

Trentham and the Great Unwashed

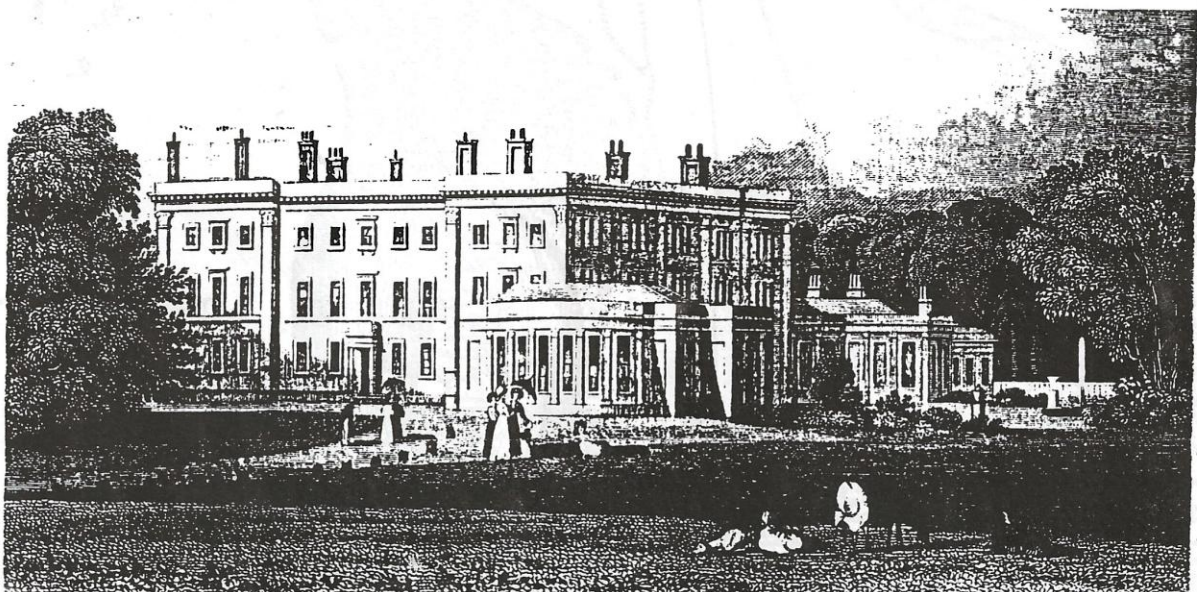
Andrew Dobraszczyc

These notes have been prepared for a lecture which is part of a series of five lectures called "Trentham Displayed". The lectures at the Potteries Museum and Art Gallery, Bethesda Street, Hanley, are based on work done by five historians on the collection of architectural drawings prepared by Charles Barry for the rebuilding of Trentham Hall for the Duke of Sutherland between 1833 and 1850. This particular lecture will address the question: what do the buildings designed by Charles Barry tell us about the relationship between this aristocratic family and the local community in the nineteenth century?

Before we can understand what was happening to the Hall in the nineteenth century it is necessary to make some brief reference to its earlier history. Trentham Hall, gardens and park which exist today are essentially the creation of two individuals: Granville Leveson-Gower, the second Earl Gower, who succeeded to the title in 1754 and was created Marquess of Stafford in 1786. In the fifty years during which he owned the estate the park and surrounding area were completely transformed. Quite simply, the public was cleared out of the landscape around the Hall. This process will be described in another lecture at a later date. It is sufficient to say here that five major changes took place within this period: all the waste land around the park was enclosed; the park was doubled in size; a high wall was built around the south and west sides of the enlarged park; public footpaths across the park were closed or diverted; and the new park was landscaped by "Capability" Brown.

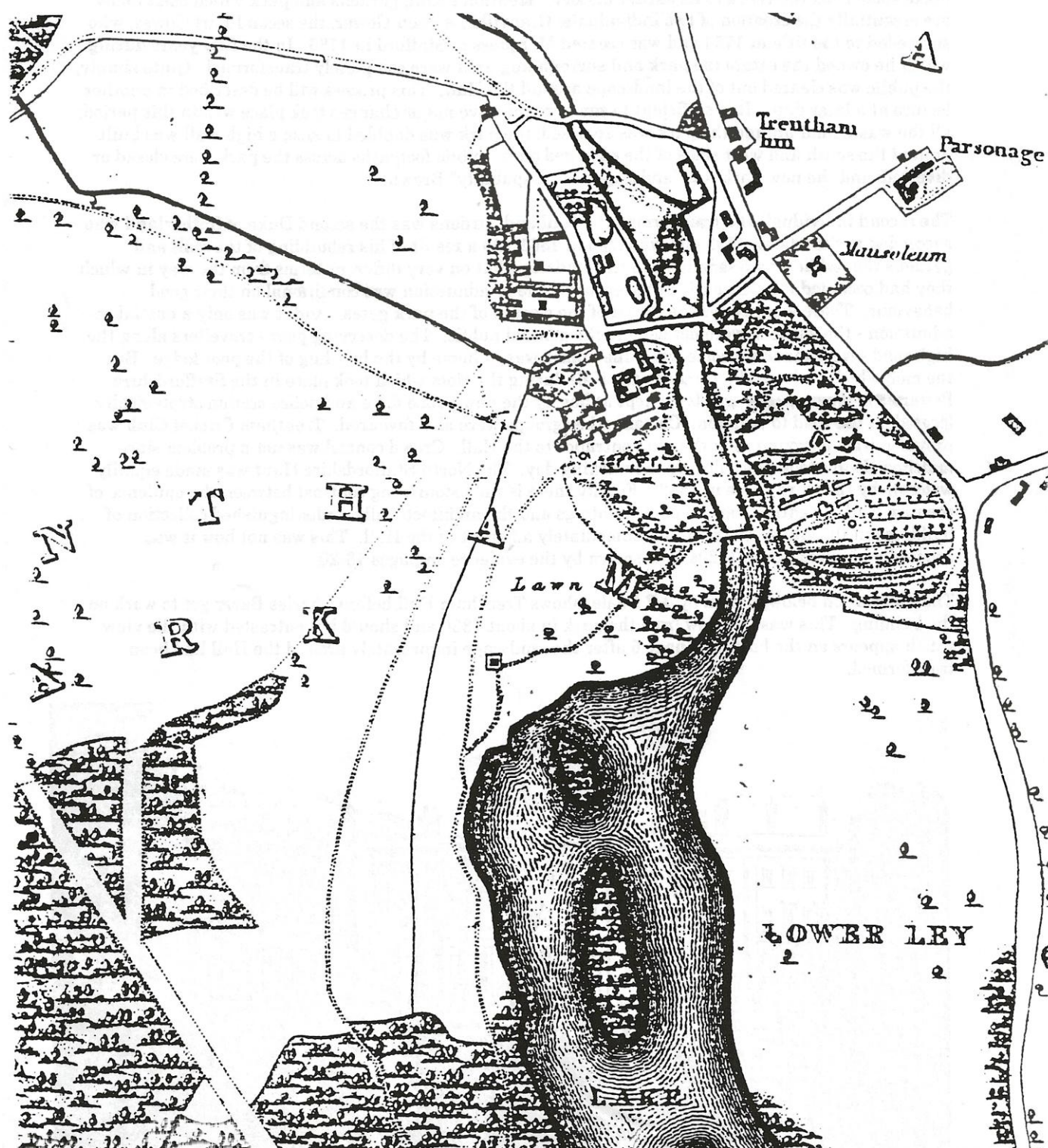
The second individual who transformed the Hall and gardens was the second Duke of Sutherland who succeeded to the title in 1833 and who died in 1861. As a result of his rebuilding of the Hall and gardens the public was re-admitted to the landscape but on very different terms from the way in which they had occupied it in the early 18th century. The re-admission was conditional on their good behaviour. There was always the threat of the closure of the park gates. And it was only a partial re-admission - the gardens were not open to the general public. The deserving poor - travellers along the high road - were made welcome when the family was at home by the building of the poor lodge. But the mob which had posed a threat to the Hall during the riots which took place in the Staffordshire Potteries in August 1842 was to be kept at bay by the new police force and police station strategically located on the road to Longton. Certain other groups were also favoured. Trentham Cricket Club was provided with a ground near the west entrance to the Hall. Crowd control was not a problem since matches always took place during the working day. The North Staffordshire Hunt was made equally welcome by the third Duke in 1862. Finally there is the astonishing contrast between the opulence of the new Hall, its gardens and service buildings and the architecturally undistinguished collection of buildings in the village of Trentham immediately adjacent to the Hall. This was not how it was originally planned in the 1830s as is shown by the evidence on pages 18-20.

The illustration below, drawn by J P Neale, shows Trentham Hall before Charles Barry got to work on the building. This was the view from the park in about 1830 and should be contrasted with the view which appears on the bottom of page 6 after the landscape immediately around the Hall had been transformed.



ACCESS TO THE HALL, GARDENS AND PARK

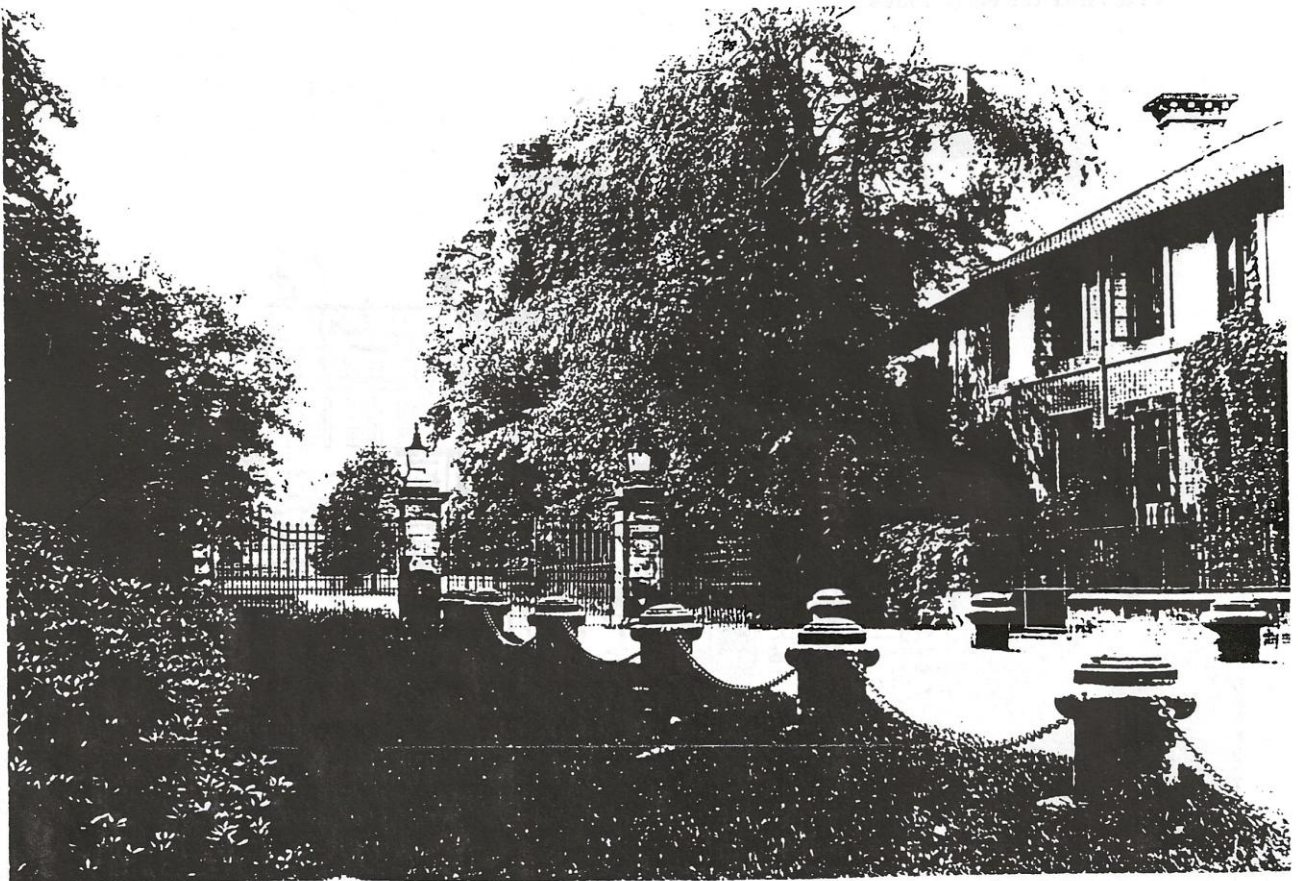
The extract below from Thomas Hargreaves, Map of the Staffordshire Potteries and Newcastle-under-Lyme, 1832, shows Trentham Hall and the park shortly before Charles Barry was commissioned to rebuild the Hall. The northern access was from the Stone Road via a narrow bridge across the river Trent along Park Drive and around to the west front of the Hall. There was a small garden on the south side of the Hall but most of the area between the lake, the Hall, and the ha ha (a sunk deer fence shown by a black line on the map) was occupied by a lawn. Running alongside the ha ha was the London Drive which ran down through Kings Wood to the entrance lodge on the Stone Road at Tittensor. The dotted line shown running from the park entrance south west across the map was the public footpath across the park. The Hall was open to view by pedestrians along the footpath and by visitors to the park (see the illustration on page 1.)



In the second quarter of the nineteenth century Charles Barry made three major changes to the access arrangements to the Hall. The first change was to widen the bridge across the river Trent between the Stone Road and Park Drive. The narrow width of this bridge had been a problem for a considerable period of time and it was one reason why a new and wider bridge was built further north across the Trent in the 1740s. In the late 1830s Charles Barry prepared plans for the rebuilding of the old bridge across the Trent. The plans in Staffordshire Record Office show that the old stonework facing the Hall on the south side was retained and the bridge was widened to twice its original width with new masonry on the north side. The recesses over the buttresses which formerly allowed pedestrians to avoid horses and carriages on the narrow bridge were retained in the design of the new bridge on the north side.

The second change was the construction of a new set of gates was at the entrance to the park: large central gates for vehicles with two smaller gates for pedestrians on either side. The Duke of Sutherland had no legal right to close all of the gates because there was a public right of way from the entrance across the park to the Eccleshall Road which had been confirmed at the Staffordshire quarter sessions in 1774. However, the gates were a reminder that access to the park was granted on a "grace and favour" basis which the Duke could withdraw at any time. Indeed for a short period of time in 1865 the public was locked out of the park. On 22 April 1865 The Staffordshire Advertiser reported: "The privilege of free access to the fine park belonging to the Duke of Sutherland, at Trentham, has been so long enjoyed by the public, and to those in the immediate neighbourhood is of such inestimable value, that one cannot refrain from expressing regret that the Duke has deemed himself justified in ordering something like a general 'lock-out'. Knowing how highly the kindness of the Duke, in opening his park is appreciated, we hope he will consider the matter.... and that the great majority may not be made to suffer for the misconduct of the few." The report did not mention the illegal closure of the public right of way but it was this which forced the estate to reopen the gates shortly afterwards.

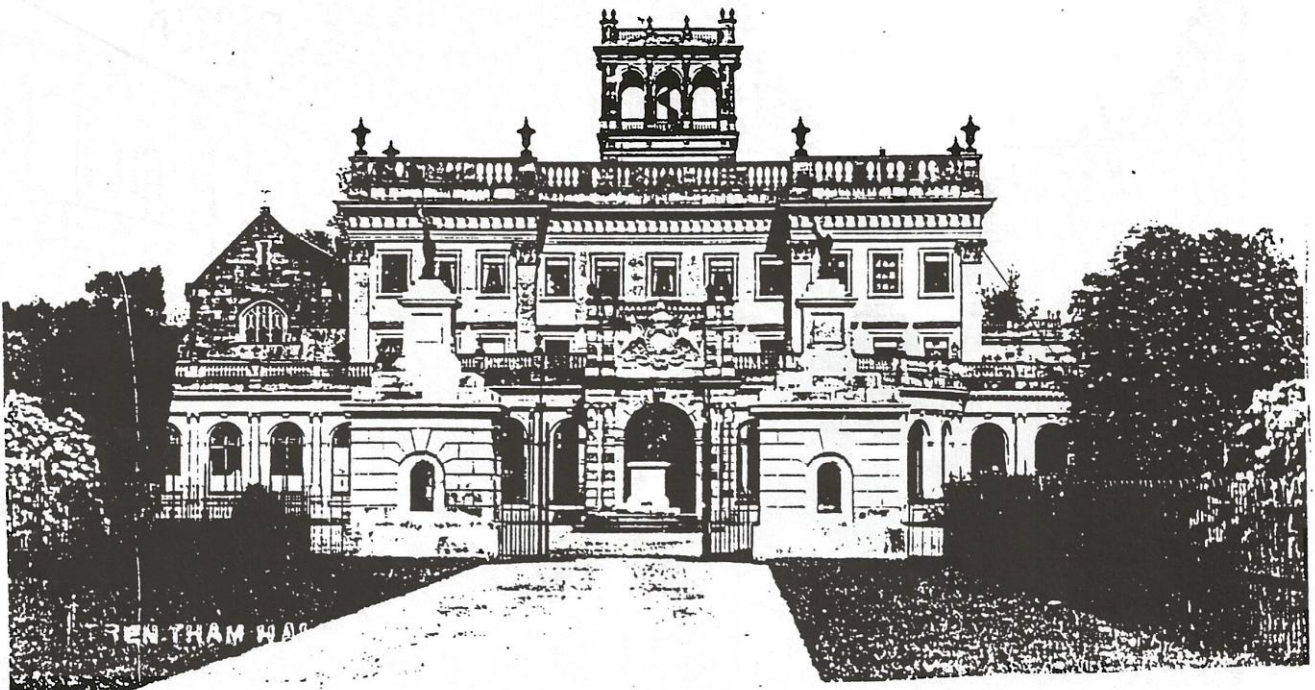
The photograph below from the Warrillow Collection at Keele University was taken in about 1910. It shows the view from Park Drive towards the park entrance gates. On the right are part of the service buildings constructed in the 1840s and now converted into residential accommodation.

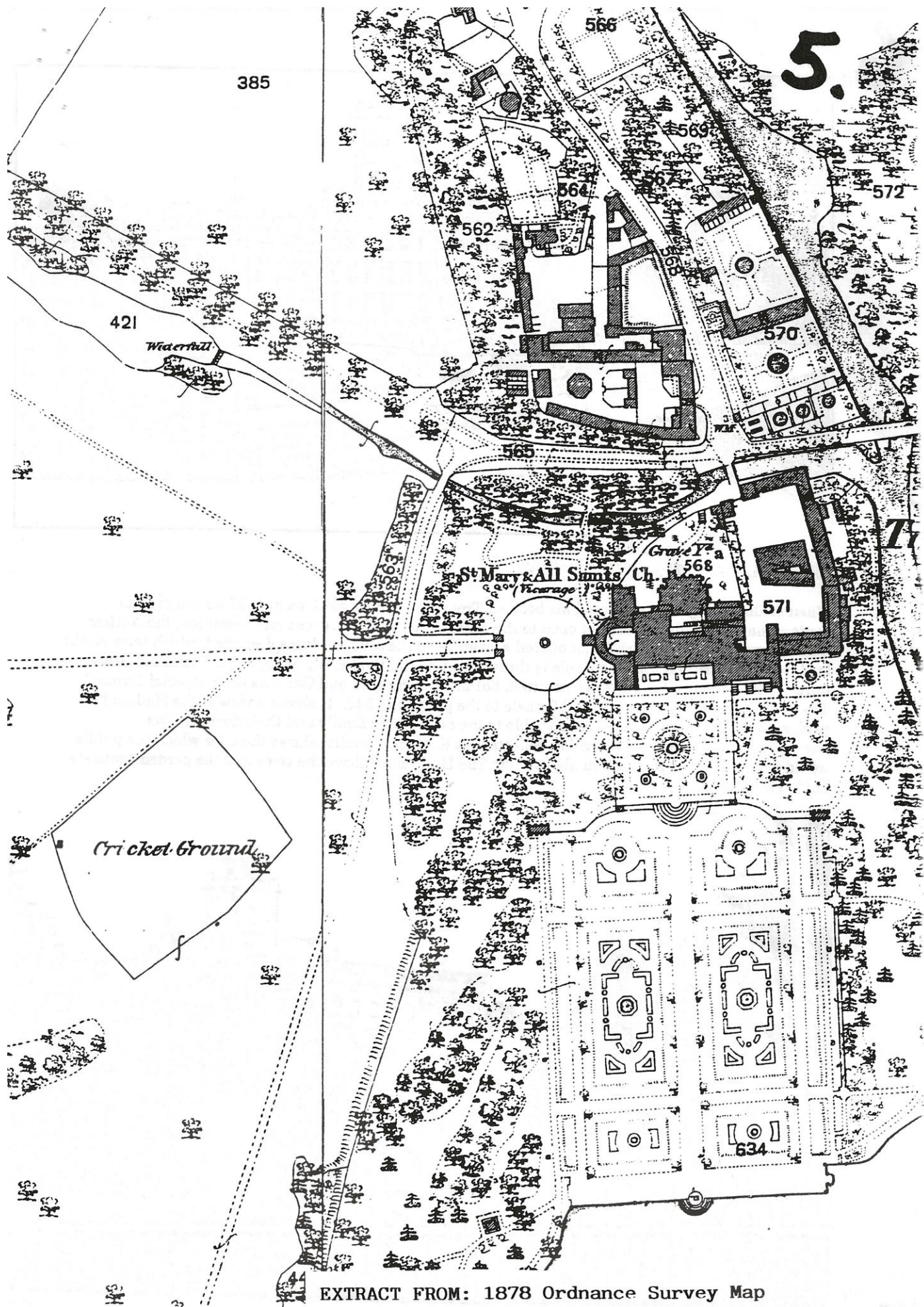


The third major alteration took place on the west side of the new Hall. In the early 19th century the ha ha, which kept the deer out of the garden and the lawn, ran quite close to the west side of Trentham Hall. The drive to the west front of the house crossed the ha ha by a stone bridge which had been constructed in the mid 18th century. In the late 1830s the whole of the northern section of the ha ha was filled in and the boundary to the Hall and gardens moved further west. The stone bridge over the ha ha was moved to a new site over the Hargreaves brook where it still stands today. Within the enlarged area on the west side of the house Charles Barry constructed a single storey, semi-circular structure fronted by a porte-couchere, still standing today, with the family coat of arms prominently displayed over each arch. In front of this was a large circular drive with a statue of Diana in the centre (see photograph below). The ground between the house and the gardens was raised with heaps of soil and planted with trees, bushes and shrubs. The new Hall and Italian gardens were now largely hidden from view. The public was kept out of this new private landscape by a cast iron fence embedded in a low stone wall which ran from the park entrance on Park Drive around to the ha ha below the gardens. By the beginning of 1843 Charles Barry had designed a pair of single storey entrance lodges and gates for the entrance to the circular drive in front of the house. Each lodge was topped by a life-sized bronze stag. By the late 1890s the park entrance lodges had been taken down and moved from the edge of the circular drive to a new location slightly further west at the junction of the carriage drives to the hall. The gates were also widened at the same time. In the mid 1930s, shorn of their bronze stags, the lodges were moved for a second time to a new location on the Stone Road opposite the mausoleum where they still stand today.

The photograph below from the Warrillow collection at Keele University was taken in about 1880 and shows the original location of the park lodges and gates on the west side of the house. This is the view which would have been seen by the family and guests of the Duke and Duchess and this entrance would also have been used for public celebrations and entertainments at the Hall.

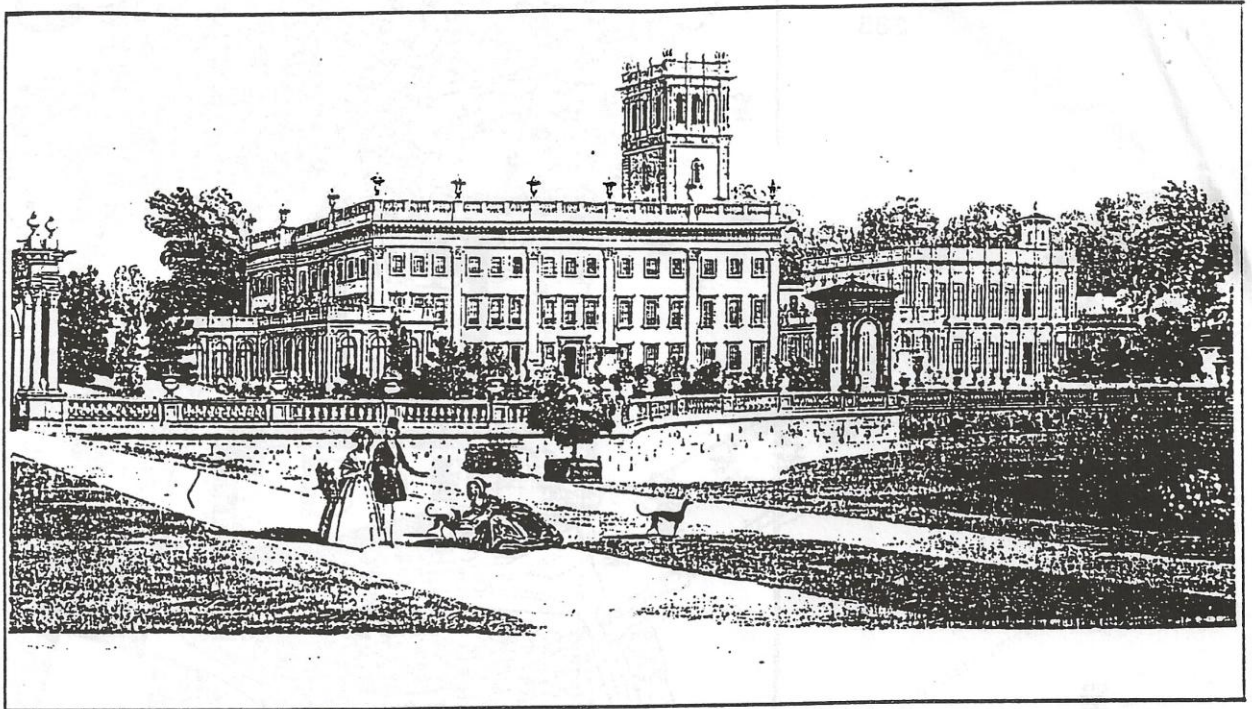
The extract from the first edition ordnance survey map on the next page shows the results of these changes by 1878. The entrance gates from Park Drive are clearly marked on the map above Trentham parish church. The remains of the old ha ha are shown by the stippled line running up from the bottom centre of the map. Three carriage drives ran up to the west entrance to the Hall: the Newcastle drive from the north; the Lilleshall drive from the west; and the London drive from the south. They are all shown on the map together with the cricket ground which had been in use by the Trentham Cricket Club since the early 1830s.





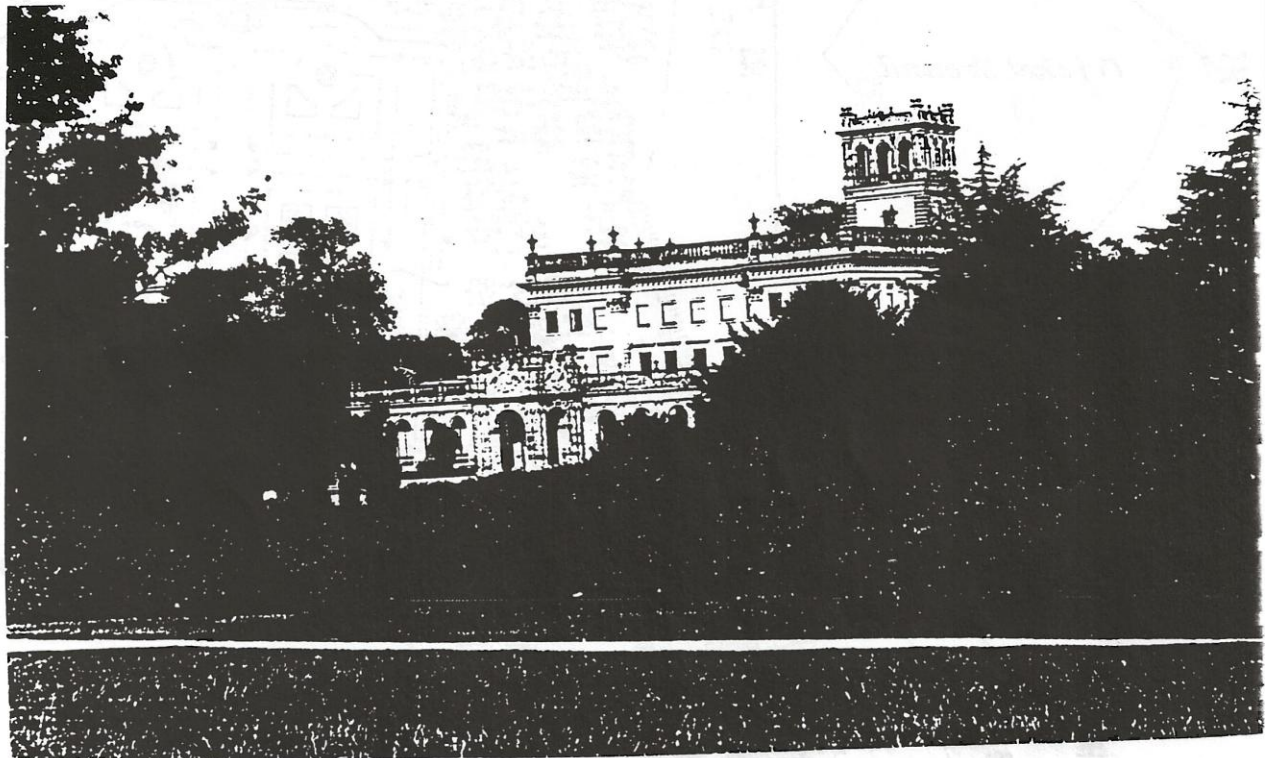
EXTRACT FROM: 1878 Ordnance Survey Map

6.



THE PUBLIC AND THE PRIVATE VIEW

When William Molyneux produced his book on Trentham and its gardens in 1857 he warned his readers that the gardens were not open to the general public: "To prevent misconception, the Author begs to remark that the work is not offered as a guide to the several places described, which term might lead to the supposition that the whole is thrown open to the Public. By kind permission of his Grace unrestricted access to the Park is permitted, but to view the Hall and Gardens is an especial favour." The illustration above was produced for sale to the public in 1849. It shows a view of the Hall and gardens which would only have been visible to the aristocratic family and their friends. The photograph below, from the Warrillow collection at Keele University, shows the view which the public would have seen from the park in about 1900: The Hall rising above the trees and the gardens entirely hidden from view.



VISITORS TO THE PARK

The rebuilding of Trentham Hall and the laying-out of the gardens aroused enormous interest in north Staffordshire. The progress of building operations was described in the local press which also reported the lavish celebrations which accompanied the marriage of Lady Evelyn Leveson Gower, the second daughter of the Duke and Duchess, at Trentham in October 1843. This event was also widely reported in the national press while the Illustrated London News included in its report a brief description of Barry's reconstruction of the Hall. William Dean, a printer and stationer, who had opened a shop in a new development in High Street, Stoke-upon-Trent, by the Spode works, capitalised on the public interest by commissioning a local artist, F W Hulme, to produce an illustration of the new Hall. His drawing was engraved in line on steel by G Greatbach and published by William Dean on the 10th of June 1843. The advertisement for this and other engravings appeared in the North Staffordshire Mercury in the 11th of November 1843. His print of Trentham Hall shown below is rather crude compared with the illustration on the previous page but it shows the newly completed Hall in the centre with visitors to the park in the foreground. All of this helped to reinforce public interest in Trentham and it is from this period that the tradition of visiting Trentham Park on "Trentham Thursday" during the local industrial holiday in August began (see separate hand-out).

W. DEAN

BEGS, to announce, that Parts I and II, of **VIEWS IN THE POTTERIES, NEWCASTLE, and NEIGHBOURHOOD,** are now ready.

Part I contains Trentham Hall, Burdlem, and Hanley.

Part II contains Longport Hall, Newcastle, and Stoke-upon-Trent.

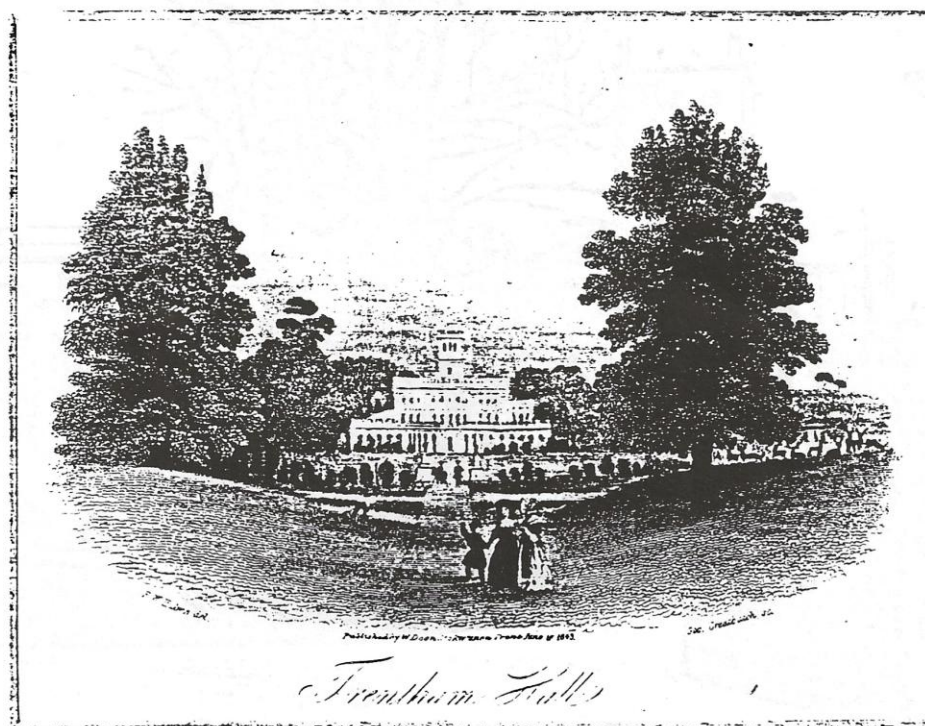
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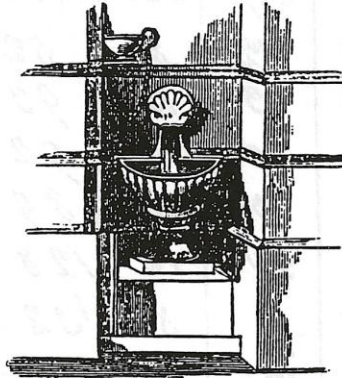
In mediaeval country house it had been the practice to employ an almoner, usually a clerk in holy orders, to say grace and to collect and distribute the left-overs from each meal to the poor. The account books for Trentham Hall record the distribution of "poors meat" and "poores bread" in the 17th century. This practice was discontinued in many country houses in the 18th century. But not at Trentham. James Loch, the agent at Trentham Hall, reported approvingly in his book "An Account of the Improvements on the Estate of the Marquess of Stafford", in 1820: "During the residence of the family at Trentham, there is distributed daily, to every poor object, who is travelling along the road, and who applies for the same, a portion of good wholesome bread, in quantity about 14 ounces to each full-grown man, and less in proportion to women and children, with a pint of good table beer. The number of people who received this donation in 1819, amounted to 9504 men, 2376 women and 1789 children, consuming 1590 loaves, and 1703 gallons of beer. From this charity are excepted all soldiers and sailors receiving the King's pay, and all persons residing within the parish of Trentham, or its immediate vicinity."

When Charles Barry produced plans for the rebuilding of the rear access to the Hall he was asked to include a facility for poor travellers. The photograph below shows the view from Park Drive across the bridge over the Park (or Hargreaves) Brook. The two-storey building on the left was the main estate office. It housed the estate deeds and papers and was also the location of Trentham Savings Bank between 1842 and 1887. The building on the right (demolished in the 1930s) was the porter's lodge. It was his duty to distribute beer and ale to travellers when the family were in residence. Barry's plan for the porter's lodge included an "Ale store for beer" at the back. Just visible in the photograph behind the tree is part of the arched entrance to the poor lodge next to the entrance gate to Trentham churchyard. When the original plans were produced by Barry in 1838 the poor lodge was almost hidden away behind a narrow doorway. This was clearly unsatisfactory and was replaced by a new plan which allowed for a more prominent architectural treatment. The original simple doorway was replaced by three arched columns which gave access to a small room with benches on two sides and a serving hatch from the porter's lodge. The benevolence of the Duke of Sutherland was now more prominently displayed to every visitor to the church and park. The problem for travellers was that the family was often away from the Hall for long periods of time. The summary list on the next page shows the number of days each year during which beer and bread were distributed between 1848 and 1868. For most of the 1860s the family were only in residence for a few days in the year and the practice of distributing beer and bread at Trentham was discontinued at the beginning of 1868.



THE DRINKING FOUNTAIN

Travellers who turned up at the lodge to discover that the family was away had one facility available - a public drinking fountain - which was built on the side of the porter's lodge in 1841. The spring water gushed from a dolphin-headed spout into a shell-grooved basin and there was a chained cup attached. The illustration below is taken from William Molyneux' book on Trentham. He occupied the position of lodge porter at Trentham Hall from 1854 to 1860. His predecessor, Charles Kirkby, filled in the account book on the next page which had to be submitted for inspection by the agent at the end of every month.



A SUMMARY OF THE LOAVES DISTRIBUTED AT TRENTHAM HALL LODGE, 1848-68 (S.R.O. D593/N/2/8/7)

		LOAVES	BEER (Hogsheads)
7 April 1848 to 21 April 1848		482	8
16 July 1848 to 2 Aug 1848		206	4
11 Dec 1848 to 5 April 1849	1849:	1910	32
8 Oct 1849 to 31 Oct 1849	119 days	263	4
1 Jan 1850 to 7 Feb 1850	1850:	358	7
24 Mar 1850 to 13 April 1850	68 days	257	4
23 Dec 1850 to 20 Mar 1851		882	10
5 April 1851 to 29 April 1851	1851:	243	4
25 Aug 1851 to 28 Aug 1851	113 days	72	1
19 Dec 1851 to 21 Feb 1852		747	13½
5 Mar 1852 to 29 Mar 1852	1852:	312	6
4 April 1852 to 20 April 1852	96 days	216	3
23 Dec 1852 to 26 Jan 1853	1853:	210	4
6 Feb 1853 to 16 Feb 1853	78 days	86	2
16 Nov 1853 to 20 Feb 1854	1854:	653	11½
19 Nov 1854 to 29 Dec 1854	92 days	290	5
5 Feb 1855 to 22 Feb 1855	1855:	55	1½
7 Aug 1855 to 21 Aug 1855	75 days	139	2½
7 Nov 1855 to 30 Nov 1855		195	3
1 Dec 1855 to 16 Feb 1856	1856:	596	10
23 June 1856 to 24 June 1856	73 days	17	
8 Aug 1856 to 18 Aug 1856		168	2
19 Dec 1856 to 17 Jan 1857	1857:	272	4
18 June 1857 to 22 June 1857	53 days	30	
12 July 1857 to 28 July 1857		160	2
18 Dec 1857 to 15 Jan 1858	1858:	323	5½
9 July 1858 to 28 July 1858	33 days	215	3
24 Dec 1858 to 5 April 1859	1859:	821	
28 Aug 1859 to 7 Sept 1859	143 days	60	
25 Nov 1859 to 14 Feb 1860	1860:	429	
5 Aug 1860 to 14 Aug 1860	101 days	80	1½
16 Nov 1860 to 21 Mar 1861	1861: 80 days	1481	21
7 Jan 1862 to 21 Jan 1862	1862: 15 days	174	
11 Feb 1864 to 18 Feb 1864	1864: 21 days	115	
19 Dec 1864 to 31 Dec 1864		66½	
27 December 1865 to 31 Dec 1865	1865: 5 days	36	
1 Jan 1866 to 15 Jan 1866	1866: 15 days	128	
15 Jan 1867 to 31 Jan 1867	1867: 22 days	153	
27 Dec 1867 to 1 Jan 1868		82	

(distribution of bread and beer ends at the beginning of 1868)

10.

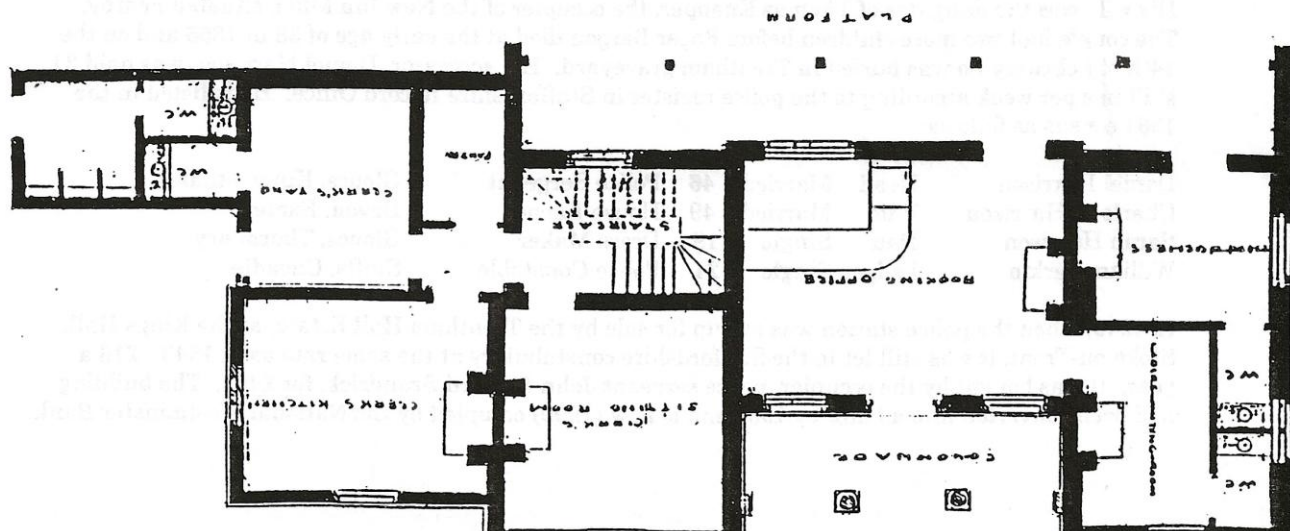
An extract from the lodge porter's account book recording the distribution of bread to poor travellers at Trentham from the 18th of January to the 16th of February 1852 (Staffordshire Record Office D593/N/2/8/7).

1852		Loaves of Bread.		Distributed to			TOTAL
		Received.	Distributed.	No. of men.	No. of women.	No. of children	
	Brought Forward	186	184	1145	217	220	1582
	Jan. Su 18 th	6	6	32	12	8	52
	Mo 19 th	12	11	70	13	10	93
	Tu 20 th	12	11	74	10	8	92
	We 21 st	12	11	74	13	2	89
	Th 22 nd	12	15	92	20	16	128
	F 23 rd	18	16	115	9	5	132
	Sa 24 th	12	12	74	16	12	102
	S 25 th	—	5	36	4	—	40
	Mo 26 th	12	8	51	10	6	67
	Tu 27 th	6	10	63	12	10	85
	We 28 th	18	14	90	16	12	118
	Th 29 th	12	12	81	11	8	100
	Fr 30 th	12	16	98	17	26	141
	Sa 31 st	12	9	48	15	18	81
		342	340	2143	395	364	2902
							Average 933
	Feb. Su 1 st	6	6	32	12	8	52
	Mo 2 nd	18	16	97	20	22	139
	Tu 3 rd	12	14	98	11	5	114
	We 4 th	6	5	32	7	2	41
	Th 5 th	6	10	67	10	6	83
	F 6 th	18	15	101	12	14	127
	S 7 th	12	12	86	7	6	99
	S 8 th	6	8	51	9	8	68
	Mo 9 th	18	15	90	16	28	134
	Tu 10 th	12	14	96	10	12	118
	We 11 th	12	13	86	14	8	108
	Th 12 th	18	15	101	13	12	126
	Fr 13 th	18	19	127	13	14	154
	Sa 14 th	18	15	104	10	12	126
	Su 15 th	6	10	58	17	10	85
	Mo 16 th	12	13	82	14	16	112



TRENTHAM RAILWAY STATION

In the 1840s two new buildings were constructed at Hem Heath: a police station and a railway station. When the North Staffordshire Railway Company planned their new line through the area the Duke of Sutherland was able to insist that a bridge was constructed over the line instead of a level crossing. The Duke also demanded that "in order to provide an accommodation for the family residing at Trentham Hall and their Guests and Visitors all such Trains as may be desired, whether travelling north or south, shall be stopped by signals to take up or set down the Family and their Guests and Visitors". The company had no choice but to agree. Plans for the new station were prepared by Charles Barry in a similar Italianate style to the other estate buildings. The photograph above, c.1907, shows the main features - a prominent tower, brick walls with stone surrounds to windows and doors, and a pantile roof. The plan below (upside down to conform with the photograph above) shows the living quarters of the station master on the left with a separate waiting room and w.c. set aside for the "Duchess" on the right. The station was not completed until 1851 because of a dispute between the Duke and the railway company over its cost. The station master in 1851 was Frederick Palin, 21, who shared the house with William Brough, 29, the railway porter. William Brough subsequently got married and moved into a cottage in a nearby lane where he cultivated 7 acres of land a task which he combined with his job as station porter for almost 30 years. That lane is now called Brough Lane. In the mid 19th century trains stopped at the station 7 times a day each way. Initially a substantial number of passengers were visitors to Trentham Park especially on "Trentham Thursday" in Stoke Wakes Week. At the end of the 19th century the station began to generate new business from the middle-class residents in the housing estate erected on the Duke's land in the vicinity.



The police station on the corner of Barlaston Old Road and Longton Road, was built at the expense of the Duke of Sutherland, to the design of Charles Barry. The extracts below from the correspondence of William Steward, sub-agent at the Trentham Office to James Loch, Esq., agent to the Duke of Sutherland, illustrate the negotiations over the location and building of the station.

23 February 1843: "Mr Hatton (the newly appointed Chief Constable of Staffordshire) was here yesterday to look at the site for the Police Station, and he would much rather that it was built at this end of Ash Green close upon the Newcastle and Stone Road, opposite the garden wall, but the Duke decidedly objects to this, and will not under any circumstances agree to it."

5 March 1843: "Police Station - Mr Hatton was here yesterday and walked with The Duke to the site fixed upon by Capt Lance, which I am happy to say Mr H approves of, as His Grace was anxious that it should be built there. Mr Hatton proposes:

- 1st That the Duke should build the station at his own expence.
- 2nd That the probable cost would be only £260 or certainly not more than £300
- 3rd That the rent (paid by the county) should be £16 a year
- 4th That the house should be built upon a plan to accommodate 4 men
- 5th That the Constabulary should be tenants to His Grace as long as the Police is established in the County, & in the event of the Police at any time being done away with, the house of course would remain the Duke's property.

The above proposition The Duke considers a fair one, and His Grace desires me to communicate the particulars to you." (Staffordshire Record Office D593/K/1/3/31)

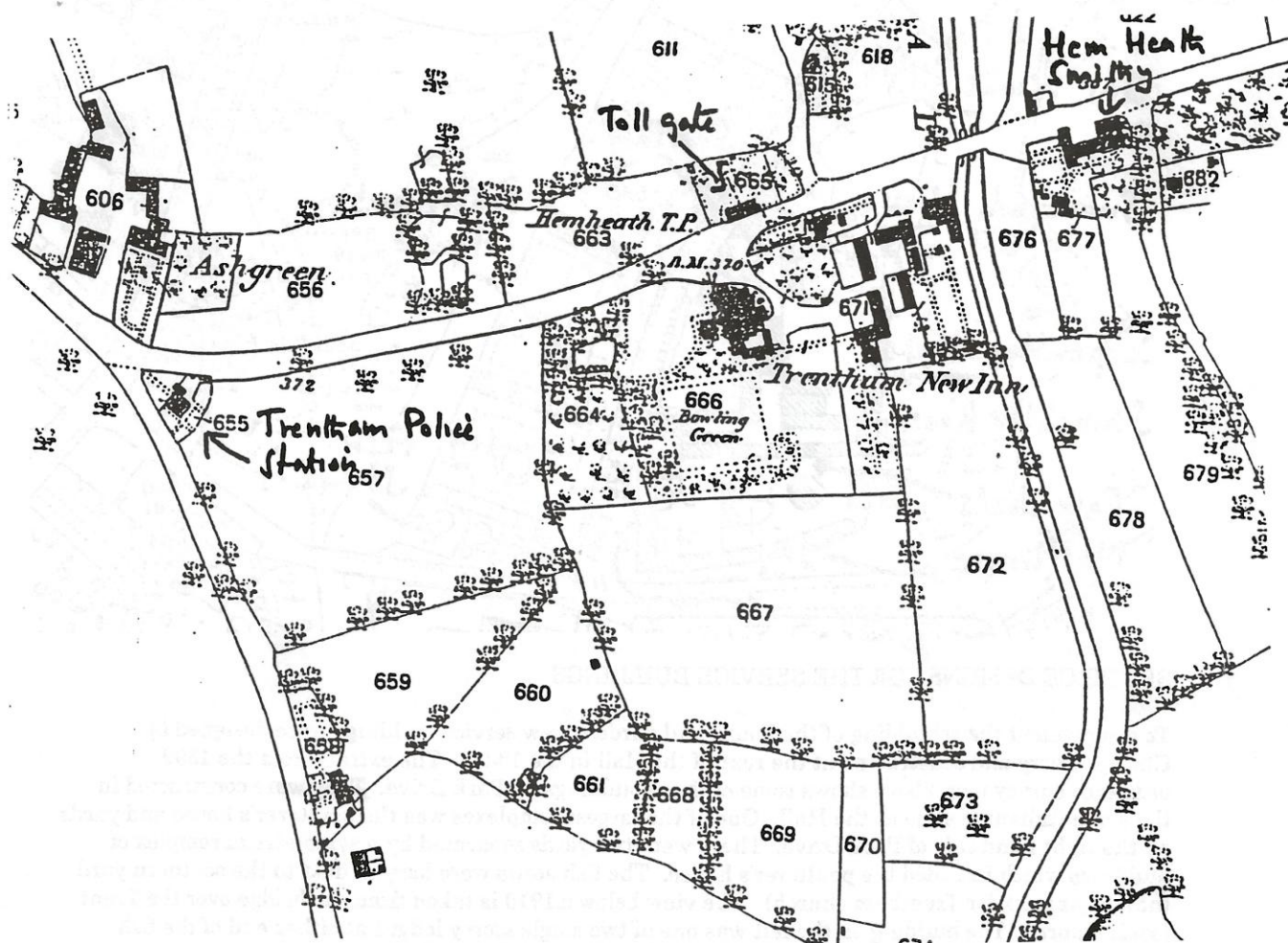
The chief constable wanted to monitor the movement of people and traffic on the Stone Road, the main highway through the county. The Duke had other considerations in mind. His insistence that the police station should be located strategically between Longton and Trentham was probably motivated by the desire to have an early warning of trouble from the Potteries. Six months earlier the Potteries had been convulsed by two days of rioting which involved the destruction of much property. In August 1842 the Trentham agent had armed the servants and estate labourers who stayed overnight for several days in the estate yard ready to defend the Hall against any external threat.

The plans of the station by Charles Barry dated 30 March 1843 are in the collection at the Potteries Museum and Art Gallery. They show a building constructed like Trentham Hall in the Italianate style. The police station was a single storey structure with a two storey tower on the left hand side of the front elevation. It was built in brick with stone dressing around the windows and doors and with a pantile roof. The prominent chimney stack above the main entrance also housed the station bell, perhaps to warn the occupiers of the Hall of the approach of the "mob" from Lane End (see the photograph on the next page). The accommodation consisted of an entrance lobby, a sitting room, kitchen, larder, office, 2 cells, and three bedrooms, two on the ground floor and one in the tower. At the back was a garden together with an enclosed yard containing an earth closet and an ashpit. The building must have been constructed soon after Barry's plans were produced because the lease of the police station between the Duke of Sutherland and the county constabulary is dated September 1843.

The first occupier for whom we have any information was Roger Bergen, aged 31, "Police Inspector" who was resident at the time of the 1851 census with his wife Caroline, aged 30, and son John, aged 2. His wife was the daughter of Thomas Knapper, the occupier of the New Inn Mills, situated nearby. The couple had two more children before Roger Bergen died at the early age of 38 in 1856 and on the 14th of February he was buried in Trentham graveyard. His successor, Daniel Harrison, was paid 21 shillings per week according to the police register in Staffordshire Record Office. He is listed in the 1861 census as follows:

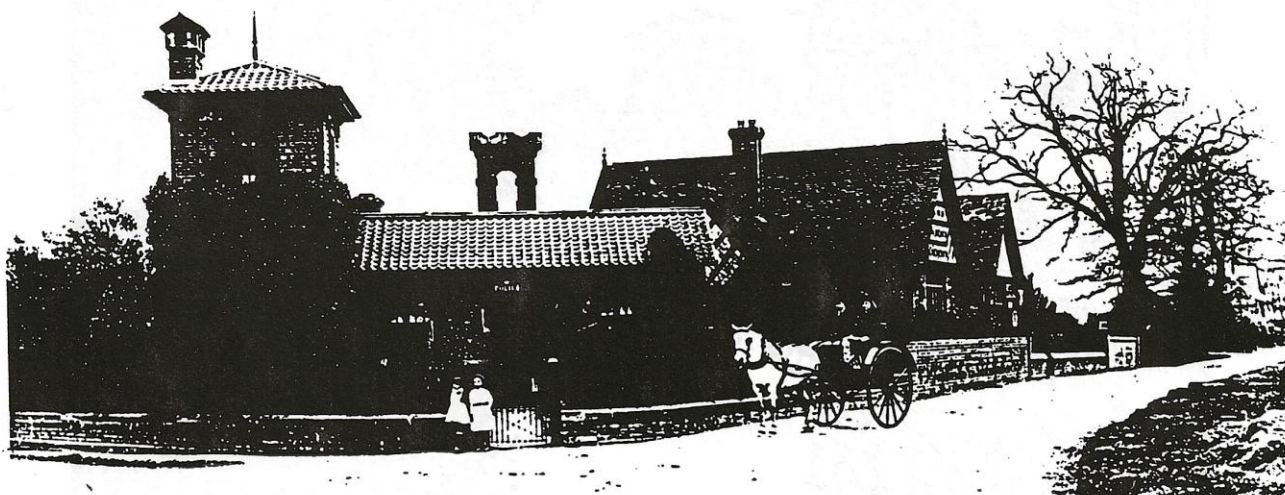
Daniel Harrison	Head	Married	46	Police Sergeant	Gloucs, Kings Stanley
Charlotte Harrison	Wife	Married	49	House Keeper	Devon, Exeter
Sarah Harrison	Dau	Single	19	Dress Maker	Gloucs, Thornbury
William Perkin	Lodger	Single	21	Police Constable	Staffs, Cheadle

In 1919, when the police station was put up for sale by the Trentham Hall Estate, at the Kings Hall, Stoke-on-Trent, it was still let to the Staffordshire constabulary at the same rate as in 1843 - £16 a year. It was bought by the occupier, police sergeant John Edward Brandrick, for £400. The building had been converted into a bank by 1932 and is now (1999) occupied by the National Westminster Bank.

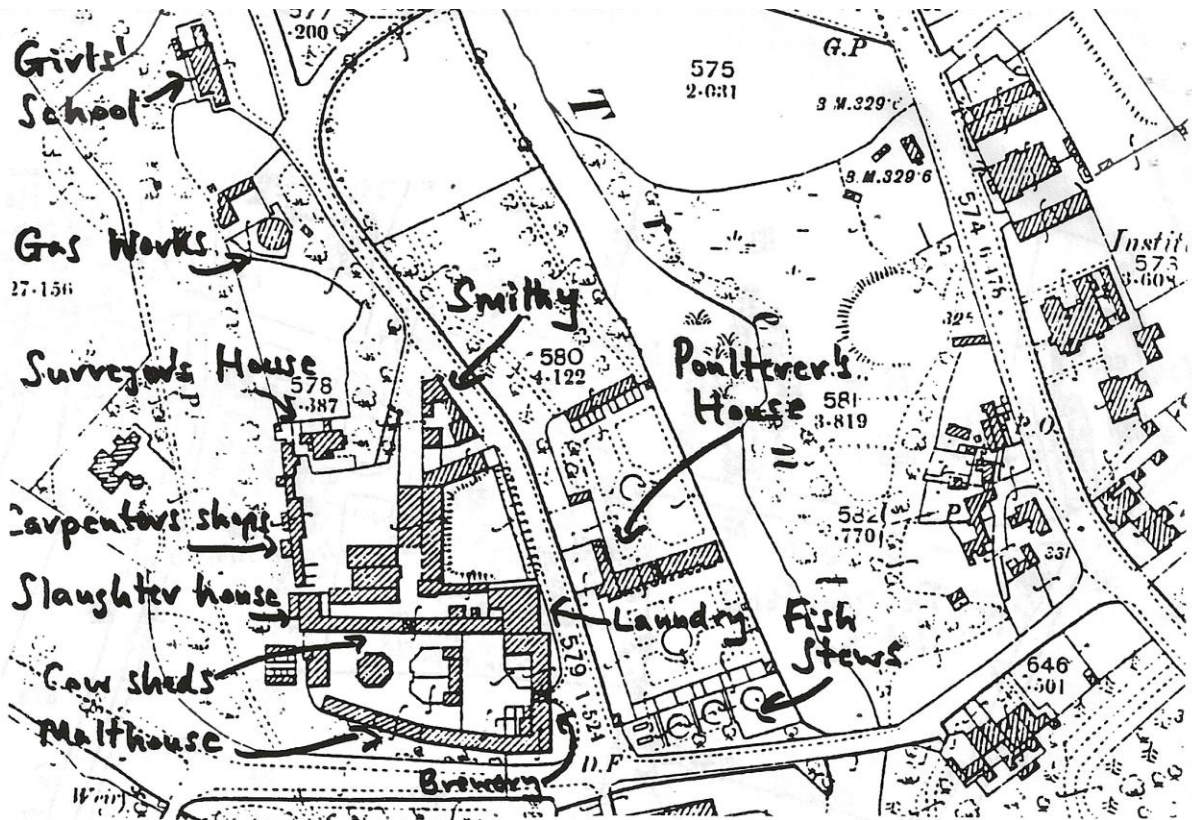


ABOVE: Extract from the 1877 Ordnance Survey Map, scale 1:2500 (reduced), showing the location of Trentham Police Station on the corner of Longton Road and Barlaston Old Road.

BELOW: View of Trentham Police Station from Longton Road c.1890. The building behind the station in Barlaston Old Road is Trentham Wesleyan Methodist Chapel built in 1883-84 to the design of Thomas Roberts, the estate surveyor. Next to it are the schoolrooms built in 1887.



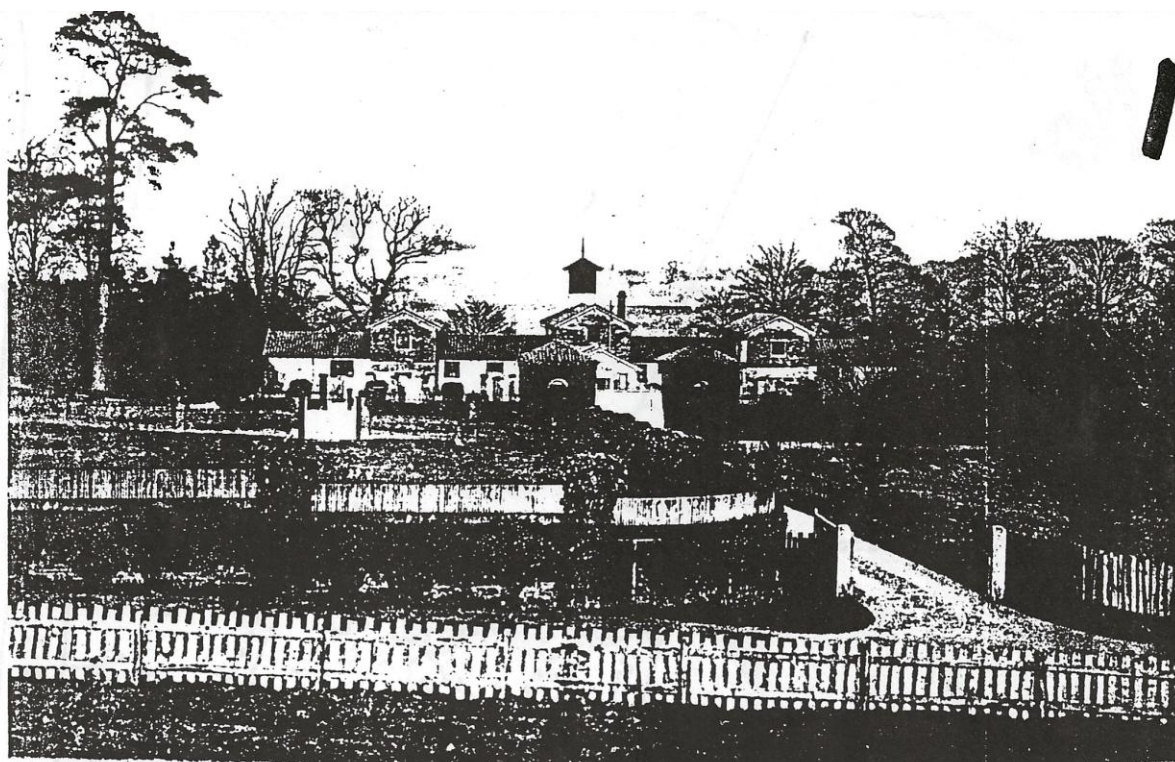
14.



SET PIECE DESIGNS FOR THE SERVICE BUILDINGS

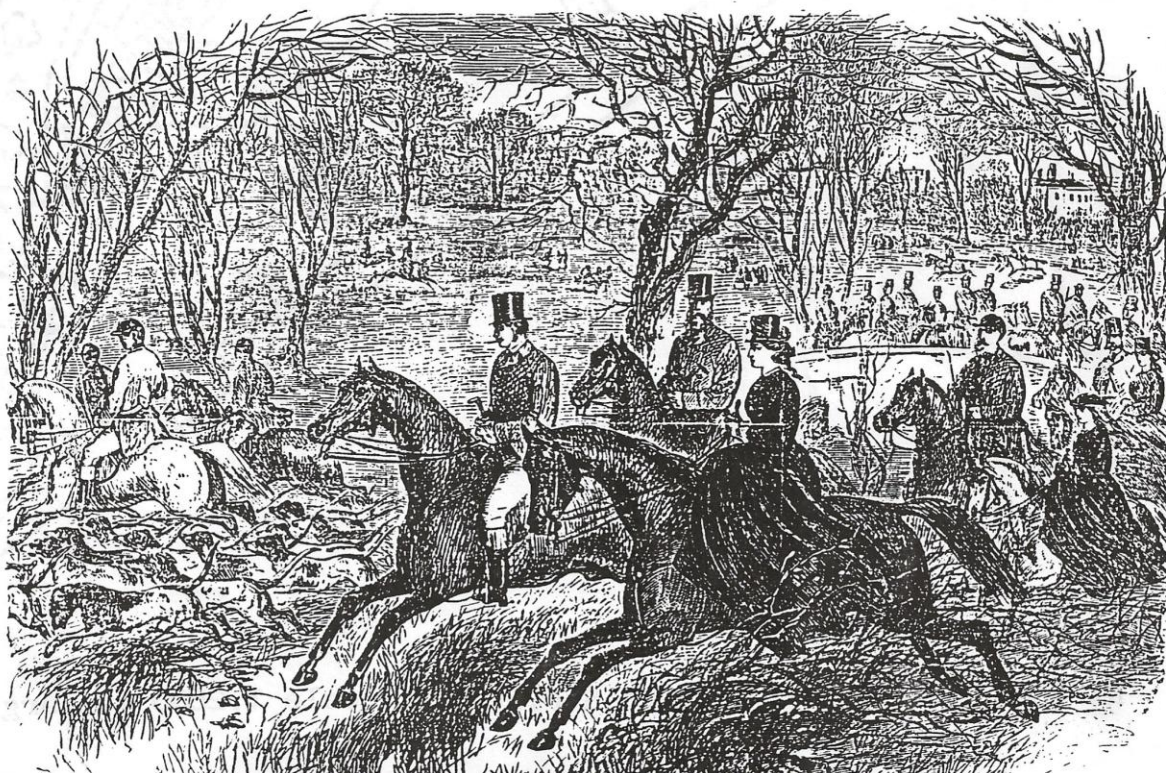
To complement the rebuilding of the house and gardens new service buildings were designed by Charles Barry and constructed at the rear of the Hall in the 1840s. The extract from the 1899 Ordnance Survey map above shows some of these buildings on Park Drive. They were constructed in the same Italianate style as the Hall. One of the largest complexes was the poulterer's house and yards on the right hand side of Park Drive. There were two yards separated by a symmetrical complex of buildings which included the poulterer's house. The fish stews were located next to the southern yard (now a car park for Trentham church). The view below c.1910 is taken from the bridge over the Trent looking north. The building on the left was one of two single storey lodges at either end of the fish stews. This is still extant although today it is almost entirely hidden by vegetation. Its companion on Park Drive has long since been demolished. The taller building on the river side is part of the complex of buildings in the Poulterer's yard. Like the railway station it was a two storey building with a tower covered with a pantile roof. There is an identical house at the opposite end of the block on Park Drive.



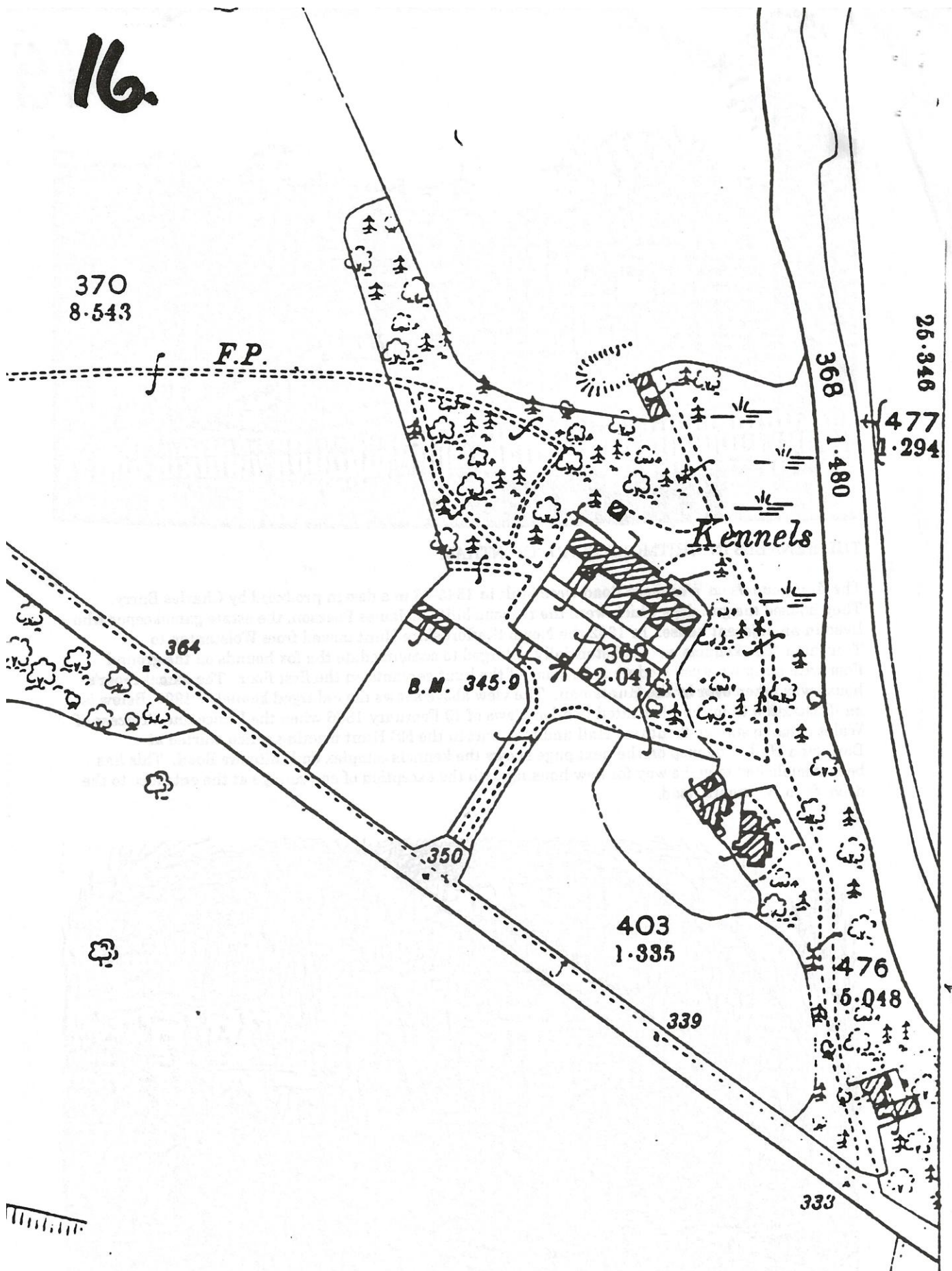


THE KENNELS IN WHITMORE ROAD, TRENTHAM

The first kennels on Whitmore Road were built in 1845-46 to a design produced by Charles Barry. They housed the gun dogs which were the responsibility of James Pearson, the estate gamekeeper who lived in an adjacent house. In 1862 the North Staffordshire Hunt moved from Wolstanton to Trentham. The kennels were substantially enlarged to accommodate the fox hounds on the ground floor with sleeping accommodation for some of the hunt servants on the first floor. The gamekeeper's house was taken over by the Huntsman. The view above shows the enlarged kennels c.1900. Below is an illustration from the Illustrated London News of 10 February 1866 when the Prince and Princess of Wales came to stay at Trentham Hall and took part in the NS Hunt meeting which started at Barlaston Hall. The map on the next page shows the kennels complex on Whitmore Road. This has been demolished to make way for new housing with the exception of one cottage at the entrance to the drive from Whitmore Road.



16.

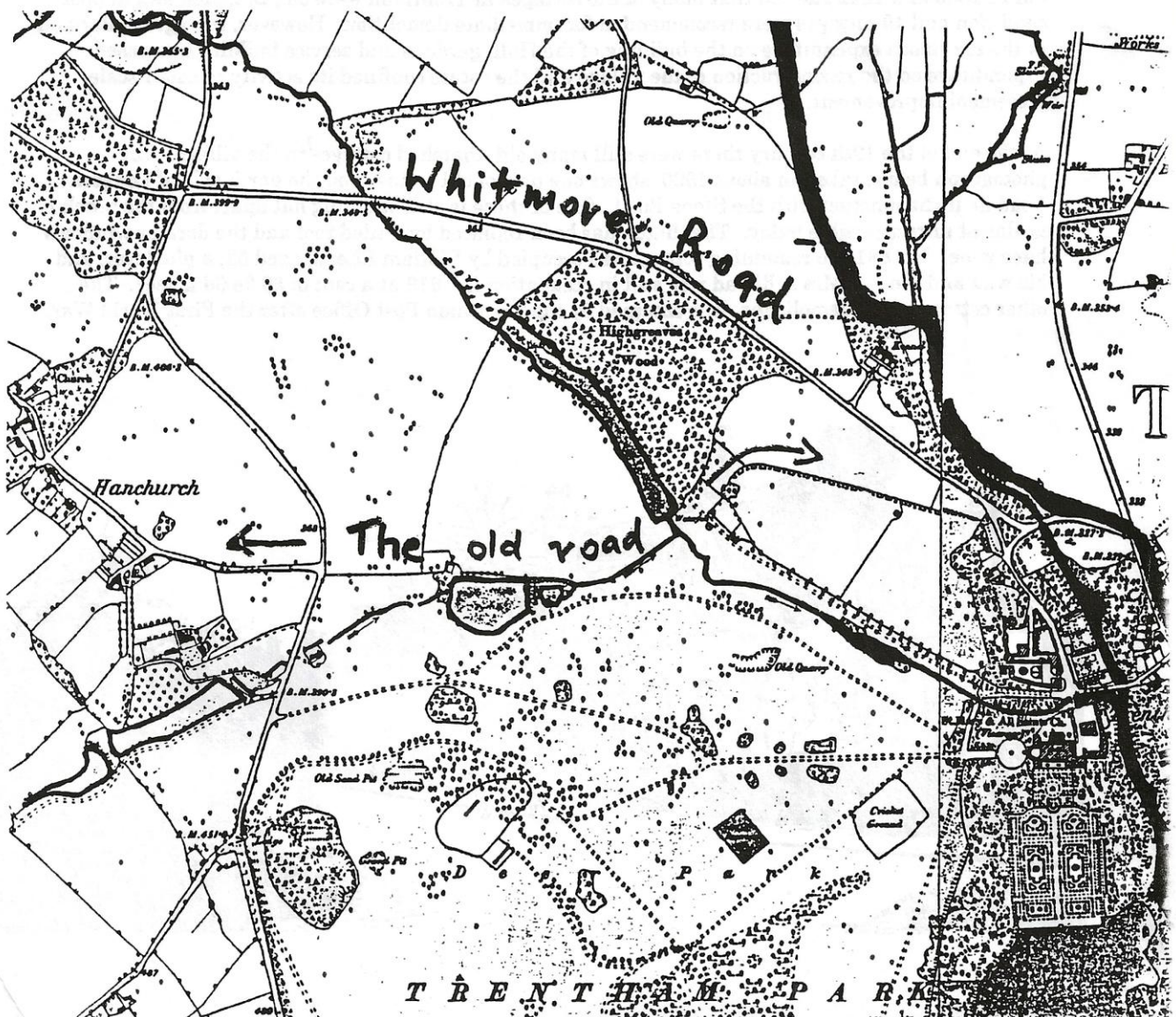


EXTRACT FROM: 1899 Ordnance Survey Map, scale 1:2500 (enlarged)

THE NEW ROAD SYSTEM

The striking feature of the rebuilding of Trentham Hall in the second quarter of the 19th century is the fact that the adjacent village remained largely unaltered. One would have expected a set piece design from Charles Barry with new estate cottages in the Italianate style to complement the Hall, gardens and service buildings. That had certainly been part of the original intention. The North Staffordshire Mercury reported in 1836: "We understand alterations, to a great extent, are in contemplation by the Duke of Sutherland at Trentham. The turnpike road will be diverted to nearly a mile from the Hall, and the cottages on the Lane End road will be taken down as far as Mr Wonk's and new cottages erected on some other part of the property for the cottagers. Splendid bridges will be built over the Trent." The main purpose of these alterations was to enlarge the park and to move the public further away from the Hall. In the 18th century the enlargement had taken place on the west side and to a smaller extent on the south side of the park. In the 19th century the focus of attention shifted towards the north and east sides of the park.

The extract from the first edition six inch ordnance survey map below shows the changes which were made on the north side of the estate. The old road from Trentham to Hanchurch village had originally run past the back of the Hall and then directly west to Hanchurch. In the 1740s this was moved away from the Hall by the construction of a new bridge across the river Trent. A hundred years later the estate persuaded the turnpike trust to build a new road from this bridge over the Trent to Whitmore. The Whitmore Road provided a new northern boundary for the park which now included Hargreaves Wood. In 1894 the estate built a new lodge on the Whitmore Road by Hargreaves Wood and a carriage drive was laid out to Trentham Hall. The names of the new and old roads have been added to the map below.



18.

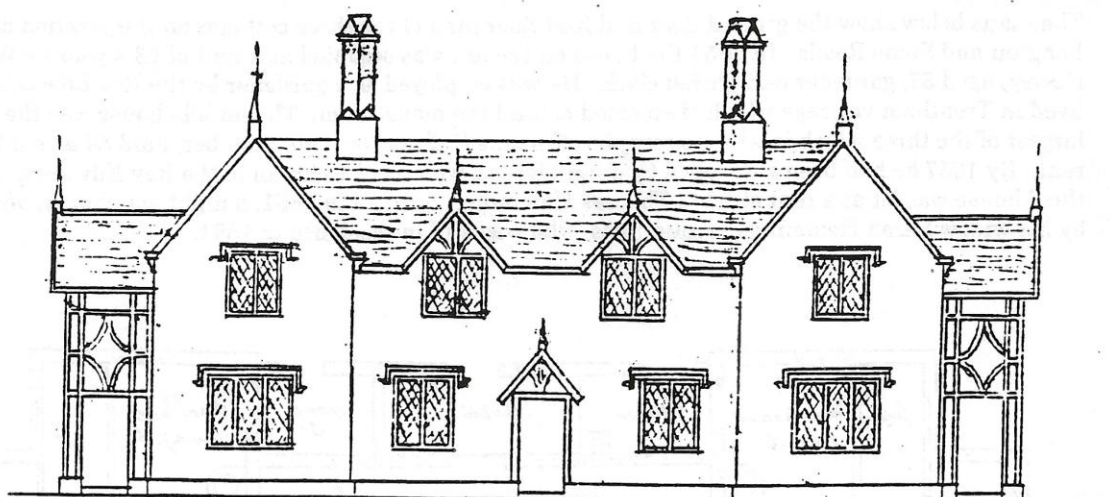
THE PROPOSED REBUILDING OF TRENTHAM VILLAGE

Plans in Staffordshire Record Office show the proposed change in the road system which would have allowed for the enlargement of Trentham Park on its east side and the relocation of Trentham village. The first proposal was drawn up in July 1836. It involved the construction of a new turnpike road from the canal bridge at Trent Vale in a southern direction running east of Hanford village down along Barlaston Old Road to Stone. This proved to be unacceptable probably because it ran too close to Meaford Hall. In November 1836 a new plan was produced with the proposed road joining the Stone Road at Bury Bank. Once the new road had been built the former Stone Road between the junction with Longton Road and Bury Bank was to be closed. That would have allowed the Duke of Sutherland to extend Trentham Park eastwards to incorporate the whole of the Upper Ley. Trentham village would probably have been relocated to the vicinity of the police and railway station. However, unlike the proposal for the new Whitmore Road, the Duke and his agent were unable to persuade the turnpike trust to agree to this costly undertaking. Instead the problem of the bottleneck at Hanford village was solved by the turnpike trust building a new road west of Hanford village to rejoin the line of the former road at the bottom of the present Bankhouse Road.

The estate prepared a third version of the new road to run from the Trentham Inn which then stood near the junction of the Whitmore Road, across the Upper Ley to Bury Bank. This proposal met with no more success than its predecessors since the only beneficiary would have been the Duke of Sutherland. By 1842 the estate had abandoned its attempt to alter the line of the Stone Road but the delay proved fatal for the proposal to rebuild Trentham village. The survey of estate cottages carried out in 1836 and 1842 showed that many of the cottages in Trentham were old, thatched and in poor condition and 10 cottages were recommended for immediate demolition. However, the agent, alarmed at the enormous expenditure on the building of the Hall, gardens and service buildings, opposed expenditure on the reconstruction of the village and the estate confined its activity to small-scale piecemeal improvement.

At the end of the 19th century there were still many old, thatched cottages in the village. The photograph below, taken in about 1900, shows one pair of old cottages on the north side of Longton Road near the junction with the Stone Road. One of these is still standing but apart from the porch it is almost unrecognisable today. The thatch has been replaced by a tiled roof and the dormer windows have gone. In 1881 the remaining cottage was occupied by William Rhead, aged 52, a plasterer, and his wife and son. A Mrs A Rhead was still in occupation in 1919 at a rent of £9 2s 6d a year. The other cottage, since demolished, was occupied by the Trentham Post Office after the First World War.





Elevation

THE NEW COTTAGES

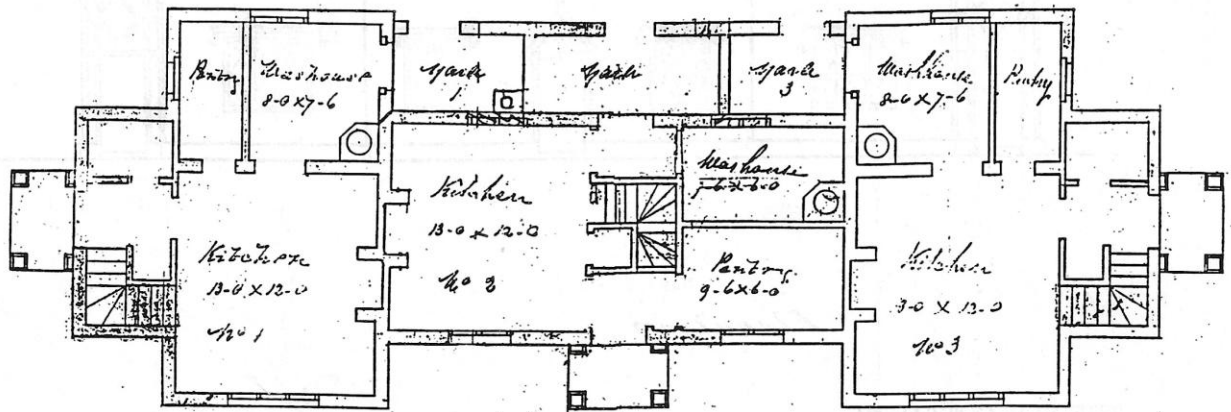
William White reported in his directory of Staffordshire published in 1851 that "most of the houses and cottages [at Trentham] have been rebuilt in the last few years, in a neat and uniform manner, in blocks of two or three together, with tasteful gardens." This praise of the Trentham Hall Estate was completely unwarranted. Only two rows of new cottages were built in the 1840s: one row of four cottages on Park Drive and one row of three cottages which now face the roundabout on the Stone Road. Several versions of plans by Charles Barry for the latter have survived in Staffordshire Record Office two of which are shown on this page. The elevations are quite unlike the other buildings designed by Barry for the estate - but no doubt a tower and pantile roof would have been regarded as an extravagance for the intended occupiers. They were built, between 1846 and 1847, in what can be described as an ornamental cottage style with steep-pitched roofs and prominent barge-boards.

*Front Elevation
of Cottages at Trentham
Scale 1/4" = 1'*



20.

The plans below show the ground floor and first floor plan of the three cottages on the junction of the Longton and Stone Roads. In 1851 the house on the left was occupied at a rent of £3 a year by William Hissey, aged 37, gardener and parish clerk. He was employed as a gardener by the Rev Edwards who lived in Trentham vicarage which then stood behind the mausoleum. The middle house was the largest of the three which is why its occupier, Thomas Hollins, aged 40, plumber, paid £4 a year in rent. By 1857 he had been succeeded by John Morgan who was coachman to the Rev Edwards. The third house was let at a rent of £3 to Thomas Hemmings, aged 44 in 1851, a night watchman, and then by his widow Sarah Hemmings, a laundress, who was still in residence in 1891.



ABOVE: GROUND FLOOR PLAN OF COTTAGES AT ASH GREEN IN TRENTHAM

BELOW: FIRST FLOOR PLAN

