

# Greater Wigston Historical Society

White Gate Farm, Newton Lane, Wigston Magna, Leicester.

## BULLETIN 82



JR COLVER.

**PROGRAMME OF MEETINGS – NOVEMBER 2008 TO FEBRUARY 2009**

**Wednesday 19<sup>th</sup> November 2008**

Sir Frank Whittle & the Jet Engine at Rugby, Lutterworth & Whetstone - Geoff Smith  
7.30p.m. U.R. Church Boys' Brigade Rooms.

**Wednesday 17<sup>th</sup> December 2008**

Christmas Customs & Traditions – Diane Courtney  
\*(with a seasonal drink & mince pie)  
7.30p.m. U.R. Church Boys' Brigade Rooms.

**Wednesday 21<sup>st</sup> January 2009**

The Tigers, History of the Leicestershire Regiment – Derek Seaton  
7.30p.m. U.R. Church Boys' Brigade Rooms.

**Wednesday 18<sup>th</sup> February 2009**

A.G.M. followed by Memories of Wigston during WWII – Marion Daetwyler  
(This is an alteration to what was printed in Bulletin 81 and the programme)  
7.30p.m. U.R. Church Boys' Brigade Rooms.

**Wednesday 18<sup>th</sup> March 2009**

Finding Uncle Cecil (the search for the grave of a WWI soldier) – Peter Cousins  
7.30p.m. U.R. Church Boys' Brigade Rooms.

**Wednesday 15<sup>th</sup> April 2009**

Thoughts on the History of Wigston Magna – Father John Green  
7.30p.m. U.R. Church Boys' Brigade Rooms.

\*Please note there will be a £2 00 charge to cover the cost of the refreshments for the December meeting. This will be collected on the night.

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The Bulletin is published three times a year on 1<sup>st</sup> March, July and November. Articles etc. (which are always welcome) should be submitted to the Editor, Tricia Berry, three clear weeks before publication date please.

## FRONT COVER

Jim Colver's drawing this time is of a Midland Red Bus. This particular double decker design was in service during the 1950s, and for the technically minded was a 63 seater with a BMMO D7 Chassis, BMMO 8 litre, 6 cylinder diesel engine, crash gear-box and Metro-Cammell body. It was a very familiar sight taking passengers to and from Leicester and around the county, including Wigston, though long distance and the more rural routes were usually covered by a single decker version.

Midland Red was the trading name of the Birmingham & Midland Motor Omnibus Co. Ltd. (BMMO). The company was registered in 1904 for mechanical bus operating activities in the Midlands. It was an amalgamation of the horse omnibus departments of Birmingham & Midland Tramways Ltd., and the City of Birmingham Tramways Co. Ltd., together with a number of smaller enterprises. In 1905 it bought the Birmingham Motor Express Co.Ltd., which had commenced operating the first motor omnibuses on the Hagley Road and Harborne routes in 1903. However, the early petrol engines proved unreliable and in 1908 BMMO reverted to horse traction until 1912 when the first petrol-electric vehicles were purchased. Huge expansion followed and the company became the biggest bus operators in the country outside London. Between 1923 and 1969 the company also built most of the buses it operated.

Bus designs changed over time. In 1960 front opening was adopted with the engine located at the rear. In 1967 it became legal to operate a double decker without a conductor. By 1969 the expansion of towns and increase of private car ownership caused a sharp decline in use of public transport and the company became part of the National Bus Company, though retaining the Midland Red trading name. In 1973 most of the garages and routes in the West Midlands were transferred to the West Midlands Passenger Transport Authority. This left Midland Red with the country and local and express routes mainly in Derbys, Herefordshire, Notts, Leics, Shropshire, Warwicks and Wores.

In 1979 the incoming Thatcher government allowed de-regulation when any suitably qualified operator was allowed to run a bus service. In 1981 in preparation for this change Midland Red sub divided into separate companies. Midland Red North and Midland Red East changed to Midland Fox; and Midland Red South and Midland Red West changed to Midland Red Express. Today Arriva owns Midland Fox, and other parts were sold to Western Travel which became Stagecoach, and Badgerline which became First Bus. The BMMO Trust operates a transport museum with many examples from their former fleets. It is located at Chapel Lane, Wythall, Wores. B47 6JX. Tel: 01564 826471. Email: [enquiries@thetransportmuseum.org.uk](mailto:enquiries@thetransportmuseum.org.uk).

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## OBITUARY

Sadly two members have passed away since the last issue of the Bulletin. **Nancy Freckingham** died on 3<sup>rd</sup> September. She had joined the society in 1991. She did not come to meetings but would nevertheless be very well known to many of us, not least through her loyal support of the Framework Knitters Museum, her family home before she

was married. Nancy was born in 1911 and her funeral which was conducted by previous vicar, Father Green, was like a history lesson as he recounted his various predecessors who had ministered at the church during her long life.

**Mary Freestone** died on 7<sup>th</sup> September. She had joined the society in 1986/7. She will be remembered for her help with the catering at Christmas socials when we used to meet at the Liberal Club, her rattling the collection tin after meetings and her bringing along her little brass ‘nut-cracker’ dog to the bring and tell session last February.

We send our sincere condolences to both families at this very difficult time.

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## JUNE MEETING

In June a group of 28 members met at Launde Abbey, the Retreat House of the Diocese of Leicester for the last 50 years. We were met by the warden, Rev. Tim Blewett, who following refreshing tea and biscuits, gave us a most interesting tour of the property. He explained that the site was once an Augustinian Priory founded c.1125 by Richard and Maud Bassett. Richard was Justitiarius totius Anglae, the head of administration and justice of all England, under Henry I. Many noblemen founded monasteries at this time. It was always a small priory housing between 12-20 canons at any one time. The whole of Loddington and part of East Norton were given as a foundation endowment by the Bassetts, as was Ashby Folville and Oadby Churches. Reminders of this latter are the names of Launde Road and Launde school in Oadby. Further endowments of property, both in Leicestershire and beyond, were added over time by other benefactors.

The original priory church was much larger than the present one, which had been built as a side chapel of it in c.1234. The interior is beautiful with some fine stained glass windows, one dating from 1485.

With the dissolution of the monasteries in 1538 Henry VIII granted Launde to **Thomas Cromwell**, 1<sup>st</sup> Earl of Essex, a trusted member of his inner circle. However, following Thomas’s later fall from favour due mainly to his promotion of Henry’s disastrous marriage to Anne of Cleves, he was executed at the Tower in 1540 and Launde was then granted to his son Gregory. Gregory Lord Cromwell lived at Launde with his wife Elizabeth nee Seymour (sister of Jane) and five children. He died in 1551 and there is an important Early Renaissance monument to him in the church.

Many families have owned Launde over the years in addition to the Cromwells, but the following four are notable for the length of their tenure and/or the alterations they made. **William Halford** of Welham, a connection of the Wistow Halfords, purchased the site c.1611 and is thought to have built the present house. **Clement Clerke** of Willoughby, Warwicks bought it in 1654 from John Halford. **John Simpson**, a Leicester banker, bought it in 1765. He was High Sheriff of Leicestershire in 1775 and was responsible for modernising the house to the appearance it has today, and probably building the stables. In 1828 it passed to the Dawson family of Whatton Hall through the marriage of Mary Finch Simpson to **Edward Dawson**. During WWI it fell into disrepair due to shortage of labour. Afterwards it was let, notably in 1932 to Sir Henry Tate, of Tate & Lyle, who used it as a

hunting and shooting box. During WWII it was used by the military. The Dawson family finally put Launde and its 1585 acres of land up for sale in 1947.

Several families owned the property for short periods after this until in 1957 Cecil R. Coleman, a director of Corah Ltd., bought Launde. He and his wife intended to live there, but then changed their minds and instead presented it to the Diocese of Leicester. They had originally hoped that Bishop Ronald Williams would use it as his 'palace' but the bishop felt he needed to live closer to the cathedral and instead suggested it would make an ideal retreat house, conference centre and theological college. Mr. Coleman agreed and carried out necessary repairs and conversion and it was opened the following year. The theological training ceased in 1979 and in 1986 the Trustees decided, while retaining the original purpose, to open up the Abbey to wider use. The stables have been converted to residential accommodation and can be occupied as a separate venue or as an annex to the main house. This is part of an ongoing plan of improvement and upgrading.

Our Chairman, Mike Forryan, thanked Rev. Blewitt for a most interesting evening. Thanks also to Colin Towell, who works at Launde for introducing us to such an interesting place.

## **AUGUST MEETING**

In August we welcomed our member Colin Hames, who recounted some personal memories of growing up in Wigston during World War II. His style of presentation brought out the amusing side of everyday life and his stories and anecdotes reduced us to fits of laughter; you could have heard a pin drop as we waited to hear what was coming next! He also brought along a box of mementoes of the time which caused much curiosity. Amongst the contents were a baby's gas protection suit, childhood books, identity cards, ration books and a fold out camera.

Colin started school at Bell Street infants in January 1939. His teacher was Miss Wall and the head was Miss Whittaker. They had slates to write on and had to take their ID card and gas mask every day. The winters were extremely cold especially when wearing shorts as boys did in those days. The nearest air-raid shelter was at the back of the school under what is now the Library car park. Two months after he started school his sister died, a not uncommon occurrence in those pre-antibiotic days. Over time some evacuee children joined them for lessons. He later moved to the now demolished Long Street Junior School whose air-raid shelter was where the Jehovah's Witness Church is now situated.

H.D. Smith the builder had constructed 6 semi-detached houses on the west side of Welford Road. The Hames family bought one of these for £700. Because it was war time people were more neighbourly and supported each other. They would knock on the partition walls during air-raids to re-assure each other that they were all well. Consequently Colin remembers the other occupants clearly. They were, Arnold & Alice Boulter, Iliffe (brother of Arnold) & Lily Boulter, Mr. & Mrs. Cawthorn, Alf Bishop and Mr. & Mrs. Taylor. He remembers that among this small selection of six households, some were Primitive Methodists, some were Wesleyans, some attended the Parish Church and some did not attend church at all.

Arnold Boulter initially worked for Smiths, then moved to the council where he did maintenance work. He rode a bicycle round the village very slowly. One day the local

policeman accused him of not stopping at a halt sign. Had Arnold not seen the sign he was asked. Arnold replied yes, he had put it up!

At Kilby Bridge there were some cottages on what is now the Navigation car park. The Civil Defence used one of these as a base. The main sewers did not reach this far so the council had to empty the cesspits with a horse drawn cart. One day the horse bolted and the Civil Defence were called in to assist. Many could be seen legging it up Welford Road in hot pursuit, not catching up with the frightened horse until they were half way to Arnesby.

Other memories were the Anniversary Processions led by Charles Moore and his band. Also the Rogation ones which set off from the parish church, led by Rev. West and with the choir singing. They proceeded up Horsewell Lane and across the fields. The cattle, attracted by the noise would often stampede, having been encouraged to move a little closer, to make sure they did hear, by some of the local likely lads.

In spite of the hardship and suffering all around them all the children seemed happy and busily occupied. Colin would walk to Blaby to buy tomatoes, to the Gas Works for coke and to Dunmores in South Wigston for biscuits. He distributed minutes for the council who paid 2/6d, and took rabbits to Billy Young to sell. Groups of them collected rose hips from the hedges and sold them to Mr. King, the chemist, who made rose hip syrup. And they often accompanied Wilfred Mason on his rounds collecting animals, later skinning and preparing them back at Cooks Lane.

After some questions and discussion the Chairman, Mike Forryan, thanked Colin for an exceptionally entertaining evening.

## **SEPTEMBER MEETING**

Our speaker started this months meeting promptly, saying that we had plenty to get through, and anyone arriving late would be fined! As this was Ivor Sutton JP who had come to talk to us about the work of a magistrate, and to conduct a mock trial, we took this threat rather seriously! He was assisted by fellow magistrate Robin Woolley, husband of Sue.

Ivor started by giving some key facts about of the judicial system in England and Wales, which included:-

Lay magistrates were first introduced in 1195, and known as 'Keepers of the Peace'.

A 1361 Act brought in Quarter Sessions and they became 'Justices of the Peace'.

In Tudor times as well as law and order they administered the Poor Law, appointed Parish Constables, built Houses of Correction, dealt with licensing, highways and weights and measures.

Between 1829 and 1888 they were relieved of these latter duties except liquor licensing.

In 1920 women were first appointed.

In 1971 Crown Courts were introduced instead of Assize Courts and Quarter Sessions, and Magistrate Courts instead of Petty Sessions.

Magistrates have initial training and regular updates.

They are appointed by the Lord Chancellor.

They can only serve between the ages of 18 and 70.

They are not paid but can claim some expenses.

Usually three magistrates hear a case to ensure they reach a majority verdict.

They do not need legal knowledge, they are advised by the Clerk on legal matters.

They swear two oaths of allegiance, to the Queen and the country.

They must live within a 15 mile radius of the court.

All cases are initially heard in a Magistrates Court, if sufficiently serious they are referred to the Crown Court, often in another area where they would not be known.

Some courts specialise such as the Youth Courts and the Family Court.

There are 30,000 magistrates in Britain, 43 in the Oadby and Wigston District.

Working in pairs we then attempted a sheet of questions, to see how much we had remembered.

The mock trial involved the fictitious case of a woman accompanied by her young daughter who was detained outside a Marks & Spencer store with a child's cardigan she had not paid for. Ivor spoke for the prosecution and Robin for the defence. The facts were not in dispute, the accused had been seen selecting the item and walking openly with it to the till, before slipping it into her bag. The defence was that she had been distracted by her daughter who was playing up, she was late and rushing to finish shopping before closing time, it was not premeditated, she put the garment into her bag absent mindedly, she was upset having recently split with her husband, her child would suffer if she went to prison, she had never been in trouble before, she had sufficient money left in her purse to pay for the cardigan and she had till receipts for all the other items in her possession.

After conferring in groups we had to decide whether she was guilty, and if so what the punishment, from a range of options, should be. This was really quite challenging. When the verdicts were given it was surprising how they varied, opinions ranging from; it was a mistake during a moment of inattention, discharge her, to, they all trot out these excuses, she should go to prison as a deterrent to herself and others.

Our Chairman, Mike Forryan, then thanked Ivor and Robin for a most unusual and very interesting evening.

## **OCTOBER MEETING**

This month the society welcomed Roger Beeby with his talk on the footwear industry in Leicester. Roger is the 4<sup>th</sup> generation of his family to be involved in the trade and can actually make shoes by hand. He is a past head of the School of Footwear at Leicester College, which still runs a course today. Manufacture has almost ceased in Leicester now, with just Equity Shoes and a company which makes ballet shoes left, however, the design, purchasing and retail side is still very active.

A leather worker used to be known a cordwainer which is a corruption of the Spanish word Cordoba, a fine leather. Barkers were people who collected wood chippings from the forest for use in tanning. Two origins of surnames here, Barker and Tanner. A trade guild of cordwainers was founded in London in 1272, with the Livery Company hall opening in 1563. These guilds regulated apprentices, and to an extent controlled wages, working conditions, quality and prices.

Footwear in Medieval times consisted of a piece of leather laced round the foot. The Romans favoured sandals. Later, stitching was introduced with pieces joined on the outside and then turned. Welting dates from 1400/1500. As late as 1850 most shoes were made on straight lasts, no difference between left and right. They were however, made to measure, but increasing demand particularly from the army, led to a change to ready made. This created a need for sizes. A shoe size is one third of an inch, the length of a barley corn.

The trade in Leicester can be traced to at least 1531. It arrived earlier in Northampton and during busy times that town sent outwork to Leicester. However, a lengthy trade dispute in Northampton led to a number of its best workers moving to Leicester and elsewhere.

Two local men introduced new methods which revolutionised the trade. In 1839 Caleb Bedells invented a process of making elastic web which could be used to make elastic sided boots, and in the 1840s Thomas Crick and his son, also named Thomas, added a steel plate to the base of a last and successfully used rivets to attach the soles to the uppers. Other significant inventions were from America, in 1846, Elias Howe invented the sewing machine, later selling the rights to Mr. Singer. In 1858 Lyman R Blake invented a machine for sewing the soles to the uppers, which made a more comfortable product. The patents were purchased and improved by Gordon McKay. This Blake sole sewer was first used in England by Stead & Simpson. It was leased rather than sold to the manufacturers, who were charged per item made and benefited from a maintenance contract. This arrangement became accepted practice in the trade and was the foundation on which the British United Shoe Machinery Company was built. Finally in 1872 the first Goodyear automatic toe laster for welt shoes was introduced in England. It was 54 times faster than sewing with awl and thread. Freeman Hardy & Willis were the first company to extend the retail side by opening shops direct to the public.

The Chairman, Mike Forryan, then thanked Roger for a really fascinating account of a subject of which he is a true expert.

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### **THE CRICK FAMILY**

Following the interesting account of Leicester's footwear industry given by Roger Beeby in October, it seemed a good time to take a closer look at the Crick family whose innovation played such an important part in the development of the trade from a small cottage industry to large scale factory production.

Thomas Crick, senior, was born c.1775 in Braybrook, Northamptonshire. He married Martha Throne daughter of William Throne of Kibworth at the church there on 1/2/1798. The couple had six children born between c.1800 and 1810. Martha, the eldest, was baptised on 4/1/1801 at St. Wilfred's Church, Kibworth. The other five, Thomas on 14/12/1803, Sarah Throne (no date), Samuel on 20/5/1806, Susan on 27/11/1808 and William Throne on 30/11/1810 all at St. Margaret's Church, Leicester.

By the time of the 1841 census the couple were in their 60s, and living in Peacock Lane. Their children had all left home but they shared their house with a 23 year old young man, Joseph Underwood, who was a shoe journeyman, and their 17 year old grandson Thomas

Postlethwaite, a son of their daughter Martha, who worked in hosiery. Next door in Peacock Lane and adjoining St. Martin's churchyard lived their son Thomas junior. He was then aged 37 and described as a shoe manufacturer. He had his 8 year old son John Throne Crick with him, but his wife Elizabeth nee Billson whom he had married c.1830 was away from home on census night.

Thomas Crick, senior, became known as the 'Father of the Leicester Boot and Shoe Industry'. In about 1830 he had begun experimenting with making boots using rivets instead of hand stitching. He attached an iron plate to the base of his last and clenched the rivets against that. This greatly increased the speed of production, but he died in 1844, aged 68, leaving his entrepreneurial son Thomas, junior, to take the invention further and realise the full potential of the process.

By the time White's 1846 Directory was published, Thomas Crick, the son, was in charge of the business. He was described as a boot and shoe manufacturer and currier of Highcross Street. A currier was a dresser and finisher of leather after it has been tanned, to make it strong, flexible and waterproof. He was the only one of the 77 listed in the trade category who was described as 'wholesale'.

By the 1851 census Thomas is described as a master shoe manufacturer employing 22 men and 12 women, though these numbers probably do not include outworkers. The company name had changed to T. Crick & Co. By 1853 Thomas had evolved a method of inside riveting by machine for which he took out a patent. Uppers and insoles were riveted together, then turned and the sole attached.

Huge expansion followed and Thomas's son John Throne Crick became a partner. By the 1861 census Thomas had moved from Leicester to Rupert's Rest, Stretton Road, Great Glen while his son John Throne Crick remained living in Highcross Street. By 1862 Thomas Crick & Son occupied premises in Redcross Street as well as 8, Highcross Street. In 1863 Crick's was the only firm using steam power and employed 300 men and boys and 420 women and girls. This was soon to rise to 1,000. Extra production had led to a shortage of labour and Crick's were again first among the Leicester manufacturers to put outwork, known as 'basketwork' in the county towns. Earl Shilton was chosen first as this was an area where framework knitting was in decline. Closed uppers were taken from Leicester by cart, given out to the workers who did the making and finishing in their own homes. They then returned the completed work to the carter who paid the wages due.

The next few years would have been very difficult for Thomas because amid all the success came tragedy. In 2/9/1867 his son John Throne Crick died, unmarried at the age of only 36. Two years later in 1869 his wife Elizabeth died too, aged 66. Both were buried at Kibworth. In Harrod's 1870 Directory Thomas Crick was listed as the manager of the York Tanning & Currying Co. Ltd., and wholesale and export boot and shoe manufacturers – factory, Redcross Street. There is no mention of the company in subsequent directories.

In the 1871 census Thomas was sharing his Great Glen home with Mary Ann Billson, a niece on his late wife's side. Also present was Henry Davey a retired last maker, who was the widower of his sister Sarah Throne, and Sarah Davey, their daughter who was described as the housekeeper. A general servant and a gardener completed the household. Thomas gives his occupation as landowner, suggesting he had sold his business, but no

clue has been found as to what happened to it. It may have been broken up and sold to several different purchasers.

Thomas spent his later years putting some of his money into philanthropic causes. In 1871 he built 20 residences named Crick's Retreat on the East side of the Harborough Road on the Oadby side of Great Glen. These were for his relatives and other poor persons "of good character and advanced age whose income was so small that payment of rent would place it out of their power to have proper comforts and necessities in their declining years".

Occupiers were expected to have led "honest, sober and industrious lives, and not to have been reduced to poverty by any fault of their own". There were also other quite strict conditions. The residents were granted a small income and an allowance of coal. The properties were endowed with the rental of two farms at Gilmorton. The principal Trustees were Thomas and his two brothers, Samuel Crick of Leicester, Gent, and William Throne Crick (b.1810) of Great Wigston, Gent. In 1957 the houses were let by Harborough District Council for a modest rent and in 1994 they were restored and sold as private dwellings. In 1874 Thomas also built a row of cottages in Main Street, Great Glen.

Thomas died 6/3/1879 and was buried with his family at Kibworth. His will opens with the statement that as he had "lost a dutiful son, my only child, and my loving and affectionate wife" he had had to rewrite his will. All together some 50 relatives benefited from bequests of money or a life income. He also remembered "William Johnson, late my foreman, John Grimes, engineer, late my foreman and ? Woolley late office boy whose hand was hurt in my factory at Redcross Street". St. Martin's Church, Leicester, received "£100 for restoration and £5 for a tablet in the church to record the bequest".

Of Thomas's five siblings his sister Martha married William Postlethwaite and had nine children, his sister Sarah Throne married Henry Davey, already mentioned, and had three children. His other sister Susan died as an infant.

His brother Samuel lived most of his life at 14, London Road, Leicester and was in his youth described as a warehouseman. This was probably in the hosiery trade where he certainly worked in later life. Samuel may have worked with his mother Martha who in 1851, when a widow aged c.78 was described as a manufacturer of hosiery employing 11 girls. By 1870 Samuel had a factory in Granby Street and is described in Harrod's Directory as a manufacturer of hosiery, woolen shirts and pantaloons. His son Frederick, a fuller and dyer, but later a hosiery manufacturer, lived at Rupert's Rest, Great Glen following the death of his uncle Thomas. He had for a time lived in New York c.1855 where his daughter Nellie Louise was born. One of his four sons, William Throne Crick (bc.1861) surgeon and G.P. for Great Glen and in 1891 lived at The Surgery, Main Street.

Thomas's other brother William Throne (b.1810), worked with him as a commercial traveler living in Southgate Street, Leicester, then moving to Sandbach, Cheshire. By 1861 he was living at 10, London Road and is described as a boot manufacturer & factor. His 19 year old son Throne Crick lived with him and was 'in business with his father'. This suggests they had formed a separate company, though possibly in association with Thomas Crick & Son. Throne Crick took over this business which was operating at 109, Bedford Street, Leicester by 1877. It became quite large employing 300 people by 1881. William

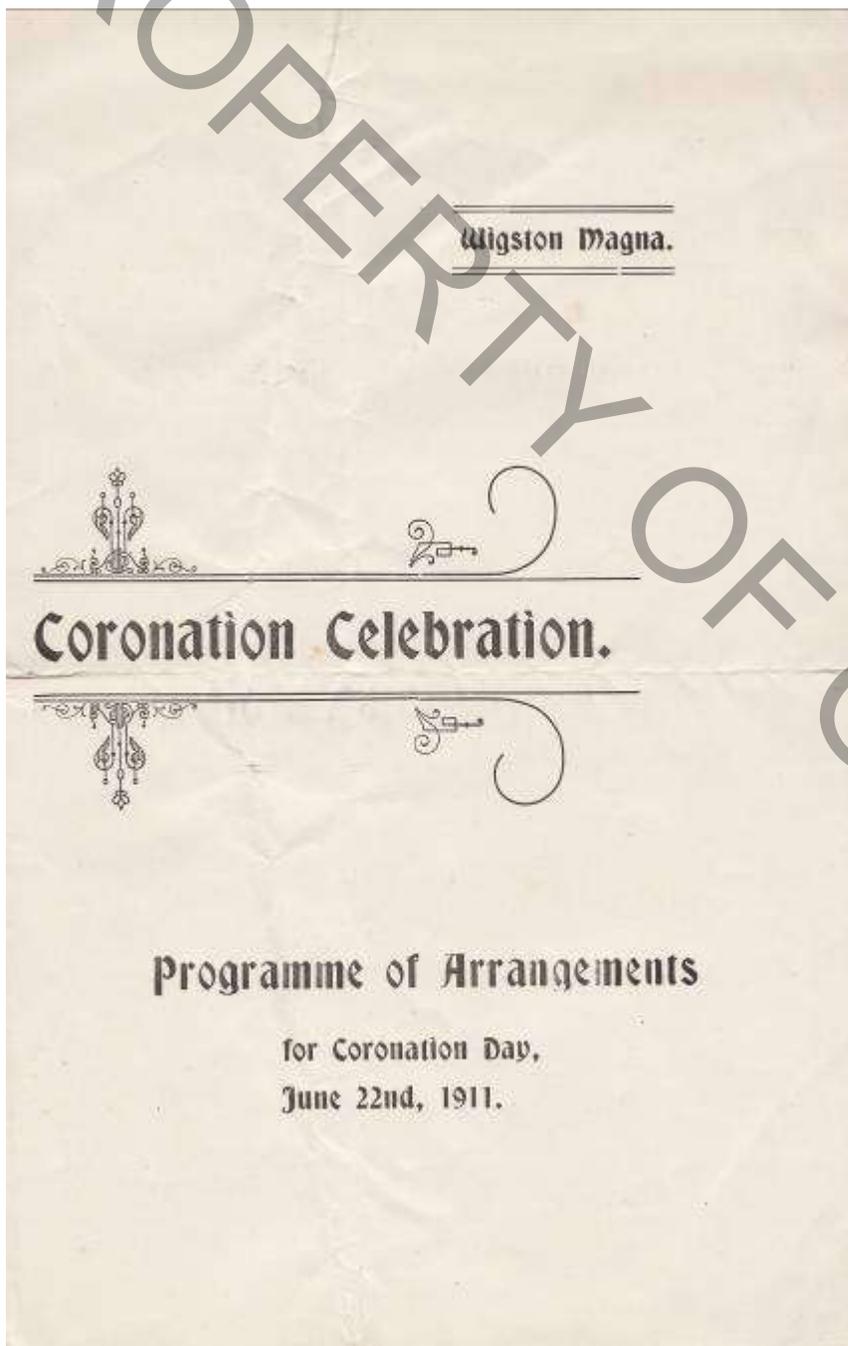
Throne (b.1810) had three children, his son Throne, and two daughters. When he retired he moved to Rood House, Granville Road, Wigston.

Tricia Berry

*Sources:* Parish & Census Records & various directories as mentioned in the text, *Historical Survey of Shoemaking* by Reprint Books, Thomas Crick (junior's) will LRO Ref: Rp268, Crick's Retreat LRO Ref: DE3225, various newspaper articles, Roger Beeby's October lecture.

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### CORONATION CELEBRATION



On 22<sup>nd</sup> June 1911 the coronation took place of King George V and Queen Mary. Featured is a Programme of Events held here in Wigston to celebrate the occasion. The couple were grandparents to our present Queen. The 26 year reign was not a happy time because it included the First World War and the depression which followed in the 1920s and 1930s.

## Programme.

8-30 a.m.  
to 9-30.

A Peal will be rung on the Bells of All Saints' Church.

9-30 a.m.

The Wigston United Brass Band will assemble and play on the Orchards, where a Procession will be formed of Territorials, Scouts, Ambulance Men, Firemen, Friendly Societies, School Children, Vehicles, Cyclists, Mounted Men in Fancy Dress and others.

M.C.'s for Procession: Messrs. W. G. J. Clark, J. Snowden, S. Laundon and A. G. Shipp; assisted by members of the Procession Committee.

10-30 a.m.

The Procession leaves the Council Offices, passing through Clarke's Road, Station Road, Bushloe End, Long Street, Leicester Road, Burgess Street, Oadby Road, Bull's Head Street, Moat Street, Long Street, Bell Street; arriving at the Market Place, where Judging for the undermentioned Prizes will take place:—

(1) For the Drivers of the Best Light Turnouts, including Traps, Tradesmen's Carts, Vans, Wagonettes and other Light Vehicles. First Prize 20/-, Second 10/-, Third 5/-

(2) For the Drivers of the Best Heavy Turnouts, including Drays, Heavy Carts, Wagons, etc. First Prize 20/-, Second 10/-, Third 5/-

Judges: Messrs. H. T. HINCKS and E. G. SHIPP.

(3) For the Best Decorated Cyclists and Machines. First Prize 20/-, Second 10/-, Third 5/-

Judges: DR. BARNLEY and Mr. J. W. CLAY.

Competitors for the above must be residents on the Wigston Magna side of the Midland Railway.

12 noon.

Another Peal will be rung on the Bells.

1 p.m.

Joint Coronation Service at the Parish Church, to which everyone is heartily invited.

2-30 p.m.

School Children's Sports.

4 p.m.

Meat Tea for residents of Wigston Magna of 60 years of age and over, at the Long Street Council School.

School Children's Tea. Long Street Council School Children at the Co-operative Hall (kindly lent for the occasion), and others at their own Schools.

5-30 p.m.

Sports for Adults (see bills).

7 p.m.

A Peal on the Bells.

Dancing and other amusements in the field.

8-30 p.m.

Display of Fireworks.

10 p.m.

"GOD SAVE THE KING."

The fields for Sports, &c. are the CO-OPERATIVE SOCIETY'S FIELD adjoining the Recreation Ground (kindly lent by the Society) and the RECREATION GROUND. Entrances—Central Avenue and Station Road.

REFRESHMENTS MAY BE OBTAINED ON THE GROUND.

The hearty co-operation of Wigstonians both in decoration of houses and taking part in the proceedings is earnestly desired by the Committee, so that the day may live in our memories.

W. H. SHARP, } Hon. Secretaries.  
A. M. DOLBY, }

Business Hours: Previous.