

E Newsletter



Welcome to the NORTH STAFFORDSHIRE FAMILY HISTORY SOCIETY (MIDLAND ANCESTORS)

Meetings : 1st Monday of the month at 7:30 pm unless First Monday is a Bank Holiday, then second Monday

There is a free car park at the side of the centre and ample on street parking in Harpfields Road and Flash Lane.

We are asked though to avoid parking in Vicarage Lane which is adjacent to the building since it is narrow & difficult for residents

Coronavirus

In view of the current Government advice, all Midland Ancestors events and meetings are suspended. This includes the Family History Centre in Birmingham, outings, members meetings, both in Birmingham and at satellite groups.

The situation will be monitored and will be reviewed as and when the position changes.

To all the North Staffs members please stay in contact with the group organisers through our website. We will try to keep you up to date with the current situation using this website, via the society Facebook pages and Twitter feeds, and updates will be made available through the newsletter.

We are at present taking this opportunity to increase our transcribing output ...So if you are getting bored Self-Isolating and would like to take part then in the first instance please contact Steve at the following address steve.stutcinkas@sky.com

The newsletter will be added to the web page on the following dates for you to view:

30th June 2020

30th September 2020

31st December 2020

31st March 2021

LOST MEMORIALS

More and more churches and chapels are being lost or turned into restaurants or residential properties so this begs the question were do the memorials go?

Are they taken to the mother church?

Are they left with the property ?

Are they dumped into a skip?

Can you spare a little time to photograph the memorial located inside churches, chapels etc.

If you feel you can help please email me and I will let you know which churches/chapels need to have their memorials photographed near you.



robecarter@hotmail.com



ON THE WEB

Nos.twnsnd.co This is a collection of vintage photographs from the public archives which provides a glimpse into the past.

www.historypin.org History pin has photographs of places where your ancestors may have lived.

Www.familysearch.org/map Link your ancestors in parish maps

STAFFORDSHIRE PEOPLE

John Lewis Ricardo (1812 – 2 August 1862) was a British businessman and politician

John Lewis Ricardo was the son of Jacob Ricardo and nephew of the economist David Ricardo. In 1841 he married Catherine Duff (c.1820 – 1869), the daughter of General Sir Alexander Duff and sister of James Duff, 5th Earl Fife. They had one son, Alexander Louis (1843–1871), the first husband of Florence Bravo.

In 1841 he was elected Member of Parliament for Stoke-on-Trent as a Liberal, serving until his death winning elections in 1847, 1852, 1857, 1859. Ricardo Street, Dresden, Longton was named after John Lewis Ricardo. Many of the streets on this estate were named after leading liberals

He was one of the earliest advocates of free trade, in connection with Mr. C. P. Villier, and he aided materially in carrying the repeal of the Corn Laws. He made the Navigation Laws his particular study, and in 1847 he moved for a committee on the subject, and warmly supported the repeal of the restrictions on shipping.

He was the author of a well-known work on that subject, "The History and Anatomy of the Navigation Laws," and devoted much attention to the question of maritime rights in time of war

Ricardo was Chairman of the North Staffordshire Railway from 1846 until his death.

In the late 1830's the railway station serving North Staffordshire was at Whitmore. In 1846 the newly formed North Staffordshire Railway Company purchased part of the Stoke Church glebe land known as Winton's Wood.

A new station designed in the Elizabethan & Jacobean style by H. A. Hunt of Parliament Street, London was built at a cost of £31,438. Stoke Railway Station and the complex at Winton Square was the most important building work undertaken by the railway company.

Ricardo was a leader of a group of businessmen who, in 1845, purchased the patents for the electric telegraph designed by Cooke and Wheatstone. Ricardo was Electric Telegraph's largest shareholder, and its executive chairman, for its first 12 years until its merged with the International Telegraph Company in 1856. He was also a director of London and Westminster Bank.

His goal was to build a network that would distribute breaking financial news to his own newsrooms adjacent to all British stock exchanges an information monopoly that would be valuable to speculators and investors. However, when the established telegraph companies formed monopolistic cartels and raised prices to newspapers, Ricardo secretly switched sides and campaigned for their nationalisation.

Ricardo died on 2nd August in Lowndes-square, London

Reginald Joseph Mitchell CBE, FRAeS, (20 May 1895 – 11 June 1937)



Reginald Joseph Mitchell was born at 115 Congleton Road, Butt Lane, Kidsgrove, Staffordshire and his parents were Herbert and Eliza Jane Mitchell. Mitchell attended the Queensberry Road Higher Elementary School and later Hanley High School. After leaving Hanley Low School, a co-educational grammar school in Stoke-on-Trent, at the age of 16, he gained an apprenticeship at Kerr Stuart & Co. of Fenton, a locomotive engineering works. At the end of his apprenticeship he worked in the drawing office at Kerr Stuart and studied engineering and mathematics at night school.

In 1917 he joined the Supermarine Aviation Works at Southampton. Advancing quickly within the company, Mitchell was appointed Chief Designer in 1919. He was made Chief Engineer in 1920 and Technical Director in 1927. He was so highly regarded that when Vickers took over Supermarine in 1928, one of the conditions was that Mitchell stay as a designer for the next five years.

Between 1920 and 1936, Mitchell designed 24 aircraft. As Supermarine was primarily a seaplane manufacturer, this included several flying boats such as the Supermarine Sea Eagle, the Supermarine Sea King, the Supermarine Walrus, and Supermarine Stranraer, and racing seaplanes. Mitchell also designed light aircraft, fighters, and bombers.

He was first noted in this period for his work on a series of racing seaplanes, built by Supermarine to compete in the Schneider Trophy competition. The Supermarine S.4 was entered in 1925, but crashed before the race. Two Supermarine S.5 aircraft were entered in 1927, and finished first and second. The Supermarine S.6 won in 1929. The final entry in the series, the Supermarine S.6B, marked the culmination of Mitchell's quest to "perfect the design of the racing seaplane". The S.6B won the Trophy in 1931 and broke the world air speed record 17 days later.

Mitchell was awarded the CBE on 29 December 1931 for services in connection with the Schneider Trophy Contest.

The technical skill that Mitchell used in the design of the Spitfire was developed in the evolution of the Schneider Trophy seaplanes. The significance of the many earlier planes is often overlooked when people refer to Mitchell, as is the fact that he was very concerned about developments in Germany and feared that British defence needed to be strengthened, especially in the air.

In 1931 the Air Ministry issued specification F7/30 for a fighter aircraft to replace the Gloster Gauntlet. Mitchell's proposed design, the Type 224 was one of three designs for which the Air Ministry ordered prototypes.

The Type 224 first flew on 19 February 1934, but was eventually rejected by the RAF for unsatisfactory performance. While the 224 was being built, Mitchell was authorised by Supermarine in 1933 to proceed with a new design, the Type 300, an all-metal monoplane that became the Supermarine Spitfire. This was originally a private venture by Supermarine, but the RAF quickly became interested and the Air Ministry financed a prototype.

Many of the technical advances in the Spitfire had been made by others: the thin elliptical wings were designed by Canadian aerodynamicist Beverley Shenstone, and shared some similarities with the Heinkel He 70 Blitz; the under-wing radiators had been designed by the RAE, while monocoque construction had been first developed in the United States. Mitchell's genius was bringing it all together with his experience of high speed flight and the Type 224.

The first prototype Spitfire, serial *K5054*, flew for the first time on 5 March 1936 at Eastleigh, Hampshire. In later tests, it reached 349 mph; consequently, before the prototype had completed its official trials, the RAF ordered 310 production Spitfires. Mitchell is reported to have said that "Spitfire was just the sort of bloody silly name they would choose."

In August 1933, Mitchell underwent a colostomy to treat rectal cancer. Despite this, he continued to work, not only on the Spitfire, but also on a four-engined bomber, the Type 317. Unusually for an aircraft designer in those days, he took flying lessons and got his pilot's licence in July 1934.

In 1936 cancer was diagnosed again, and subsequently, in early 1937, Mitchell gave up work, although he was often seen watching the Spitfire being tested. Mitchell went to the American Foundation in Vienna for a month, but died on 11 June 1937 at the age of 42. His ashes were interred at South Stoneham Cemetery, Hampshire, four days later.

ALAN MYATT

BLURTON

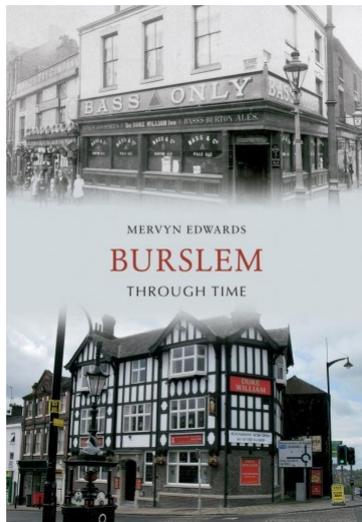
HISTORY TOUR



Blurton History Tour offers a fascinating insight into the history of this area in Stoke-on-Trent. Author Alan Myatt guides us around its well-known streets and buildings, showing how its famous landmarks used to look and how they have changed over the years as well as exploring its lesser-known sights and hidden corners. With the help of a handy location map, readers are invited to follow a timeline of events and discover for themselves the changing face of Blurton.

PAPER BACK 96 PAGES WITH 50 ILLUSTRATIONS

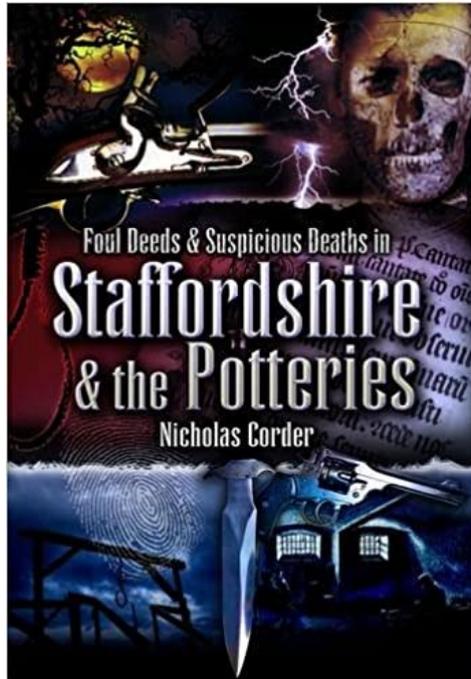
BY ALAN MYATT



Burslem, the mother town of the potteries is documented here using evocative old and new images to record its people and places. The birthplace of Josiah Wedgwood has been home to the greatest international names in ceramics, from Davenport to Royal Doulton, just a few household names whose dinner services, tea-sets and drawing room ceramic art pieces have graced the tables of the world's rich and poor alike. The Burslem Angel and the Old Fire Station are featured, as well as many of the grand Victorian buildings and the factories, schools, churches of the area. Many significant events are recorded, including the Sneyd Pit disaster of 1942. Compiled by Mervyn Edwards, this pictorial history offers a reminder of another age and provides a valuable insight into how people lived and worked in this industrial community.

PAPER BACK 96 PAGES 185 ILLUSTRATIONS

By MERVYN EDWARDS



Foul Deeds and Suspicious Deaths Around Staffordshire and the Potteries

In *Foul Deeds and Suspicious Deaths in Staffordshire and the Potteries* the chill is brought close to home as each chapter investigates the darker side of humanity in notorious cases of murder, deceit and pure malice that have marked the history of the area.

For this journey into a bloody, neglected aspect of the past, Nicholas Corder has selected over 20 episodes that give a fascinating insight into criminal acts and the criminal mind. Recalled here are the Rugeley poisoner William Palmer, who disposed of his victims with strychnine, the vicious assaults on Issac Brooks and the miscarriage of justice that put George Edalji behind bars for three years and brought the creator of the world's greatest fictional detective to his rescue.

The Canal boat killing of poor Christina Collins is described in graphic detail, as is the sad case of Thirza Tunstall's baby and the bizarre case of the headless corpse of Hednesford. The human dramas Nicholas Corder explores are often played out in the most commonplace of circumstances, but others are so odd as to be stranger than fiction.

His grisly chronicle of the hidden history of Staffordshire and the Potteries will be compelling reading for anyone who is interested in the darker side of human nature

Paper back 30 pages

By Nicholas Corder