



THE PARAGON

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OLD PUBLIC HOUSES OF THE WOODHEAD MOORS

We are indebted to Barry Needle for his research and permission to use extracts from his work now in our archive on the Moor's Inns & Public Houses

Editor's Note :- Barry has allowed us to use the material from his research document which he admits is 'still ongoing'. We will endeavour to cover as much as possible of this extensive work but as you are aware our Paragon is a quarterly magazine and we have other things to include, so I am going to edit carefully and include as much as I can of Barry's material over this and future editions.

Part 1 - History & Preamble

My interest in old moorland inns stems from the times in the late 1950's and after, when walking on the moors with a few hardy members of the old Deepcar St John's Youth club most Sundays throughout the year. Large tracts of the Dark Peak were also covered with the Stocksbridge and District Hill Rescue Team from 1964 onwards either training or searching for missing walkers. Some of these members were, and still are explorers and investigators of local history and archaeology. Passing old ruins and farmhouses especially in winter provoked the usual discussions on how bad it would be to 'live up here' and work in the dank cold winter days without the services we take for granted today. Readers of the following no doubt will go through the same emotions. My selection is based on and around the road over the Pennines from Manchester and down through Stocksbridge on its way to Sheffield, straying too along the Greenfield road where we sometimes walked, climbed and trained. I include some inns down on lower ground, since they provided welcome shelter from the higher routes for travellers, and a pint and sustenance at the end of a long day, and other interesting local hostelrys no longer around, that I have come across.

For those of you who have travelled over the Woodhead Pass especially in winter, Howard Smith's 'Saltway Trail' Woodhead to Rotherham is a worthwhile read for information on

this old packhorse road. A record from 1596 describes Woodhead as "a place well-known to those weary travellers, who came over the mountains and craggy ways in Yorkshire".

Inns provided shelter and stabling for the horses and ponies as well as food and drink for the drovers and travellers on foot. Beer or alehouses, (in existence from the 15th century and sometimes called 'tippling houses') sold beer and ales that were brewed on the premises. Taverns sold wine and spirits as well as beer and ale. Farms along the old byways have taken advantage of passing travellers and drovers to sell home brewed beers and ales e.g. the Cranberry Inn (now Cranberry Farm) at the crossroads to Penistone.

From 1816 licenses were required for inn keepers. The Alehouses Act came out in 1828 followed by the 1830 Beerhouse Act, giving the Excise Authority the power (without the consent of the local Magistrates) to issue licenses (costing 2 guineas) for the sale of beer by any ratepayer. Inns were usually larger, offering more comforting accommodation for the travellers. Beer houses were most numerous in the Woodhead area during the construction of the Woodhead railway (1840 to 1845) and the building of five reservoirs in the Longdendale valley soon afterwards. By 1860 new owners were compelled to apply for a license; those before being allowed to retain privilege. Some innkeepers did other work besides if trade was not so good, i.e. Swinden Walls (near the Flouch) which was a working farm and Inn.

Along an eight mile stretch of the present A628 Woodhead Road, there were at least eight inns. The Commercial Inn at Crowden; Angel Inn at Woodhead hamlet; the George and Dragon at the junction of the A628 and the A6024 which closed in 1961; the Millar's Arms at Salter's Brook (closed about 1916); The Plough and Harrow at Fiddlers Green on the summit (closed 1851), all now demolished, (mainly due to the building of reservoirs) the Dog and Partridge is still going strong, and Swinden Walls (now demolished) near the Flouch Crossroads.

On the moor land road from Holmfirth to Greenfield (the A635), there were two, The Isle of Skye demolished after a fire in 1960 and the Moorcock Inn closed in 1936 and demolished. In between the two roads, the Stanhope Arms at Dunford Bridge became a regular meeting point for the Shepherds Society after the closure of the Millar's Arms.



The Dog & Partridge at Bordhill

Whites History, Gazetteer and Directory of Cheshire 1860 records 'Near Woodhead Station are a number of cottages and several beer houses on the Cheshire side of the River Etherow. The Station Inn (shown as the Crown Inn 1854 OS map) is just within the bounds of Derbyshire.' Greater Manchester County Record Office were said to hold a photograph of the Commercial Inn, Crowden in 1900, and I have found references to the Quiet Shepherd situated a mile West of Crowden (dated 1718?), the Tollermahe Arms near the bottom of the Holme Moss Road, and the Cranberry Inn at the Cranberry crossroads on the old salt road. There is also a reference to a Wheatsheaf Inn at Dunford Bridge.

From the late 17th century Parliament slowly took over the responsibility for the repaving and maintenance of roads from local authorities. The 18th and early 19th century saw the old packhorse routes gradually taken over by Turnpike Trusts. The Acts authorised a trust (not for profit) to levy tolls on those using the roads. The income was used to maintain, repair and even improve the roads. The 'turnpike' was the gate which blocked the road till the toll was paid.

From the 1750's, Acts required trusts to erect milestones to record distances between the main towns. Turnpikes declined with the advent of the railway.

The Woodhead road (now the A628) was constructed between 1732 and 1741 as part of a turnpike Road from Rotherham to Manchester, replacing parts of the old tradesman's route (Salt Route). The Turnpikes meant more travellers and led to the opening of more inns and beer houses. The Wadsley to Langsett was 'turnpiked' in 1805. Before the advent of the railway, wagons laden with flour from Oxspring Mills (on the eastern side of the moorland) and farm produce, went every week-day to Old Salter's Brook House a halfway store for customers in Lancashire, Cheshire and Derbyshire. Here they were met by wagons sent by these customers. Fully loaded wagons from the western areas sometimes used extra horses to ascend the steep pass and changed their horses at Salter's Brook and Fiddlers Green. Pickford and Johnson's were one of the stage wagons companies which ran from Sheffield and Bamsley. Coaches were said to be making the ascent of these hills from and into Lancashire by 1795. (The first coach from Sheffield to Glossop over the Snake took place 23rd August 1821.)

Travelling over Woodhead often took a lot of hard labour and could be a serious matter. Waggon ruts were deep, and descents were precipitous. At times in poor light it would have been difficult to distinguish between the track and the unenclosed commons. There was also a risk from robbers and thieves. The sheep owners of the moors around Midhope and

Langsett sold their wool to the Blackrock Mill, Saddleworth. Abraham Crossley of Midhope, always tied his money to the axles of his cart. Once above Fiddlers Green, with the use of a stout stick he beat off two assailants. There are other accounts of a similar nature to travellers over Woodhead and surrounding area.

William Whites 1833 Directory records the 'Royal Mail' to Manchester from the Angel and Commercial Hotels by Woodhead, Midhope and Ashton at half past eight in the morning. The 1834 Piggot and Company Commercial Directory for Cheshire says the 'Fair Trader' or the 'Railway' coach left Manchester every afternoon at 1pm for Sheffield. (It did not record which route it took over the Pennines.) It also records Joseph Deamley carried occasionally from Tintwistle to Salter's Brook.

In 1840 three or four coaches were running between Sheffield and Manchester. One owned by John Dixon changed horses at the King and Millar Deepcar, the travellers alighting for a drink and refreshments. Oliver's wagons left Sheffield with goods Tuesday and Saturday for Manchester and onward



MILLAR'S ARMS, SALTERSBROOK

distribution, via Woodhead and Ashton Under Lyne

Work on the Woodhead Tunnel began in 1838 bringing increased trade to the Millar's Arms which was used for the payment of wages to the navvies. It was the last link in the trans-Pennine route. When the Tunnel was bored through, a bullock was roasted at Salter's Brook in celebration. The Tunnel opened 22nd December 1845. (The Woodhead rail line was to run until 1961 when it finally closed.)

Parliament passed an Act in 1847 which enabled the building of the five reservoirs in the Longendale Valley between 1848 and 1884. The navvies employed on these and the construction of the new railway provided plenty of custom for the inns in the area.

Extracts from

'A Brief Treatise of Various Ailments

& Treatment By Natural Remedies'

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KIDNEY AND BLADDER TROUBLE.

SYMPTOMS.—Heaviness, drowsiness, pains at the bottom of the back, sometimes a shooting pain, at other times a dull pain, dizziness in the head, variable action of the heart, scanty urine with frequent desire to pass same, etc. When dropsical swellings take place the disease is advanced, and is then styled Bright's disease. Eat sparingly; let your diet be plain but substantial; avoid that mentioned on page 17.

TREATMENT.—Parsley Plant	oz.
Juniper	oz.
Dog's Grass	oz.
Pellitory of the Wall... ..	oz.
Clivers	oz.

Boil slowly in a quart of water 5 minutes, strain, and when cold take a wineglassful three or four times a day, indulge as much in open air as possible.

Must be kept in a cold place.

Pills as follows:—Lobelia Herb	30 grains.
Gum Arabic	2 drachms.
Cayenne	4 drachms.

Mix with Gum Mucilage and make into 4 grain pills.

Dose.—One pill at bedtime.

Any druggist should be able to supply the above, or we will send the bottles, with pills to meet a week, postage paid, on receipt of Postal Order for 11. 2d. or 15 penny stamp.

These kits would be sent postage paid for 3s. 6d.

Letters to be addressed as per page 4.

The advantage of ordering direct from the firm is that the ingredients are of the finest quality, first containing their full medicinal value, the pills are guaranteed to contain exactly the ingredients named in each prescription. See page 40.

William was born in 1834, the son of Joseph and Lavina Hoyland in Allen Street, just off Shalesmoor in Sheffield. His father was a Corn Miller and was born at Wortley.

William was educated at Hebblethwaite's School in Paradise Square; Sheffield it was a private school of some 200 pupils. At 15 years of age, the family was in Ecclesfield with Joseph possibly working in Ecclesfield Mill below the church. Later they moved to Hunshelf Corn Mill, William working with them until he was 23.

In 1857 he began work in the office with Mrs Fox as a wages clerk being paid 18/-d a week. He also worked under Mr George Wood who was Samuel Fox's first clerk and Hoyland recalls that on one occasion the address of a certain client was required, Hoyland immediately giving the address as he knew all the customers address by memory. Fox suggested that he had better check it in the book, which he did and found that Hoyland was correct. Mr Wood was present at this time and said to William 'You see, I have made a man of you' Six years later he became petty cashier then full cashier, finally Company Secretary in 1871 at the age of 37. He was Samuel Fox's confidential clerk for many years and a particular trusted friend also to the family and Mrs Fox with whom he helped run her Sunday School. As the Company Secretary he would have been fully involved in taking Samuel Fox and Company into a limited company in 1876.

In his private life William seems to have had some early misfortunes. He had married a young lady called Ellen Armstrong from Norfolk in 1860 and they lived in one of Fox's properties on Hunsheaf Bank, their neighbours Joseph and Ann Hayward. Unfortunately their first child, a son died within a day. They had another child Ada but tragically William's wife Ellen died with the baby a few months old, in January 1863. As seems to be way in the mid-1800s, William quickly married again, this time to Elizabeth Lawton, daughter of George Lawton, landlord of the Rose and Crown at Midhope crossroads.

They first lived at Wortley then at Midhope Corn Mill with William walking daily to work at Fox's. Whilst living at Nether Midhope, William Hoyland helped to raise funds for Midhopestones School. He acted as treasurer and carefully compiled a statement of all receipts and expenditure which he entered in the Trustees Account Book.

In 1875 William Hoyland approached Samuel Fox with a new Haywood Flexus design for an umbrella frame which he would not accept using the argument that he had put too much into marketing the Paragon umbrella. William had been working for Fox for many years as his confidential clerk and now Company Secretary and when he suggested that he was entering into a partnership with Joseph Hayward, Fox applauded the idea. Consequently he started to look for an alternative with Joseph Hayward seeking premises of their own, visiting Kirkwood, Oxspring but the rent of £100 a year was too much. Mr Fox offered to rent Ecklands Bridge Works, which he owned from 1866, provided they purchased raw materials from him-which was accepted. Samuel Fox did not leave their relationship there, but offered much advice and material help visiting the works at Thurleston many times.

1877 Hayward & Hoyland became patentees of the Plexus umbrella frame so Hoyland moved to Thurleston to live later building Birks House there. He became a member of the Local Board of Guardians.

William Hoyland

Samuel Fox's – Good Friend



Work continued and although the partnership with Hayward finished, the inventive Victorian became sole proprietor and eventually purchased the works.



Ecklands Bridge Works

William Hoyland continued his work with the Urban District Council and presided over the opening of Thurlstone Council Offices in 1909, a stone with his name is incorporated in the building. At this period 1909 onwards the mill provided employment for many local girls starting at about 8s.2d. Per week on leaving school.

The business of William Hoyland and Sons thrived with much of the turnover being for overseas business and William's sons, George and Arthur, successfully ran the company even after William's death in 1923 at the age of 89 years.

So passed another man whose career had been formulated by that man in Stocksbridge, Samuel Fox; the man who always called his friend by his first name, 'William'

SOCIETY NEWS

This year is the 30th birthday of the Stocksbridge & District History Society in its present form and also in 2019 it is 50 years since the Kenworthy Fellowship was formed.

Our thanks go out to all those members who have cherished the history and encouraged so many people over the years to enjoy and give thanks for the Little Don Valley heritage.

Happy Birthday

Programme of Events — 2019

January 10th	Winter break—No meeting	
February 14th	World War 1—The Aftermath	Mick Kerrigan
March 14th	Sheffield Castle & The Excavations	Mili Rajic
April 11th	Samuel Fox—The Forefather of Stocksbridge	Dennis Pindar
May 9th	Annual General Meeting & SDHS Presentation	
June 13th	History of Toilets & Bathrooms	Susan Deal
July 11th	Members 'Grand Day Out'	No meeting
August 8th	TBC	
September 12th	Pie & Pea Supper with Talk	Basil Spooner
October 10th	A Look at Local Names	Basil Spooner
November 14th	The History of Wentworth Woodhouse	Mel Jones
December 12th	Carol Supper	Members Only

Why not visit our Website at - www.stocksbridgehs.co.uk

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