

THE MALTSTER AS MILLIONAIRE: THE BURKITTS OF CHESTERFIELD AND KING'S LYNN

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When William Burkitt of King's Lynn, the head of a firm of maltsters, corn merchants and importers, died in 1906, one of the Norfolk papers suggested that he was a millionaire.¹ When his nephew and heir, William Burkitt of Chesterfield, died in 1920, the local press said much the same.² Although a few fortunes were made in the Victorian malting industry, this does not seem to have been common. Many businesses remained very small until the late nineteenth century; there was a high turnover in an industry with low capital entry requirements, and most maltsters whose firms survived seem to have died only modestly wealthy, especially when compared with the more successful brewers of the same period.³ Moreover, by the First World War, the industry was heavily concentrated in East Anglia, chiefly Norfolk and Suffolk, the main barley growing counties of England.⁴ By contrast, the Burkitts' business originated (and to some extent remained) in Chesterfield in north-east Derbyshire. Although the town had several malthouses in the early nineteenth century, the industry was never as important locally as it was, say, in the nearby Nottinghamshire towns of Newark, Retford, Worksop and Mansfield,⁵ and by about 1880 the Burkitts were the only remaining maltsters in Chesterfield.⁶ The family's success, therefore, merits attention as an interesting case-study in an industry with few surviving business records, especially for smaller firms, which seems to have discouraged attempts to discuss malting at the level of the individual enterprise.⁷

THE FOUNDATION OF THE BUSINESS

The founder of the family's considerable fortune was William Burkitt, the eldest of six children of William and Mary Burkitt, who was baptised at Chesterfield in 1799.⁸ The family was then living at Walton, one of the out-townships of the parish, as they were when their other children were born between 1802 and 1810.⁹ William Burkitt senior was born at Nottingham in the early 1770s.¹⁰ We do not know what the elder William Burkitt's occupation was when his son was born, but by the 1820s he was the tenant of the Old Feathers public house on Lordsmill Street. He was still there in the late 1840s.¹¹ Glover's directory of 1829 also listed William Burkitt as a maltster on Hollis Lane.¹² This road branches off Lordsmill Street near the Old Feathers and the family may have had a small malthouse in the yard behind the pub, with an entrance from Hollis Lane.¹³ It is impossible to say whether the malting business was also being run by the licensee of the Old Feathers or by his son, or whether the two were working together at both the malthouse and pub.¹⁴ According to the son's obituary, William set up in business on his own account, without partners, in the 1820s in a malthouse on Soresby Street in the town.¹⁵ No malthouse is listed on Soresby Street by Glover, and the property in question was probably the maltings belonging to the Rooth family at the junction of Soresby Street and Saltergate.¹⁶ Eight maltsters appear in the directory of 1829 apart from William Burkitt, three of them members of the Rooth family.¹⁷

Whatever the exact sequence of events, or the location of his first malthouse, it is clear that William Burkitt went into malting from a family background in the licensed trade. As

Clark demonstrated, many men moved into the industry from related occupations,¹⁸ and it is possible that his father had a brewhouse at the Old Feathers, which would have provided an immediate outlet for his son's malt.¹⁹ The elder William Burkitt, by then a widower, was still living at the Old Feathers in 1851 but the licence had passed to his son-in-law William Heath, who married his daughter Sarah.²⁰ Burkitt died in January the following year, aged 81.²¹

In February 1825 the younger William married Ellen Alsop, originally from Ashover, at the parish church in Chesterfield.²² She was six years his senior and was also at least six months pregnant at the time of the marriage: the couple's elder son, William, was baptised at the same church in May that year.²³ Their second son Samuel was born in 1830.²⁴ On both occasions William gave his occupation as maltster. When William and Ellen were enumerated in 1841 they were living on Hollis Lane with their two sons and a living-in servant.²⁵ Ten years later they had moved to Vicar Lane, and had only their younger son, Samuel, then aged 20, still single and at home. They still had one servant.²⁶

According to his obituary, during the first phase of his career William carried on an extensive trade using boats on the Trent and the Don Navigation, and also gave 'constant employment' to a large number of coasting vessels which, after discharging their cargoes (presumably of either barley or malt, and possibly other corn, probably from East Anglia), returned with cargoes of coal from Derbyshire and the Sheffield area.²⁷ Burkitt would no doubt also have used the Chesterfield Canal to bring barley up to his malthouses in Chesterfield in boats that would have returned in the opposite direction with coal.

Burkitt's obituary also claimed that, within a few years of starting in business, he had secured nearly the whole of the malting trade of the Chesterfield neighbourhood, and was ultimately the proprietor of about ten large maltings, mostly in and near Chesterfield, with others at Mansfield and Stockwith.²⁸ The general accuracy of this statement can be confirmed from other sources. Directories from the early 1780s onwards list a gradually increasing number of maltsters in Chesterfield, although this may owe as much to the more efficient compilation of such publications as to a growth in the industry locally. Only two appear in Bailey's directories of 1781–4, whereas seven are listed in the 1790s and five in 1809–16.²⁹ Directories of 1818–22 record nine,³⁰ as does Glover's of 1829, which is the first to name William Burkitt as a maltster.³¹ In 1835 there were ten maltsters in Chesterfield other than Burkitt, whose address was still given as Hollis Lane;³² a decade later there were six, three of whom (as well as Burkitt) were also corn dealers.³³ By 1857 there were only three in all, none of whom was said to be a corn dealer (nor was Burkitt).³⁴ In the 1860s and early 1870s two or three maltsters were in business in Chesterfield apart from the Burkitts,³⁵ who by about 1881 were the sole representatives of the trade in the town.³⁶

None of these other maltsters appear to have been involved in the trade on a very large scale, and for some malting seems likely to have been a secondary interest. Several, who appear only once or twice in directories, were clearly only in business for a short period.

One of the longer lasting (and possibly larger) businesses seems to have been that established by Joseph Towndrow, a freeholder who was active in the early 1780s, if not before, and the 1790s.³⁷ By 1809 the business appears to have become Towndrow & Batteson.³⁸ In 1820 Samuel Towndrow and David Batteson were renting a pair of malthouses on Brimington Road, on the outskirts of Chesterfield, conveniently placed between the Chesterfield Canal at one end of the building and the main road to Worksop at the other, each capable of steeping 12 quarters of barley.³⁹ They were also the tenants of two other malthouses, one near the Star & Garter inn in New Square and the other at the junction of Narrow Lane (i.e. the modern

Broad Pavement) and Saltergate, when they were put up for sale in 1830. Each had a capacity of 14 quarters.⁴⁰ Samuel Towndrow died in 1831, aged 58,⁴¹ and David Battenon in 1842, aged 65, leaving quite a large estate, including property in Chesterfield and elsewhere.⁴² The two men had also been corn dealers.⁴³ William Battenon, presumably a relation, was the tenant of David's executors at a malthouse on Saltergate in 1849 but his business appears to have come to an end sometime over the next decade, when the premises at 14 Saltergate passed to William Burkitt.⁴⁴ The malthouse in Star & Garter Yard was owned and occupied in 1849 by Thomas Renshaw, who was the licensee of the adjoining pub, rather than a sale-maltster.⁴⁵ In the same year Joseph Towndrow was the owner of an unoccupied malthouse on Glumangate in Chesterfield.⁴⁶

Joseph Gratton, who died in 1845, was also quite wealthy.⁴⁷ He seems to have begun in business from an address on Holywell Street *c.*1809,⁴⁸ but when he died, although he still owned the Holywell Street property, he had a large malthouse nearby on Newbold Road, which in 1849 William Burkitt was renting from his executors.⁴⁹ Many years later, in 1917, Burkitt's grandson, who was then the head of the business, bought the freehold of these premises.⁵⁰ Another maltster active in the 1820s and 1830s, Richard Dixon,⁵¹ had a malthouse on Vicar Lane, which in 1849 was also let to Burkitt,⁵² as was one in Dealing Yard, off Packers Row, owned by John Clayton,⁵³ who may have been a maltster at an earlier date.⁵⁴

Of the other malthouses in Chesterfield in 1849 (of which there were eleven in all),⁵⁵ one on Beetwell Street was occupied by Luke Knowles, who was principally an earthenware manufacturer and may have done some malting as a sideline. In 1846 he was recorded as a maltster on Sheffield Road, which may mean that he was renting the malthouse occupied three years later by Burkitt. Knowles died in 1857, when the malting business appears to have come to an end.⁵⁶ Another malthouse was occupied by Hannah Palfreyman, the licensee of the Barley Mow on Saltergate, who is not listed in directories as a sale-maltster.⁵⁷ A second malthouse owned by David Battenon's executors, at 5 Holywell Street, was occupied in 1849 by William Hardwick,⁵⁸ the owner and licensee of the Blue Bell at the junction of Saltergate and Cavendish Street from at least the early 1840s until the 1860s,⁵⁹ who was still in business as a maltster in 1862.⁶⁰ He later lived on Cavendish Street, described himself as a farmer in 1871, and died in 1880, leaving personal estate of £94.⁶¹ Another maltster who was also a farmer was William Wheatcroft, who had a holding of 67 acres at Dunston, just outside the town, in 1851. Ten years later he was living on Victoria Street in Chesterfield, when he was returned as a farmer and master maltster, as he was in 1871.⁶² He then had the malthouse in Angel Yard, near the Barley Mow,⁶³ but when he died in 1879 Wheatcroft was a milk-seller.⁶⁴ Finally, the Rooth family, who had been maltsters (and timber merchants) in Chesterfield from at least the 1780s until the mid 1840s,⁶⁵ but then seem to have retired from the trade,⁶⁶ may have gone back into malting in the 1860s and early 1870s, when William Rooth, who was principally a timber merchant, was apparently working the Soresby Street malthouse again.⁶⁷

In addition to the malthouses on Newbold Road, Packers Row and Vicar Lane, William Burkitt was also the tenant in 1849 of a malthouse on the west side of Sheffield Road, which stood on a plot extending to a second frontage on Newbold Road, on which there was a dwelling house. This piece of land was created in the early 1790s from a larger parcel named Little Saint Ellens.⁶⁸ In 1793 Joseph Glossop, a 'factor' of Stonegravels in Newbold township, appears to have bought the parcel from three men named Beard, described as merchants and co-partners of Lincoln. He mortgaged this and other land to Bernard Lucas junior, a Chesterfield attorney, for £400, defaulted on the mortgage, and in 1796 sold the parcel on

Sheffield Road for £120 to Samuel Biggin, a Chesterfield innkeeper. Biggin was acting as a trustee for John Collier of Chesterfield, described simply as a gentleman, and Thomas Hazard, a maltster and grocer of the town. Collier and Hazard divided the plot between them on its short axis, Collier building a house on Newbold Road and Hazard a malthouse, with a small house adjoining, on Sheffield Road. The two agreed to share a well, pump and sewer serving both properties, and also laid out a path from Newbold Road through Collier's half of the land to the malthouse. These arrangements were finally settled in 1799.⁶⁹

The whole of the property was later acquired by the Collier family and in 1831 Richard Collier mortgaged the premises for £1,000 to Bathania Walker, a Chesterfield plumber and glazier. Collier died insolvent three years later and his widow Elizabeth put the premises up for auction to enable her to discharge his debts. The property failed to reach its reserve of £1,200 and in 1835 John Belsey Collier, himself a maltster, bought it at that price. He was then in possession of all the premises, apart from the house adjoining the malthouse. Collier (who appears to have been the son of Richard and Elizabeth) gave £200 for the estate and agreed to take on the mortgage. Walker died the following year and in 1838 his trustees required the redemption of the mortgage. Collier was only able to find £200 and the balance was paid by Elizabeth Eyre of Chesterfield, who thus acquired a title to the estate. It was Miss Eyre who was named as the owner in 1849; she was then resident in part of the house on Newbold Road and had a tenant in the other half.⁷⁰

In 1853 William Burkitt appears to have sensed the chance to acquire the freehold of both a large malthouse and a substantial residence on advantageous terms from a distressed vendor. Collier had defaulted on the mortgage from Miss Eyre, to whom he owed £83 interest as well as £800 principal. He was now working as a brewer's clerk, presumably after his malting business had failed. Miss Eyre agreed to sell the property to William Burkitt and his son Samuel (both described as maltsters and corn merchants in the conveyance) for £835. William moved into the house on Newbold Road, which he restored to a single dwelling and named St Helens.⁷¹ Either at the same time or later Burkitt added an adjoining strip of land, lying between his house and Holy Trinity churchyard, to the grounds of his home.⁷² He or his son Samuel also bought a number of smaller houses on both Newbold Road and Sheffield Road near St Helens and the malthouse, which in 1849 had been divided between several owners.⁷³

Once William Burkitt had acquired the freehold of the malthouse on Sheffield Road, which was probably larger than those elsewhere in the town,⁷⁴ he seems to have given up the tenancy of the smaller premises which he had been renting in 1849. Some or all of these probably then ceased to be used for malting. The malthouse on Vicar Lane was certainly closed, since it was sold in 1855 by Richard Dixon to the county magistrates and the site became a militia barracks.⁷⁵

According to his obituary, written forty years later, in 1833 Burkitt established a branch business at King's Lynn, which by the time of his death, when his older son William was managing it, was said to have grown into one of the largest importers in the country of grain, cake and other goods. By the early 1870s the King's Lynn business was said to be employing a large number of steamers trading with Marseille and other Mediterranean ports, and with the Black Sea, the Baltic and America.⁷⁶ The younger William had been sent to King's Lynn by his father in 1846, as soon as he turned 21, when the family's grain shipping business was employing half a dozen vessels.⁷⁷ According to John Heath's account of the firm, when the younger William left school in 1841 it was intended that he should join Robert Stephenson & Co., the Newcastle railway engineering company. Instead, he went into his father's office

before moving to Lynn five years later. At that date the business is said to have had six ships, the *Ann*, *Superior*, *Gipsy Lass*, *Chesterfield*, *Vivid* and *Oddfellow*, trading with Mediterranean, Baltic and Black Sea ports. In 1850 the company began to trade with Hamburg and at about the same date Burkitts were the largest importer of oil-cake from Marseille. They moved into the North American market in 1855, when they became one of the first corn shippers to introduce American maize into the Eastern Counties.⁷⁸

Directory entries generally confirm these recollections, although they make it clear that, at least in his early years at King's Lynn, the younger William Burkitt was also a coal merchant.⁷⁹ Directories do not support the idea that Burkitt was a shipowner early in his career, nor does the King's Lynn shipping register, which survives from 1836.⁸⁰ The story related by Heath presumably has some basis in fact, but the ships he named seem to have been hired, rather than owned, by the family. This is borne out by tracing the movements of one of the vessels, the *Gipsy Lass*, in 1846, when it was mainly engaged in taking corn from Lynn to Goole or Hull, although it made several other voyages up and down the east coast and occasionally to the Netherlands.⁸¹ This looks like the usual pattern of movement for a tramp ship of this period and it seems much more likely that William Burkitt engaged space in the *Gipsy Lass*, without owning the vessel.

When the Burkitts opened the branch in King's Lynn the coasting trade of the port continued to be based, as it had been for many years, on the import of coal from the North East and the export of corn, which reached a maximum of 270,000 quarters in 1817.⁸² The corn trade declined in the early nineteenth century but it was only after the arrival of the railways and free trade that Lynn began for the first time to import corn on a large scale. Imports of coal continued to rise in the early railway age, from 256,000 tons in 1841 to 302,000 in 1845. In the former year 301 vessels entered the port from overseas, together with 2,229 coasters; by contrast only 1,159 ships sailed from Lynn, mainly with corn and wool.⁸³

The family's connection with West Stockwith appears to date from towards the end of the elder William Burkitt's time. In the 1850s John Pagdin, a maltster of Morton, on the Lincolnshire side of the Trent near Gainsborough, had a malthouse in West Stockwith.⁸⁴ This seems to have been previously operated by his father William, also of Morton, who died in 1851.⁸⁵ The younger Pagdin offered the Stockwith maltings for sale in 1866, when the kilns were described as mostly new, of modern construction and in excellent working order. The cisterns were capable of steeping 90 quarters at each wetting and could be extended. The malt drying rooms could store about 4,000 quarters and there were suitable garnerers for barley. The maltings were within easy reach of the barley markets of Retford, Bawtry, Doncaster, Brigg, Barton on Humber, Grimsby, Hull and places to the south. Freight of barley by rail or water was cheap, and malt could be conveyed by either means to Sheffield, Manchester and elsewhere, or by water to Hull and London. Misterton station on the new line from Gainsborough to Doncaster was only half a mile away.⁸⁶

William Burkitt may have taken over (but not necessarily purchased) the Stockwith malthouse in 1866 or soon afterwards. The sale notice makes no mention of the Chesterfield Canal, but in 1920 it was said that in William Burkitt's time his firm sent grain by water coastwise to his 'Trent' (i.e. Stockwith) maltings and (by canal) to Chesterfield, with coasting vessels taking coal back from Stockwith to Lynn.⁸⁷ If this is correct, some barley must have continued to go up the canal in narrow boats after Burkitt acquired the Stockwith maltings. Since a quarter of barley is significantly heavier than a quarter of malt, this method of working seems slightly odd, although if the boats could be offered a return cargo of coal it may have

been worth sending barley for malting at Chesterfield. Burkitts never had malthouses in either Retford or Worksop, the two main intermediate towns on the canal, both of which were more important malting centres than Chesterfield.

For a few years between 1858 and 1861 it is possible to discuss William Burkitt's business in a little more detail thanks to the survival of a day book recording sales of both malt and other goods in which he dealt, including barley, oats, hops, beans and peas.⁸⁸ The mainstay of his trade was a substantial, regular sale of malt every week to two of the three local common brewers, the Brampton Brewery Company, established in 1839,⁸⁹ and the Chesterfield Brewery Company, which began production in 1854.⁹⁰ Burkitt does not seem to have sold any malt to the Scarsdale Brewery Company, who were originally wine and spirit merchants and started brewing in the early 1840s.⁹¹ He did, however, supply several public houses in the town, which presumably had their own brewhouses, including the Angel, Blue Bell, White Horse, Crown & Cushion and the Shakespeare. A few public houses elsewhere also appear, such as the Angel in Clay Cross, the White Horse at Kelstedge, the Grouse at Darley and the Castle in Bakewell. Several local coal and iron masters, including Sheepbridge, Clay Cross, Henry Rangeley of Unstone, Applebys of Renishaw, J. & G. Wells of Eckington and the Sheffield Coal Co., bought oats, presumably for their pit ponies. Burkitt had accounts with the duke of Devonshire at both Hardwick and Chatsworth, and smaller estates also bought from him, such as Sutton Hall, Barlborough Hall, Wingerworth Hall, Southgate House and Romeley House (both in Clowne), White Bank in Hasland, Whittington Hall and Rose Hill in Chesterfield itself. The other customers appear to be mainly farmers, millers and possibly publicans who are not identified as such.

Most of Burkitt's sales were in Chesterfield or villages no more than ten or twelve miles away. Many were probably made on market day (Saturday), when farmers would have been in Chesterfield with a horse and cart and could collect what they needed. Conversely, the booking of several sales on the same day to customers in adjoining villages in the same direction out of the town suggests that the firm made regular deliveries on a particular route. In general, their distribution area did not extend further south than Stretton or north of Dronfield (apart from a few customers in Sheffield). To the west, the usual limit was Ashover, Matlock, Darley or Bakewell, with a handful of customers beyond, including one at Hazelgrove near Stockport. To the east, there were few deliveries further than Bolsover and neighbouring villages. In other words, most customers were within half a day's travelling distance of Chesterfield. Burkitt's market area would have been limited by the existence of a much bigger malting industry in the north Nottinghamshire towns, in Derby and around Sheffield. He may have expanded within Chesterfield, eventually becoming the only maltster in the town, and his son may have become a leading corn importer at King's Lynn, but there was clearly a limit to how far the business in Chesterfield could be developed.

Another comment made in Burkitt's obituary was that he was 'always on the alert to secure any advantages to be gained by improved transit', and 'of late years his transactions with the railway companies' had been of the 'most extensive character'.⁹² This may refer more to the distribution of corn, cake and other goods imported at King's Lynn, or the delivery of barley to Chesterfield, rather than sales from the malthouses, which probably continued to be delivered mainly by road. Most of the places named in the day book of 1858-61 had no connection by rail with Chesterfield at that period. The Midland Railway, opened in 1840, gave access to Derby to the south and Sheffield or Rotherham to the north, but the day book does not suggest that he had any customers in Derby and only a few in south Yorkshire. At

Beighton, the Midland line had a junction with the Manchester, Sheffield & Lincolnshire Railway, which provided access to the barley growing country of north Nottinghamshire and Lincolnshire, as well as the docks at Grimsby, but in the months sampled the book includes only one customer in this direction, at Kiveton Park, who was supplied by rail.

In 1861 William Burkitt was enumerated at St Helens as a master maltster and cornfactor, although apparently with only seven employees, including his son Samuel, who was described as a maltster's clerk.⁹³ A contemporary directory also listed William as a 'general seedsman'; and another in 1870 as a maltster, hop and corn merchant, and importer of clover-seed and oil- and rape-cake.⁹⁴ William was still at St Helens in 1871, by that date a widower with a housekeeper and another servant. He returned himself as a maltster employing 20 men. His son Samuel, who gave his occupation as corn merchant, was living next door at 27 Newbold Road, with his wife and their only son, also William.⁹⁵

William Burkitt senior died in March 1873 aged 73. He was, said the local newspaper, 'a gentleman whose success in life was pre-eminently due to his unswerving integrity, great industry and perseverance, and keen, clear, insight into the varying circumstances of trade'. He was a man of untiring industry until a few days of his death. He avoided public office, devoting himself quietly and unobtrusively to his business, but was generous in his charitable giving. He was buried at Holy Trinity, Chesterfield, the church he had lived next door to for many years.⁹⁶ His son Samuel, who was then a churchwarden, installed an east window at Holy Trinity later in 1873 in memory of his parents.⁹⁷

The rewards of William's half-century of successful attention to business were considerable. When his two sons, William Burkitt of King's Lynn and Samuel Burkitt of Chesterfield, maltsters and merchants, proved his will at Derby in June 1873 their father's personal estate was sworn at £70,000.⁹⁸ This excludes the freehold of St Helens and the adjoining malthouse, and possibly other premises elsewhere.⁹⁹ Since his own father did not leave a will, we have no idea what if anything William inherited, or what resources he had when he started in business, but by the time of his death he must have been among the wealthiest merchants in Chesterfield. Since, until 1853, he rented, rather than owned, malthouses, the capital needed to set up in business may not have been very great.¹⁰⁰ He may then have relied largely, if not entirely, on the reinvestment of profits to build up the business. Only after he was well established did he buy a malthouse outright and give up renting other premises. Even the purchase of 1853 did not involve a very large outlay, considering that it brought with it a comfortable new home as well.

THE SECOND GENERATION TAKES OVER

In his will William Burkitt left legacies or annuities to a son-in-law, one of his sisters, the children of two other sisters and his housekeeper. The rest of his estate he divided between his two sons. William was to have the houses, granaries and other property in King's Lynn, while Samuel received St Helens, the adjoining malthouse and other property in Chesterfield. The remainder of his real and personal estate was to be shared equally between them as tenants in common.¹⁰¹ This division reflected the different ways in which the two sons had been working for their father, but does not appear to have led to the setting up of two separate businesses. William and Samuel continued to trade together, as W. & S. Burkitt, with the former taking charge of the shipping business at King's Lynn and the latter overseeing the maltings in Chesterfield and elsewhere. On the other hand, when Samuel died it was said that

the business had been divided not long after their father died.¹⁰² Without any accounts or a partnership agreement, it is impossible to say how the enterprise was structured. Indeed, they may not have been in partnership but simply worked together as a single firm, presumably with a shared account.

An indication of the scale of the concern at the time of their father's death comes from an excursion arranged by the company on Bank Holiday Monday in 1873. A special train was chartered from King's Lynn to take the clerks and porters employed by the firm, and also the meters, pilots, clerks and others employed by them at Lynn docks, to Matlock Bath, where they were joined by employees from Stockwith, Mansfield and Chesterfield, which brought the total strength of the party to 400. The locomotive was decorated with wreaths and flags, including the company's private signal flag (a white crescent on a red ground).¹⁰³ The chance survival of a stray circular issued in May 1875 illustrates something of the trade carried on at King's Lynn. The notice invited customers to place orders for Swedish oats arriving from Cimitisham and Warburg, French malting barley from the Sarthe region, barley from Cyprus, 'prime Western mixed maize' from Baltimore, and linseed, cotton and palm nut cakes from Marseille.¹⁰⁴

In 1874–6 William and Samuel built a large block of maltings, which had a capacity of 210 quarters, far greater than that of any of those worked by their father, at Upper Langwith, several miles to the east of Chesterfield. It stood alongside the Midland Railway's new Mansfield–Worksop line, on land purchased from the Chatsworth Estate.¹⁰⁵ The building, in red brick (relieved with bands of cream) beneath pantile roofs, was designed by Samuel Rollinson, the leading Chesterfield architect. As built, the main range was of three storeys, 205 ft long and 90 ft wide. Amendments to the contract drawings show that the Burkitts considered erecting a slightly wider building but did not go ahead. Barley and malt were stored on the top floor and the other two were used for working the grain. There were eight malt kilns at one end of the building and couch cisterns at the other. An engine-house with a water tank on the roof and stables stood alongside the main building.¹⁰⁶ The Burkitts built a terrace of twelve three-bedroom cottages at the maltings for their workers (and later another four), together with a larger house for the manager.¹⁰⁷

These maltings may initially have supplemented, rather than entirely replaced, the older premises at Stockwith, Chesterfield and Mansfield. Although Langwith lies in a district of light soil well suited to growing barley, and the maltings presumably drew some supplies from local farms, the location also reflects a shift away from moving barley and malt by coasting and inland vessels to using the railways. From 1875, when the Mansfield–Worksop line opened, barley could be brought by rail, without break of bulk, from Lynn or elsewhere in East Anglia or Lincolnshire, to the maltings sidings at Langwith, and the finished malt despatched equally easily to brewers. The kilns at Langwith were fired with South Wales anthracite, even though the maltings lay close to several of the new collieries being sunk in this period to the Top Hard coal beneath the magnesian limestone.¹⁰⁸ Anthracite, which would also have arrived by rail, had the advantage of being arsenic-free, whereas the use of bituminous coal was said to create a risk of arsenic getting into the malt.¹⁰⁹

By about 1880, and possibly before, Burkitts were the only maltsters in or near Chesterfield. They also continued to trade as corn and seed merchants, with an address at 14 Saltergate,¹¹⁰ which by this period seems to have been an office rather than a warehouse or maltings. It appears that at some date after the Langwith building was opened, the company gave up making malt in Chesterfield, since in 1904 the premises on both Sheffield Road and Newbold

Road were described as 'stores'.¹¹¹ The closure of these maltings would have brought the history of the industry in the town to an end. They may also have given up the malthouse at West Stockwith at about the same time. In 1877 W. & S. Burkitt were described as corn merchants, Marseille oil-cake importers and maltsters, with their King's Lynn office at Queen Street, and other premises at Langwith, Mansfield, Stockwith and Chesterfield, but in 1883 only the Queen Street and Chesterfield addresses were mentioned, when the firm were said to be maltsters and corn, cake and seed merchants and importers.¹¹² The company still had the Stockwith malthouse in 1876, when they successfully resisted a claim for demurrage from the owners of the schooner *Iris*, which had delivered 100 tons of barley there from Caen.¹¹³ They must have given it up shortly afterwards.¹¹⁴ Although well-placed to receive barley from barges working on the upper Trent, keels and sloops on the lower Trent, and coasting vessels arriving from East Anglia (or further afield, as this court case demonstrates), and to despatch malt by water, the site never secured a direct railway connection. The nearest line was the Great Northern & Great Eastern Joint, which passed about a mile to the west. A lengthy siding ran to a chemical works at West Stockwith but not to the malthouse. The Stockwith site also had less than half the capacity of the Langwith maltings, which had the great advantage of standing alongside a railway. All the Chesterfield malthouses, as well as being much smaller, were at least half a mile from the town's Midland Railway station.

When first built, the Langwith maltings had direct access to Grimsby to the north-east and Sheffield to the north-west, since the Mansfield–Worksop branch of the Midland Railway joined the Manchester, Sheffield & Lincolnshire company's main line near Worksop, and in the opposite direction ran to Nottingham. From there other Midland lines served Derby, Burton upon Trent and anywhere else in the region where the Burkitts are likely to have sold malt. From Nottingham a Great Northern line ran east to Grantham and Sleaford, places where they may have bought barley. At Grantham there was access to the Great Northern main line to King's Cross through Peterborough. From Sleaford the Great Northern & Great Eastern Joint line continued to Spalding, and from there another joint line (the Midland & Great Northern) served King's Lynn.¹¹⁵ Despite their slightly isolated location, just outside a small village on the magnesian limestone ridge of north-east Derbyshire, the Langwith maltings were well placed for railway connections for both the supply of barley and the despatch of malt. There would have been little reason for the Burkitts to have kept on the small, inconveniently located, malthouses in Chesterfield, or even the larger premises on the Trent at Stockwith, once the Langwith site was up and running.

Railway access was improved in 1897 with the opening of the only section of the Lancashire, Derbyshire & East Coast Railway to be built, which ran from a terminus station at Chesterfield to a junction with the GN&GE Joint line north of Lincoln. The LD&ECR was promoted by the coal-owners of north-east Derbyshire to secure access to both the west and east coast ports independent of the major railway companies; in the event only a short section was completed, and the company was absorbed by the Great Central in 1906.¹¹⁶ The LD&EC main line passed a couple of miles to the south of Langwith maltings. At the point where it crossed the Midland Railway's Mansfield–Worksop branch quite an elaborate junction station was built. The lines radiating from this junction would have given the maltings access to Chesterfield and Lincoln by the LD&EC main line, Sheffield by its Beighton branch, which passed about half a mile to the west of the maltings but did not serve them directly, and Nottingham by a branch of the Great Northern.

Whatever the exact relationship between the two brothers after their father's death, both

clearly remained actively involved in the business, although there are hints that the second generation, perhaps Samuel more than William, who only married late in life, chose to enjoy rather more of the fruits of their enterprise than their father had done.

SAMUEL BURKITT OF CHESTERFIELD

After their father died in 1873, William's brother Samuel moved from 27 Newbold Road into his parents' former home, St Helens, with his first wife, Helen Creswick, whom he had married in 1863,¹¹⁷ and their only son William. She was the daughter of William Hewitt, a Chesterfield draper and alderman.¹¹⁸ In 1881 Samuel and Helen, together with three servants (but not their son William) were enumerated at St Helens, when he described himself as a JP, maltster and corn merchant, employing 45 men.¹¹⁹ Helen died in 1885,¹²⁰ and just over a year later Samuel married a much younger second wife, Alice Mary Dickinson of King's Lynn.¹²¹ She had been born in 1849, one of at least seven children of Thomas Dickinson, a King's Lynn shipowner,¹²² who died in 1869 leaving modest personal estate of £450.¹²³

In 1890, presumably as a reflection of his growing wealth, Samuel purchased the Stubbing Court estate at Wingerworth, a few miles south of Chesterfield.¹²⁴ The home for several generations of the Gladwin family, Stubbing was let from the late 1820s to a succession of tenants. It was advertised to let in 1889 but the following year R.H. Goodwin-Gladwin sold the freehold of the mansion and about 334 acres of parkland, farmland and woodland in Wingerworth and the adjoining parish of Ashover.¹²⁵ Samuel and his wife moved to Stubbing,¹²⁶ although he retained ownership of St Helens. At the time of the purchase, the house, which appears to date from the 1760s or possibly later,¹²⁷ was said to be 'somewhat dilapidated', possibly because of its long occupancy by tenants. Samuel carried out many alterations and improvements to make it one of the finest mansions in the county.¹²⁸ He also made some additions to the estate, including High Ashes farm in Ashover and some adjoining land (125 acres, purchased in 1897), and small areas in Wingerworth in 1894–5.¹²⁹ Many years later it was said that Samuel sought to own all the land he could see from his bedroom window at Stubbing. This was an ambition his son William realised shortly before his own death in 1920, thanks mainly to the sale earlier that year of the Hunloke estate, which owned virtually all the rest of the parish.¹³⁰ He bought four cottages at Salem Place, near the mansion, in 1919 and six lots at the Hunloke sale, including 104 acres of woodland in Wingerworth (for which he paid £5,774) and Stubbing Great Pond and surrounding land near the mansion (54 acres), which cost a further £2,300. After these purchases, which were completed by his executors after William died, the estate extended to over 600 acres.¹³¹

When Samuel died in 1898 he was said to have been 'devoted to agricultural pursuits', and to have been a well-known cattle-breeder and a competent judge of horses. He was a keen member of the Chesterfield and East Derbyshire Agricultural Society and a familiar figure at meetings of the Rufford Hunt. He held office in the Chesterfield Gas & Water Co., the Chesterfield & North Derbyshire Hospital, the Chesterfield Orchestral Society, and the town's football and cricket clubs. He was appointed a borough JP in 1878 and later sat on the county bench.¹³² The contrast with his father's obituary, in which not a single position of this sort, nor any recreational interests, is mentioned, could hardly have been greater.

Samuel did, however, maintain his father's tradition of unostentatious charitable giving. He was a 'staunch Churchman' and, as churchwarden, paid for rehangings the bells and other improvements at the parish church. He was also a generous supporter of Holy Trinity and in

later life was a warden at Wingerworth, where he also made improvements.¹³³ In 1900 the rector and churchwardens of Wingerworth obtained a faculty for alterations in the church, including the replacement of the existing deal pulpit and reading desk with new ones in oak, and the provision of a brass cross for the Communion table, all of which was to be presented by Samuel Burkitt and his wife.¹³⁴

In politics Samuel was a Conservative, although he was said not to have been active until near the end of his life, when he chaired meetings for A.W. Byron, an estate agent who unsuccessfully contested the Chesterfield division for the Unionists.¹³⁵ In fact, some years earlier, in 1882, when Chesterfield formed part of the East Derbyshire county seat, the local Conservative association approached Samuel with a view to his becoming the prospective parliamentary candidate for the division. If he declined, the association agreed to ask his brother William, even though he lived in King's Lynn.¹³⁶ This unusual double invitation must reflect the brothers' commercial standing in Chesterfield.

Samuel was buried in the churchyard at Wingerworth after a very grand funeral, attended by the mayor, several local gentry, and representatives of the employees from different branches of the business, including the Langwith maltings, and also the Chesterfield Brewery Co.¹³⁷ Burkitt had become a partner in the brewery company in 1875 and, when it was reorganised in 1884, with an authorised capital of £100,000, took 136 shares of £100 each (£80 paid). His son William took another 15, so that the two holdings together would have made the Burkitts the third largest shareholder.¹³⁸

In his will, Samuel made fairly modest provision for his wife: a legacy of £100 and an annuity of £400 (later raised to £600), to be reduced to £100 (later £200) if she remarried (which she did not). Alice Mary was also to have household effects to the value of £400. It is possible that he had already settled other income on his wife at the time of their marriage. Samuel originally left a small annuity to his groom, which was later cancelled after he accused the man of repeatedly insulting both him and his brother William. Samuel made his son William residuary legatee of his estate, for whom a trust fund of £50,000 was to be created, with William and the two other executors (William Brining, a chartered accountant, and John Naylor, a bank manager, both of Chesterfield) as trustees. William was to have the interest from this capital during his lifetime and, unless he himself had issue (which he did not), was free to dispose of the capital by deed during his lifetime or by his will. Samuel's estate was originally sworn at £129,447 (net personalty £104,707), a figure which was revised three times to £157,779, £158,009 and finally £154,604, suggesting there was some difficulty establishing exactly how much he was worth when he died. Whichever figure one takes, it is clear that Samuel was much wealthier than his father had been at his death and that the family business had grown considerably since 1873.¹³⁹

WILLIAM BURKITT OF KING'S LYNN

After Samuel's elder brother William moved to King's Lynn in 1846, he set up home at 19 Queen Street, where he stayed until he was married and which he also used as an office. He had one servant when the census was taken in 1851, who had graduated to 'housekeeper' ten years later. Her successor, a Derbyshire woman from Lea near Matlock, had a maid to help her in 1871, and in 1881 a woman from Staveley, near Chesterfield, was keeping house with two other servants (sisters, born at Walton, also near Chesterfield). William described himself as a corn merchant in 1851–71, to which he added shipowner in 1881, when he had his nephew

Willie (as Samuel's son William appears to have been known in the family), staying with him. He never stated the number of his employees.¹⁴⁰

W. & S. Burkitt's operations in King's Lynn were centred on a large warehouse at King Staithe quay on the Purfleet, a tributary of the Great Ouse which enters the river immediately upstream from the nineteenth-century docks. The warehouse was served by the harbour branch of the Lynn & Ely (later Great Eastern) Railway.¹⁴¹ William Burkitt's claim in 1881 (although not at other times) to be a shipowner appears to derive from a connection with a ship named after him, built at Newcastle in 1878, where it was christened by his young nephew, Willie Burkitt of Chesterfield. The vessel was said then to be intended for the Black Sea and Atlantic trades. She was 300 ft long overall and 35 ft beam, with a burden of about 3,000 tons, enough (as the *Shipping and Mercantile Gazette* put it) to load 17,000 quarters of grain from the Danube.¹⁴² From this date the movements of the *William Burkitt* can be followed in reports which appeared in the same paper.¹⁴³ She ended her days as the *Sully*, owned by Philip Morel of Cardiff, and sank in 1895 off Cartagena, on passage from Swansea to Marseille with a cargo of coal.¹⁴⁴ The ship, registered at London in January 1879, had a total of six owners, none of them Burkitt, and his connection with the vessel remains unclear. It is possible that the first owners, Laws, Surtees & Co. of London, simply named her after one of their best customers, or Burkitt may have helped to finance her construction.¹⁴⁵

In November 1881, when he was in his mid fifties, William married Emma Rodwell Durrant,¹⁴⁶ who was nine years his junior. She was the daughter of Edwin Elmer Durrant of North Runcton near King's Lynn, who as a young man worked as a land surveyor but seems to have been of independent means by the time he died in 1886, leaving personal estate of £21,448.¹⁴⁷ Her family appears to have been well-connected socially in Norfolk.¹⁴⁸ William was described in the local press as 'our leading merchant' and the wedding, which took place at North Runcton, was the occasion of widespread celebration in Lynn, especially among his employees.¹⁴⁹ William's marriage may have led to a slightly more indulgent way of life, as befitted a wealthy merchant and shipper. When the census was taken early in 1891, William and Emma were living at a large house named Lynnthorpe on Corbett Road in Ryde on the Isle of Wight, where they had a cook, two maids and a gardener (whose wife and son were also living-in). All the servants had been born in East Anglia.¹⁵⁰ The couple may have taken the house for an extended summer season, while their new home in King's Lynn was being refurbished.¹⁵¹ This was Hill House, an imposing two-storey, seven-bay red-brick property next to the Corn Exchange in Tuesday Market Place.¹⁵² They returned to Lynnthorpe the following year, where Emma died in November 1892, aged only 57. Her body was brought back for burial in the family vault at North Runcton, when tributes were paid to her work for the Church and the poor.¹⁵³ In 1893 William Burkitt sold Lynnthorpe to Michael Maybrick, a composer of popular songs.¹⁵⁴ When the census was taken in 1901 William was living at Hill House with a housekeeper and three maids. He was still in business as a corn merchant and maltster.¹⁵⁵

A curious episode in William's later life occurred in 1892. In what may have been an echo of his youthful ambition to become a mechanical engineer, he ordered from a local manufacturer in Lynn a very small standard gauge locomotive, of rather odd appearance and limited power, perhaps inaptly named *Gazelle*. This made one trial run from Lynn to Downham Market and back in 1893, with William on the footplate, and then appears not to have been used for several years. When the Lancashire, Derbyshire & East Coast Railway was opened in 1897, however, William arranged to be driven in *Gazelle* from Lynn to Chesterfield via Langwith,

a journey of over five hours in each direction, with several stops to take on water. *Gazelle* ran as a light engine throughout, with William (who was then nearly 70) sitting immediately behind the footplate. The locomotive does not seem to have seen active service after this adventure and was put up for sale in 1900.¹⁵⁶ No other evidence has been found of William's enthusiasm for railways – for example as a model engineer or the owner of a miniature garden railway – and it is difficult to find another example of an industrialist or merchant of this period commissioning his own standard gauge locomotive (as opposed to owning a private carriage). *Gazelle* was never put into regular use, either for pleasure trips or for shunting on Lynn docks, for which it would probably have been under-powered and also had buffer beams and couplings set at below standard height.

William Burkitt died in June 1906 at Hill House, when he was described as one of the town's oldest and most respected residents, the head of the firm of W. & S. Burkitt. He was a borough JP, had twice served as mayor, and had been a trustee of the town's charities and of the harbour.¹⁵⁷ He was first elected (unopposed) to the town council in 1857.¹⁵⁸ William was buried, after a funeral conducted by the bishop of Thetford, at North Runcton, next to his wife. The mayor and corporation attended 'in state', and numerous local bodies were represented, as was the Great Eastern Railway, whose chairman, Lord Claud Hamilton, was present. The Langwith and Chesterfield employees, and the Stubbing Court servants, sent wreaths. The family mourners were his sister-in-law, Alice Mary, and his nephew William.¹⁵⁹

William Burkitt's main contribution to the wider commercial life of King's Lynn was his work to secure improvements to the harbour, which when he arrived in the town could only accommodate vessels of up to 200 tons. Following improvements in the 1860s the channel could be navigated by ships of 800 tons.¹⁶⁰ Although a body of 'select trustees' for the port (of whom Burkitt became one) was established under a grant of James I's reign, the first step to develop the port was only taken in 1766, when John Smeaton was commissioned to prepare a report. Some piecemeal improvements followed but only in 1821 was the Ouse above the quays straightened and a bridge built over the river.¹⁶¹ Further developments came with the opening of the Lynn & Ely Railway, which in 1848 built a branch to the harbour, although plans for a wet dock alongside the line were not executed for lack of funds and the company was leased to the larger Eastern Counties Railway in 1852. Four years later the harbour branch was extended to the South Quay, which was itself rebuilt.¹⁶² The next stage was the establishment of the King's Lynn Dock & Railway Company in 1865, which in 1869 opened the Alexandra dock, the first wet dock at Lynn.¹⁶³ Burkitt was instrumental, with the Lynn banker and solicitor, Sir Lewis Whincrop Jarvis, in promoting the Act which established the company.¹⁶⁴ He was a director of the docks company from its inception and by 1886 had become deputy chairman, a position from which he resigned three years later. In 1872 Burkitt visited Holland and Germany, with the company's manager, to investigate the prospects of developing a steamship trade between Lynn and Hamburg, to serve both Germany and Denmark, which they thought were good.¹⁶⁵

In 1889 Burkitt was partly responsible for the formation of the King's Lynn Conservancy Board. This was created after the *Wick Bay*, arriving from Baltimore loaded with cattle cake and maize for Burkitt, ran aground in Lynn Channel. Efforts to refloat the vessel failed, and she eventually broke her back, leading to a large claim against King's Lynn corporation as the harbour authority. This in turn prompted the establishment of the conservancy board, of which Burkitt was a keen advocate and became a member.¹⁶⁶

The building of the dock led to a considerable increase in traffic through the port: 37

ships used the dock in its first six months (July to December 1869), compared with 377 in the same period in 1882, the tonnage of vessels handled rose from 8,049 to 87,093 over the same period, and the tonnage of goods from 11,691 to 139,031.¹⁶⁷ In 1879 the company acquired land for a second dock, connected by a lock with the Alexandra dock. This was completed in 1883. The opening ceremony was performed by the 6th duke of Portland and the dock was named 'Bentinck' after his relation, Lady William Bentinck.¹⁶⁸ The choice may reflect a hope that the new dock would attract coal export traffic from the collieries then being sunk in the concealed coalfield beneath the magnesian limestone of the Bolsover district of Derbyshire and the adjoining Mansfield district of Nottinghamshire, where the duke was a major landowner.¹⁶⁹ The opening of the second dock led to a sharp increase in traffic, from around 233,000 tons of goods a year in 1880 and 1881 (carried in about 580 vessels) to just over 750 vessels carrying nearly 270,000 tons in 1882 and 1883. There was then a falling off during the rest of the decade, as King's Lynn suffered from the general depression in trade.¹⁷⁰

When he joined the town council, William was said to be a Conservative in politics but in commercial circles one of the most progressive of men in pressing for improvements.¹⁷¹ In 1866 he gave evidence to the Commons committee considering a bill to enable the Lynn & Sutton Bridge Railway to improve station facilities at Lynn, when he stated that he was one of the largest shippers in the port.¹⁷² Three years later, when the new dock was opened, the first ship to unload there, the *Fairfax* from Marseille, contained a cargo consigned to Burkitt. He was said to have been one of the foremost promoters of the scheme and was congratulated as the first merchant to land a cargo at the dock.¹⁷³ From 1886 William was a director of the Hunstanton & West Norfolk Railway,¹⁷⁴ an independent concern which was later absorbed into the Great Eastern.

'He is reputed to be a millionaire', commented one of the local papers in announcing William Burkitt's death.¹⁷⁵ Some years later the Chesterfield paper simply stated that, after the brothers divided their father's business, William devoted himself to the grain importing trade at Lynn, in which he 'opened up a considerable foreign trade and amassed a great fortune'.¹⁷⁶ More precisely, when his will was proved in November 1906, William was found to have left just under £220,000 in personal estate. The executors were his nephew William Burkitt of Stubbing Court (who was also his principal heir), a bank manager and two clerks from the King's Lynn business.¹⁷⁷ Whether he really was worth a million would have depended on the value of his freehold property. In addition to gifts to the West Norfolk & Lynn hospital and a convalescent home at Hunstanton, he left a number of small legacies or annuities to clerks and servants and to relatives of his wife. He and his wife had no children and the residual beneficiary was his nephew, the only son of his brother Samuel. William was also given a life interest in the income from a trust fund of £100,000, and (it was said in the local press) had been handed another £100,000 by his uncle about twelve months earlier,¹⁷⁸ presumably to mitigate the estate's liability to death duties. Since William was effectively sole heir to his father's estate, he would, after 1906 even more than before, have been a very wealthy man.

THE THIRD GENERATION

The younger William was born in 1864 and 'educated privately' before going up to Magdalene College, Cambridge, as a pensioner in 1883. He did not take a degree.¹⁷⁹ The decision to send him to university (although not apparently a public school or even the revived Chesterfield grammar school)¹⁸⁰ is perhaps another sign (along with the purchase of Stubbing Court) that

Samuel wished to make the transition from maltster and merchant to 'gentleman', or at least ensure that his only son completed the process begun in his own generation.

After Samuel died William continued his family's business as a maltster and corn and seed merchant in Chesterfield and as a grain and oil-cake importer at King's Lynn.¹⁸¹ He moved into his parents' principal residence at Stubbing Court but retained both St Helens (where his stepmother lived) and Hill House in Lynn. In addition, he rented Apsley Grange farm at Langwith on Lord Bathurst's estate, where he liked to spend several days a week, mainly, it is said, because he enjoyed fishing in Scarcliffe mill pond.¹⁸² He also had a home farm at Stubbing Court and rented Pear Tree farm on Watson Lane in Wingerworth, not far from Stubbing.¹⁸³ Apsley Grange was conveniently close to the firm's Langwith maltings. Men employed at the maltings between October and April could make up a full year's work by switching to the farm for the other months.¹⁸⁴ William was, like his father, a keen farmer and stock-breeder. In addition, he was a director of the Chesterfield Brewery Co. (in which he would have inherited his father's 136 shares to add to his own much smaller holding) and was connected with a number of other industrial concerns.¹⁸⁵ Also in common with his father and grandfather (but not his uncle William of King's Lynn), he took no part in public life.¹⁸⁶

William Burkitt inherited his father's great interest in Church affairs and was a generous benefactor. He made many gifts to both St Margaret's, King's Lynn, where he succeeded his uncle as a churchwarden,¹⁸⁷ and to Chesterfield parish church, to which he presented Church House and Institute, opened in Church Lane in 1907 in memory of his father.¹⁸⁸ In 1912 he gave an oak reredos to Holy Trinity, and on another occasion installed a new peal of bells at Ashover church. He supported the Royal Hospital in Chesterfield (of which he was a vice-president) and, in the last years of his life, charities connected with the Great War. At King's Lynn he built and endowed a very handsome block of almshouses, the Burkitt Homes on Queen Street, in memory of his uncle, which were opened in 1909.¹⁸⁹

William died in June 1920, as a result of a fall down the stairs at Apsley Grange, when he fractured his wrist. He returned home to St Helens, but pneumonia set in and he died less than a week after the accident at Langwith. He was buried at Wingerworth.¹⁹⁰ William never married and there was no family member to continue the business at either Chesterfield or King's Lynn, or to inherit his very considerable wealth. In what seems a slightly tasteless comment, given the circumstances in which Burkitt died, the *Derbyshire Courier* (alongside a formal obituary) marked his passing with a paragraph noting that one of Chesterfield's three 'real or supposed' millionaires had died. Local gossips would continue, the paper suggested, to try to decide whether the other two were worth a million or half a million.¹⁹¹

A prurient interest in Burkitt's circumstances was partly satisfied when his will was proved in January 1921 by his solicitor, Benjamin Arthur Wightman of Sheffield, and two men described as 'corn merchants', Owen Jones Williams Kerr and Harry Clark Bradfield.¹⁹² This term may have been appropriate by the time they obtained probate, since they took over his business, but in Burkitt's will the two men were identified as his secretary and his managing clerk respectively.¹⁹³ The personalty was sworn at £353,691 17s. 9d.¹⁹⁴ This presumably included the trust fund of £100,000 established by his uncle. Under the elder William Burkitt's will, if his nephew had no children (which proved to be the case), the trustees were to stand possessed of the capital to the younger William's absolute use.¹⁹⁵ Burkitt's property in Derbyshire and Norfolk would probably not have taken the total value of his estate over a million, given the depressed market for landed estates at this date. He would, nonetheless, have been among the wealthiest merchants or industrialists in Chesterfield at the time of his death.

Following his death without an immediate heir, his trustees sold most of William's property by auction, as his will directed. The sale did not include Stubbing Court, which his father had specifically requested him not to dispose of in this way.¹⁹⁶ In November 1920 his trustees advertised the sale of St Helens (and its contents), and a number of smaller adjoining houses on Newbold Road and Sheffield Road. The estate also included 18 acres of farm land at Palterton (near Langwith), Sheep Lea farm in Ashover (39a.), Hill Top House (also in Ashover), Walton Hay farm and an adjoining plantation (109a.), Cathole and Gladwin Woods at Holymoorside (45a.), and Woodside Farm, also at Holymoorside (32a.).¹⁹⁷ Some of the residential property in Chesterfield was bought by a Mr H. Dickens for £605 and the rest by Mrs Pendleton of Wadshelf for £350. Mrs Pendleton also bought Sheep Lea farm for £880. The land at Palterton was sold to the tenant, Hill Top House was withdrawn at £1,000, and the Walton and Holymoorside farms and woodland either failed to sell or were disposed of by private treaty before the auction. St Helens was bought by one of the governors as additional accommodation for Chesterfield girls' high school.¹⁹⁸ There was a contents sale at Apsley Grange in March 1921.¹⁹⁹

William left legacies to a large number of employees in his business and to domestic servants in Derbyshire and at King's Lynn, an annuity of £1,500 to his stepmother Alice Mary (who died in 1923),²⁰⁰ smaller annuities to more distant kin and a few favoured servants, and £1,000 each to the hospitals at Chesterfield and King's Lynn. A further £150,000 was to be put into a trust for the benefit of one of two residuary legatees, both of whom were friends, rather than even distantly related kin. The second-named legatee, Arthur Court, a well-known local medical practitioner (and antiquary) of Staveley,²⁰¹ who attended William after his fatal accident, would have inherited had the first-named residuary legatee died within Burkitt's lifetime. In the event he did not and therefore Court did not receive anything.

The first-named legatee was Bernard Maynard Humble, the youngest son of the Revd Michael Maughan Humble, rector of Sutton cum Duckmanton between 1839 and 1889, and his wife Maria (Anderson). One of his brothers was Mansfeldt Heron Humble, a partner in Shipton, Hallewell & Co., a leading firm of Chesterfield solicitors.²⁰² Born in 1866, B.M. Humble moved to Canada and became a soldier. He re-enlisted in 1914 and served with the British Columbia Regiment in the Great War, when he was awarded the CMG and DSO, and was twice mentioned in dispatches.²⁰³ He commanded a battalion in France and was later on the Canadian Army staff. After the war he returned to Vancouver, where he and his wife were living when he learnt of his inheritance.²⁰⁴ It might be supposed that Burkitt made Humble his beneficiary simply because he felt that he should receive some reward for his service in the war. In fact, according to a gossip piece which appeared in the *Derbyshire Times* after his death, Burkitt had been very friendly with the Humble boys as a child and, despite not having seen him for thirty years after Bernard went to Canada, remembered their friendship when he made his will.²⁰⁵

Under Burkitt's will, which included a 'name and arms' clause requiring him to change his name to Humble-Burkitt,²⁰⁶ B.M. Humble became tenant for life of the Stubbing Court estate, as well as receiving the income from the £150,000 held by the trustees.²⁰⁷ He and his wife took up residence at Wingerworth and played a full part in local life, supporting charitable events, opening the grounds of Stubbing Court for children's 'treats' and on other occasions, and giving a Christmas tree from the estate to the village school. In effect they replaced the Hunlokes as resident gentry, since they moved to Stubbing at about the same time as Wingerworth Hall was sold and the estate broken up. Most of the Hall was demolished soon

afterwards. In a wider sphere, Colonel Humble-Burkitt became chairman of the Chesterfield divisional Unionist Association and sat regularly as a JP in Chesterfield. His wife was actively involved in raising funds for the Royal Hospital and other local charities.²⁰⁸

In 1930 it was announced that Humble-Burkitt had let Stubbing Court for five years to John North, a younger son of the earl of Guilford, who was then a senior manager at the Staveley Company.²⁰⁹ This tenancy does not seem to have gone ahead, since Humble-Burkitt did not move to another house and continued to sit on the Chesterfield Bench. In 1933 he gave a five-acre site on his estate for a Scout camp at Spitewinter.²¹⁰ In 1935, however, Jackson, Stops & Staff advertised the sale of the Stubbing Court estate, including the mansion, park, lake, six farms, several smallholdings and cottages, and 142 acres of woodland, either as a whole or in lots. The rental income of £800 was said to be 'low', with 'old' rents which could presumably be raised by a new owner.²¹¹ The large number who attended the sale were disappointed to be told that the main house and a large portion of the estate had been withdrawn, following a private sale to a purchaser who wished not to be identified. He was, however, described as a gentleman who intended to live at Stubbing Court, as Humble-Burkitt had hoped. One of the other farms had been sold to the tenant and only five lots were put up for auction.²¹² The mystery purchaser was later identified as G.C. Mather Jackson, a director of Clay Cross Company.²¹³ The sale was completed early in 1936, when Humble-Burkitt disposed of the live and dead farmstock, surplus furniture and household effects, and some antique pieces from Stubbing Court.²¹⁴ In March a leaving party was held at the school in Wingerworth, when Colonel and Mrs Humble-Burkitt were warmly thanked by the rector, the headmistress and the Hunloke agent for the part they had played in village life over the previous sixteen years and presented with a solid silver fruit basket, bought from funds subscribed by the schoolchildren and others.²¹⁵ This was a generous gift from a parish which at this period (unlike more recent decades) did not have a large middle class,²¹⁶ and must reflect the genuine affection felt towards a couple who had tried to fill the gap left by the departure of the Hunlokes.

At the time of the Stubbing Court sale Humble-Burkitt stated that he had been offered another house in the area but did not know what he was going to do.²¹⁷ In the event he and his wife moved to Cowden Hall at Horam, near Hailsham in East Sussex, where he remained until he died in 1945.²¹⁸ The couple had no children and the residuary legatee of his estate was a niece, Una Humble-Crofts of Waldron, in the same county. She was the unmarried daughter of his brother William John, who had also changed his name following an inheritance.²¹⁹ Humble-Burkitt left a long list of legacies to other relatives, staff and servants, but had made separate provision for his wife, who was to have £30,000 at his death and an annuity of £1,000 clear of income tax.²²⁰

Humble-Burkitt took over at least some of William's business interests and other property besides Stubbing Court. After his death his executors sold the sixteen cottages at Langwith maltings (but not the manager's house), 15 acres of woodland and a pond at Scarcliffe (from which the maltings obtained a water supply), and 830 square yards of grassland adjoining Trickett brook next to the post office in Wingerworth.²²¹ Humble-Burkitt became a director and, from 1928, after the death of R.F. Mills of Tapton Grove, chairman of the Chesterfield Brewery Co.,²²² which was sold to the larger Mansfield Brewery Co. in 1934 for about half a million pounds.²²³ He was then the biggest shareholder in the Chesterfield firm.²²⁴

Humble-Burkitt may also have been behind the reconstruction of W. & S. Burkitt as a limited company, soon after William's death.²²⁵ The former malthouse on Sheffield Road was sold to Colin Richardson, a farmer from Derby, who in 1924 converted it into a dance hall,²²⁶

but in 1922–5 W. & S. Burkitt were still listed as maltsters of 14 Saltergate, Newbold Road and Langwith.²²⁷ In fact, the Langwith maltings were leased from 1923 to 1928 for £725 a year to R. Peach & Co. Ltd, the Burton upon Trent maltsters, who in 1935 bought the freehold for £4,382.²²⁸ In 1927 Peach considered converting Langwith from gas-fired to electric operation. The Sheepbridge Coal & Iron Company, who were then the local undertaker, using the surplus from their Langwith colliery, were unable to provide sufficient power, and it was not until 1946 that the conversion was carried out, by which time the supplier was the Nottinghamshire & Derbyshire Electric Power Co.²²⁹

Having given up malting, and also closed down the importing business at King's Lynn,²³⁰ W. & S. Burkitt Ltd continued in Chesterfield as corn and seed merchants of 14 Saltergate.²³¹ The company appears to have been run initially by O.J.W. Kerr and H.C. Clark, the two 'corn merchants' who were executors of William Burkitt's will (which would explain why they gave this as their occupation). There is no reason to suppose that the third executor, the Sheffield solicitor B.A. Wightman, who died in 1938,²³² was also a director. When Humble-Burkitt died in 1945 Kerr and Clark were his executors and both were again described as corn merchants.²³³ Either when the company was first registered or later, they appear to have been joined by a third director, Herbert Sears.²³⁴ At the outbreak of war in 1939, Sears was put in charge of the distribution of animal feedstuffs in the Chesterfield district,²³⁵ suggesting that Burkitts were the largest merchants in this line locally. Kerr and Sears appear to have been rather better off than Clark. Kerr lived at Loundsley Green in Brampton for some years until 1950, when he moved to Somersall Lane.²³⁶ He later retired to Lee on the Solent in Hampshire, where he died in 1958, leaving £33,000.²³⁷ Sears's home was 744 Chatsworth Road; when he died in 1957 he left £22,000.²³⁸ Clark, by contrast, was living at Nelson Street on Whittington Moor in 1939, when he gave his occupation as a corn, seed and agricultural merchant.²³⁹ He later moved to the more comfortable (but still modest, compared with Somersall Lane or Chatsworth Road) surroundings of Dukes Drive in Newbold and died in 1960, leaving just under £12,000.²⁴⁰ The death of the three men within a couple of years of each other may have led to the closure of the business.

A remarkable enterprise created essentially by one man, and continued, perhaps with slightly less single-minded determination, by his two sons, was sustained into a third generation by a grandson who would possibly have preferred to have been a landowner and farmer, rather than a merchant. It went on, on a much smaller scale, for another quarter of a century in the hands of former employees. The immediate reason for this reduction in activity was that William Burkitt died without an heir who might have carried it on with the same energy as his father, uncle and grandfather. But for this accident of family history, the company might have lasted longer. Alternatively, it might have succumbed to the Depression of the late 1920s and early 1930s, when there was a good deal of consolidation in the malting industry, which by that period was heavily concentrated in East Anglia.²⁴¹ Nonetheless, the business did not completely fail after the death of the last family member. The Burkitts' story is far from a case of 'clogs to clogs' in three generations, nor one of decline because of a 'third generation problem', although the founder's sons and grandson were perhaps less dedicated to the business than he had been. It was simply a demonstration of the frailty of a family enterprise if there were no members to sustain it. In these circumstances, the family's connection with the business came to an end, and there was no longer any scope for gossips in either Chesterfield or King's Lynn to ask whether it was possible to make a million as a maltster in Victorian and Edwardian England.

REFERENCES

- ¹ *Norfolk Chronicle*, 9 June 1906.
- ² *Derb. Courier*; 12 June 1920.
- ³ C. Clark, *The British Malting Industry since 1830* (London: Hambledon, 1998), 88, 135–6.
- ⁴ *Ibid.*, 23, 62–3.
- ⁵ C.A. Smith, *The Renaissance of the Nottinghamshire Market Town 1680–1840* (Chesterfield: Merton, 2007), 74–7.
- ⁶ The only previous account of the family is a brief note by J.E. Heath, ‘The Burkitts of Chesterfield and the Langwith maltings’, *Derb. Miscellany*, 11 (1) (1986), 8–10. This has the merit of drawing attention to a day book of 1858–61 belonging to the company, then in Chesterfield Library (now Derbyshire Record Office (DRO), D8135/1/1), but otherwise fails to cite any sources, in some cases for statements which I have not been able to verify.
- ⁷ Clark, *Malting Industry*, xv–xvi; the lack of case-studies is reflected in Dr Clark’s bibliography, pp. 277–85. A search of the Bibliography of British and Irish History, sv. Malting, suggests that little has been written since her book was published in 1998. For two recent local studies see P. Collinge, ‘A genteel hand in the malt business: Barbara Ford (1755–1840) of Ashbourne’, *Midland History*, 39 (2014), 110–32, and A. MacCormick, ‘Nottingham’s underground maltings and other medieval caves: architecture and dating’, *Trans. Thorton Soc. Notts.*, 105 (2001), 73–99.
- ⁸ Card index to parish register in Chesterfield Library.
- ⁹ Card index to parish register (John, bapt. 2 May 1802; Ann, 4 May 1804; Thomas, 3 April 1806; Daniel, 1 May 1808; Eliza, 22 July 1810). The surname was spelt Birkett in the entries of 1799 and 1802, Burkit in those of 1804–6, Burket in 1808 and Burkett in 1810. In adult life William consistently spelt his name Burkitt, as did his descendants.
- ¹⁰ Cf. The National Archives (TNA), HO 107/2147, f. 347v. (aged 79 in April 1851); *Derb. Courier*, 24 Jan. 1852 (aged 81 when he died in Jan. 1852). Partly because of the variation in the spelling of the surname, it has proved impossible to make a strong match for William’s baptism in Nottingham. On the evidence of the Nottinghamshire Archives personal names indexes, the name is usually spelt Birkitt in that county and is quite common in the late eighteenth century and early nineteenth.
- ¹¹ *Glover’s Directory of Derbyshire* (1829), 29; *Pigot’s Dir.* (1835), 34; *Bagshaw’s Dir. Derb.* (1846), 620; TNA, HO 107/194, 1, f. 8; Chesterfield tithe award, no. 726. It is the 1841 census enumeration, in which William and Mary both gave their age as 65–69, that confirms that the licensee is the father of the maltster (not the maltster in another guise). William returned his birthplace as not in Derbyshire; Mary was born in the county, as was their daughter Sarah, aged 20–24, the only other family member at home on census night. No-one named Burkitt, nor the Old Feathers, appears in P. Riden (ed.), *Derb. Directories 1781–1824* (Derbyshire Record Society, 22, 2006).
- ¹² *Glover’s Dir. Derb.* (1829), 29.
- ¹³ There is, however, no malthouse shown on the Old Feathers property on the Chesterfield tithe map of 1849, or on Hollis Lane. In the early 1820s Isaac Glossop had a malthouse on Hollis Lane (Riden, *Derb. Directories*, 189).
- ¹⁴ *Pigot’s Dir.* (1835), 34, lists the licensee of the Old Feathers as ‘William Burkitts’. This could simply be a misprint, or it could mean both father and son.
- ¹⁵ *Derb. Times*, 15 March 1873 (a lengthy obituary on which much of the following account

of the eldest William Burkitt is based). The Soresby Street malthouse appears to be the one owned by the Rooth family. The obituary refers to Burkitt being in the trade on his own account for 'upwards of fifty years' when he died. Cf. Heath, 'The Burkitts', 9, for a slightly different account, which assumes (wrongly on the evidence of the 1841 census) that William Burkitt the son was the licensee at the Old Feathers in the late 1820s and was malting there.

- ¹⁶ In the 1840s, when its address was given as Saltergate, this malthouse was occupied by James B. White (*Bagshaw's Dir. Derby.* (1846), 624; Chesterfield tithe award, no. 1728).
- ¹⁷ *Glover's Dir. Derby.* (1829), 29.
- ¹⁸ Clark, *Malting Industry*, 89, and chapter 2 generally for links between malting and brewing.
- ¹⁹ Once again, the tithe map does not offer any support for this idea. If there had once been a brewhouse at the Old Feathers, it had gone by 1849.
- ²⁰ TNA, HO 107/2147, f. 347v. Heath was still the licensee of the Feathers in 1857 (*White's Dir. Derby.* (1857), 721).
- ²¹ Chesterfield RD, 1852 Q2; *Derb. Courier*, 24 Jan. 1852. He did not leave a will (PCC and Lichfield registries checked without success).
- ²² DRO, D643 A/PI 3/5, no. 41 (15 Feb. 1825). There was no notice in the *Derby Mercury*. Ellen's age and birthplace are given in her return to the 1851 census (TNA, HO 107/2147, f. 439v.).
- ²³ DRO, D643 A/PI 2/2, no. 1219 (3 May 1825).
- ²⁴ DRO, D643 A/PI 2/3, no. 633 (18 Oct. 1830) Samuel's date of birth is given in his funeral report (and on his monument in Wingerworth churchyard) as 8 Oct. 1830 (*Derb. Times*, 18 June 1898).
- ²⁵ TNA, HO 107/194/1, f. 3v.
- ²⁶ TNA, HO 107/2147, f. 439v.; Kelly's *Dir. Derby.* (1848), 2405 lists Burkitt as a corn merchant and maltster of Vicar Lane, and his father William at the Old Feathers in Lordsmill Street.
- ²⁷ *Derb. Times*, 15 March 1873.
- ²⁸ *Ibid.*
- ²⁹ Riden (ed.), *Derb. Directories*, 3, 50–3, 108–9, 119–21, 135.
- ³⁰ *Ibid.*, 145, 189.
- ³¹ *Glover's Dir. Derby.* (1829), 29; *Pigot's Dir.* (1828–9), *Derb.* 123 lists Burkitt and six other maltsters in the town.
- ³² *Pigot's Dir.* (1835), *Derb.* 33.
- ³³ *Bagshaw's Dir. Derby.* (1846), 624, 622; *Pigot's Dir.* (1842), *Derb.* 26 lists Burkitt and eight others.
- ³⁴ *White's Dir. Derby.* (1857), 726, 724.
- ³⁵ *White's Dir. Sheffield* (1862), 658 lists three other businesses, the 1868 and 1872 edns (pp. 527 and 902) list two.
- ³⁶ *Kelly's Dir. Derby.* (1881), 1256 lists only S. & W. Burkitt in Chesterfield (also at Langwith); there is a lack of directory material for the town between 1872 and 1881.
- ³⁷ Riden, *Derb. Directories*, 3, 53.
- ³⁸ *Ibid.*, 109, 121, 135. In 1818 (but not in 1822) both Joseph Towndrow of Glumangate and Towndrow & Batteson of Narrow Lane (the modern Broad Pavement) were recorded as malt- and hop-dealers (*ibid.*, 145, 189).
- ³⁹ *Derby Mercury*, 6 Sept. 1820. This malthouse may previously have been occupied by George West, who had premises on 'Brimington Lane' in 1818 but not 1822 (Riden, *Derb.*

- Directories*, 145, 189).
- ⁴⁰ *Derby Mercury*, 23 June 1830. This sale, which included houses elsewhere in Chesterfield and a farm at Woolley Moor near Ashover, appears to be part of the estate of the Rooth family, who were also maltsters in Chesterfield in this period. Peter Potter's map of the Cavendish estate in Chesterfield of 1803 (copy in Chesterfield Library) labels both premises as freeholds belonging to the Rooths.
- ⁴¹ *Derby Mercury*, 4 May 1831. There is no probate grant in either PCC or the Lichfield court.
- ⁴² *Derby Mercury*; TNA, PROB 11/1971, ff. 358–9.
- ⁴³ *Glover's Dir. Derby*. (1829), 29.
- ⁴⁴ Battenon is not listed as a maltster in *White's Dir. Derby*. (1857), 726, which gives Burkitt's business address as Saltergate and his residence as Newbold Lane.
- ⁴⁵ Chesterfield tithe award, no. 1790.
- ⁴⁶ *Ibid.*, no. 1667. It is possible that Thomas Wall, a maltster of Glumangate, was renting these premises in the 1820s (Riden, *Derb. Directories*, 145, 189).
- ⁴⁷ TNA, PROB 11/2010, ff. 397–9.
- ⁴⁸ Riden, *Derb. Directories*, 108, 120, 135.
- ⁴⁹ Chesterfield tithe award, no. 1991.
- ⁵⁰ P. Riden and C. Leteve, *Chesterfield Streets and Houses* (Chesterfield: Merton, 2019).
- ⁵¹ Riden, *Derb. Directories*, 145 (on Lordsmill Street), 189 (Vicar Lane); *Glover's Dir. Derby*. (1829), 29 (Vicar Lane). A 'Mrs Dixon' (possibly Richard's widowed mother) was recorded as a maltster on Church Lane in 1809–16 (Riden, *Derb. Directories*, 108, 119, 135).
- ⁵² Chesterfield tithe award, no. 891.
- ⁵³ *Ibid.*, no. 1056.
- ⁵⁴ Riden, *Derbyshire Directories*, 50 ('J. Clayton', c.1790–8), 135 (John Clayton, Packers Row, 1816). These references are perhaps to the previous generation of the family. John Coller was recorded as a maltster of Packers Row in 1818–22 (*ibid.*, 145, 189), where he may have been Clayton's tenant.
- ⁵⁵ Chesterfield tithe award.
- ⁵⁶ *Bagshaw's Dir. Derby*. (1846), 624; Chesterfield tithe award nos. 570 (Beetwell Street), 2081 (Sheffield Road); TNA, HO 107/2147, f. 855; death registered in Chesterfield RD 1857 Q3. There are no later directory references to a malthouse on Beetwell Street.
- ⁵⁷ Chesterfield tithe award, nos. 1790 and 1672.
- ⁵⁸ *Ibid.*, no. 1321.
- ⁵⁹ TNA, HO 107/194/2, f. 10v.; HO 107/2147, f. 473; RG 9/2528, f. 82v.; *Bagshaw's Dir. Derby*. (1846), 619; Chesterfield tithe award nos. 1448, 1449.
- ⁶⁰ Chesterfield tithe award, no. 1321; *White's Dir. Derby*. (1857), 726; *White's Dir. Sheffield* (1862), 658; he is not listed as a maltster in the 1868 edn of the latter.
- ⁶¹ TNA, RG 10/3610, f. 83v.; Cal. Grants (1880).
- ⁶² TNA, HO 107/2147, f. 630v.; RG 9/8529, f. 13; RG 10/3611, f. 19.
- ⁶³ *White's Dir. Sheffield* (1862), 658; *ibid.* (1872), 902.
- ⁶⁴ *Derb. Times*, 12 April 1879.
- ⁶⁵ Riden, *Derb. Directories*, 3, 52, 109, 120, 135, 145, 189; *Pigot's Dir.* (1835), *Derb.* 33; *Bagshaw's Dir. Derby*., 624).
- ⁶⁶ In 1849 their malthouse at the junction of Soresby Street and Saltergate was let to James Ball White (Chesterfield tithe award, no. 1728) and the Rooths do not appear as maltsters

- in *White's Dir. Derby.* (1857), 726. J.B. White, who died in 1870, was principally a wine and spirit merchant (TNA, HO 107/2147, f. 523v.; Cal. Grants (1870)).
- ⁶⁷ *White's Dir. Sheffield* (1862), 658; *ibid.* (1868), 527; *ibid.* (1872), 902. It is possible these entries are anachronistic, since I have found no other evidence that the Rooths were still in the malting business as late as this. They were principally (and possibly exclusively) timber merchants by this period.
- ⁶⁸ The following account is based on a series of deeds which, by an extraordinary coincidence, I found and purchased at a book fair in Buxton on 12 November 2017, after I had completed an initial draft of this article. The documents have since been acquired by the Derbyshire Record Office (D8735). The larger close from which the site of the malthouse etc. was created is named 'St Ellens' because it lies on the opposite side of Sheffield Road from a medieval chapel dedicated to St Helen. It could presumably have formed part of the chapel's endowment in the Middle Ages.
- ⁶⁹ 'J. Hazard' is recorded as a maltster in the 1790s (Riden, *Derb. Directories*, 51); the initial may be a misprint for T. Peter Potter's survey of the Cavendish estate in Chesterfield in 1803 labels this plot as a freehold belonging to 'Coller & Hazard'.
- ⁷⁰ Chesterfield tithe award, nos. 2081–2083.
- ⁷¹ *White's Dir. Derby.* (1857), 726, lists Burkitt as a maltster of Saltergate, whose home was on Newbold Lane.
- ⁷² Chesterfield tithe award, no. 2080; Riden and Leteve, *Chesterfield Streets and Houses*. This piece of land previously formed part of the endowment of Dronfield grammar school.
- ⁷³ Riden and Leteve, *Chesterfield Streets and Houses*; see below for the sale of this estate after Samuel's son William died in 1920.
- ⁷⁴ This conclusion is based on the size of some of the others as deduced from the 1:500 large-scale OS plans of the 1870s; none survives today, nor are any photographs known. The Sheffield Road malthouse, which must have dated from the mid 1790s, was only demolished in 1995: G. Sadler, 'Those dance band days: the rise and fall of Chesterfield's Rendezvous dance hall' in G. Sadler (ed.), *Aspects of Chesterfield: discovering local history* (Barnsley: Wharncliffe, 2002), 9–24.
- ⁷⁵ Riden and Leteve, *Chesterfield Streets and Houses*.
- ⁷⁶ *Derb. Times*, 15 March 1873. An electronic search of the Norfolk newspapers accessible through the British Newspaper Archive fails to reveal any press advertising by Burkitt in either 1833 or later. The earliest reference found to the King's Lynn branch is in 1857, when the *Norfolk Chronicle* (11 April) announced the start of a service from Lynn and Grimsby to Hamburg managed by the younger William Burkitt of Queen Street.
- ⁷⁷ *Derb. Times*, 12 June 1920 (obituary of William Burkitt junior).
- ⁷⁸ Heath, 'The Burkitts', 9 (no source is given).
- ⁷⁹ *White's Dir. Norfolk* (1854), 599 lists Burkitt as a coal merchant (only); an earlier directory (Pigot's of 1839, Norfolk p. 27) lists an 'Edward Burkitt' of Queen Street as a coal and seed merchant; this appears to be simply a misprint, not an otherwise unrecorded relative. *Kelly's Dir. Norfolk* (1869), 155 describes William as a general merchant and maltster.
- ⁸⁰ Norfolk Record Office, P/SH/L/1–7 were searched throughout without success (the registration of ships in its modern form began in 1786; at least one earlier volume for King's Lynn has been lost). See below for a ship in which Burkitt appears to have had an interest later in his career.
- ⁸¹ A search in the *Shipping and Mercantile Gazette*, which prints brief lists of the movements

of coasting vessels (which in some cases can be supplemented by more detailed lists in the local press) shows that in Jan. 1846 the *Gipsy Lass* entered London from Hull; in Feb. sailed from Hull to 'the rivers' (i.e. places on the Ouse, Trent, Aire, Calder etc.) and later entered Harwich from Goole; in April entered Hull in ballast from Rotterdam, sailed from Hull to the rivers, and entered Gainsborough from Brill (i.e. Brielle, Netherlands); in May arrived at Goole from Rotterdam with 31 head of live cattle consigned to a buyer in Crowle; in July arrived at Lynn from Goole, Hull and Spurn Point; in Aug. sailed from Lynn for Sunderland; in Sept. arrived at Lynn from Goole, sailed from Lynn for Hull, and then from Hull for the rivers, and made a second journey from Lynn to Goole at the end of the month; in Oct. made one return sailing between Lynn and Goole; and in Nov. made another. It would presumably be possible to do a similar exercise for the *Gipsy Lass* for other years, or for the other vessels in Heath's list, but I am not sure what this would add. It would not establish whether William Burkitt owned any part of any of the ships.

⁸² W.J. Wren, *Ports of the Eastern Counties: the development of harbours on the coast of the eastern counties from Boston in Lincolnshire to Rochford in Essex* (Lavenham: Dalton, 1976), 43–4.

⁸³ *Ibid.*, 48.

⁸⁴ *White's Dir. Notts.* (1854), 708–9.

⁸⁵ TNA, PROB 11/2136, ff. 284–5v.

⁸⁶ *Derby Mercury*, 19 Sept. 1866.

⁸⁷ *Derb. Times*, 12 June 1920.

⁸⁸ DRO, D8135/1/1. This volume was presented to Chesterfield Library in 1941 by W. & S. Burkitt Ltd and in 2018 was transferred to the record office. This paragraph and the next are based on sampling the sales recorded in the book at six-monthly intervals (i.e. for April and Oct. in 1858, 1859, 1860 and 1861). The books begin in April 1858 and ends midway through Oct. 1861.

⁸⁹ J. Hirst, *Chesterfield Breweries: the story of the Brampton, Chesterfield and Scarsdale breweries* (Author, 1991), 2–3.

⁹⁰ *Ibid.*, 39–40; P. Bristow, *The Mansfield Brew* (Ringwood: Navigator, 1976), 112.

⁹¹ Hirst, *Chesterfield Breweries*, 22.

⁹² *Derb. Times*, 15 March 1873.

⁹³ TNA, RG 9/8529, ff. 8r.–v. A third occupation has been crossed through in the schedule and the number of employees seems improbably small.

⁹⁴ *Harrod's Dir. Derby.* (1860 edn), 348; *ibid.* (1870 edn), 81.

⁹⁵ TNA, RG 10/3611, f. 11v. St Helens was given the address 29 Newbold Road on this occasion.

⁹⁶ *Derb. Times*, 15 April 1873.

⁹⁷ *Ibid.*, 12 June 1920.

⁹⁸ Cal. Grants (1873). He left £100 to the Chesterfield and North Derbyshire Hospital (*Derb. Times*, 14 March 1874).

⁹⁹ I have been unable to establish whether the Stockwith maltings were freehold or rented.

¹⁰⁰ Cf. Clark, *Malting Industry*, 89–92, for evidence as to the capital required to become a maltster in this period.

¹⁰¹ DRO, D96/1/16, pp. 531–2.

¹⁰² *Derb. Courier*, 18 June 1898 (obituary of Samuel Burkitt). There is a much shorter notice in *Derb. Times* of the same date. See also the obituary of William Burkitt, son of Samuel,

- in *Derb. Times*, 12 June 1920.
- ¹⁰³ *Derb. Times*, 9 Aug. 1873.
- ¹⁰⁴ DRO, D3139/4/3.
- ¹⁰⁵ *Derb. Times*, 12 June 1920; Heath, 'The Burkitts', 8–9.
- ¹⁰⁶ DRO, D3139/1–3, a set of contract drawings dated Dec. 1874. D3139/4 contains rough sketches, probably made by the Burkitts to show Rollinson the type of building they wanted; D3139/5/2 appears to be a schedule of requirements for the maltings; and D3139/6/1 is a detailed (though damaged with the loss of three pages) bill of quantities. The drawings are discussed in T. Warrener, *A History of Langwith, Nether Langwith & Whaley Thorns* (Langwith: Design and Print Services, 2008), 54, and see Clark, *Malting Industry*, 7 for the layout of a typical maltings of this period, with explanatory text. The Langwith maltings is the first major industrial building to be identified as the work of Rollinson.
- ¹⁰⁷ DRO, D3139/1–3; Heath, 'The Burkitts', 10; cf. OS Map, 1:2500, *Derb. XXVI.12* (1898 and 1918 edns). Warrener, *Langwith*, 55 states that the additional four houses were built about thirty years after the first twelve; a bungalow was also later built near the maltings.
- ¹⁰⁸ Heath, 'The Burkitts', 9–10.
- ¹⁰⁹ Clarke, *Malting Industry*, 77.
- ¹¹⁰ *Kelly's Dir. Derb.* (1888), 414, 78.
- ¹¹¹ *Kelly's Dir. Derb.* (1904), 103, 577.
- ¹¹² *Harrod's Dir. Norfolk* (1877), 325; *White's Dir. Norfolk* (1883), 384.
- ¹¹³ *Shipping and Mercantile Gazette*, 27 Feb. 1877 (a hearing in King's Lynn county court concerning events in Oct.–Nov. the previous year).
- ¹¹⁴ Burkitts are not listed as maltsters at Stockwith in *Kelly's Dir. Notts.* (1876), 879. The malthouse was still standing c.1919 (OS Map, 1:2500, *Lincs. XXXIV.1*).
- ¹¹⁵ *Jowett's Railway Atlas of Great Britain and Ireland* (London: Guild Publishing, 1989), 65–72.
- ¹¹⁶ G. Dow, *Great Central* (London: Ian Allan, 1959–62), III, Chapter 7; J. Cupit and W. Taylor, *The Lancashire Derbyshire & East Coast Railway* (Oakwood Press, 1984 edn).
- ¹¹⁷ Chesterfield RD, 1863 Q4.
- ¹¹⁸ TNA, RG 9/2528, f. 51v. The Hewitts were then living on High Street, where they had a shop on the corner of the Market Place (see a 'Mainly about People' note in *Derb. Times*, 9 April 1941, when Capt. W.M. Hewitt RE was awarded the George Medal). According to her monument in Wingerworth churchyard, Helen was born on 15 March 1829.
- ¹¹⁹ TNA, RG 11/3432, f. 12.
- ¹²⁰ Chesterfield RD Q2.
- ¹²¹ Marylebone RD, 1886 Q3; *Derb. Times*, 12 June 1920. The decision to remarry in London may be of no significance, or the parties may have felt that it was a little too soon after Helen's death for a ceremony in either Chesterfield or King's Lynn. Another oddity is that when Samuel made his will on 22 July 1886, it was prepared by a firm of City solicitors (rather than the Sheffield practice the Chesterfield branch of the family generally used) and the two witnesses (both employees of the firm) certified that they signed between 10 and 11 a.m. on the day in question, after the marriage of the testator and his wife Alice Mary.
- ¹²² Alice Mary's birth was registered in King's Lynn RD, 1849 Q2; she was enumerated at home in All Saints Street in 1851 and 1861 (TNA, HO 107/1829, f. 467v.; RG 9/1257, f. 62v.). I cannot find her in 1871 and in 1881 she was visiting Samuel and Helen Burkitt in

- Chesterfield (TNA, RG 11/3432, f. 12).
- ¹²³ Cal. Grants (1869).
- ¹²⁴ All the references to Wingerworth in the remainder of this article have benefited from very helpful suggestions by David Edwards.
- ¹²⁵ D.G. Edwards, 'Stubbing Court and the Gladwin family', in P. Riden and D.G. Edwards (eds.), *Essays in Derbyshire History presented to Gladwyn Turbutt* (DRS, 30, 2006), 181, 183–6.
- ¹²⁶ The couple, who had no children of their own, were enumerated there in 1891, with five resident servants (TNA, RG 12/2760, f. 15v.). Samuel's son from his first marriage, William, was not at Stubbing on census night.
- ¹²⁷ Edwards, 'Stubbing Court', 176–8.
- ¹²⁸ *Derb. Courier*, 18 June 1898; for the tenants see Edwards, 'Stubbing Court', 205.
- ¹²⁹ Edwards, 'Stubbing Court', 186.
- ¹³⁰ *Derb. Times*, 12 June 1920.
- ¹³¹ Edwards, 'Stubbing Court', 186; *Derb. Times*, 15 May 1920.
- ¹³² *Derb. Courier*, 18 June 1898. Both the borough and county justices expressed condolences to the family at their next sitting day after his death (*Derb. Times*, 25 June, *Derb. Courier*, 18 June 1898).
- ¹³³ *Derb. Courier*, 18 June 1898. To support both the parish church and Holy Trinity was perhaps more unusual than might at first appear, since the former was avowedly High Church and the latter Evangelical. Adherents of one tended not to view the other with much favour.
- ¹³⁴ DRO, D2662/16/1, 10 Aug. 1900. I owe this reference to Dr Edwards.
- ¹³⁵ *Derb. Courier*, 18 June 1898. Byron was a principal mourner at Samuel's funeral but the two appear not to have been related. A.T.H. Barnes, of the family who owned the Grassmoor Colliery Company, was also there.
- ¹³⁶ *Norfolk Chronicle*, 4 March 1882; *Norfolk News*, 4 March 1882.
- ¹³⁷ *Derb. Courier*, 18 June 1898.
- ¹³⁸ Hirst, *Chesterfield Breweries*, 40; Bristow, *Mansfield Brew*, 112.
- ¹³⁹ Cal. Grants (1898); probate copy of will (1886, with codicils of 1892 and 1894) obtained from the Ministry of Justice. The figures for his estate given in the text are in round pounds.
- ¹⁴⁰ TNA, HO 107/1829, f. 295v.; RG 9/1256, f. 91; RG 10/1864/f. 84v.; RG 11/1999, f. 11v. See also M.G. Fell, *An Illustrated History of the Port of King's Lynn and its Railways* (Clophill: Irwell Press, 2012), 67–8, for William Burkitt of King's Lynn, and P. Richards, *King's Lynn* (Chichester: Phillimore, 2006 edn), chapter 10, for an excellent general account of the town in this period. I am grateful to Mr Richards for his comments on the King's Lynn sections of this article, which included locating Burkitt's homes in the town, and to Mr Fell for a good deal of additional information about Burkitt's connection with the docks.
- ¹⁴¹ Fell, *Port of King's Lynn*, 68; the warehouse is illustrated on pp. 8 and 15.
- ¹⁴² *Ibid.*, 101; I am indebted to Mr Fell for drawing my attention to a report of the launching in *Derb. Times*, 16 Nov. 1878 (reprinted from a trade paper), from which this description is taken, and for supplying a history of the ship from the website 'Tyne Built Ships'.
- ¹⁴³ An electronic search of the *Shipping and Mercantile Gazette* between 1878 and 1884 (the latest date at which this title is accessible through the British Newspaper Archive) locates about 90 reports of the *William Burkitt* entering or clearing ports in several parts of the world.

- ¹⁴⁴ Fell, *Port of King's Lynn*, 101; 'Tyne Built Ships'.
- ¹⁴⁵ I am grateful to both Mr Fell and Mr George Robinson, formerly the port manager at Goole, for information about the *William Burkitt*.
- ¹⁴⁶ Freebridge Lynn RD, 1881 Q4; *Norfolk Chronicle*, 26 Nov. 1881.
- ¹⁴⁷ TNA, HO 107/1829, f. 143v.; Cal. Grants (1886). William Burkitt was one of his executors.
- ¹⁴⁸ Emma was enumerated in 1881 while visiting William Thomas Makins and his wife Elizabeth at 1 Lowther Gardens in South Kensington (TNA, RG 12/121, ff. 73v.–74). Makins was a barrister and honorary colonel in the Royal Artillery, sat as Conservative MP for various Essex seats between 1872 and 1892, was created a baronet in 1902 and died in 1906. His country seat was Rotherfield Court, near Henley. Among other appointments he was deputy chairman of the Great Eastern Railway (*Who's Who of British Members of Parliament*, II, 239). Emma was presumably a friend of his wife's; the two were much the same age. The Makinses were guests at her wedding in 1881.
- ¹⁴⁹ *Norfolk News*, 26 Nov. 1881; *Norfolk Chronicle*, 26 Nov. 1881.
- ¹⁵⁰ TNA, RG 12/892, f. 12v.
- ¹⁵¹ *Norfolk Chronicle*, 23 Jan. 1892; *Norwich Mercury*, 23 Jan. 1892.
- ¹⁵² I am indebted to Mr Richards for identifying Hill House, which later became the office of Messrs Hawkins, Ryan, solicitors, as it remains today.
- ¹⁵³ *Eastern Evening News*, 26 Nov. 1892 (death); *Norfolk Chronicle*, 3 Dec. 1892 (funeral at St Margaret's, King's Lynn, and interment at North Runcton); Isle of Wight RD, 1892 Q4; Cal. Grants (1893). Mrs Burkitt left effects valued at £2,769.
- ¹⁵⁴ *Isle of Wight County Press*, 29 Nov. 2006. The house was later known as 'Lynthorpe' but the sources cited in the previous note use the other spelling, obviously derived from the couple's home in Norfolk. William and Emma spent their honeymoon in 1881 on the Isle of Wight and may have holidayed there regularly.
- ¹⁵⁵ TNA, RG 13/1888, f. 61.
- ¹⁵⁶ Fell, *Port of King's Lynn*, 67–9, and see also an article by Mr Fell in *Trains Illustrated*, Jan.–March 1985. For the sale of 1900 and some other additional details see a note by Darrell Clark in the *Newsletter* of the N.E. Derbyshire Industrial Archaeology Society, 70 (May 2018). After a chequered career, *Gazelle* survived to be preserved (somewhat altered and in non-working order) at the H.F. Stephens Museum at Tenterden (Kent).
- ¹⁵⁷ *Norfolk Chronicle*, 9 June 1906.
- ¹⁵⁸ *Norfolk News*, 18 April 1857.
- ¹⁵⁹ *Ibid.*, 16 June 1906. Byron and Barnes also attended, but there is no explanation in the newspaper report of their connection with the Burkitt family.
- ¹⁶⁰ Heath, 'The Burkitts', 9. For a good general account of the modern history of the port see Fell, *Port of King's Lynn*.
- ¹⁶¹ Wren, *Ports of the Eastern Counties*, 42–6.
- ¹⁶² *Ibid.*, 48–9.
- ¹⁶³ *Ibid.*, 51–3.
- ¹⁶⁴ Heath, 'The Burkitts', 9; Fell, *Port of King's Lynn*, 69.
- ¹⁶⁵ Information kindly supplied by Mr Fell from the dock company's annual reports.
- ¹⁶⁶ Fell, *Port of King's Lynn*, 14 (and additional information from Mr Fell); H. J. Hillen, *History of the Borough of King's Lynn* (1907), 606 (I owe this latter reference to Mr Richards).
- ¹⁶⁷ Wren, *Ports of the Eastern Counties*, 53–4 (I am indebted to Mr Fell for supplying a copy of the docks company half-yearly report of March 1888, from which these figures were

- taken).
- ¹⁶⁸ *Ibid.*, 54–6. William John Arthur Charles James Cavendish-Bentinck, who succeeded a cousin as 6th duke of Portland in 1879, was the son and heir (by his first wife) of Arthur Cavendish-Bentinck (d. 1877), who was the younger son of Lord William Charles Augustus Cavendish-Bentinck (d. 1826), the third son of the 3rd duke (*Complete Peerage*, X, 597). Lady William appears to have been Elizabeth Livingston, the wife of Lord William George Cavendish-Bentinck (1854–1909), the son of Lord Frederick Cavendish-Bentinck (1781–1823), the fourth son of the 3rd duke (*Who's Who of British Members of Parliament*, II (1978)).
- ¹⁶⁹ J.E. Williams, *The Derbyshire Miners* (London: George Allen & Unwin, 1962), Chapter 5; A.R. Griffin, *Coalmining in the East Midlands 1550–1947* (London: Cass, 1971), 97–127, 160–81. The duke's half-brother, Lord Henry Cavendish-Bentinck (1863–1931), was MP for North West Norfolk 1886–92 (*Who's Who of British Members of Parliament*, III (1979), 59), but not at the time the dock was opened. The family owned 591 acres in Norfolk in 1883 (*Complete Peerage*, X, 598), which gave them a more enduring local connection.
- ¹⁷⁰ Docks company half-yearly report, March 1888 (per Mr Fell).
- ¹⁷¹ *Norfolk News*, 18 April 1857.
- ¹⁷² *Norfolk Mercury*, 2 May 1866.
- ¹⁷³ *Norfolk News*, 17 July 1869.
- ¹⁷⁴ *Norfolk Chronicle*, 20 Feb. 1886.
- ¹⁷⁵ *Ibid.*, 9 June 1906.
- ¹⁷⁶ *Derb. Times*, 12 June 1920.
- ¹⁷⁷ Cal. Grants (1906). The exact figure for the personalty was £219,501 11s. 3d. For the will see Norfolk Record Office, NDPR Will 1906 no. 471.
- ¹⁷⁸ *Eastern Evening News*, 8 Dec. 1906, *Eastern Daily Press*, 8 Dec. 1906.
- ¹⁷⁹ J.P. Briscoe (ed.), *Nottinghamshire and Derbyshire at the Opening of the Twentieth Century* (1901), 359; ACAD (Cambridge alumni database).
- ¹⁸⁰ For which in this period see P. Riden, *A History of Chesterfield Grammar School* (Chesterfield: Merton, 2017), chapter 4.
- ¹⁸¹ Paragraph based, except as indicated, on an obituary in *Derb. Times*, 12 June 1920.
- ¹⁸² According to Warrener, *Langwith*, 54–5, who publishes a photograph of what could be William Burkitt poleing a punt across the pond.
- ¹⁸³ DRO, D8000, Hunloke estate terrier, 1904; Wingerworth estate sale cat. 1920 (copy in Chesterfield Library).
- ¹⁸⁴ Heath, 'The Burkitts', 9.
- ¹⁸⁵ Neither the *Derb. Times* nor *Derb. Courier* obituaries named the companies.
- ¹⁸⁶ *Derb. Courier*, 12 June 1920.
- ¹⁸⁷ *Eastern Daily Press*, 28 April 1907.
- ¹⁸⁸ *Derb. Times*, 12 June 1920. The institute originally provided a home for assistant clergy as well as a social centre for young men who worshipped at the parish church (*ibid.*, 24 Nov. 1928, a speech by W.H. Edmunds at the institute's 21st birthday party). In 1937 a young Talbot Dilworth Harrison, then recently appointed vicar of Chesterfield, made himself unpopular with the institute's committee by selling the building to George Kenning and transferring the name of the Burkitt Memorial to St James's church hall (previously a mission church) on Vicar Lane. The institute moved to new premises on Wheeldon Lane, behind Low Pavement, and severed its links with the parish church. See *ibid.*, 26 Feb., 3

and 10 Sept., 1 Oct. 1937; 5 June 1942.

¹⁸⁹ *Ibid.*, 12 June 1920; *Eastern Evening News*, 15 Sept. 1909.

¹⁹⁰ *Derb. Times* and *Derb. Courier*, 19 June 1920.

¹⁹¹ *Derb. Courier*, 12 June 1920. The strongest candidates for the other two, who are not named by the paper, are probably C.P. Markham and G.A. Eastwood.

¹⁹² Cal. Grants (1921).

¹⁹³ DRO, D96/1/64, pp. 11–19 (the source for all references here to Burkitt's will); see below for the reconstruction of the company after William's death.

¹⁹⁴ Cal. Grants (1921).

¹⁹⁵ Norfolk RO, NDPR Will 1906 no. 471.

¹⁹⁶ A statement to this effect appears in William's will.

¹⁹⁷ *Derb. Times*, 13 Nov. 1920. The cottage property comprised 11–17 and 21–23 Newbold Road, 1 Burkitt's Yard, 20–24 and 32–40 Sheffield Road, and 1 Burkitt's Walk. This formed most of a roughly triangular block of building in the angle between Newbold Road and Sheffield Road, from the junction of the two roads as far as St Helens on Newbold Road and the malthouse on Sheffield Road.

¹⁹⁸ *Derb. Times*, 4 Dec. 1920. St Helens remained the high school's sixth form building until the successor school (St Helena) closed in 1991 (*Chesterfield Girls High School. St Helena School. A Brief History* (nd [1991]), 13, 16 *et passim*). It is now a mosque.

¹⁹⁹ Warrener, *Langwith*, 55.

²⁰⁰ Cal. Grants (1923); *Derb. Times*, 22 Dec. 1923 (reporting probate of her will, with personalty sworn at £5,424). Mrs Burkitt moved to 91 Newbold Road after her stepson sold St Helens (*ibid.*, 17 Nov. 1923, advertising a contents sale).

²⁰¹ Author of *Staveley: my native town. Some historical notes on the parish* (Sheffield: Northend, 1946). William's obituary notice mentions that Dr Court attended him at St Helens.

²⁰² P. Kettle, *Parsons of Sutton-cum-Duckmanton: seven centuries of church life* (Author, 1995), 66–76. In his entry in *Who's Who* Humble-Burkitt described himself as the great-grandson of John Anderson of Swinithwaite Hall (Yorks.) (*cf. VCH Yorks. N. Riding*, I, 288). I am not clear why.

²⁰³ Thus his *Who's Who* entry. When he was awarded the DSO in 1917, Humble was a major in the Canadian Infantry (*Supplement to the London Gazette*, 1 Jan. 1917, p. 29), and when he was made a Companion of the Order of St Michael and St George he was said to be a temporary colonel in the Canadian Railway Troop (*ibid.*, 30 May 1918, p. 6978). See also the website of the Canadian Great War Project, which gives full and presumably accurate details of his military record. This states that Humble enlisted at Valcartier (Quebec) in Sept. 1914, aged 48 (with previous military experience), and became a captain (later colonel) in the 7th battalion, Canadian Infantry, of which he was commanding officer in June 1916.

²⁰⁴ *Derb. Times*, 16 Feb. 1945.

²⁰⁵ *Ibid.* Both stories would have been written by a member of the Edmunds family, who owned the paper and knew everything about everyone who mattered in Chesterfield. They were also related to most of them, including the Burkitts: in 1950 Peter Burkitt Short, the only son of Mr and Mrs J.A.B. Short, The Manor House, Stonegravels (i.e. the accountants' family) married Elizabeth Jane, the youngest daughter of Mr and Mrs G.J. Edmunds, Walton House (the newspaper owners) (*ibid.*, 21 April).

²⁰⁶ *London Gazette*, 8 April 1921, p. 2792. The Royal Licence contains the standard clause

- allowing the licensee to quarter the arms of the two families and requiring the arms to be exemplified at the College of Arms to make the licence valid. The Humbles appear to have been an armigerous family for some generations but at some stage one of the Burkitts must have obtained a grant of arms (*cf. Burke's General Armory* (1884 edn), sn. Humble, and M. Craven, *A Derbyshire Armory* (DRS, 17, 199), 88). I have not discovered who or when, but it may have been Samuel after he bought the Stubbing Court estate (no arms are recorded for the Burkitts in the 1884 edition of the *General Armory*).
- ²⁰⁷ I am not clear from the terms of Burkitt's will whether the Stubbing Court estate, which had a rent roll of £800 when it was put up for sale in 1935, formed part of the £150,000 trust fund. It was stressed at the time of the 1935 sale that Humble-Burkitt was tenant for life of the Stubbing Court estate, not the owner in fee simple.
- ²⁰⁸ An electronic search of the *Derb. Times* for the 1920s and early 1930s reveals ample evidence of these activities. Humble-Burkitt is named as chairman of the local Unionist Association in the issue of 30 Aug. 1924 and frequently occurs in reports of Unionist events (political and social) in north-east Derbyshire. For the end of the Hunloke estate see D.G. Edwards, *The Hunlokes of Wingerworth Hall* (Author, 1976).
- ²⁰⁹ *Derb. Times*, 25 Oct. 1930.
- ²¹⁰ *Ibid.*, 3 June 1933. The camp site has remained in use ever since.
- ²¹¹ *Ibid.*, 30 Aug., 18 Oct. 1935.
- ²¹² *Ibid.*, 25 Oct. 1935; there is a copy of the sale cat. in DRO, D790Z/ES1.
- ²¹³ Edwards, 'Stubbing Court', 181–2, 186–7. In its report of the sale the *Derb. Times* (25 Oct. 1935) was able to scotch the rumour going around Chesterfield that the purchaser was George Kenning, the self-made founder of the motor dealership that until recently bore his name. Sir George and Lady Kenning later lived at Stubben Edge, Ashover, a house which is often confused with Stubbing Court.
- ²¹⁴ *Derb. Times*, 21 Feb. (sale of farm stock and furniture), 20 March 1936 (sale of antique furniture).
- ²¹⁵ *Ibid.*, 13 March 1936, a lengthy three-column article with a photograph of the presentation.
- ²¹⁶ In 1937, after he had left Derbyshire, Humble-Burkitt sent £10 to the Wingerworth branch of the British Legion to pay for an outing for its members. They instead used the money to buy 45 pairs of shoes for needy families in the parish. Two families were each given five pairs (*ibid.*, 12 Nov., 24 Dec. 1937). It should be noted that this was more than a decade before the building of a local authority housing estate off Derby Road (between Mill Lane and Halcyon Approach) brought a large number of poorer families into the parish.
- ²¹⁷ *Derb. Times*, 25 Oct. 1935.
- ²¹⁸ Cal. Grants (1945).
- ²¹⁹ Kettle, *Parsons of Sutton*, 72. Edith Una Humble-Crofts of Crossways, Waldron, herself died on 18 June 1957. Probate of her will was granted at Lewes on 10 July to Bridget Maud Innes, a married woman, Michael John Muschamp Humble-Crofts, a retired Army major, and Howard James Adair Swann, a solicitor. Her effects were sworn at £41,811 (Cal. Grants, 1957).
- ²²⁰ Probate copy of Humble-Burkitt's will, obtained from the Ministry of Justice.
- ²²¹ *Derb. Times*, 30 Nov. 1945; the sale of the Wingerworth lot is reported in the issue of 21 Dec. The post office was at Pinfold Cottage on Birkin Lane. For the later history of the Langwith cottages see Warrener, *Langwith*, 55.
- ²²² *Derb. Times*, 21 Jan. (Mills's funeral), 4 Feb. 1928 (Humble-Burkitt's appointment).

- ²²³ Hirst, *Chesterfield Breweries*, 42–4; Bristow, *Mansfield Brew*, 111–16 (parts of the latter account are badly garbled).
- ²²⁴ *Derb. Times*, 16 Feb. 1945.
- ²²⁵ The company's Companies House file has not been retained and I have been unable to establish any details of the limited company, but presumably Humble-Burkitt inherited William Burkitt's control of the unincorporated business. The earliest reference I have found to 'W. & S. Burkitt Ltd' is in a series of advertisements in *Derb. Times*, starting on 27 Jan. 1923.
- ²²⁶ *Derb. Times*, 27 Dec. 1924; Sadler, 'Those dance band days'. The building was later used for boxing and wrestling, roller skating, as a Home Guard drill hall, and for the manufacture of beds. It was burnt out in 1995 and demolished, and the site redeveloped as Malthouse Court.
- ²²⁷ *Kelly's Dir. Derb.* (1922), 105, 302, 567; *ibid.* (1925), 111, 607.
- ²²⁸ Warrener, *Langwith*, 55. Burkitts are not described as maltsters in *Kelly's Dir. Derb.* (1928), 110, 539, 607. For Peach & Co., which was founded in the 1880s and ceased trading in 1993, see Clark, *Malting Industry*, 92, 109, 154, 242. The Langwith site remained in use until 1986, when it shut because of a glut of malt. It went back into production in 1989–91 and was afterwards used to store barley. After standing empty for some time, the maltings (although accorded statutory protection five years earlier) were demolished in 1997 (Warrener, *Langwith*, 55).
- ²²⁹ Heath, 'The Burkitts', 10; Warrener, *Langwith*, 54.
- ²³⁰ W. & S. Burkitt are listed as grain and cake importers, maltsters and merchants at Lynn in *Kelly's Dir. Norfolk* (1916), 232, but not in the 1922 edn. The former (but not the latter) also lists William Burkitt of Stubbing Court as a private resident of Hill House, Tuesday Market Place, confirming that he kept on his uncle's home in the town.
- ²³¹ *Kelly's Dir. Derb.* (1928), 110, 539; *ibid.* (1936), 115, 345, 633.
- ²³² Wightman was of North Stoneham (Hants.) at the time of his death, when he left effects valued at £252,000 (Cal. Grants, 1938).
- ²³³ Cal. Grants (1945).
- ²³⁴ Sears was described as a 'member' of the firm when his son was killed in a motor accident in 1939, which I take to mean a director; Kerr and Clark both attended the funeral (*Derb. Times*, 23 and 30 June).
- ²³⁵ *Ibid.*, 8 Sept. 1939.
- ²³⁶ *Derb. Times*, 16 June 1950. The private residence known as Loundsley Green later gave its name to a local authority housing estate on the western edge of Chesterfield.
- ²³⁷ Cal. Grants (1958).
- ²³⁸ *Ibid.*
- ²³⁹ TNA, RG 101/5893E/004/33. His address is also given as Whittington Moor in Burkitt's will.
- ²⁴⁰ Cal. Grants (1960).
- ²⁴¹ Clark, *Malting Industry*, chapter 6.