

Chesterfield

And

District

Family

History

Society



Magazine Number 95 June 2013

Free to members

Non members £1.50

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NEW MEMBERS WELCOME TO THE SOCIETY

No 972. Mr B B Wilson, 6 Mardale Close, Newbold, Chesterfield, Derbyshire, S41 8JW.

e-mail - barbara_brian@talktalk.net

BROWN	Tom	Chesterfield	DBY	B1867
BROWN	Isaac Edwin	Chesterfield	DBY	Father of Tom
FENTON	George	Hunslet, Leeds	YKS	1864
NEAL	Betsy Ann	Staveley	DBY	1882
NEAL	John	Staveley	DBY	Father of Betsy

No 975. Mr T A Rogers, 79 Paxton Road, Tapton, Chesterfield, Derbyshire. S41 0TL

e-mail-tonyalanrogers@aol.com

ROGERS	Ivan	Staveley	DBY	B1887 D1960
ROGERS	Mary Lizzie	Staveley	DBY	B1887 D1960

MADISON (Maiden Name)



ADVANCE NOTICE OF A.G.M

September 3rd 2013

7.30pm at St Hugh's Roman Catholic Church, Chesterfield.

Nominations are requested for the Election of the Executive Committee. Please could you submit any nominations for Chairman, Vice Chairman, Treasurer, Secretary, Membership Secretary and Editor in writing two weeks before the AGM. Permission must be obtained from the nominee before any names are put forward. Nominations should be sent to:

Correspondence Secretary Doreen Rodgers

2 Highlow Close, Loundsley Green, Chesterfield, S40 4PG

Or Secretary Dena Fanshawe

(via e-mail) - secretary@cadfhs.org.uk



CADFHS Programme for 2013

2013

2 nd July	Members 30 minute talk followed by Research Evening	
6 th Aug	No meeting	
3 rd Sept	AGM followed by RFC/RAF Family Connections; a brief history of the RFC/RAF and my fathers experience	Tony Stubbs
1 st Oct	Research Evening	
5 th Nov	By the visitation of God	Mick Rawle
3 rd Dec	Christmas fun, games and nibbles	



MICRO FICHE COPIES FOR SALE

(These are hand written and are not indexed)

St Bartholomew, (WHITTINGTON) - (some gaps)

BAPTISMS	1650 - 1902	(13 fiche)	£13.00
	1902 - 1912	(3 fiche)	£ 3.00
	1912 - 1922	(3 fiche)	£ 3.00

BRAMPTON Methodist

BAPTISMS (some gaps)	1826 - 1925	(4 fiche)	£ 4.00
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St James the Apostle, TEMPLE NORMANTON

MARRIAGES	1868 - 1919	(1 fiche)	£ 1.50
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All Saints, HEATH

MARRIAGES	1760 - 1929	(3 fiche)	£ 2.50
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St. Thomas, BRAMPTON

BAPTISMS	1832 - 1944	(7 fiche)	£ 6.50
MARRIAGES	1832 - 1972	(11 fiche)	£11.00
BURIALS	1832 - 1974	(6 fiche)	£ 6.00

St Peter & St Paul, OLD BRAMPTON

MARRIAGES	1756 - 1928	(7 fiche)	£ 6.50
MEMORIAL INSCRIPTIONS		(3 fiche)	£ 3.00

St. John's, NEWBOLD

MARRIAGES	1861 - 1920	(7 fiche)	£ 6.50
	1920 - 1937	(4 fiche)	£ 4.00

Christ Church, STONEGRAVELS CHESTERFIELD

MARRIAGES	1914 - 1953	(3 fiche)	£ 3.00
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Holy Trinity, CHESTERFIELD

MARRIAGES	1854 - 1933	(6 fiche)	£ 5.50
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St. Paul's, HASLAND / GRASSMOOR

MARRIAGES	1851 - 1923	(3 fiche)	£ 3.00
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St Mary & All Saints, CHESTERFIELD

BAPTISMS	1761 - 1801	(4 fiche)	£ 4.50
BAPTISMS	1908 - 1934	(7 fiche)	£ 7.00
MARRIAGES	1761 - 1822	(6 fiche)	£ 5.50
MARRIAGES	1822 - 1844	(4 fiche)	£ 3.50
MARRIAGES	1844 - 1858	(4 fiche)	£ 4.00
MARRIAGES	1858 - 1871	(4 fiche)	£ 3.50
MARRIAGES	1871 - 1885	(5 fiche)	£ 5.00
MARRIAGES	1885 - 1901	(4 fiche)	£ 4.00
MARRIAGES	1901 - 1916	(4 fiche)	£ 4.00
MARRIAGES	1916 - 1933	(6 fiche)	£ 6.00
MARRIAGES	1933 - 1967	(7 fiche)	£ 7.00
BURIALS	1761 - 1801	(4 fiche)	£ 3.50

St Laurence, BARLOW

MARRIAGES	1754 - 1942	(3 fiche)	£ 2.50
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Derbyshire Times Extracts

MARRIAGES	1880 - 1894	(3 fiche)	£ 3.00
DEATHS	1880 - 1894	(11fiche)	£11.00

1851 CENSUS RETURN - Chesterfield Town

Residents Name Index	(2 fiche)	£ 2.00
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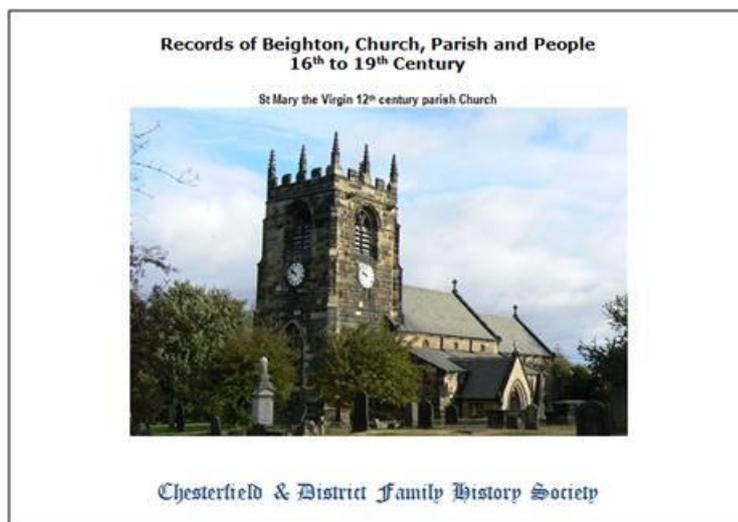
Copies of the Microfiche can be obtained at the prices shown from Mr K Feltham, 88 Top Road, Calow, Chesterfield, Derbyshire S44 5SY

All Cheques in £ Sterling please, to be made to CADFHS.
Prices include postage to UK mainland.
Overseas please add £3.00 (GBP) to the total order for postage.

Micro Fiche and CD's are also available to buy at the monthly CADFHS meetings at St Hugh's Roman Catholic Church.



CD For Sale



The CD contains amongst others:

- Beighton baptisms.
- Beighton burials.
- Beighton grave register.
- Earlier than Registers –
- Inhabitants of Beighton mentioned in Eckington Manor Court Rolls, Names from Beighton Manor Court Rolls 1586 to 1590,
- Scales Terrier – Beighton.
- Rating Assessments.

The information on the CD is the result of research done by a group of friends who all have an interest in Beighton, historically an ancient Derbyshire village with a written history going back to 1022 but now annexed by the City of Sheffield. Those involved were Doreen Coyle,

Sheila Rigby, Rosemary Richards who wrote the book on the Church of St. Mary, the late Dorothy Buxton, Eileen Beech and three unknown pupils of Westfield School.

The information was collated and the CD produced by Neil Wilson Produced in PDF format (Adobe Reader or similar required) and are available for £8.00 each, to order a copy contact Mr Keith Feltham, 88 Top Road, Calow, Chesterfield, S44 5SY.

Micro Fiche and CD's are also available to buy at the monthly CADFHS meetings at St Hugh's Roman Catholic Church.

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Web master [Neil Wilson](#)



FORTHCOMING EVENTS

Buckinghamshire Family History Society Open Day

Saturday 27th July 2013, 10am to 4pm

The Grange School, Wendover Way, Aylesbury, HP21 7NH

Research facilities will include our names database, and Parish Register, People, and Places libraries.

Sales of Parish Register transcripts and other research aids.

Expert advice; guest societies and local heritage groups; suppliers of data CDs, maps, software, archival materials and more.

Admission free, with free parking at the venue.

Further information, including a full list of those attending, can be found at <http://www.bucksfhs.org.uk/>



ALICE EVELYN SIBIL LEE - known as (LALLA)

When I was about 12 years old I used to visit my Great Aunt Nellie and she told me many family stories. This led to a life long interest in tracing my family tree and subsequently to joining Chesterfield and District Family History Society and later becoming the Editor.

One of the stories was about a statue situated in the Queen's Park here in Chesterfield of a small girl holding a rose behind her back. It was carved by her father, (my Great Grandfather) HERBERT LEE and was of his youngest daughter LALLA.

The family lived on Peveril Road, Chesterfield, which was then known as Dark Lane. LALLA picked a rose from her own garden and on hearing her father approach she hid it behind her back. She had been forbidden to touch the roses.

Her father HERBERT was a stone mason and he sculpted the statue in this pose. She had to be bribed with shelled peas supplied by her mother JULIA to keep the pose. The statue was carved from a lime stone gate post, and it stood in the LEE family's own garden, where it attracted the interest of passengers on the trams that passed the house. Gradually all sorts of stories were weaved around it. One being that the child had been killed by a tram and that her father had carved it as a memorial.

HERBERT eventually presented the statue to the Queen's Park because he did not want to lose the friendship of either of two of his friends, both of whom wanted to buy it.

Another story that evolved was that supposedly the park keeper saw a little girl taking one of his prized roses and was so angry that he raised his stick to hit her. She was so frightened that she fell down dead.

For years the statue stood in the Lodge house garden and later overlooking the cricket pitch. Ironically LALLA did not like cricket.

After being restored the statue was unveiled by Prince Edward, The Earl of Essex, when he carried out the official re-opening ceremony of the Queen's Park. The statue now stands in the conservatory.

LALLA grew up in Chesterfield, and married MAURICE WELLER on her 21st birthday in 1926 at Christ Church, Stonegravel.

They had 4 children, one born in Germany, one in India and 2 in England. In 1970 she and her husband retired to his home town of Hightae in Dumfriesshire.

In 1975 she came to visit her brother (my Grandfather) FRANK LEE who was ill in Walton hospital. Following one of these visits she was involved in a fatal road accident outside the hospital.

Some years ago a letter was sent to our Societies chairman from Australia asking if anyone knew anything about the statue in the Queen's Park because it was carved by her Great Uncle.

I responded to her saying that that her Great Uncle was also my Great Grandfather. We were related and I now have discovered relatives in Australia.



Carol Morris CADFHS

MEMBERS MEETING – 5 March 2013

“Getting about, moving from place to place;

History of transport of people and goods”

Talk by Bob Massey using a powerpoint presentation

Before he began his talk Bob explained that he was the Vice Chairman of the local history group in Arnold, Nottinghamshire.

The first picture he showed was taken in 2010 during the severe winter. It shows Brampton in the snow and is an example of our 21st century complaint of “the wrong sort of snow” or “leaves on the line”. This highlights the fact that our transport be it road, rail or air is governed by the weather. Our ancestors too had their problems with transport.

Prior to the Roman invasion of Britain in 43AD Stone-age settlements were based on farming and people remained in one place. They rotated their crops and only moved on after a few years when the soil became unworkable.

Before the Romans introduced roads in Britain around 70AD there were no roads as such only animal tracks. As the Romans needed to transport people and goods they built roads. They were good at constructing them and one of the features of their roads was that where possible they were built in a straight line. They built a good road system in Britain and many of the routes of these roads are still in use now. For example Rykniel Street which ran from Chesterfield to Derby.

After the Romans left Britain around 406 AD the Anglo Saxons invaded Britain and named it Angle-land (England). They did not like towns, didn't travel and set up their own villages, consequently the Roman buildings fell into disrepair and the roads declined because they were not used. The population of Britain at this time was small, approximately one million people. The villages were tiny consisting of about 20 people in 2 or 3 families. They were self sufficient in food and clothing and therefore didn't need to travel.

In the Middle Ages travel was either on foot or by horse and cart. What roads there were bad. The people who did travel were pilgrims. They travelled in groups were armed and broke their journeys for rest and food at monasteries en route. After the dissolution of the monasteries certain roads were developed and people paid guards to protect them from outlaws like ROBIN HOOD. Goods started to be sent by road on packhorses in teams of 20.

In the 17c wagons were used to transport goods between cities. These wagons could carry 2 to 4 tons and were pulled by 6 to 8 horses. Sometimes oxen were used instead of horses because they were stronger. The wagons used were similar in design to those used in the West of America with a covered top and broad wheels, that could cope with the sloping and muddy roads.

The 17 and 18c saw the introduction of the stage- coach. These could accommodate 8 or more people in the coach, they had no springs and were extremely uncomfortable. Some passengers sat on the outside. This was unpleasant in bad weather and dangerous if they fell off! There were second class seats for those who sat on the roof. These coaches were often attacked by Highwaymen, the robbers would size up the people boarding the coach and ride out to an isolated area to rob them. Life expectancy for Highwaymen however, was around 28 years of age because if they were caught they were hanged and their bodies gibbeted at the crossroads!

In 1782 JOHN PALMER noted that it took 3 days for a letter to travel from Bath to London. He decided to set up a service of "Post Boys" who would carry letters by coach and horses with an armed guard but no passengers. At this time the condition of the roads was not good. By 1784 this service had grown and it was then possible to send a letter from London to Edinburgh and get a reply in 4 days.

1764 saw the introduction of turnpike roads. The main idea of these was that it passed some of the cost of highway repair and maintenance of the roads from the parish to the road users by exacting tolls. Toll- gates, bars and houses were set up to collect the tolls and this system continued until 1870. A cutting from the Derby Mercury dated 17 December 1801 shows a typical Toll- House at Hearnstone Lane on the road from Bakewell to

Baslow. Farmers who lived on toll routes objected to paying the toll and often found circuitous routes to avoid them. The rates of toll varied depending on whether the user was a coach, horse rider or a drover of cattle. There were lots of crimes committed on toll roads and one famous one concerned a Miss SARAH BROWN who was “assaulted” by a GEORGE HUDSON. He was made to give a public apology by way of punishment.

By the early 1800’s road construction became more advanced. Mc ADAM built roads in a similar way to those built by the Romans in that they had a camber, ditches at each side and were built of stones. These new roads were safer and faster to use for conveying people and goods. People began to travel to wider markets and they made more goods to sell there. This in turn created more wealth and jobs. Coaches began to travel on a regular basis between cities and it became possible to travel from one end of the country to the other. However coaches still had accidents and there was no AA or RAC in those days!

Various enterprising men set up coach companies. WILLIAM HOPKINSON and JOHN WRIGHT set up a service from Chesterfield to Sheffield in 1829 but they stressed they were “not responsible for parcels over £5 unless they were insured”. It was possible in 1839 to get a coach from Chesterfield that travelled to Manchester and Liverpool in one day.

In 1852 the Post Office in Chesterfield was able to advertise what time the post was despatched and what time it arrived in the town.

The introduction of coaches created jobs for coach-makers like W & J SCOTT and JOHN TURNER who worked in Chesterfield in 1828. They built, sold and repaired coaches.

In 1878 the Highways Act came into force and turnpike roads became main roads. Maintenance of these roads became the responsibility of the county councils. Some of the old acts were overlooked and were never repealed. For example Oxford and Ware only left the statute books in 2010!

The population of Britain had now become more mobile and people began to seek work outside their town or village. Trades changed and people began to work in factories. In the 19c men and women often walked 5

miles to and from work and then worked 12-16 hours per day. Children also worked long hours if they were over the age of 12.

As the roads at this time were unlit boys would be employed as “link-boys”. They carried torches to light the way and they also cleaned the streets. Records of this occupation often feature in the early census returns.

The invention of the bicycle changed everything in Britain. People couldn't afford to keep a horse as it needed food and shelter but a bicycle once purchased was cheap to run. It meant that people could be more mobile. It even changed the “gene pool” as people could meet and marry partners outside their own village or town. In Victorian times cycle clubs were all the rage and women in particular had more freedom to travel.

Well to do people used cabs to get about. The Hansom cab, named after its inventor, JOSEPH A HANSOM, was a light two-wheeled horse-drawn cab with the driver's seat raised behind.

The early Victorian carriers were similar to the Roman wagons. In 1828 JOHN KEMP was a carrier operating between Derby, Chesterfield and Mansfield.

The construction of the Chesterfield Canal was started by JAMES BRINDLEY in 1766. However, he died in 1772 before its completion. The Norwood Tunnel, which formed part of the canal, was poorly constructed leading to its collapse and closure. The canal was designed to carry wide loads. The main goods carried were coal and pottery. The canal fell into disuse with the advent of the railways but is gradually being brought back into use for leisure purposes with 8 miles left to restore.

Horse drawn trams were introduced in the 1890's in the Brampton area. These were replaced in the 1900's with electric trams. One of these trams, number 7, is now in the tram museum at Crich. In 1927 electric trams were replaced by trolley buses.

Steam trains had been running in Derbyshire since 1839. With local stations they were able to travel longer distances and carry more goods than previous forms of transport. With the expansion of work in factories there was a need for the population to be able to move further and more quickly and the railways met this need.

Motorways came along in the 20c and of course these changed everything. We still have problems with transport - Aircraft can be delayed by industrial disputes, vehicles can be stuck on the motorway if there is an accident, roads can become impassable in snow and those letters sometimes take more than 3 days to reach us. Perhaps we have come full circle!

A vote of thanks was given by Keith Feltham.



Derby Mercury 21 March 1780

NEW INN Derby

Cheap & expeditious Travelling from
Derby to Sheffield & Birmingham

Two genteel new COACHES meet at the
New Inn Derby, every MONDAY, WEDNESDAY
and FRIDAY at TWELVE O'CLOCK, dine, return
and arrive a Sheffield & Birmingham early
the same evening.

CARRIES SIX INSIDE PASSENGERS at 7s 6d each
to the above places

OUTSIDE PASSENGERS at 4s 0d each

Short Passengers 2 ½d per mile

Free Luggage up to 14lbs

Excess Luggage ½ d per lb

Performed by

PEACH	Sheffield	BALDWIN	Burton
SAXTON	Chesterfield	BUTLER	Lichfield
KENDALL	Four - Lane Ends	HART	Birmingham



Derbyshire Times - 23 February 1918

HIS LAST TUB

STAVELEY STALLMAN FATALY INJURED

The last tub that was let down the rather steep gate of the Markham (No.1) Colliery, on Saturday, was through on oversight, not lockered, with the result that it crashed into two other full tubs against the stop-block. WILLIAM TOMLINSON, the man in charge of stall 31, was crushed between the waggons and received injuries from which he died on Sunday in Chesterfield Hospital.

The inquest was held at Chesterfield, on Tuesday, when there were present in addition to the Coroner (DR A GREEN), MR H A ABBOTT (H.M. Inspector of Mines), MR FRANK LEE (representing the Derbyshire Miners' Association. MR W WOODS (National Association of Colliery Deputies), MR W WAPLINGTON (agent for the Staveley Coal and Iron, Company), and MR W R WILSON (Manager of the Markham Colliery).

The son, WM TOMLINSON, 45, Bentinck Road, Shuttlewood, who is a stallman, was working in his father's stall at the time of the accident. He told the jury that his father was 57 years of age and lived at 28, Rose Villas, Bent Lane, Lowgates, Staveley. Witness was called immediately after the accident and he found his father sitting in the middle of the road, he having been jammed between a full tub of coal that was let down the gradient and two full ones at the stop-block. Lockers were supposed to be put in all tubs let down as the gradient was five or six inches to the yard, but on this occasion the safeguard was overlooked. His father was in front of the tub.

MR ABBOTT asked whose duty it was to locker the tubs, and witness replied that it was "the job of anybody there."

MR WILSON: Haven't you been told by the deputies not to go in front of the tubs when they are going down the gate.

Witness: I could not say that.

In answer to MR LEE, witness said the accident was due to a misunderstanding, each of the workmen present thinking that the other had put in the lockers.

HENRY TURNER, Lowgates, the loader, said he helped to lower the tub off the plate, but it got out of control when about six yards from the other full tubs at the stop-block. In his opinion it was the duty of deceased to insert the lockers, witness being at the wrong side of the tub to do this.

Replying to MR WAPLINGTON, witness admitted that was the last tub of the shift to be lowered, but denied that they were in a hurry to get out of the pit.

HENRY RODGERS, West Handley, Stallman, said at the time. He was under the impression that MCCABE had put the lockers in.

DR E F BUCKLER stated that deceased was admitted to Chesterfield Hospital on Saturday at 2.45 p.m. He was suffering from a fractured pelvis and severe internal injuries which proved fatal on Sunday evening.

“Accidental death” was the verdict.

The coroner asked MR ABBOTT if it were not possible to make someone responsible for lockering the tubs’ MR ABBOTT replied that the onus rested on the Stallman in charge of the work.

The Coroner: “Do you think that the deceased himself ought to have put the lockers in”

MR ABBOTT Primarily, he is the responsible person. It must have been an oversight, for the men would not dream of letting a tub down without the lockers.

MR WILSON, on behalf of the Staveley Company and himself, expressed their deep sympathy with the bereaved relatives. TOMLINSON, he said, had spent practically all his working life with the company and it was a great loss to them to lose so old, staid and capable a workman. His son was following him up and he hoped he would be as good a workman as his father and that he would remain with the company many years.

William Tomlinson died 17 February 1918, just over 6 years after his son Anthony Tomlinson who died 2 Nov 1911 (Pinned in the Pit - article in the March 2013, CADFH magazine).



THE QUAKER FRITHS OF CHESTERFIELD

The Quaker movement was founded by Leicestershire man GEORGE FOX, who began preaching his new non-conformist faith in the mid 17th century.

FOX is said to have formulated and started the Quaker movement while he was living in Mansfield, where he had a boot & shoemaking business. GEORGE FOX came to Chesterfield to preach in 1649, and was brought up before the Mayor, and put into custody, with the threat of imprisonment.

Members of the Religious Society of Friends refuse to take part in war, will not swear oaths and reject all religious ceremony. Many refused to pay tithes to the Church of England. These beliefs brought Quakers into conflict with authority, and until the Toleration Act of 1689 the Quakers suffered considerably for following their faith.

When he came to Chesterfield, FOX was put out of the town at night by the officers of the watch (The journals of GEORGE FOX). Despite his removal, FOX had clearly made some converts in Chesterfield. One of the Friends who travelled to Derby from Chesterfield with him (and was subsequently put in gaol) was JOHN FRETWELL of Stainsby.

The Quakers of Chesterfield held meetings from around this time, in several private houses. Amongst their number was JOHN FRITH, who was persecuted on several occasions. In 1657 his horse was taken after he had refused to pay 3 shillings for tithes and Easter offerings, and in 1663 he was imprisoned for failing to pay his Easter offerings. Later that same year, he and three others were arrested at a meeting, and put in the House of Correction. In 1665 another meeting in Chesterfield was raided by the order of the Mayor, and several were imprisoned, including another member of the FRITH family, SUSANNA.

Possibly because of persecution in the town, the Quakers of north-east Derbyshire chose to have their first purpose-built meeting house at Tupton. The meeting house in Chesterfield was not built until 1697 when

persecution had eased, and from this time use of the Tupton meeting house declined. The Chesterfield meeting house was said to have been built about 1680 (accounts vary) but the Quakers met before this date at the house of THOMAS LAMBERT (EZRA MICHENER). (A retrospect of early Quakerism 1860).

By 1714 the monthly meeting had moved entirely to Chesterfield. However, when the Quakers met at Tupton they did not escape the attention of the local authorities; in September 1665 a Justice of the Peace came and took the names of all present at a monthly meeting; after which he and another justice issued warrants, ordering their appearance before them at Chesterfield on the 14th of the same month, and sent 31 of them to the House of Correction.

FOX returned to Chesterfield in 1666 for a 'large meeting' when he recorded that, SUSAN (SUSANNA) FRITH, spoke out against the persecution of the Quakers in the town by the local justices (The journals of GEORGE FOX). SUSANNA also declared, in writing in the Chesterfield Monthly meeting minute book "This is my testimoney concerning tithes that since the Lord convinced mee of his ever lasting truth I have not pay tithes to any priest, or steepellhouse sesments to any but have borne my testimony against all such practises both in word and writeing and in suffering imprisement under priest Coope of Chesterfeild and my goods have beene taken for not paying to the steeplehouse severall times as for the tithe of my corne I never tooke it of any but I have ordered to gett it in before the tithe men came and I never left them any." (Chesterfield Monthly meeting minute book 1691-1732 transcribed by JOAN GOODWIN, 1987. A copy at Chesterfield Library.)

JOSEPH BESSE records that in September 1685 "JOHN WARD, the under Sheriff's deputy, and another person, came armed to JOSEPH FRITH'S house and demanded £120 of him for six months absence from his parish church. They entered his grounds, and drove away thirty sheep, four kine, two foals, and three horses. The sheep and kine being put by them into bad pasture, broke out and came home again; but the horses they sold for £10 though worth £17" (JOSEPH BESSE). A collection of the sufferings of the people called Quakers 1753).

The Toleration Act in 1689 recognised Quakers as dissenters and allowed them to meet and worship, giving them some measure of religious freedom. But Quakers still refused to pay tithes to the established church, and in 1711 JOHN FRITH and JOSEPH FRITH, both of Chesterfield, were prosecuted for non-payment of tithes. They were committed to the common gaol at Chesterfield on the 13 of October 1711(JOSEPH BESSE).

Despite their non-conformity, the FRITH family prospered in Chesterfield, and they had a butcher's shop in the Shambles, other members of the family were grocers, dyers, maltsters and wine & spirit merchants. In 1746, JOSEPH FRITH of Chesterfield, dyer, advertised for sale his property in Shirland; four dwelling houses, a malthouse, smith's shop, stable and two-thirds of 12 acres of land (Derby Mercury 13 June & 8 August 1746).

FRANCIS FRITH, a Chesterfield wine merchant and previously a cooper, was born on the 11 April 1790, one of the sons of grocer JOHN FRITH the younger and his wife RUTH. FRANCIS'S mother RUTH METCALF was not from a Quaker family, but she converted to her husband's faith. RUTH died when he was five years old, aged 44. His father JOHN FRITH died in 1808 and was buried in the Quaker burial ground at Chesterfield on the 27 June 1808.

By 1816 FRANCIS FRITH had become established as a wine and spirit merchant in Chesterfield. He married ALICE WALKER at Chesterfield Parish Church by licence on the 19 October 1819. She was the daughter of JOHN WALKER, possibly the man of this name who was briefly in partnership with FRANCIS WALKER, JOHN BUNTING and JOSIAH CLAUGHTON as a brewer and dealer in London Porter.

FRANCIS and ALICE had 3 children, two girls named MARY and SUSANNA, and a son named FRANCIS. The eldest daughter, MARY died in August 1836, at which time the family were living at Chander Hill, Brampton. Shortly after this, FRANCIS retired from business and moved to Sheffield. Here their son was apprenticed to a cutler named WILLIAM HARGREAVES.

Their ancestors having been settled in Chesterfield for generations, this branch of the FRITH family became travellers, and eventually moved to Liverpool. ALICE died in Buxton in 1863, and her husband FRANCIS

FRITH died on the 24 March 1871. He was then living in Kent Road, Birkdale, Lancashire.

Their son FRANCIS had followed his grandfather's trade, and set up in business as a grocer in Liverpool in 1845. Five years later he added a printing concern, and was able to sell out in 1856, realising a handsome profit. With this fortune he was able to travel, indulge in his love of photography, and become one of the most famous photographers in British history.



Editors Jottings - mail@cadfhs.org



Books in the CADFHS library are available for members to borrow and are indexed under the following headings:-

Ancestors by Occupation, Religion, Family, Village, Town and Country, Parish, Researching and Writing, County Genealogical Bibliographies, British Genealogical Books in Print

We also exchange our magazine with various other Family history Societies in England, Scotland and overseas such as Australia, Canada and these are also available

Other resources include the following fiches:

1881 Census, for Bedfordshire, Cheshire, Derbyshire, Durham, Lancashire, Lincolnshire, Northamptonshire, Nottinghamshire, Norfolk, Rutland, Staffordshire, Warwickshire and Yorkshire

IGI for Derbyshire, Lincolnshire, Nottinghamshire, Staffordshire and Yorkshire.

Name Index Derbyshire

1891 Census Derbyshire

1901 Census Returns, Chesterfield and District

Carol

REMINDERS

One of the benefits of joining a Family History society is that you can make contact with other members who are researching your family names. **Most Societies produce a list of Members Interest and the Chesterfield and District Family History Society produce theirs on microfiche each year. This is updated and distributed annually with the June magazine and is also available via the Website.**

Other versions available are, printed, or emailed, for members who prefer it.

Members Interests are listed alphabetically by surname, relevant dates and County using the Chapman County Codes. These were introduced by Colin Chapman and are a set of County Codes universally used by Family Historians to show the counties of the UK in an index without reproducing the full name, e.g. DBY-Derbyshire NTT-Nottinghamshire. A full list of Chapman County Codes is reproduced on the back page of this magazine.

If you find another member is researching the same family name(s) as you, you can share your research and problems, and if you are lucky you may trace that elusive ancestor.

Meetings will be on the first Tuesday of each month except August, when there is no meeting. They will be held at 7.30pm at St Hugh's Roman Catholic Church, Littlemoor. Chesterfield.

C.A.D.F.H.S. membership and Renewal is from September 1st to August 31st. This includes free magazines in December, March, June and September for the coming year. New Members joining at any other times of the year will be entitled to back copies of these magazines for that year as compensation.

Committee members, the Library and limited research material is available to assist you in your search for ancestors and to answer any questions you may have from 7pm onwards.

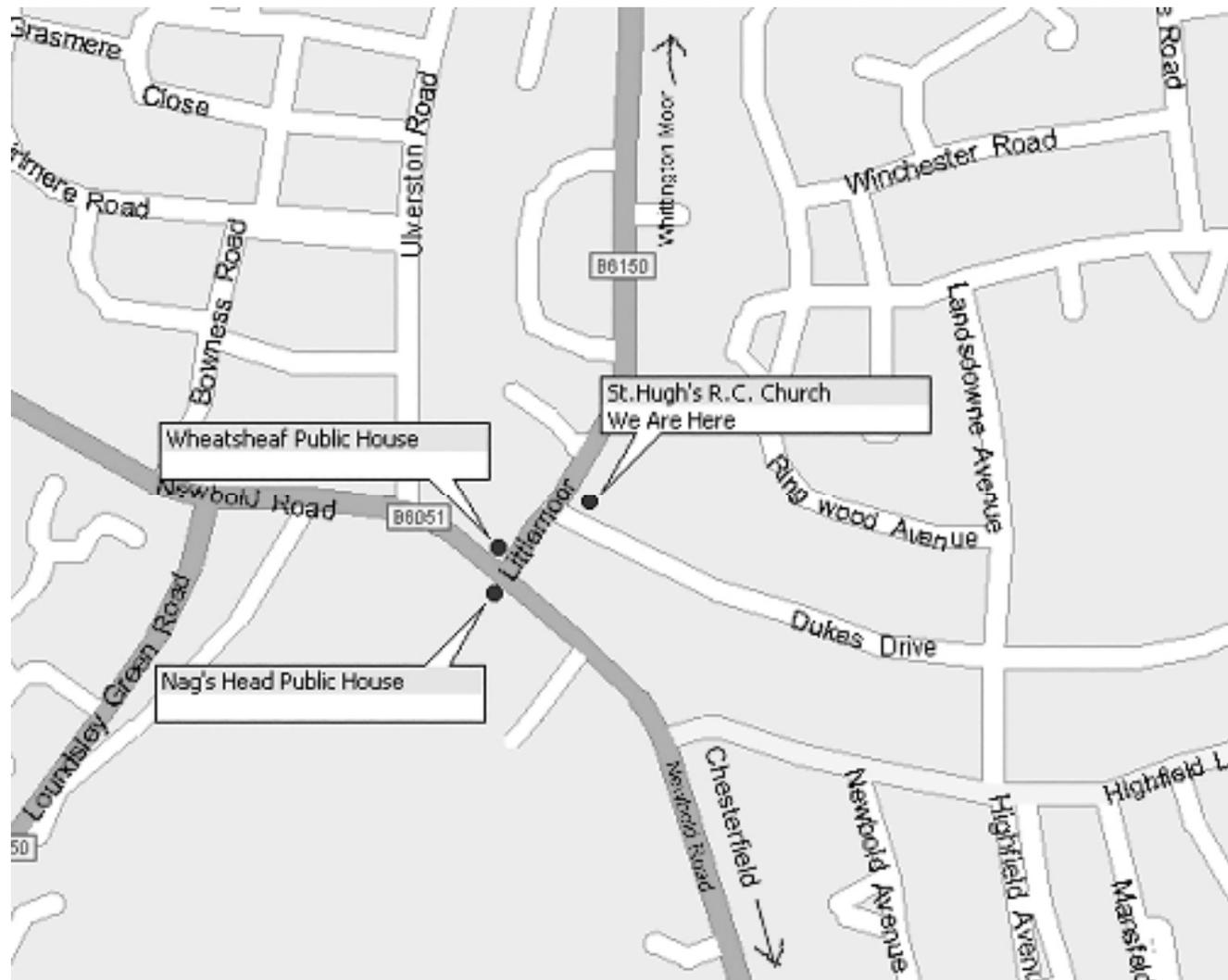
A reader's query column (Help Wanted) is available so that readers can publish their queries in the Magazine. This column is free to members, but non-members will have to make a remittance with their query on the basis of £2 (minimum) for 50 words maximum. (or donation). Dates count as one word.

Typed queries should be sent to the Editor, Chairman or the Secretary at the addresses inside the front cover or via the web site mail@cadfhs.org.uk

Please remember to show your name, address, and where appropriate your membership number. Readers are reminded that correspondence requiring either a reply or a receipt should be accompanied by a stamped self-addressed envelope. Overseas readers should send appropriate British Stamps or International Reply Coupons.

The society will meet on the first Tuesday of the month, except August
at
St Hughs Roman Catholic Church, Littlemoor Chesterfield
located on the B 6150 at the corner of Littlemoor and Duke's Drive in Newbold village

The venue can be accessed from Chesterfield town centre via Newbold Road B6051 or from Chesterfield by-pass A61 (Whittington Moor roundabout) via St Johns Road, B6150



The Chapman Codes for County and Country (pre 1974 countries)

England	ENG	London	LND	SCOTLAND		IRELAND	
Ireland	IRL	Middlesex	MDX	Aberdeenshire	ABD	Antrim	ANT
Scotland	SCT	Norfolk	NFK	Angus	ANS	Armagh	ARM
Wales	WLS	Northamptonshire	NTH	Argyllshire	ARL	Carlow	CAR
All Countries	ALL	Northumberland	NBL	Ayrshire	AYR	Cavan	CAV
		Nottinghamshire	NTT	Banffshire	BAN	Clare	CLA
ISLANDS		Oxfordshire	OXF	Berwickshire	BEW	Cork	COR
Channel Islands	CHI	Rutland	RUT	Bute	BUT	Down	DON
Alderney	ALD	Shropshire	SAL	Caithness-shire	CAI	Donegal	DOW
Guernsey	GSY	Somerset	SOM	Clackmannanshire	CLK	Dublin	DUB
Jersey	JSY	Staffordshire	STS	Dumfriesshire	DFS	Fermanagh	FER
Sark	SRK	Suffolk	SFK	Dumbartonshire	DNB	Galway	GAL
Isle Of Man	IOM	Surrey	SRY	East Lothian	ELN	Kerry	KER
Isle Of Wight	IOW	Sussex	SSX	Fifeshire	FIF	Kildare	KID
		Warwickshire	WAR	Forfarshire	ANS	Kilkenny	KIK
ENGLAND		Westmorland	WES	Inverness-shire	INV	Leitrim	LET
All Counties	ALL	Wiltshire	WIL	Kincardineshire	KCD	Leix (Queens)	LEX
Bedfordshire	BDF	Worcestershire	WOR	Kinross-shire	KRS	Limerick	LIM
Berkshire	BRK	Yorkshire	YKS	Kirkcudbrightshire	KKD	Londonderry	LDY
Buckinghamshire	BKM	YKS East Riding	ERY	Lanarkshire	LKS	Longford	LOG
Cambridgeshire	CAM	YKS North Riding	NRY	Midlothian	MLN	Louth	LOU
Cheshire	CHS	YKS West Riding	WRY	Moray	MOR	Mayo	MAY
Cornwall	CON			Nairnshire	NAI	Meath	MEA
Cumberland	CUL	WALES		Orkney Isles	OKI	Monaghan	MOG
Derbyshire	DBY	Anglesey	AGY	Peeblesshire	PEE	Offaly (Kings)	OFF
Devonshire	DEV	Brecknockshire	BRE	Perthshire	PER	Roscommon	ROS
Dorsetshire	DOR	Caernarvonshire	CAE	Renfrewshire	RFW	Sligo	SLI
Durham	DUR	Cardiganshire	CGN	Ross & Cromarty	ROC	Tipperary	TIP
Essex	ESS	Carmarthenshire	CMN	Roxburghshire	ROX	Tyrone	TYR
Gloucestershire	GLS	Denbighshire	DEN	Selkirkshire	SEL	Waterford	WAT
Hampshire	HAM	Flintshire	FLN	Shetland Isles	SHI	Westmeath	WEM
Herefordshire	HEF	Glamorgan	GLA	Stirlingshire	STI	Wexford	WEX
Hertfordshire	HRT	Merionethshire	MER	Sutherland	SUT	Wicklow	WIC
Huntingdonshire	HUN	Monmouthshire	MON	West Lothian	WLN		
Kent	KEN	Montgomeryshire	MGY	Wigtownshire	WIG		
Lancashire	LAN	Pembrokeshire	PEM				
Leicestershire	LEI	Radnorshire	RAD				
Lincolnshire	LIN						