ERRATUM

PAGE 10, following, "This example is from Sproxton"; see pages 8-9, beginning Good Mister and Good Mistress.

The 'Leicestershire Historian', which is published each spring and autumn, is the magazine of the Leicestershire Local History Council, and is distributed free to members. The Council exists to bring local history to the doorstep of all interested people in Leicester and Leicestershire, to act as a co-ordinating body between the various existing Societies and to promote the advancement of local history studies. It arranges talks and discussions, encourages the pursuit of active research and project work, supports local history exhibitions and has a programme of events for its members. If you would like to become a member please contact the Secretary, whose name and address appears on the inside back cover.
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The Editors greatly regret that the appearance of this issue of the *Leicestershire Historian* has been so delayed. The illustration on the front cover will instantly be recognised by many readers as the old furnace at Moira, about which Mrs M Palmer writes in this issue. The article on the early history of the Leicestershire Constabulary by Mr C R Stanley first appeared in 'The Loughborough and Shepshed Echo' on 20th August 1954, and we gratefully acknowledge the permission of the Editor of that newspaper to reprint this account.
This year marks the Diamond Jubilee of the first round Britain Air Race, over a circuit of one thousand miles organised by the Daily Mail.

The race started on Saturday 22 July 1911 and of the thirty competitors who had entered, twenty one attempted to start on the first stage from Brooklands to Hendon, a distance of twenty miles. ‘Beaumont’ (the racing name of the Frenchman, Lt. De Cononeau) the winner of the European Circuit race, was the first to start; flying a Bleriot monoplane, he accomplished the journey in twenty minutes, thirty three seconds.

The fastest time was achieved by another Frenchman M. Jules Vedriones in a Morane-Borel monoplane, who flew the distance in nineteen minutes forty seconds, a speed of just over sixty miles per hour. M. Gustav Hamel, also in a Bleriot monoplane, recorded the fastest time of the English competitors, coming third in twenty-one minutes, forty six seconds, and another Englishman, Mr J Valentine, was fourth. Two planes were smashed, and although two or three were forced to land at suitable spots along the route, seventeen eventually arrived at Hendon.

The next stage, from Hendon to Edinburgh, with compulsory descents at the controls at Harrogate and Newcastle upon Tyne, was not due to start until early on the Monday morning.

When it became known that several competitors intended alighting on the Polo ground at Brentingby, near Melton Mowbray, for the purpose of refuelling, it provoked tremendous excitement in the East Midlands. Before daylight crowds were leaving Leicester and the surrounding villages and hastening eastwards to the rendezvous, and as dawn broke most of the inhabitants of Melton were astir and eager to get to a vantage point that would give them their first sight of an aeroplane. By five a.m. one of the biggest crowds, if not the biggest, ever seen in this locality was gathered on and around the Polo ground. My brothers and I were up soon after half past three, and after a hurried breakfast set off across the fields until we arrived at a place where the ground sloped down to the landing field and would give us a clear view of all that would be taking place, and here we waited and watched.

It was a glorious July morning, the early mist had dispersed and the sun shone brightly in the clear blue sky. Just before five fifteen a black speck appeared in the sky away to the south east and a cry went up ‘There it is’. It was a false alarm, and
proved to be only an early bird. A very few minutes later, Vedriones' monoplane was sighted and the waiting crowd had their first sight of a flying machine. He flew directly overhead and the hum of the motor could be heard very distinctly, a fact upon which many commented; Beaumont followed closely behind him. It is almost impossible in these days of Jumbo Jets and Concorde to convey adequately the thrill and excitement that were aroused by seeing these two tiny aeroplanes in the sky together.

Hamel arrived in view at 5 37 a.m., some distance off course, passing almost over the town. It was evident he was in difficulties; he decided to descend owing to a broken inlet valve, and landed in Freeboroughs field near the Isolation Hospital on the Scalford Road where repairs were effected and he was able to resume his flight shortly after 10 a.m.

Meanwhile, much was happening on the ground at Brentingby. The officials of the Polo Club, hoping to make a nice income, had roped off one side of the large level playing area and made a charge for admission to the enclosure. But when at six minutes past six it was seen that a plane was about to land the excitement and the enthusiasm of the crowd outdid all restrictions. Those of us on the ridge rushed down to join the crowd on the landing field and officials and policemen were powerless to prevent us surging into the enclosure. An eyewitness thus described the landing (probably the first on Leicestershire soil): 'Mr C Howard Pixton's 'Bumble Bee' planed beautifully on the level turf and with scarcely a tremour of the frame upon the running wheels touching the turf, it ran a dozen yards or so and came to a complete standstill.'

Everyone rushed across the intervening ground not only to congratulate the airman, but as far as possible to examine the marvellous piece of mechanism which had dropped him into their midst from a point between 80 and 90 miles away. Mechanics of the British and Colonial Aeroplane Company of Bristol, to whom the plane belonged, quickly replenished the petrol tanks (a small fruiterer's dray loaded with thirty or forty two-gallon cans of petrol was drawn up close at hand.) Whilst this was being done a sudden inspiration appeared to seize those within the immediate proximity of the plane, and that was to inscribe their names, and in many cases addresses, on the canvas, and the aeroplane when it left again must have carried a lot of lead away in addition to its ordinary weight.

Pixton took off again at 6 20 a.m. He asked some of the bystanders to hold on to the wings whilst he took hold of the top of the propeller blade and started to swing it. After a few swings the engine started and he climbed into his seat, which had no protection whatsoever from the elements, and after revving the motor up, signalled
to his helpers to release their hold, and away he went. Not all the competitors were so fortunate. Mr C P Pizey who landed at 7 a.m. had been delayed due to the fact that on reaching Oakham he had fancied he was at Melton and in searching for a landing place, twice made a circuit of the town before discovering his error and coming on to Brentingby. After refuelling he had trouble with his engine and had considerable difficulty in restarting. It was not until 7 45 a.m. that he managed to take off, and in doing so, his plane caught the polo score board and he crashed heavily damaging a wheel and other parts.

With so much to see, and so many thrilling and entirely novel events taking place, it is quite understandable that of the hundreds of boy and girl spectators, scarcely one of them was conscious of the fact that 9 o’clock and school time was approaching. In fact when the schools opened so few children presented themselves that at 9 15 a.m. it was decided to close them all for the day.

Aeroplanes continued to land and fly over at intervals all through the day. One whom we saw passing over was Mr Samuel Franklin Cody, a British aviator, born in the U.S.A. but a naturalised British subject. He was the first man to fly in Great Britain, making a flight of twenty seven minutes in October 1908, in the first practical British flying machine, of his own make. He was killed while flying in 1913.

Mr. Olivier de Montalent landed at 11 a.m. replenished and on trying to take off found the air currents were not to his liking and decided to wait and did not leave until 4 13 p.m. At 2 p.m. the American Mr C T Weyman in his Nieuport monoplane flew over without landing, anxious to make up for lost time. It was not until 7 45 p.m. that the last plane of the day soared away out of sight, bringing to an end one of the most exciting and memorable days of my life. It was ironic that the only serious accident of the day did not involve any of the aviators or the spectators on the ground. A horse attached to a milk float containing several children bolted and dashed into a crowd of people returning home from Brentingby. Six people, including children, were badly hurt and two cyclists were knocked down, and the driver of another vehicle with which the milk float collided had a fractured thigh.

Between 5 and 6 on Tuesday morning the last competitor Mr H J D Astley in a Birdling monoplane flew over almost unnoticed, having been fog-bound at Irthlingborough near Kettering.

In the meanwhile Vedriones had reached Edinburgh a distance of 343 miles from Hendon, at twenty five seconds before 11 p.m. on Monday, having taken 7 hours for the flight. Beaumont’s time was 7 hours 18 minutes and Valentine who arrived
at 4 a.m. was third; Cody came to grief near Durham, but was later able to continue, as did Gustav Hamel. These were the only competitors still in the race.

On Tuesday evening Beaumont and Vedriones both reached Bristol safely, having flown since early morning by way of Stirling, Glasgow, Carlisle and Manchester. Beaumont was in the lead.

On Wednesday, the last day of the race, the competition between the two Frenchmen was intense. Beaumont left Bristol at 4 50 a.m., Vedriones two minutes later. Between Bristol and Exeter, Vedriones gained the lead and took off for Salisbury eighteen minutes ahead of his rival. However on the final stages from Salisbury Plain to Shoreham and thence to the finish at Brooklands the positions were again reversed, and Beaumont arrived first at seven minutes past 2 p.m. to claim the first prize of £1,000.

THE WOOING PLAY IN LEICESTERSHIRE

E C Cawte

It is a cold January evening, and there is a knock at the door. A farm worker stands outside and wants to come in. He recites a verse about some others outside, and is followed by several other men in various forms of fancy dress. Each has a few lines to say or sing as they tell a tale of a country wooing, the man enlists in the army, and the woman goes off with another man. Then two of them have an argument and one knocks the other down with a club. Someone calls for a doctor who pretends to bring the man to life again. There is almost no acting, just impassive recitation, and a few gestures to indicate the action. The performance ends with a song which appeals for food and money, and when they are given sixpence or so they go off to the next house, apparently well content.

This was seen at many a farmhouse in East Leicestershire and the neighbouring counties, at the turn of the century. The custom varied in detail from one area to another, but in many villages men went through the same routine at most of the houses, paying particular attention to farmers, landowners, and others who might be generous. They did this year after year, from time out of mind, until changing economic conditions made farms lose most of their labourers.

This custom is called the Wooing play by students, and is one of the types of Dramatic Ritual, one of the traditional seasonal customs. In Leicestershire, it was only known in the corner which is marked off by the A606 road from Nottingham
to Oakham, but it was also common in the east half of Nottinghamshire, much of Lincolnshire, and part of Rutland. It is related to the Hero-Combat play, sometimes called Guizers or Mummers, which is found in many parts of Great Britain, including most of Leicestershire. And it is also related to another Midlands custom, the Plough Monday procession, but that was known over a wider area, and (like the Hero-Combat play) was not known in the district of the Wooing play.

Probably two factors controlled the spread of the custom in Leicestershire. The young unmarried labourers who performed the play were hired by the year, and lodged in the farm house or with married workers. Next year a man might be miles away, and would perform the play in another village if it was familiar to his workmates. In all the Leicestershire villages which had the play farmers went to the Grantham May Fair to hire workers. Some of them also went to Melton Mowbray, but I have not yet found a village with a play which was out of reach of Grantham. In addition, some districts were mainly used for grazing; the exact areas varied from time to time as economic circumstances demanded ‘up horn, down corn’, or the reverse. At Saxby, near Melton Mowbray, for example, a plough was hardly seen this century until 1939, and even the term Plough Monday was unknown. Where there was no plough there can have been no ploughboys.

Plough Monday is usually the first Monday after Epiphany, which is 6th January, but in Leicestershire it was usually taken as the second Monday in January, and this was the special day for the Wooing play, though it might be performed any time after Christmas. The performers should all be Ploughboys, or Waggoners, the men who worked with horses on the farms; performers at Ab Kettleby who were ironstone miners in the later days sometimes had difficulty in being admitted because of this. At Skillington just over the Lincolnshire border one performer was unfit for farm work, and even so some people were loath to let them in. Apart from this the teams seem to have been welcome, it was part of the village year. A performer at Stonesby said ‘there used to be a bloke coming round wi’ a circus, (wi’ a monkey and a donkey and a dog and that were it), and there used to be the ploughboys, and we used to have two lots of Christmas singers, and then your village were done’, for the year, he meant.

The performers dressed as best they could to suit their parts. Tom Fool, who entered first, might wear a dunce’s cap and an old nightgown. The Recruiting Sergeant pinned three stripes to an army tunic, or borrowed a jacket from the village band, and tacked some coloured tape down the sides of his trousers. The Farmer’s Man dressed in his usual clothes, maybe decorated with a few ribbons, and at Branston and Stonesby he wore a strap across his chest with some horse brasses.
on it. The Lady (acted by a man) borrowed a woman's dress and shawl and a large hat. 'Ats was 'ats in those days you know, oh by guy they was and all, not like they are today'. The man with the club was usually called Beelzebub, or sometimes Threshing Blade though it makes little practical difference. He dressed in old, ragged, dirty, and patched clothes, blacked his face and carried a stocking stuffed with straw as a club. The Doctor tried to borrow a bowler or top hat, or a tailed coat. From some of the clearer descriptions an artist has made coloured drawings of the characters, and these were taken back to the villages for comment and correction. Some of them have been redrawn several times, for a picture stimulates a person's mind more than abstract questions, and we now have several illustrations which are easily recognised in the East Leicestershire villages. They are particularly useful because no photographs are known.

The texts are mostly in verse, and similar from village to village. The unusual feature is that much of the text was sung, and a number of the Leicestershire tunes have been recorded, but no text from the county has been printed. The performers introduce themselves one by one, for example at Stonesby:

In comes I the Recruiting Sergeant
I've arrived here just now,
I've had orders from the King
To 'list all young men that follow cart, horse, or plough,
Likewise tinkers, tailors, pedlers, nailers, all the more to my advance,
The more I hear the fiddle play, the better I can dance.

In comes I the Farmer's Man,
Don't you see my whip in hand?
As I go forth to plough the land
And turn it upside down.
And straight I go from end to end
And scarcely make a balk or bend,
And to my horses I attend
As they go marching round the end —
Gee, whoa, back!
And the Recruiting Sergeant sings:

Come all ye chaps that are bound for 'listing,

'List and do not be afraid, Your hat shall be neatly trimmed with ribbons, Likewise kiss that pretty fair maid.

1. Good master and good mistress as you sit round your fire, Just think of us poor ploughboys that work through mud and mire;

2. We're not the London actors that act upon the stage, We are just country ploughboys that work for little wage, We're not the London
very deep we travel far and near, We'll ask you for a Christmas box and a pitcher of your best beer.

We'll actors, I've told you so before. We'll wish you all good-night friends, and another happy New Year.

The Farmer's Man agrees to enlist, which upsets the Lady, and she agrees to marry the Fool, who invites his friends to the wedding, (for example at Sproxton):

What you like best you'd better bring with you. I don't know what you like best, some like fish, some like flesh, some like fruit and frummity; what me and my old gel likes best we're going to have.

What's that Tommy?

A barley chaff dumpling buttered with wool, cut up in slices, fit to choke an old bull. If your saucy old flats ain't satisfied with that, you'd better go without.

At Croxton Kerrial they had:

In comes I Hopper Joe,
I can reap and I can sow.

Beelzebub enters next at Knipton:

In comes I Beelzebub,
On my shoulder I carries my club,
Under my arm an old tin can,
Don't you think I'm a funny old man?
He challenges anyone to stand before him, and hits the Fool on the head with his club. Down he goes. At once there’s a call for a Doctor, and outside is heard:

Whoa boys, hold my horse’s head by the tail and mind he don’t kick you, he’s only a donkey. I’ll show you the bright side of a shilling when I come out again.

After some haggling, some tales of unlikely previous cures, and even less likely diagnoses, the victim is cured with a bottle of wiff-waff, or some epsy-doansum pills. Then all sing the final song; this example is from Sproxton:

It served to break a monotonous winter evening. It was not an exciting performance, but the Sproxton text has been played several times in the last few years by the Leicester Morris Men with considerable interest. There is more to it than its curiosity value. The illustrations brought out some peculiarities, such as the kind of whip which was only used by Waggoners, and something of the nature of farm life and employment. For students of folklore the Leicestershire information is detailed; only five song tunes from the wooing play have been printed before, and little has been known about the social background. For the musicologist, most of the tunes (all but the Sergeant’s) are in various hexatonic modes, not in the conventional seven-note scale. The final song is related both in tune and text to some of the Wassil songs, and the tune resembles God Rest You Merry. There are interesting points in the texts. The Doctor at Granby, in the Vale of Belvoir, recited lines about a never-never land which was illustrated by Pieter Brueghel in 1567. Similar ideas appear in Jonson’s play Bartholomew Fair, in Boccaccio’s Decameron (1353), and in a Middle English satire of about 1305, The Land of Cokaygne.

That is comparatively modern. Classical scholars in Greece and Anatolia in the early years of this century described similar customs in which there was a wooing, and a baby born, who grew to manhood, and was killed and brought to life. We are back to Frazer’s Golden Bough, and the root of many cults and religions. The performers in Asia Minor were less squeamish than ours, and the ceremony was intended to ensure the fertility of the land. The resemblances in detail are quite remarkable, and there is no doubt that at one time, in midwinter, English midland ploughmen mimed mating, reproduction and death. Having made a model of the Old Year, by sympathetic magic, they brought him to life like John Barleycorn, to make sure that the year ahead was fruitful. It is likely that the same customs were the basis for the classical Greek Tragedies.

In your own village, it may be worth asking ‘did you ever keep Plough Monday?.’
At Keyham, opposite the village inn, the Dog and Gun, there is a recess in the
garden wall of a row of cottages. This recess marks the site of an old school which
received its endowment from a charity founded so long ago that its origin could not
be traced and was consequently known as ‘The Unknown Donor’s Charity’.

White’s Director of 1846 says of Keyham: ‘Here is an old Free School, the master
of which has £15 a year for teaching all the poor children of the Chapelry.
(Keyham was a chapelry of Rothley). The schoolmaster also has ten shillings worth
of coals per annum from the same charity’.

A school of this type would give little instruction apart from reading, writing and
arithmetic, with some religious instruction such as the catechism. As one official
statement puts it:- “the object of education was to communicate to the poor
generally such knowledge and habits as are sufficient to guide them through life in
their proper stations”.

The nineteenth century brought an increasing Government interest in elementary
education. Grants were allotted to the two societies who were encouraging the
building of elementary schools: The National Society (Church of England) and the
British Society (Nonconformist), and the Government had initiated a scheme
for training teachers and granting Teacher’s Certificates. A more positive move was
made by the Government by the passing of two Acts which radically altered the old
situation. The 1870 Education Act made provision for Elementary Education in all
districts where existing facilities were inadequate. The 1876 Elementary Education
Act made school attendance compulsory for all children between the ages of 5 and
14, though children who had reached a certain standard of proficiency might obtain
partial or total exemption after the age of 12. The Act of 1870 necessitated a
review of all existing schools to see if they were ‘adequate’ - if the accommodation
was suitable, and if the teacher was capable of teaching up to the standard required
by the Government.

An Inspector’s report, dated 1871, stated: ‘in Keyham there are 147 inhabitants of
which 120 are of the class which might be expected to send their children to
elementary school, and school accommodation ought therefore to be provided for
25 children’.

The number on the books of the existing school at that time, i.e. the Old School,
was given as 15 plus 10 from Hungarton, Scaptoft and Thurnby. There was then
no school at Hungarton though plans were in hand to build a school under the scheme set up by the National Society, the school being finally built in 1875. Scraptoft had had a National School since 1846 and Thurnby a National School since 1865.

It is probable that the children from Hungarton, Scraptoft and Thurnby attending the school at Keyham would have to pay a small sum for their schooling, and they may have attended the Keyham school in preference to the school in their own village as a matter of convenience. Apart from that, as we know in the present day, parents have very definite opinions about the school they wish their children to attend.

The final report of the Government Inspector was issued in 1873. It stated that there was no efficient school at Keyham and recommended that a Board School for 70 children should be situated at a central spot for the proposed united districts of Beeby, Hungarton and Keyham. (The teaching at the old school was considered to be efficient but the school building itself was considered unsuitable).

At the time of the inspection of 1871 the master of the Old School at Keyham was the landlord of the village inn who also held the post of Parish Clerk. When the final report of 1873 appeared declaring the school ‘inefficient’ the schoolmaster apparently resigned as in 1874 (September) the Rev. Mr. Burton, Vicar of Rothley, wrote to the Education Department saying that as the scheme for building a school to serve the three villages had fallen through, ‘I beg to call the attention of My Lords to the fact that there is now no efficient school, nor master, nor mistress in the parish of Keyham.

Shortly after this a new master, Thomas Miles, was appointed but only as a temporary measure as he was not certificated, and for that reason had been obliged to resign his post as master of a school in another village in Leicestershire. He did not retain his post at Keyham for long for though he was still living in Keyham in 1877 he no longer described himself as a schoolmaster. It is probable that the Old School ceased to function as a school in 1876 and the Keyham children went to the National school built at Hungarton in 1875.

The National Schools were built under a scheme formulated by a society founded in 1811 under the title ‘The National Society for Promoting the Education of the Poor in the Principles of the Established Church’. The aim of the Society was to plant a Church School in every parish in the land as they considered religious and secular education to be inseparable. The cost of building a National School was to
be borne by local subscription, aided where necessary by grants from the Society's limited funds. The Society gave advice where necessary and inspection when required but left the running of the school to local management.

The proposed scheme for one single school to serve the three parishes of Keyham, Hungarton and Beeby fell through. Beeby was withdrawn from the scheme in 1876 and the school at Hungarton holding 45 was considered as sufficient for Hungarton and Keyham. This suggestion, however, was resisted by the vicar of Hungarton, the Rev Geo Knight, who, in May 1876, wrote to the Education Department:—

'As regards the school, I beg to state that it was built for Hungarton only, and not for Hungarton and Keyham, with funds raised in and belonging to Hungarton only and that it is now maintained partly by a voluntary rate and partly by subscription etc. belonging to Hungarton only, and we further protest against being expected to receive the children from Keyham except on our own terms. Some time back I did offer to Mr. Miles (one of the Keyham gentry and probably a trustee of the Old School) to build the schoolroom here sufficiently large to receive the children from Keyham if he would bear his portion of the expense, but he indignantly refused the offer, and now that the schoolroom is built and paid for and all arrangements made for the education of the children of Hungarton, we protest against those arrangements being altered without our consent. I do not say that I am myself altogether opposed to some of the children from Keyham attending the school at Hungarton on my own conditions, but the persons interested are so well satisfied with the way in which I have arranged that I doubt whether they would consent to any alteration.'

This letter from Mr Knight must have produced a stiff reply from the authorities, with an implied threat that the school might lose the Government grant, since Mr Knight replied saying that he must have been misunderstood and had no intention of breaking the law of the land.

At this point Mr Knight was succeeded as Vicar of Hungarton by the Rev Wyndham M Button, who wrote to the Education Department from Hungarton in October 1877:—

'I have given orders that the spare room in this school be used by any Keyham children who may present themselves'.

Clearly there was to be no integration!
The next evidence about a separate school for Keyham is a letter dated April 1879, from Mr Burton, the Vicar of Rothley.

'Sir,

In reply to your favour of the 22nd inst, informing me that My Lords have decided in favour of calling upon Keyham to maintain a school for its own and have agreed to delay the publication of the notice till I have had the opportunity of making any observations upon their decision, I beg to state that I have no further remark to make than that I am glad to find My Lords have thus decided.

I am, Sir, Your obedt. servant,

Rich. Burton, Vicar of Rothley and Keyham.'

On the back of this letter there is an official comment: 'I infer that the rev. gent. would rather like to have his hand strengthened in promoting a voluntary school, and he has already £215 in hand.'

From this it would appear that the Rev Mr Burton had hoped to promote the building of a National School for Keyham but he did not succeed, as in 1884 he wrote to the Authorities:-

'In reply to your letter of Jan. 6th I beg to inform you that all idea of school building in Keyham by a subscription among the ratepayers is given up. I hope, therefore, that My Lords will carry out their intentions as expressed in the letter of the 6th. ult. of ordering the formation of a Board.'

Their Lordships did so, the order being issued on March 12th, 1884; and the Board School (now a private house) opened in December 1885, not without initial difficulties, as the first entries in the Log Book show:-

"Dec. 8.1885. Opened school this morning instead of on Monday as the furniture was not in its place."

"Dec. 15.1885. Monday. Rev. R. Burton called this afternoon and measured the desks. They are too long to go conveniently down the room so that arrangements are to be made for altering them."

The first schoolmistress Miss M L Cox had other difficulties, probably arising out of the long delay in deciding to establish a separate school in Keyham, as she writes in the Log Book:-
'Not having had a school nearer than Hungarton or Thurnby, the children have not been able to attend regularly, so that most of them are very backward in their work, and several of them admitted are seven years of age, or nearly so, and do not know their letters, nor have they any idea of writing.'

However, in the new year the desks were in their proper position; and Miss Cox made several entries in the Log Book recording progress in grammar, reading, arithmetic, sewing and the learning of two songs during the first school year. This was to be from May 1886 to May 1887, as she received notice that the first visit from Her Majesty’s Inspector was to be in May 1887.

The whole year’s work led up to 9.45 on May the 6th, the hour set for the examination. Miss Cox must have been pleased to record later that ‘all those children who were presented have passed in reading writing and arithmetic.’

This success was undoubtedly due to Miss Cox’s ‘excellent influence’ as a teacher, perhaps helped by the decision of the trustees of Woodcock’s Charity in the village to give to each child that passed or who attended three hundred times during the school year the sum of five shillings. Certainly the attendance was so good, an average of 26.8 in the first school year, with never more than 32 on the register, that 24 pupils won the reward of five shillings for attendance, and the Charity trustees had to raise the qualifying number of attendances to three hundred and seventy five after that.

So ended the first school year of Keyham’s own Board School, which continued open until 1939. The summary of the Inspector’s report after the first examination was:- ‘This little school has made an excellent beginning’.

THE FURNACE AT MOIRA
Marilyn Palmer

This interesting industrial site has been made familiar to readers by the account and excellent photographs in David Smith’s ‘Industrial Archaeology of the East Midlands.’ Mr. Smith thinks that the furnace was only in blast for a few years; I have come across some evidence which suggests that it was in blast for nearly half a century, although probably sporadically, and that it supplied some of the castings needed by the Moira Colliery Company as they opened up new pits.

The site is marked on the 1" O.S.Map, Sheet 121, as ‘the Furnace’: it stands near what was once Stone Rows, that interesting group of miners’ cottages built in 1811.
Mr. Smith fortunately managed to record the cottages for his book before they were demolished. What the present O.S. Map does not show is that the furnace stood alongside the Ashby Canal, now filled in with mine debris at this point. The map opposite is based on the 6” O.S. Map, Leicestershire Sheet XV N.E., which was surveyed in 1881-2 and published in 1885. The furnace is clearly related to the canal.

The Ashby Canal is one of the results of the canal mania of the 1790s. It was intended to link the Trent to the north with the Coventry Canal to the south and so provide an outlet for Leicestershire coal and limestone in both directions. The story of this canal is told in an article by C R Clinker and C Hadfield in the Transactions of the Leicestershire Archaeological and Historical Society, Volume XXXIV (1958). It is sufficient to say here that it became a white elephant; the Board of Agriculture Reporter for Leicestershire, William Pitt, summed up the situation when he wrote in 1809:-

‘The Ashby Canal is cut and navigable from Ashby Wolds to the Coventry Canal, near 30 miles in length, cut on a level without lockage; it was intended to have been continued to the navigable part of the Trent below Burton, and with that view was constructed to take barges of 60 tons burden; but the money to the amount of £180,000 having been expended, the line to the Trent, on which is a tunnel, and considerable lockage, has been abandoned, and railways substituted to the high ground. I understand that this canal, begun more than 20 years ago, and which has been many years in use, has yet made no dividend.’

The railways connected the lime quarries at Breedon and Ticknall to the canal. The Company had assumed that the Coventry Canal Company would build a wide canal also, but they were disappointed and a narrow lock had to be put in at Marston Junction. The Ashby Canal Company were left with a dead-end stretch of wide canal leading only to the narrow Coventry Canal at the southern end.

The Company would have lost more than it did had it not been for the enterprise of Lord Moira, Marquis of Hastings and later Governor General of India, the owner of Donnington Park. The canal was opened in 1804, but the company could not get sufficient loads of coal on it to make it into anything like a paying concern. They wrote to the local mine owners, offering preferential rates on the canal if only they would open more mines. Lord Moira did so the same year, opening what was later to be called the Old Bath Pit, and following up with two more in 1805 and 1813, and the furnace.
Site of Moira Furnace
(based on O.S. Sheets XXII NE & XV SE. 1885)
When was this built? William Pitt wrote about it in 1807, so it must have been built more or less simultaneously with the Old Bath Pit. The two of these cost Lord Moira more than £30,000 to build but he had much to lose if the Ashby Canal did not pay its way; he held ‘between 80 and 90 shares, each share originally £100.’ Moira coal was shipped down the canal and even as far as London, for an advertisement in ‘The Times’ in September 1815 indicates that it was being brought by barge to Paddington and being sold at 47s. a ton:-

‘This appears a little higher than good Newcastle Sea Coals at this cheap time, but on the trial of its economy in use, burning very slow, clear and bright without the aid of a Poker, without smoke or smell, and having no cinders, it will be found a most agreeable fuel for the Public Office, the study, bedroom, apartment of the sick, hospital, parlour and drawing-room; it leaves no more residuum than Charcoal and requires no attention to keep it alight through a long night.’

(Quoted in Beaumont, History of the Moira Collieries.)

According to Mr. Pitt, it was the very excellence of Moira Coal that doomed the furnace to eventual failure.

‘Ironstone is found in plenty upon Ashby Woulds, the property of the Earl of Moira. His Lordship has erected an iron foundry at great expense, by the side of Ashby Canal, where the ore has been smelted and cast into pigs, as well as utensils for various purposes. The ironstone lays at from 5 to 8 yards from the surface, a three yard measure, but mixed with two-thirds of a rubbishy blue bind, or clay marl. I understand the coal is too valuable here to make iron profitably, and the foundry stands still at present (Oct. 1807), but it is meant to make further trials.’

If the coal was too good, it looks as if the ironstone was not good enough, certainly not good enough to compete in the flourishing iron market at this time. Were, then, any further trials made? An inventory of the stock of the Moira Colliery Company suggests that the furnace was still in blast in 1837, if only for local use.

As the map shows, the furnace is well sited; coal, iron ore and limestone from the Ticknall and Breedon quarries could be brought down the canal and landed at the wharf near the furnace; at first the coal came from the Bath Pit, but the small railway shown on the map links it to the Newfield Pit. This is further indication that the furnace continued in use for more than a few years as the Newfield Pit was not opened until 1830.

The long building with its narrow end abutting on to the canal is a combined foundry and furnace, the furnace building itself being at the end opposite to the
canal. The inventory mentions a drawbridge among the equipment at the furnace; the canal at this point ran above the level of the surrounding land, and so the materials could be unloaded at the wharf, wheeled in barrows across the drawbridge, over the top floor of the foundry and fed straight into the mouth of the furnace. This saved the necessity of having a sloping ramp to the top of the furnace as was used at Coalbrookdale in Shropshire. The bridge could be lifted to allow traffic to pass down the canal. The foundry itself was still well equipped in 1837 with:—

“A crane and ladle of wrought iron.
3 cast-iron pulley patterns.
5 large double shanked ladles.
6 small ladles.
air furnace tools.
1 iron box for water.
40 loads of sand.”

It was still in use also, for pig-iron worth £527 is listed, together with scrap metal worth £148.10.0 and £55 worth in a nearby field; this would be re-melted with fresh ore to assist in the smelting process. The list of tools indicates that a fair number of cast-iron goods were made in the foundry.

The engine house contained an engine and mill worth £430; this would drive a large pair of bellows and it is probable that one of the small houses opposite the furnace served as an engine house and that the pipe from the bellows crossed the space between the buildings and entered the base of the furnace. Equipment similar to that which must have been in use in Moira was drawn by John Farey in an encyclopaedia published in 1813 and reproduced in Frank Nixon’s “Industrial Archaeology of Derbyshire”. There were also “30 boxes of mineral specimens” in the engine house, but we do not know if these were the result of drilling for iron ore or for coal; if for the former, it again indicates that the furnace was still in use.

Alongside the canal to the south of the furnace there are seven circles on the map marked as lime-kilns; these correspond to the “7 kilns faced with stone” mentioned in the inventory and their ruins can still be seen. The other equipment at this site is extremely interesting. There was a wharf alongside the kilns, together with a stable for 12 horses; the Colliery Company had its own fleet of barges and kept two farms, Barrett Mill Farm and Acresford Farm, to produce food for its barge-horses and pit-ponies. Like the furnace, the kilns were below the level of the canal and the stone could be unloaded on to the wharf, broken up with hammers, put into wheelbarrows and fed straight into the tops of the kilns. All these tools are listed in
the inventory, together with wooden lids to cover up the kilns when they were not in use and prevent accidents on the tow-path! Also listed is "130 tons of stone at the basin." What sort of stone? Certainly limestone was roasted there, as the kilns are called lime-kilns and there were three tons of lime there in 1837. However, another entry of "burnt ironstone at the lime-kiln and ironstone at the canal" suggests that, as at Coalbrookdale, the ironstone was first roasted in the kilns with the aid of "180 tons of slack"; this process rendered the ore more porous and facilitated smelting.

In 1837, then, the kilns, furnace and foundry were all still in use. Moreover, the same inventory shows us that the Hastings Grey Pit, opened in 1830, had received £1400 worth of castings from the Moira foundry. It was probably for this purpose that the foundry was kept in operation rather than for any trade in iron goods; as William Pitt had said:-

'I should very much doubt the Ashby Canal becoming a fair concern, or paying reasonable interest upon the expenditure, unless it could be continued to the Trent, and thus be made a thoroughfare; in that case, Lord Moira's iron would find a readier market.'

The canal never was continued to the Trent; it paid its first dividend in 1828, 24 years after it had been opened, but sold out to the Midland Railway Company in 1846. The canal continued in use, but the position of the furnace was no longer as advantageous as it had been. Possibly the track from Newfield Pit was built at this time to keep it going for a little longer, but by 1851 it was not in use. The census returns for that year show that the engine house and foundry had been turned into cottages, one of which was occupied by a colliery labourer and his family and the other by John Nicholls, a lime burner whose two sons were also labourers at the lime works. Possibly the kilns continued in use for longer than the furnace to provide lime for agricultural purposes.

So much for the past history of Moira Furnace; what of its future? The buildings at present belong to the National Coal Board, who have spent some money on them but much needs to be done; there is a tree growing out of the top of the furnace itself whose roots must do some damage. In 1965, the furnace was put on the County Definitive List of buildings worthy of preservation and the Historic Buildings Advisory Panel of the Leicestershire Archaeological and Historical Society has issued a report on the cottages adjoining the furnace, suggesting that they should be saved as a monument to Industrial Archaeology. It is good to see industrial buildings listed alongside Humberstone Tithe Barn, Osbaston Hall and Leire Manor House; we are at last beginning to realise the importance of our industrial heritage.
At the beginning of the nineteenth century the responsibility for the prevention of crime in England devolved mainly on the parish constable in the country and the watchman in the towns. In the market towns watchmen, reminiscent of old time “Charleys,” so named after the body of watchmen established in the City of London in Charles the second’s reign and who were so very often in later years depicted and lampooned in the old prints, patrolled the streets wearing soft felt hats, long caped coats and carried thick sticks and lanterns. It was their duty to call the cry of the hour and the weather.

At Ashby-de-la-Zouch there were three of these watchmen. They were employed only on Saturday nights during the summer months at 1/6d a night. During winter months they were paid 9/- a week. Castle Donington had two watchmen, the one in charge was paid £2 a year and the other 2/- a night when on duty. At Hinckley there were one nightwatchman and one daywatchman. The former was paid 16/- a week and the latter was paid 10/6d a week. Both were supplied with free uniforms. One sergeant and five watchmen did duty at Loughborough. During summer months the sergeant was paid 14/- and the watchmen 12/- a week. In winter time the sergeant received 16/- a week and his watchmen 14/- a week.

Market Harborough had but one watchman who was only employed from October until Lady Day and he was paid 12/- a week. At Melton Mowbray there were two watchmen. One was paid 16/- a week and lived in a house adjoining the lock-up. The other was paid 18/- a week and was resident in the town lock-up of which he had charge. With the exception of the daywatchman at Hinckley who was appointed by the Lord of the Manor, all the other watchmen were appointed by Inspectors under the Lighting and Watching Act of 1833.

In 1839, the county was in a very disturbed state. Shooting outrages, obstruction of watchmen and sheep stealing - a capital offence until 1872 - were commonplace. In the towns, the streets frequently exhibited the most disgraceful scenes of drunkenness and excesses of every kind, and each morning brought to light the history of thefts, burglaries and depredations which had been committed the night before. It was very apparent that there was no concerted effort to ensure the safety of the citizens.
At the County Quarter Sessions in October, 1839, Charles William Packe, an influential county magistrate, urged his fellow magistrates to take advantage of the new County Police Act of that year and to inaugurate a properly constituted Constabulary Force on the model of the Metropolitan Police established in London in 1829 by Sir Robert Peel, to consist of a Chief Constable and a maximum of twenty-four Constables inclusive of six Superintendents. The motion met with complete unanimity - not a little remarkable considering the feeling towards the New Police in other parts of the country at the time. The importance of this development is emphasised by the fact that previously no similar body charged with the maintenance of law and order had ever existed before in Leicestershire.

A month later an advertisement for a Chief Constable at a salary of £250 per annum, age not exceeding forty-five years, appeared in the London Times and Morning Chronicle. Nineteen candidates applied for the position. Over half of them were from serving and retired Army officers of Highland Infantry and Dragoon Regiments, while a Naval Officer, a Midshipman, and a fifty-three-years-old Sergeant Major Quartermaster, who had served under the Duke of Wellington in the Peninsular Campaign and at Waterloo completed the Service element. A West Indies Stipendiary Magistrate, a London Law Stationer and two serving Police Officers (one a Chief Constable) also applied. The choice of the Magistrates finally lay with Frederick Goodyer, who had served under Sir Charles Rowan, K.C.B., and Sir Richard Mayne, K.C.B., the first two Commissioners of the Metropolitan Police, before establishing the Leicester Borough Police Force on February 10th, 1836, when he received a salary of £1 18s 6d a week.

The attractions of higher pay enhanced by six superintendents' vacancies led to three sergeants and nine constables following Mr Goodyer on transfer when the Leicestershire Constabulary was formed on 21st December, 1839. With the approval of the then Home Secretary (the Marquis of Normanby) the pay offered to Superintendents was 30/- a week. Constables were offered 18/- a week which at that time was about twice the average earnings of a framework knitter. The names of the first superintendents associated with the establishment of the Force were: Samuel Hague, Loughborough; John Goodall, Hinckley; Joseph Frie, Lutterworth; John Deakins, Kibworth; William Condon, Melton Mowbray; Thomas Burdett, Syston.

Pay scales for counties were prescribed by the Home Office but they varied considerably - a situation which as time went on created considerable recruiting difficulties in Leicestershire. In the smaller counties pay was very low. Up to 1919, every municipality could pay its police what it liked. In Birmingham, Manchester and Liverpool the pay was higher than in smaller towns.
The “New Rural Police” as the Force became known, had its first Headquarters in the Market Place, Leicester (now used by the County Fire Service) and included two residences (one for the Chief Constable and the other for a Superintendent), two cells and an office. For many years it was called “The County Public Office” and was utilised as a Police Court until August 1887 when magisterial proceedings were from then on heard in the Crown Court in Leicester Castle. Following strong complaint by Mr Goodyer shortly after his appointment of the loathsome state of the parish lock-ups, “station houses and strong rooms” were built during 1843 at Lutterworth, Melton Mowbray, Bottesford and Hinckley. It was not until 1860 that a Police Station complete with eight cells, an office and a house for the Superintendent were erected at Loughborough.

The county was divided into six “hundreds” and comprised the districts of Framland, Gartree, East Goscote, West Goscote, Guthlaxton and Sparkenhoe under which, for administration purposes, Mr Goodyer placed a Superintendent in charge. In January, 1841, Petty Sessional Divisions were formed and the County for Police purposes, was divided into Police Divisions consistent with the new Petty Sessional Divisions. At this time, Leicestershire contained 810 square miles and from returns of population in 1831, it appeared that the county exclusive of the Borough of Leicester, contained upwards of 158,000 inhabitants. Each constable had a beat of thirty-two square miles and something like 6,000 persons for surveillance and protection.

The only transport facilities existing in the constabulary in these early days were two horses and a cart at Headquarters which were authorised in 1847. They were used by the six Superintendents in turn but frequently it was found necessary and much more advantageous to hire a horse. By October, 1856, the Police Committee on Mr Goodyer’s suggestion agreed that each Superintendent be provided with a horse and light cart and yearly allowance of £40 for the upkeep of the horse.

By virtue of the County Police Act of 1839, a number of magistrates were appointed at the County Quarter Sessions to form a Police Committee. They were empowered to formulate and amend rules governing pay, clothing accoutrements and necessaries and could recommend (subject to the approval of the Home Secretary) additional appointments on the basis of “always that a number of constables should not be more than one man for every 1,000 inhabitants according to the last Parliamentary enumeration.” Upon their directions, Mr Goodyer compiled a comprehensive handbook of instructions aptly named, “Rules and Regulations for the Leicestershire Constabulary” which following magisterial approval in January, 1854, were printed and published locally. Copies were circulated to the Home Secretary (Sir George Grey), all county magistrates and to each member of the Constabulary.
The handbook provided scales of uniform clothing which included, inter alia, a stove pipe pattern top hat (supplied by a local hatter at a cost of 12/- until the late sixties when the helmet made its debut), a tail coat and a rattle which was carried instead of a whistle for sounding an alarm. For sudden emergencies, constables were armed with cutlasses. For night duty an oil lamp and filler were provided. Every constable had to possess “a decent suit of plain clothes,” and was obliged “to have a haircut each month.” One regulation tersely prohibited walking sticks and umbrellas from being carried by officers “on or off duty or dressed in Police uniform.” Diaries for the recording of accurate day and night accounts of duties performed, had to be carefully kept by every member of the Force from Superintendents downwards.

During the “Hungry Forties” as in the other parts of the country, poverty, distress and miserable living conditions were rampant in Leicestershire. At Ibstock, historians record, turnips were begged from the farmers and children were sent for a halfpennyworth of whey to make a meal. The general agitation of the period was increased by the activities of the Chartist extremists — a powerful political movement advocating a series of reforms.

In August, 1842, there were riotous meetings of the Chartists in Leicester which culminated on the 19th of that month in a gathering of five hundred armed with stones and bludgeons marching out of the borough through Belgrave and on to Mowmacre Hill where they were met and challenged by Mr Goodyer with a contingent of fourteen regular and special constables strengthened by a troop of the Leicestershire Yeomanry. Mr Goodyer rode in front and as soon as he and his officers neared the crowd they split up and ran off in all directions the constables chasing them across fields and ditches. Four persons were arrested but the leaders escaped. Long after this clash with the Chartists it was derisively referred to as “The Battle of Mowmacre Hill”.

A similar outbreak of mass disorder broke out the same day at Loughborough where Superintendent Burdett on the instructions of Mr Goodyer, temporarily took over the policing of the town from an altogether inadequate body of watchmen. Three hundred special constables were hurriedly sworn in and four Leicester Borough constables seconded for duty in Loughborough at a daily rate of 3/6d. That same evening near the Royal Oak Inn, Leicester Road, a mob of between three and four hundred, many of whom were brandishing sticks over their heads, shouting, swearing and singing Chartist songs, were overtaken by a strong body of Police under Superintendent Burdett. A pitched battle ensued during which the strikers unsuccessfully tried to surround the Police. Peace was only restored when the ringleader was arrested.
According to the century old police committee minute book still in remarkable good condition, and written in the bold handwriting of Mr Goodyer, the Police Committee in October of 1842 signified their approval of the handling of the delicate situation by the Constabulary in the following words:

"Since the last Sessions the state of the County has (unhappily) been such as to put to a severe test the character of these men and we feel bound to say that their discipline, courage and zeal have been through a long course of fatiguing duty most willingly borne. In the direction of the Force we are of the opinion that the judgment, the persevering spirit and the disregard of fatigue as well of danger, which has been manifested by the Chief Constable, have entitled him to the highest approbation of the Court."

While in the early stages of police organisation in Leicestershire there was a natural aversion of the public to the establishment of the Force, a gradual reconciliation to its necessity became apparent. An encouraging indication of this is exemplified in that fact that by February, 1847, Market Harborough abandoned their own Police systems, a year later Melton Mowbray followed suit, followed by Hinckley in March, 1848. In December, 1848, Loughborough dissolved their force of watchmen and the constabulary was ultimately increased by eight additional officers. There were, of course, still instances of hostility particularly when industrial strife and poverty provoked violence, but in the main it was true to say, that Sir Robert Peel's vision of a Police Service based on the authority of public opinion had been finally accepted in Leicestershire.

It is sad to record that during the afternoon of Tuesday, 12th of September, 1876, Mr Goodyer had a severe heart attack from which he never recovered.

Mr Goodyer was not only a very able officer, but a remarkable man in many ways. His outstanding characteristic was his clarity of vision added to which he possessed the great gift of getting on good terms with all sorts and conditions of people, with whom he became associated with in his manifold duties, especially during the Victorian Era which brought him into rough collision with large bodies of unruly members of society.

MISCELLANY

Wanted: Victoria History of the County of Leicester, Vols I - III, original copies. Offers to Mr. Squires, 47 Outwoods Road, Loughborough.
For Leicestershire historians the reprinting of Nichols’ great history has been the most notable publishing event since the completion of the work in 1815. John Nichols’ History, despite its inaccuracies, has been recognised as an invaluable printed source for students of Leicestershire History, both for the detailed information it contains and for the interest, number and variety of the illustrations. Comparatively few copies were printed of the original edition, and soon after the publication of Volume IV, Part I, the Guthlaxton Hundred, a fire at Nichols’ printing works in 1808 destroyed the complete stock of unbound sheets of this and preceding volumes. The work was already scarce in the author’s own lifetime, and a later nineteenth century attempt to produce a reprint failed through lack of support to meet the high cost of reprinting so voluminous a work. In the last ten years interest in Leicestershire history has increased, but copies of Nichols, either in complete sets or single volumes have become very scarce and very expensive.

The present reprint is the result of collaboration between the County Library, Professor Jack Simmons and S.R. Publishers.

The text of this new edition has been photographically reduced in size by an average 15%, with greater reductions in some pages up to 28%, to produce a legible but less cumbersome volume without an appreciable loss of clarity in the illustrations.

This new edition includes an introduction specially written by Professor Jack Simmons, and with his advice great care was taken in the selection of paper, casing and method of binding to produce attractive, durable and workmanlike volumes at modest cost. The photography and printing have been undertaken by Scolar Press of Menston, well known for their facsimile reprints of rare books. The original publication programme, was on the basis of one volume annually from 1971-1974 inclusive. The generous public response in subscribing to the complete work, and in orders for single volumes, encouraged the publishers to complete the reprint of the complete work by December 1971, whilst retaining the facilities offered in the original programme for purchasers of the complete work, who wished to do so, to phase their payments over the four year period.
This reprint of the five thousand or more pages of Nichols will be the first of a series of scholarly reprints of great County Histories, organised on similar lines to Nichols, and will be followed by Thorotons' Nottinghamshire in the second edition revised and edited by our own John Throsby.

Copies of the whole work, single volumes and individual parts may be ordered through any bookseller, and it is also possible for individual arrangements to be made for purchasers who wish to have their copies bound by their own binders.

CASTLE DONINGTON in the Seventeenth Century: a Manorial Society by Bruce M Townsend, Castle Donington History Group 1971 50p

This account of Castle Donington in the seventeenth century records the life of the manorial community, the work of its officers, and of the churchwardens. It includes transcripts from the original records, a glossary of terms, and a list of place names from 1650-1750. This account is the summary of the work of the local history group, on this period, and includes photographs of houses, and facsimile pages from the town book.

SCENES FROM KIRBY MUXLOE HISTORY by J E O Wilshere Leicester Research Services 1971 50p

A comprehensive history of Kirby Muxloe has still to be written, but this booklet illustrated with many old, as well as modern, photographs, shows the transformation of Kirby Muxloe in the last 150 years from a rural community to the prosperous suburb on the fringe of Greater Leicester we know today. The booklet briefly describes the early Kirby Muxloe, the agricultural community before 1800, and the nineteenth century village before 1870. It describes changes in transport, the railway which came and was finally closed to passengers in 1964, the early carriers, horse buses, and the privately operated motor bus services which proceeded the coming of the Midland Red in the 1930s. It describes the churches and chapels, which grew with the coming of new residents from Leicester, the growth of education, village notables such as the preacher Thomas Hardy, and the village's first own medical practitioner - the hunting Dr. Garfit.

Community activities, choir suppers, Friendly Society processions, drama clubs, sport, and the eventful night of Kirby's bombing in November 1940, are all included in these interesting sketches of its history.
GLENFIELD: A CONSIDERABLE VILLAGE by J E O Wilshere
Leicester Research Services. 1971 50p

This booklet is a companion study to that of Kirby Muxloe, reviewed above. It follows similar themes, and is well illustrated. Glenfield was first settled perhaps as early as the seventh century, and is mentioned in the Domesday Survey. Many of the principal secular and ecclesiastical developments and significant events that have occurred since then in Glenfield are chronicled here. Finally there is a useful section on the railway and the famous Glenfield tunnel. It is to be hoped that Mr Wilshere will complete the trilogy with a study of Braunstone, like Kirby Muxloe a one-time chapelry and dependency of Glenfield.

LEICESTER ROYAL INFIRMARY 1771-1971
by Ernest R Frizelle and Janet D Martin
Leicester No. 1 Hospital Management Committee 1971 £4.25

This interesting and very scholarly history has been written to commemorate the two hundred years of progress and service given by the Leicester Royal Infirmary to the town and county of Leicester from its opening in 1771 to the present day.

The history records the aims of its philanthropic founders who built and maintained the hospital, to help the needy sick of the town and county of Leicester, on the site it still occupies today; and the generous efforts of the many people from all sections of the community whose efforts financed the hospital until its transfer to the National Health Service in 1948.

The history describes the changing buildings on the site, the needs, like the Asylum and the Fever Wards which were first met by the Infirmary, and then transferred elsewhere. It records the long tradition the hospital built up in medical education, with its early medical library, acceptance of 'apprentice' doctors - pupils of its medical staff - gaining experience on the wards, its early experiments in the use of 'trained nurses' and the growth of its own nursing school. The many notable personalities who have helped and worked in the hospital are described in the text, and the appendices list the names of officials, principal medical staff, matrons and chaplains, from its foundation.

The many illustrations show the evolution of its buildings, and the pictures of its wards illustrate how great has been the change in the present century.

This book is not just a history of a hospital, but also a very lively record of community self-help and change through two hundred years.
This very well produced and illustrated little book describes the changing face of Leicester and the life of its people in the Victorian era, when the city changed from a market town to a busy industrial centre. The book is based on the substance of a series of broadcast talks given on Radio Leicester in the winter of 1968-1969, and gives a picture of the town itself, its housing and health, transport, shopping, amusements, Christmas, crime, education and ideas and beliefs. The illustrations are reproduced from pictures and other material in the Leicester Museums collection, and it includes a note on the sources referred to in the text.

THE HISTORY OF LOUGHBOROUGH COLLEGE SCHOOL by Bernard Elliott
Loughborough College School 1971 £1.25

This book is a scholarly account of the evolution of Bartholomew Hickling's charity for the education of poor girls as set out in his will of 1683, to the modern co-educational upper school of today, designed to educate 1500 young people for the demands of life in the twentieth century.

It tells the story of a school which has always met popular needs, from its care of girls, to its role as a Higher Elementary School, Junior Technical School, Junior Section of Loughborough College, transformation into a more widely based grammar school, and its later role as comprehensive upper school catering for the full range of abilities and aptitudes of our children in North West Leicestershire.

The early part of the book is an interesting study in the history of education, and the social evolution of Loughborough, whilst the latter part illustrates the rapid changes in educational provision of the post-war world. Well documented, and illustrated, this is a worthy successor to the author's earlier histories of Kibworth Grammar School and Humphrey Perkins School at Barrow upon Soar.

MELTON MOWBRAY CONGREGATIONAL CHURCH
1821-1971 by G E Moulam and P Freeman 1971 25p

This nicely produced pamphlet describes the foundation and life of the church over 150 years. Arranged chronologically, sub-divided under the ministries of its pastors it describes the main events and church workers in each ministry. Few churches can have had so active a pastor as the Rev Joseph Twidale, 1850-1900, who first entered the life of the church as a student, accepted its invitation to become its pastor, developed its work, and become a notable figure in the town, and in Free Church life in the East Midlands.
Although John Wesley apparently never visited Melton one of his friends, Dr Thomas Ford, exercised a profound evangelical influence on the town as its vicar for many years. A Methodist 'band' or society existed in Melton by 1779 and the first Wesleyan chapel was opened in 1796; thePrimitive Methodists erected their first chapel in the town forty years later.

This brief and useful account of Methodism in Melton was written primarily to commemorate the centenary of the present Central Methodist church, now the head of the Melton Mowbray circuit, and the place of worship of Meltonians of both Wesleyan and Primitive Methodist ancestry.

SYSTON GUIDE  Syston Parish Council  1970

A very useful parish guide, with a map, attractive cover, illustrations of Syston then and now, and excellent brief histories of its churches, schools, old occupations and customs.

SELECTED LEGENDS OF LEICESTERSHIRE by Susan E Green, with original illustrations by Donald E Green
Leicester Research Services  1971  30p

This little booklet describes in nine chapters, with a further chapter on Leicestershire witches, some well known and less well known Leicestershire legends, from the death of St. Wistan to the 18th Century Wigston highwayman, George Davenport, and the Grey Lady of Swithland. It includes the legends of 'bleeding tombs' at Hinckley and Edmundthorpe, and the booklet is illustrated with black and white drawings in the text.

LOCAL HISTORY EXHIBITIONS: how to plan and present them by Norman Cook. Published for the Standing Joint Conference for Local History by the National Council of Social Service  1970  12p

A brief general introduction to the subject, every exhibition is different, but the section on what to collect is an extremely valuable introduction for those planning a local history exhibition. It is unfortunate that within the scope of ten pages there is no space to illustrate any of the points made.
The early history of the Roman East Midlands by Alan McWhirr

This article brings together already published and new information on the history of the early Roman East Midlands. Both the Watling Street and the Fosse Way were important military lines of communication, but evidence of military settlement has not yet been found at their junction at High Cross. In Leicester itself recent excavations have shown some evidence of military settlement, and the article surveys the evidence from known settlements between Leicester and Lincoln along the Fosse Way, and for settlements in advance of and to the rear of the Fosse. With the discovery of further sites in the area, fresh light is likely to be thrown upon the course of occupation in the decades immediately following the Conquest. The article is illustrated with a plan showing known Roman military sites in the area, and a list of references in the text.

The origins and early records of the Melton Mowbray town estate
by Dorothy Pockley

This account based on the records of the Town Estate, and parish records held at the Record Office, describe the democratic government provided for the citizens of Melton Mowbray through the Trustees of the Town Estate from 1549 to the end of the nineteenth century, when a more formal local government pattern transferred the administration of the town to an elected council. The Town Estate, however, even today provides many amenities for the town.

The Town Estate developed from the lands and property of the mediaeval gilds of St. John and St. Mary, and from the lands purchased by the Town Estate in 1564 and 1596. Two Town Wardens responsible to ten or twelve 'well esteemed citizens' managed the estate, using the proceeds to maintain town roads and bridges and the free Grammar School. In the sixteenth century memoranda books parish government and Town Estate business continually overlap to provide town government through the parish meeting, in Melton the two were hard to separate, and the Town Estate dominated its affairs.

The life and works of Anthony Cade, B.D., Vicar of Billesdon
1599 - 1639
by G.J. Cuming

This article describes the scholarly life of Anthony Cade, B.D., Vicar of Billesdon for 38 years, tutor of the young George Villiers, of Brooksby Hall, later to become
the notorious Duke of Buckingham, in Cade’s private school in Billesdon. Cade was vicar of Allexton as well as Billesdon and its two hamlets Rolleston and Goadby, but curates looked after Allexton and the hamlets, leaving Cade time for his pupils and the composition and delivery of his notable sermons. He was always an orthodox member of the Church of England, and criticised new trends in theology, Roman Catholicism and Puritanism from the orthodox position. Some of his sermons were published and transcriptions of the title pages of these are given in an appendix to this article. Among the twelve volumes he gave to the Leicester Town Library are books by Spanish Jesuits. He left a bequest to the poor of Billesdon, and his neat handwriting can still be seen in the parish registers of his church today.

**Restoration of St. Martins Church, Leicester by Roger Keene**

Writing in 1844, Thomas North, historian of the County’s church bells, wrote that ‘the fabric was in a sadly decayed and decaying condition’, and this report was followed by an era of restoration and rebuilding, through the efforts of the vicar, Edward Thomas Vaughan, his church wardens, the architects, R and J A Brandon, both exponents of the Victorian Gothic style and the craftsmen who undertook the work.

They restored the chancel, the roof of the south aisle, paved the church in English oak, and designed a west window for the nave. When David James Vaughan succeeded his brother as vicar in 1860, the rebuilding of the tower and spire was now considered, the Norman base of the old tower was demolished and the new tower, spire and north transept completed in 1862. The Herrick chapel was restored in 1865 and the south chapel completely rebuilt from the foundations. When the main restoration was completed it could fairly and rather sadly be said ‘there is now little in the structure to interest the ecclesiastical antiquary’.

Thomas North could rightly say ‘the work was done with great care’, and the illustrations show the restorers attention to detail and love of true Gothic architecture which characterised the work of these Victorian architects and church improvers.

This volume includes a memorial account of Colin Ellis, President of the Society from 1961 - 1969, by Jack Simmons.

It also includes the usual valuable report on archaeological finds in Leicester and Leicestershire, 1968 - 1970, new material deposited with the Leicestershire Record Office and Leicester Museums Archives Department, and reviews of books of Leicester and Leicestershire published in 1969-1970.
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