Room are two rare Sheldon tapestries. One, dated 1595, depicts the story of Judah, the other a map of Oxfordshire and Buckinghamshire. In another room are the celebrated hangings with panels worked by Mary, Queen of Scots and Elizabeth, Countess of Shrewsbury, better known as Bess of Hardwick. In the hall can be seen a priest's hole, hidden in the garderobe. Not a good time to be a Catholic priest in the 16th

century! In the grounds, beside the moat, are the 19th century French knot gardens, designed by Alexandre Le Blond.

From Oxburgh, we travelled to Wisbech in Cambridgeshire. The town stands on the River Nene, almost twelve miles from the sea. At one time the sea was only four miles away. Still active as a port, Wisbech is the centre of the agricultural and flower growing industries of the Fenlands.

Some notable people were born in Wisbech, such as Thomas Clarkson (1760 – 1846) one of the earliest advocates of the abolishment of the slave trade in Africa. Octavia Hill, a founding member of the National Trust, was born here in 1838. Elgood's Brewery is a well regarded local company. A visit to the Wisbech and Fenland Museum is a 'must'. The museum has all the charms of its original Victorian design, yet fits delightfully into today's Wisbech. Inside is Charles Dickens's manuscript for *Great Expectations*, alongside Napoleon's breakfast service, captured at Waterloo. The death masks of famous people such as Oliver Cromwell, Izaak Newton, Keats the poet and Lord Brougham (the Brougham coach was named after him) are also on show.

A good day was had by all.

Colin Rowland

29 August 2012

A VISIT TO WREST PARK AND ST NEOTS

This was Alan Clayton's 39th day visit for Beeston & District Local History Society and one of the most interesting.

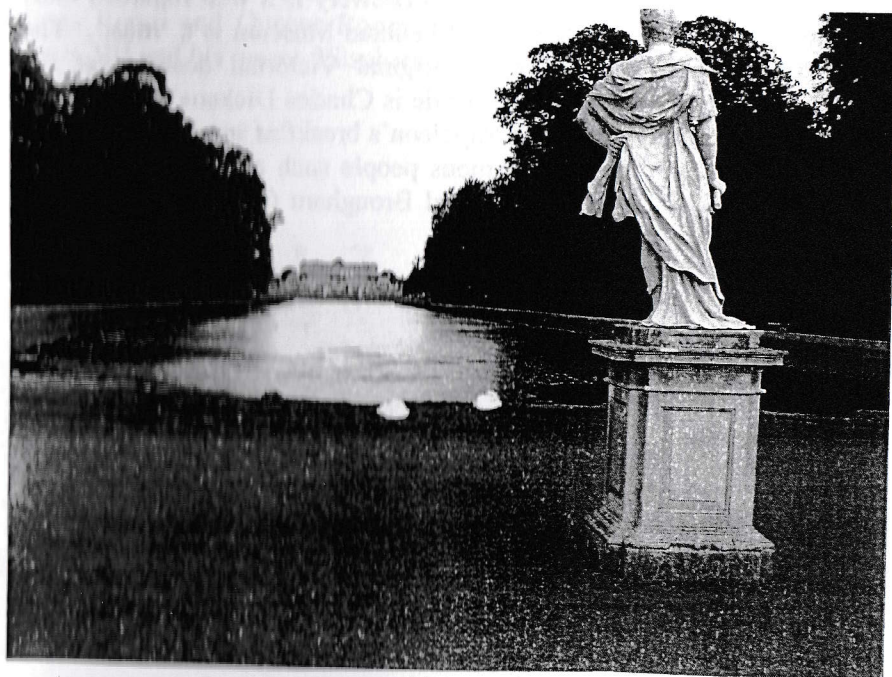
Wrest Park is situated between Bedford and Luton in rather flat countryside, making this elegant French style mansion and 90 acre landscaped park a total contrast. The present house was built in the 1830s by Thomas, 2nd Earl de Grey, a gifted amateur architect, and replaced an earlier house that was demolished.

At this time much of the garden and park had already been laid out, partly by Capability Brown in the 1760s. From the terrace in front of the house, the gardens stretch into the distance, past French parterre gardens, through an avenue of small trees, to an elegant fountain with marble statues, then to a long rectangular lake and, finally, to a domed pavilion. This pavilion was sometimes used for hunting parties and occasional suppers.

On either side among the trees, as you walked along the main avenue, there were glimpses of statues and inviting pathways. If you

followed one of these pathways, you would arrive at a small clearing, sometimes with a statue or small ornate building, or it would open out into a larger area with another grand pavilion.

The restored Orangery provided a shelter from the heavy rain that was now falling, where one could visualise the orange trees, imported from France, that once filled the building. Close by was the thatched bath house with a patterned pebble floor and across the park was the dairy, with chequerboard marble floor and coloured windows, where the ladies would 'play' at being dairy maids for the day.



A statue of King William IV overlooking the long pool at Wrest Park with the mansion in the distance

Only the ground floor of the house was open, but the accessible rooms are very grand, with beautifully decorated and painted ceilings. A display room gives a pictorial history of Wrest Park and the de Grey family, who lived here for some 650 years.

In the 1930s many parts of the garden and park fell into neglect and, from 1939, the house was used by the Sun Insurance Company as its headquarters. After the war ended, an Agricultural Institute used the house and park, ploughing up the gardens to grow vegetables. They left in 2009, when English Heritage purchased the hall and parkland and started on a 20 year programme of restoration, with the aim of bringing the house and gardens back to their former glory, much of which has already been achieved.

Our second destination, some 40 minutes' drive away, was St Neots, now the largest town in Cambridgeshire. As the rain continued, the town's museum provided a worthwhile shelter. It occupies the Victorian police station and magistrates' court, immediately obvious as you walk in past the old prison cells. Information boards reminded us that there was no police force in the 1850s and that youth crime is nothing new.

The following rooms gave a picture history of the River Ouse valley from ancient times. St Neots grew up round a Benedictine Priory, and a market charter was granted in 1137. The river was used for transport and water mills. Merchants set up businesses, such as corn milling and brewing, and the town expanded, later catering for the stage coach business from the nearby Great North Road.

In 1851 the Great Northern Railway came through St Neots to London. This gave the townspeople the chance to travel, not only to London, but to Skegness for a breath of sea air.

There were many other exhibits showing local life in the past and up to present times. School life was shown, complete with a Victorian school desk with bench seat, and writing slate.

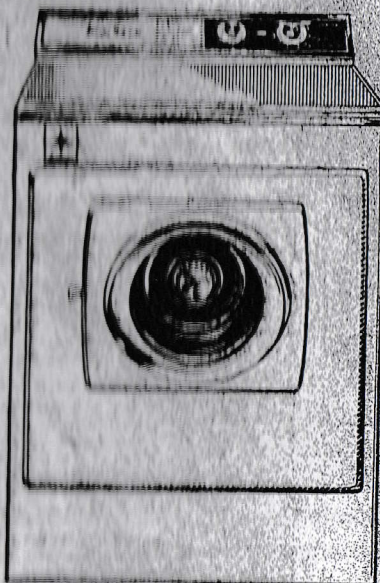
Of interest in 1935 was the birth in St Neots of the first quads in Britain to survive, thanks initially to sponsorship from Cow & Gate milk!

A cup of tea and biscuits, served by the museum ladies, was very welcome and, as the rain had finally stopped, there was chance for a very quick look at some of the interesting old buildings in the town, before returning to the coach. Then it was back to Nottingham and, in keeping with Alan's weather 'magic', the sun came out, to end a very enjoyable day.

John Hatfield

THE NEW LIBERATOR

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ALBERT STREET :: STAPLEFORD

The Ilkeston Leader
Saturday 8th June 1861.

Stealing eggs. A lad named George Barnes was charged with stealing a number of eggs, the property of Mr Piggin, at Stapleford, his employer. The prosecutor had missed eggs on various occasions, and, prisoner being suspected, some were marked and placed in the stable. Shortly afterwards they were found on prisoner's person, and he was given in custody. Prosecutor said he did not wish to press the case severely, and prisoner was sentenced to 14 days imprisonment with hard labour.

May 9th 1861

Henry Barton was ordered to 20s for being drunk and disorderly at Stapleford on 27th April. Joseph Wingfield to pay 10/- for being drunk and disorderly at Beeston on 28th April. Samuel Parkes was adjudged to pay 15/- for being found asleep in a cart at Radford on 27th April. He was drunk.

A few days ago a hen belonging to Mr John Pearson, farmer of Stapleford, produced 2 eggs, one of which weighed 3and ½ ounces and the other 4 ounces. Mr Kerry of Stapleford has one of the monster eggs on display view and it is considered a great curiosity by those who have seen it.

28th July 1861.

Club Anniversary. At Stapleford on Monday last, the Pilgrim's Rest Lodge, No 445, of the Manchester Order of Independents, assembled at the Warren Arms Inn, and the members walked in procession around the Village, headed by the Ilkeston Erewash Valley Rifle band, to the Parish Church, where an appropriate discourse was delivered by the Rev. W.R. Almond, Vicar. After service, they repaired to the clubroom, where a sumptuous dinner was provided by the worthy hostess, Mrs Barton. About 70 sat down, and the remainder of the day was spent harmoniously.

15th June 1861.

Census details

Table III.

Populations of England and Wales.

1801	1811	1821	1831	1841	1851
9,156,171	10,454,529	12,172,664	14,051,986	16,035,198	18,054,170
1861					
20,223,746					

Slightly different to today.

Notts. Constabulary.

**ENFORCEMENT OF GENERAL SPEED LIMIT OF 30 MILES AN HOUR
 IN BUILT UP AREAS.**

The Chief Constable of Nottinghamshire desires to remind drivers of private motor vehicles that the speed limit of 30 miles an hour in built-up areas will come into force on the 18th March.

The Act provides that "It shall not be lawful for any person to drive a motor vehicle on a road in a built-up area at a speed exceeding 30 miles an hour," and the Chief Constable hopes that drivers will respect this limit, remembering that it has been imposed by Parliament after full consideration in the light of present-day traffic conditions and with a view to lessen the possibility of accidents.

While the Chief Constable counts on general observance it will of course be the duty of the Police to deal with any breaches of the law, if and when they arise, and the Chief Constable desires that the public shall know beforehand the nature of the steps that will be taken.

A number of police cars and motor-cycle combinations will be employed on patrol and will from time to time be travelling at a speed of 30 miles an hour. Any car overtaking a vehicle proceeding at that speed will be infringing the law, and action will have to be taken by the Police accordingly.

The cars used by the Police will be of varied colours and types – saloon, tourer and commercial. Additional vehicles have been specially enlisted to supplement the ordinary fleet. The officers in all these vehicles may be in plain clothes. The position will thus be that a driver who overtakes *any vehicle* which is travelling at 30 miles an hour will be apt to find that the vehicle is a Police vehicle. Drivers who are found to be infringing the law will be signalled to stop.

Excessive speed will also be detected by the methods at present employed in the case of commercial vehicles, viz; by the existing fixed controls and by the following of offending cars by Police vehicles. Drivers will realise therefore that, in any part of Nottinghamshire and in any circumstances, excessive speed is likely to be quickly detected and dealt with by the Police.

In view of the publicity which has been given to the introduction of the 30 miles per hour speed limit in built-up areas, and the general warning which is now being given with regard to the Police arrangements, pleas of ignorance on the part of drivers cannot be reasonably entertained; and for that reason there will be no cautionary letters or verbal warnings. Cases of infringement which are reported by the Police will be dealt with by summons.

Road signs will be erected to denote where the 30 miles per hour speed limit commences and ends.

Shirehall, Nottingham.

Interesting letters, and articles, from the Bradford Observer in March 1887
regarding the silk trade.

10 Mackinnon Street
Rochdale.
24.3.1887

Geo Healey Esq.

Dear Sir

I enclose cutting from the Bradford Observer of this date.
This is intended by the Spinners and Merchants to draw Lister.
When his reply appears, I will see that you get it.

Yours Respectfully
Geo: Webster.

The cutting:

MR. S.C. LISTER AND THE SILK TRADE.
TO THE EDITOR OF THE BRADFORD OBSERVER.

Sir, -- With reference to the accounts which have appeared in the Bradford Observer and other papers recently concerning Mr. S.C. Lister and his connection with the spun silk industry, we venture to ask the following questions: - (1) Seeing that there are some firms (or their predecessors) who have been engaged in the spinning waste silks for nearly 100 years, how is it that Mr. Lister can be said to be the introducer of this branch of trade? (2) Inasmuch as some are now living who over fifty years ago worked the waste silks of India, can it be explained how Mr. Lister was the first to introduce the use of this material? (3) What is the quality of waste silk that Mr. Lister purchased originally at ½d? per lb? We ask these questions without the slightest desire to throw any doubt upon the services that Mr. Lister has conferred upon the branch of industry in which he is engaged, but we feel that it would be more satisfactory if some explanation of the above should be given. - We are, &c.,

THE SILK CLUB

Victoria Hotel, Manchester, March 22nd, 1887.

10 Mackinnon Street
Rochdale.
28th March 1887

Dear Sir

I enclose cutting from the Bradford Observer of this date.

From Mr Lister's reply he seems to admit the gentle impeachment, only it does not come with a good grace now. Why did he not tell the Society of Arts the whole truth when he got their gold medal? And not require to be compelled to do so!

The patent combing machine has not been a success as by his own admission the old rude and crude machine has been hard to beat, and in point of fact more than holds its own today.

Nobody wishes to deprive him of his invention but it is altogether a different thing to laying claim to the introduction of the waste silk spinning as a new industry, into England in 1857, 1859.

The 'Blarney' to his friends of the Silk Club can easily be seen through.

We may see, perhaps, that the Society of Arts will correct the terms on which they granted Mr L. their gold medal as indicated in the P.S. to his letters, but of this I am doubtful.

Yours Respectfully
Geo. Webster.

Geo Healey Esq.
Windermere.

The cutting:

CORRESPONDENCE

MR S.C. LISTER AND THE WASTE SILK TRADE.
TO THE EDITOR OF THE BRADFORD OBSERVER.

Sir, - Allow me to reply to the queries of my friends of the Silk Club, published in your issue of Thursday.

It would just be as true for someone to say that he was the first to use pig iron as for me to say that I was the first to utilise silk waste. All silk-producing nations have from time immemorial used their waste silk of the better class with more or less skill, and do so now. It is nothing but our superior machinery and mode of treatment that enable us to pay a higher price than the native user, and that cause it to come to our markets. With regard to its use in England, I should imagine - although I have no positive data - that it would be about the time I was born, say some seventy or eighty years ago, when it was first spun by machinery in this country, I remember well the first time that I saw anything of the kind was at Messrs. Holdforth's mill in Leeds - I think in 1846.

Having at that time gained some notoriety in wool-combing, Mr Holdforth asked me to come over and see his silk-dressing machine, and to improve it if I could. I thought then, and still think, that it was one of the rudest and crudest of machines, but, as I know to my cost, very bad to beat. I had no idea, when examining it carefully for the first time, of the long years of toil and trouble, and the ruinous sums it would cost me before I should be able to master it – and I am not so sure that I have succeeded even now, after forty years (that is, for all sorts) – but I can, at any rate, say that I have, so far as I know, invented and patented the first self-acting dressing machine, with plenty of room for improvement for those who may come after me, as consider my working days are now over.

Then, as to the waste silks of India, I believe that Messrs. Holdforth were using at the time I visited their works the J.R.W. chassum, known as European filature, and I have not doubt other people were also; but the waste silk that cost me so much time, trouble, and expense to use profitably was the native, filature chassum. The late Mr. Spensley, who, no doubt, will be remembered by many members of the club as being one of the chief waste silk brokers, first called by attention to it – that would be about 1857 – and he said laughing that they had tried to use it as manure, but that it would not rot. At the time I had no knowledge of silk waste, and to my inexperienced eyes it looked more like oakum than anything else. However, after some experiments, I bought a few trial bales, say thirty or forty, at ½d. per pound, and afterwards cleared the lot at 1d. to 1½d. Years afterwards, when I had perfected my machinery at a vast cost, I had almost the entire trade in my hands, and imported regularly, year after year, several thousand bales – in fact, at that time I scarcely used anything else – and now I scarcely use a bale. It all goes abroad, where all our trade will eventually go. Long hours, cheap labour, and hostile tariffs will tell more and more as time goes on. There were two reasons why the trade could not and did not use native filature chassum, and other low wastes; and the same may be said even to this day, although not to the same extent. First, at that time good waste was so cheap, and the cost of dressing low materials so high, that it did not pay with the ordinary machinery, and required special machinery invented and constructed before it could be used with profit. Then again, supposing it could have been dressed at that time with the comparatively rude gill boxes then in use, no one could make level yarn from it. The interesting gill – the invention of my last partner, Mr Warburton – has changed all that, and made it now comparatively easy, whereas, when the sliver of combed native chassum was drawn from my patent silk-combing machine, it was as level as a roving, and no one in Europe could or did make any yarn comparable to it. When Manningham Mills were burned down, in 1872, I think I had orders for a year's production.

The raw material was costing me from 6d. to 1s. 2d. and I was selling on the Rhine twofold 60's for 24s, per pound. My respected friends at the Silk Club, we should all like those very pleasant and prosperous days to come back again, but, alas, I am afraid they will never, in these evil days the raw material is double the prices, and the yarn less than one-half, and if there be any profit at all, it goes to the foreigner. In conclusion, let me say I sincerely wish prosperity to the club and the trade. – I am, &c.,

S. CUNLIFFE LISTER.

Swinton, March 26th 1887.

P.S. – I suppose that the reason of the Silk Club asking for explanations arises from the terms in which the Albert medal was awarded to me; but I had nothing to do with that, as I was ill in bed at the time, I quite agree in thinking that some alteration ought to be made more in consonance with the facts, and I shall endeavour to have such alteration made by the Council of the Society of Arts, as I have not the slightest wish to have accorded to me that to which I am not fairly entitled.

Editor.

VICTORY, STAPLEFORD

Sunday: "Mam-selle Striptease" (Brigitte Bardot). A daring and provoking film starring France's immortal sex-kitten.

Monday to Wednesday: "In Search of the Castaways" (Maurice Chevalier, Hayley Mills, George Sanders, Wilfred Hyde White). Entertainment for all the family. A going-away party for a wealthy shipping magnate is interrupted by teenage Mary Grant, her young brother, and a French scientist, who has found a note revealing the whereabouts of the children's father, who vanished mysteriously two years before.

Thursday to Saturday: "She" (Ursula Andress). Rider Haggard's thrilling tale of the Middle East. It is 1918. The war is over, and three Englishmen are boisterously celebrating in a back street Jerusalem night club. Then begins an adventure which is to change their lives. A beautiful half-caste girl enters the club and sits alone at a table, thus beginning a fantastic pattern of events. To-day: "The Train."

BANKFIELD HOMES

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Agents for Provincial Building Society

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We are able to offer New Houses and Bungalows for early occupation in most districts. Our comprehensive brochure gives plans and full details of all types under construction. In most cases variations can be incorporated to suit purchasers' individual requirements. All Properties offered include:—

- (a) Road Charges.
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MOORLANDS, Curzon Street, Long Eaton

TWO ONLY.—Semi-Detached Chalet Houses. Three Bedroom, fitted Kitchen, large Lounge/Dining Room, Domestic Boiler, Tarmacadam Driveway and Paths. Available November £2,975

CAVENDISH ROAD, Long Eaton.

A select development of Five Houses centrally situated.

ONE ONLY. — Detached Three Bedroom House with Brick Built Garage, Fitted Kitchen, Early occupation possible £3,450

TWO ONLY. — Semi-Detached Houses with Garage, two Double Bedrooms with fitted wardrobes, one single, Through Lounge/ Dining Room, Spacious Hall £3,150

WESTON CRESCENT, Sawley, Long Eaton.

Three Bedroom Detached Houses with Lounge/Dining Room, fully fitted Kitchen, Garage Space £3,200

WESTERLANDS, Toton Lane, STAPLEFORD

IMMEDIATE OCCUPATION

Detached Three Bedroom Double Fronted House. Large Fitted Kitchen, Lounge, Dining Room, Bathroom with modern low suite, Brick Built Garage, FULL GAS FIRED CENTRAL HEATING IN ALL ROOMS £4,850.

IMMEDIATE OCCUPATION

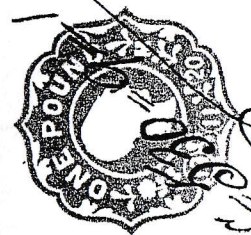
Three Bedroom Detached Modern House. Large Lounge/Dining Room, separate Bathroom and W.C. Fully Fitted Kitchen. Full Gas Fired Central Heating in all rooms, Brick Built Garage. £3,775

Now in the course of construction a Two Bedroomed Split Level Bungalow, Large Lounge/Dining Area, Fitted Luxury Kitchen, Bathroom with modern suite, Double Garage. Full Gas Fired Central Heating System, Tarmacadam Driveway and Paths, Landscaped Front Garden £4,950

For superior Houses this development will certainly have something to offer. There are seven different designs available, all include Garages and landscaped front garden. Full Gas Fired Central Heating. From £3,775 to £5,000.

ALL HOUSES MAY BE ADAPTED TO SUIT PURCHASERS' REQUIREMENTS

*Inventory and Valuation of
the Fittings, Settings, Furniture,
Trade Utensils, Stock and
Licence at the "Elephant & Castle"
Brands Gate, c. Nottingham from
Miss. A. C. Holchouse to Mr.
Richard Goodson*



Statement.

Total Valuation £518: 14: 5.
 Proportion of Licence 5: 10: 0.
 Poor & District Rates 6: 4: 8
 Paid to Sep 30th 1920

£530: 9: 1

Albert J. Smith
 Licensed appraiser
 Nottingham

10 Aug 1920

Fixtures 358 0 0
 Clock 160 14 5
 £518 14 5

of the undersigned having carefully
 examined the articles as set forth
 in this Inventory, Do Value the same
at five hundred and thirty
pounds, nine shillings and
one penny.
 Albert J. Smith
 Licensed Appraiser
 Nottingham

NEW SERVICE TO SCARBOROUGH BRIDLINGTON AND FILEY

Dep. LONG EATON (Scala) - - at 7.50 a.m.
Dep. SANDIACRE (Red Lion) - - at 7.57 a.m.
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**EVERY FRIDAY, SATURDAY,
SUNDAY AND MONDAY**
DAY RETURN FARES are available on Fridays,
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Long Eaton to—
Scarborough 22/6, Bridlington 21/0, Filey 22/6
Sandiacre to—
Scarborough 22/6, Bridlington 21/0, Filey 22/6
Stapleford to—
Scarborough 22/0, Bridlington 20/6, Filey 22/0

PLEASE BOOK IN ADVANCE AT:
Long Eaton: Long Eaton Co-op Travel; Faulkner's Travel;
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Sandiacre: Sandiacre Press. Stapleford: Faulkner's Travel.

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Stapleford and Sandiacre News.
12th July 1963.
Courtesy of Alan Clayton.

TRIPS BY TRAIN

SUNDAY 14th JULY

SKEGNESS 14/6
STAPLEFORD & S. dep. 9.48 a.m.
LONG EATON dep. 9.54 a.m.
Return 6.25 p.m.
Light Refreshments available

DUDLEY ZOO 8/3*
SAWLEY JUNCTION dep. 10.51 a.m.
Dudley arrive 12.38 p.m.
Return 6 p.m.

*—Reduced admission tickets to the Zoo.
Adults 2/6. Children 1/2. may be purchased
at Booking Office when booking rail tickets.

MONDAYS TO FRIDAYS (Except 5th August)

Day Trips to
LEEDS 19/6
BRADFORD 22/0
YORK 22/0
Return by any train same day.

ATTENBOROUGH dep. 8.9 a.m.
LONG EATON dep. 8.16 a.m.
*STAPLEFORD & S. dep. 8.20 a.m.
*STANTON GATE dep. 8.23 a.m.
*—Lower fares from these stations.

Change at Sheffield Midland
Return by any train same day.

EVERY SUNDAY

LONDON 32/6
SAWLEY JUNCTION dep. 7.42 a.m.
TRENT dep. 7.47 a.m.
London St. Pancras arrive 10.50 a.m.
Return 9+20 p.m. for both stations 12.5 a.m.
for Trent only.
+—Change at Nottingham.

QUICK GUIDE TO DECIMAL BUS FARES

On Sunday next, both Nottingham City Transport and Trent Motor Traction Company Ltd., switch to decimal fares—D-Day plus six.

In order to assist our readers, and in particular, the aged, a conversion table of popular fares showing the old currency and new decimal equivalent, is given below.

The old 1s. 6d. fare is now 7½p.; the 1s. 3d. has become 6p., and the shilling fare is now 5p. Below those figures are 4p. (old 9d.), 2½p. (6d.), and 1p. (3d.).

City Transport is the only major undertaking in the area to use ½p. in their revised fares.

From Sunday next, the easiest way to pay bus fares is by tendering the exact amount in the new decimal coinage.

If, however, you wish to use up old money, hand over **more** than your fare in multiples of 6d. (2½p.). Change will then be handed to you in decimal coins.

Beeston Gazette and Echo.
19th February 1971.
Courtesy of Alan Clayton.

Stapleford and Sandiacre Residents Warned

STAPLEFORD AND SANDIACRE PEOPLE WHO HAVE NOT TAKEN OUT LICENCES FOR THEIR RADIO AND TELEVISION SETS HAD BETTER DO SO QUICKLY.

The G.P.O. has announced that extensive patrols throughout the Nottingham area are to be made by a television detector car, in addition to other intensive inquiries into unlicensed sets.

In addition to the Sandiacre and Stapleford areas, the G.P.O. inquiries will also be made in Trowell and Stanton-by-Dale and neighbouring districts.

Mr. M. W. Andrews, the Nottingham Head Postmaster, states that despite publicity in the Press, inquiries have so far made it necessary to take proceedings against no fewer than 1,030 unlicensed users in the Nottingham area since September

1963 and 490 in the past 12 months.

Fines of up to £10 have been imposed in a number of cases. Costs and witnesses' expenses have also been awarded where inquiries have been unnecessarily prolonged.

Many users have been under the impression that a licence is not required for a rented or slot television receiver, or for transistor radios. Alternatively, that a licence is obtained by the dealer with the proceeds of clearance from slot meters.

This is not so, says the G.P.O., and no exception can be made for any user advancing these reasons as an explanation for not obtaining a licence.

EYESORE

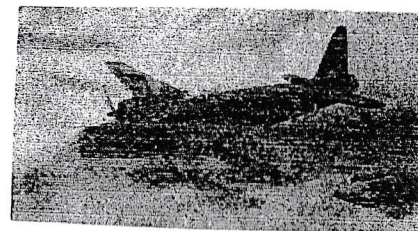
It's amazing what you can lose if you try hard enough. Who is the owner of the derelict car parked forlornly by the side of the new Stapleford and Sandiacre by-pass? For some weeks now the old wreck has been put out to grass on a lay-by about halfway down the road, and it seems hardly likely that the owner could be that absent-minded.

A more plausible story, substantiated by the fact that both the engine and the number plates have been carefully removed, is that someone too lazy to dispose of it properly or too mean to pay someone else to do so, has driven it to the nearest convenient place — the by-pass — and left it there.

The question now, of course, is whether its removal is anybody's responsibility. Or will this eyesore gradually become an accepted part of the landscape?

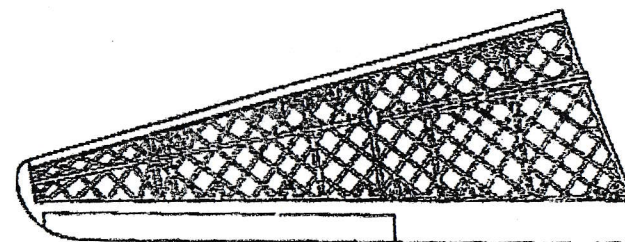
My Wartime Memories by Gladys Emerson.

During the war I used to cycle 16 miles a day to work at the Vickers Armstrong's aircraft factory in Weybridge, Surrey where Wellington bombers were made.



A Wellington bomber

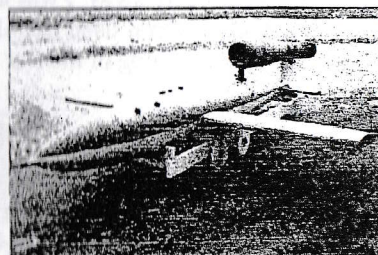
I was in the canteen one day about 1pm, my friend had gone back to work, and we used to 'clock in' in the machine shop when all of a sudden we heard loud explosions and the building shuddered. Of course we were being bombed! People rushed to the exits to get out but I crept under a canteen table to protect myself. No air-raid warning had sounded, which would have given us a chance to go to the nearby shelters under the sand hills. We had received a direct hit on the machine shop and sadly my friend was killed. We were told later that the German bombers had come out of the clouds and seen the sun shining on the windscreens of cars parked in the car park which gave the factory away. I was asked if I would go back to sort out the 'geodetics' and 'stays', material used to build parts of the dear old Wellington, but I was too scared. My christening of the war.



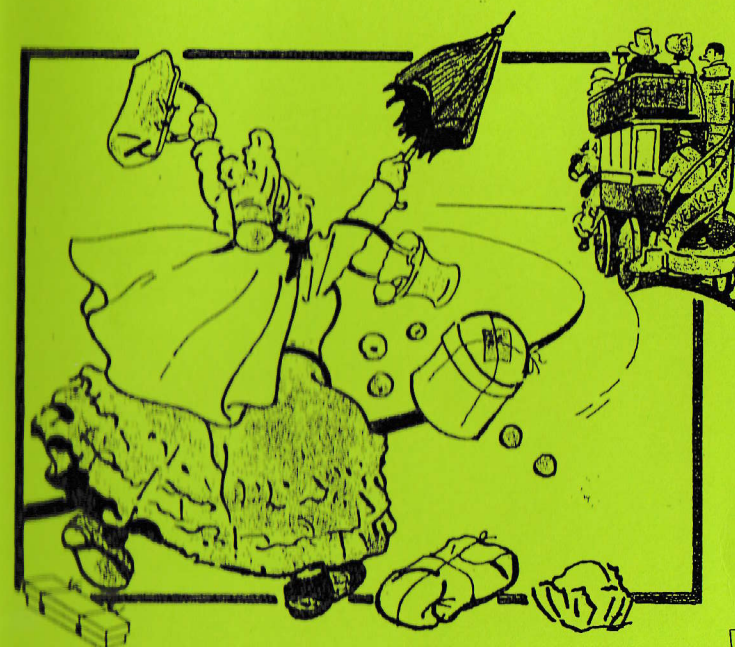
The 'Geodetic' construction of a Wellington wing.

My next job was as a VAD (Voluntary Aid Detachments) at a school clinic in Ashford Common, Middlesex, which was being used as a first aid post. It consisted of a large hall with camp beds lining the walls, a long corridor, and then on the other side was an operating theatre, dental room and a room with a bath for treating scabies cases, (an infectious skin disorder). I passed my First Aid, Advanced First Aid and received my Home Nursing and Anti Gas certificates in 4 months. I was elated, I had gained my Red Cross to wear on my uniform, and I felt so proud.

One night we heard a loud whistling noise. Mr. Mon, a health inspector told us it was only a flare which the Germans dropped to light up the area. We then heard a loud noise, it was a 1000lb unexploded time bomb which made a huge hole in the school playground. The Queen Mary reservoir was nearby and we used to dread moonlit nights as the German bombers could see the water glistening and drop their bombs. 'Ack Ack, (anti-aircraft) gunners used to protect the site as it supplied London with water. We used to watch the dog-fights, Spitfires and German fighters spinning and diving in all directions, a glittering and magnificent sight, they were so brave. During the Battle of Britain you could see a red glow in the sky as the docks were on fire in London. Air raids were day and night, we thought it would never end but people were full of courage and so much 'together', we weren't going to let Hitler get us down! Of course it was not all 'gloom and doom', I met my husband at this time. He was a soldier in the R.E.M.E. (Royal, Electrical and Mechanical Engineers) regiment. We used to go to the 'Threepenny Hops', which were dances held at the Ex-servicemen's Hall. Kempton Park racecourse was used as barracks for different regiments and later as a prisoner of war camp. Entertainers used to entertain the troops, I remember Jesse Mathews used to sing. I came up to Nottingham when the 'Doodle bugs', (V1 flying bombs) started as I had a small baby and sleeping under a table shelter, like an iron cage, was too much with a baby. My thoughts when I came to Nottingham, were, what a lovely city with its beautiful old buildings. I have been here ever since.



Doodle bug (Flying bomb)



• WHEN • MOTHER • STOPS • THE • BUS •

S. TAYLOR
Spendon 1908

From the autograph book of Beatrice Brooks - 1900 - 1920

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At any other time please apply to the Chairman

Stapleford Town Trail	£1.00
Stapleford Tea Towels	£2.95
Leather bookmarks	£0.80
Local views – framed	priced individually
Local views – cards with envelopes	£1.00
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Full colour illustrated maps of Stapleford + Borlase Warren
Coat of Arms in gold frames (produced to order) £14.00
Society Newsletters – some back copies available at reduced
prices

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NEWSLETTER EDITOR – Malcolm Jarvis - 0115-932 3457
CHAIRMAN/SECRETARY– Barbara Brooke 0115-939 4979
TREASURER – Pat Hodgkiss – 0115-939 5273

**The deadline for submission of items for the next Spring
2013 issue of the Newsletter is 31 March 2013.
Material can be given to any of the above named.
This is YOUR newsletter! We'd love to hear from you!**

Front cover:
Corner of Victoria Street and Derby Road,
now the Co-op car park