



Issue 13

July 16, 2020

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From the editor

Dear all,

I hope you are all keeping well, we are slowly being given our freedom back, as pubs and restaurants are reopening, but with restricted numbers.

It was sad to hear that Ant had sadly passed away. I found Ant a very knowledgeable guy specially about sound systems, microphones etc, he was also President at the Oswestry Probus club before he came to Ellesmere.

Mary and I went to the Red Lion for a meal on Friday evening, I must admit we were a little apprehensive at first as like most people we hadn't been out for a meal since before the lockdown started. However the way things were set up made for a safe and relaxing experience, which I would recommend.

To wear a mask or not, I have worn one in some small shops, but I notice that after first telling us that face masks were useless, then weeks of drip feeding Boris is setting us up to take onboard mask wearing as the new norm. I think the main thing is to feel safe.

If you are interested in joining a virtual Probus meeting via Zoom, please send me an email.

Can I please remind all that I constantly need articles for the newsletter. After the first great articles they are now drying up. I don't want it to become Paul's newsletter.

Keep safe
Paul

From the Crow's nest

First and foremost, it was very sad to hear that Ant Astley had passed away (relatively quietly) this week and I have sent a message and card to Mary and her family on behalf of us all after some difficult times for them.

Otherwise I hope that you and yours are keeping safe and well where possible. It has been another extraordinary week over the seas, firstly no masks, then some, then maybe, maybe not, depending. At least life seems to be becoming a little more ordered for some of us. Then 'Who are We' rears it's 5G head and raises more questions than it answers. Charles Darwin had it right - it's all just part of an evolution and this is a snapshot in time. After all, who would envy these senior decision-makers without the benefit of hindsight - not me for one. Thanks to everyone who is keeping up valued telephone support for members, friends and neighbours, let alone Paul for his ongoing, informative and entertaining Newsletters.



Our Committee is practicing meeting via Zoom today, I hope we don't have to abandon ship on the way!

"I think it's over there" he said pointing at the horizon.
"Send up his telescope and his compass" called the first mate
"we need to make decisions based on the science".

With best wishes to you all,
Jeremy

EXPERIENCES WITH A MOBILITY SCOOTER

By Alan barker

These short notes originate from my experience of owning a scooter through lack of mobility which resulted from having to give up car driving.

You may have seen me riding around Ellesmere ,this has given me the opportunity to maintain a sense of freedom. I am lucky that my wife is still driving and provides the further distance mileage. I have always been accustomed to high mileages up to two years ago, and scooter riding comes as a new experience. I offer a few tips to anyone consider using one.

Questions that should be asked.

Does your mobility allow to you sit and ride and safely control one?

There are owner weight restrictions on the smaller models so ensure there is enough power to get you around.

What do you want out of scooter?

There are models for practically all situations pavements, roads, internal use in shopping situations and compact types for travel. This needs to be considered carefully.

Always try before you buy. The cheapest might not the best were comfort is concerned. Problematic for me is where my feet are sited (size 12) ,I have tried many and the foot space is not always adequate. The other thing to look for is a height adjustable seat. A pair of adjustable arm rests for me is essential. All these need to be considered if confidence is to be established.

Personal preference in good style and comfort driving depends on how much can you afford. The bigger the wheels with pneumatic tyres provide a smoother travel and the ability to get over small objects and minor rough ground is really essential if you want get around. Independent springing is also available at a little extra cost.

The pavements around Ellesmere are in general reasonable to access with many crossing points but problems can occur with narrowness and overgrown vegetation. I have very few problems with my medium sized scooter and no routes are denied. The traffic light crossings are excellent.

Protect yourself from the weather! There are many solutions. In the sunshine scooters are tremendous especially springtime flowering and you travel at a speed where every plant is obvious and feeding the ducks is a joy but with our climate rain is never far away and I always carry a plastic rain coat very often go out with golfing rain trousers. The secret is to second guess the weather.

Take a few trial rides before venturing into town and get the feel of path cambers and how to handle them and how to stop quickly. If you are concerned AbleWorld do instruction classes to ease any fears but I am sure you will be competent in a very short time.

I would not go out without insurance the paths can be crowded at times and you are rightly responsible for third person safety and damage to property. There are several insurers who offer insurance, my basic cover with recovery and £2.000,000 public liability costs around £80.It is not a legal requirement but peace of mind.

You need to be fully aware of traffic, my gripe are car owners reversing out of drives and not looking. Parking on pavements by utilities forcing you to use the road and people on telephones not looking where the are going.

Having said these few words I heartily recommend the use of them and if you want a leisurely trial please get in touch or stop me out and about for a chat.

Alan Barker.



Abbott and Costello

<https://youtu.be/kTcRRaXV-fg>

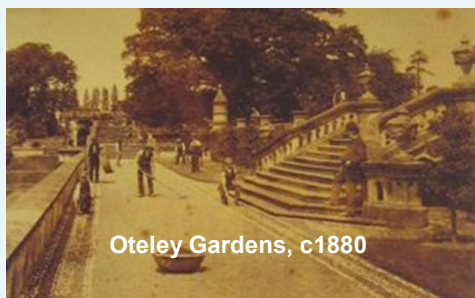
A History of Oteley Hall—*Submitted by Paul*

The Oteleys have been in Shropshire since Anglo-Saxon times. One branch of the family was based near Ellesmere, their family seat, Oteley Park, being situated on the southeast side of the Mere. Oteley was probably the oldest deer park in Shropshire and boasted a large mansion with views over the lake. In the time of Henry VIII Elizabeth, daughter and heir of William Oteley, married Humphrey Kynaston who then inherited Oteley Park.

The most notable member of the Kynaston family was Sir Francis Kynaston, who was intimate with both James I and Charles I, for whom he served as ‘Esquire of the Body’, a position of considerable influence. Sir Francis was also a polymath, being a noted poet, dramatist and translator, owned a notable music library and a fine telescope and promoted inventors and inventions. He was also the author of a book which supported the idea that the king was not bound by laws passed under his rule. This was the attitude of the Stuart kings which was an important factor in causing the English Civil War.

When war did break out, hardly surprisingly Oteley became a Royalist stronghold. On one occasion a small Parliamentary force under General Mitton was surprised by a several troops of Royalists leaving Oteley Park. Richard Gough in his History of Myddle takes up the story. ‘[The Parliamentarians] shot a horse dead up to the gate [of Oteley Park], to keep it from opening; but [the Royalists] soon broke down the fence, and followed so close that all the General’s men were taken before they came to Ellesmere, except the General and one George Higley (a little fellow). At last, one that had a good horse overtook the General, and laid his hand on his shoulder, and said, “you are my prisoner”, but Higley struck the man in the face with his sword, which caused him to fall.’ The two of them escaped, but the prisoners weren’t so lucky, as thirteen were hanged by the Royalist commander Prince Maurice in reprisal for the Parliamentarians hanging 13 Irishmen they had taken prisoner.

In the 1780s the male Kynastons also died out; the heiress, Mary, married James Mainwaring of Bromborough, Cheshire, who acquired the Oteley estate. His grandson was Charles Kynaston Mainwaring, who inherited the estate shortly before his marriage in 1832, and became a much-respected landlord and magistrate, well-known for his extensive charities to the poor. After his return from honeymoon in Italy he transformed the estate, pulling down the half-timbered Tudor house and replacing it with an enormous mansion in the Victorian Gothic style. He also laid out what one authority has described as ‘Shropshire’s most spectacular example of a formal Italianate garden’.



A rare surviving record detailing the servants and what they were paid provides an insight into a large house of that period. Servants included butler, footmen, coachmen, gardeners, grooms, stable lads, gamekeepers, housekeeper, lady’s maids, cook, under cooks, housemaids, and dairy maids. The butler was paid up to £50 a year and the cook £40. Youngsters were very quickly given an increase in wages with age and experience, and most of the servants’ wages rose steadily

over time. One whose didn’t was Frances Davies. Her mistress wrote, ‘Frances Davies came to live here in 1830 after the death of my dearest mother, with whom she had lived about 25 years as her maid.’ She was given a small income on her retirement, and she eventually died on July 15th 1855 ‘after a painful illness’. The notebook extols the virtues of some (‘a much respectable good servant’), but others were summarily, if regretfully, dismissed. For example, Thomas Higginson was a stable lad, and the 1845 Mr Mainwaring ‘parted with T Higginson for conduct I would not put up with; but with much regret, as I consider him likely to make a good servant.’ Much later, however, he wrote ‘[Higginson] turned out very bad indeed’. At the funeral of Charles Kynaston Mainwaring in 1861 four of the servants were chosen as pall bearers. We know the story of two of them. The first was Samuel Edwards, who came as a groom in 1849 at wages of £7 a year. The note for October 23rd 1852 states that ‘Samuel Edwards left, and a better servant I never had in my life. I regret his leaving very much, but hope it will be to his advantage to better himself.’ This he did, for on April 1st 1856 ‘Samuel Edwards returned to my service at the annual wage of £34, he funding his own livery’ (he had then become a footman). One of the other servants who carried the coffin was Henry Davies, who was an under groom, who started on £8 a year in 1859, increasing by increments to £12 in 1862, when he ‘left the stables to be woodman under his father, the gamekeeper’.

Charles Kynaston Mainwaring was so highly thought of that Frances his wife and Salusbury his son, decided to demolish the church at Welshampton and build another as a memorial to him. They chose George Gilbert Scott, one of the best-known architects of the day, to design it.] The lozenge-shaped decoration of the roof is a distinctive feature of a fine church. Despite such large expense, the family continued to prosper, Salusbury’s estate being valued at over £313,000 on his death in 1895 (perhaps £30m in today’s money).

There was a field hospital in WW1 in the grounds of Oteley Hall. And in WW2 the field hospital was expanded and turned into an American military hospital. It was mainly used to bring back wounded soldiers from the D Day invasion. Why Ellesmere you might ask, however, at that time there were a good railway links to Ellesmere and an RAF/American air base at just down the road at Rednal. Apparently, the wounded used to be flown and trained in in the night so limit the number of people who saw the wounded. But that could be a piece all on its own. The only photo I have seen of the hospital was taken by a German reconnaissance aircraft, someone brought it into the library a few years ago it is a large black & white sharply focused photograph.

The Oteley estate remains in the Mainwaring family, but the Victorian mansion proved far too expensive to maintain, so it was demolished in 1960 and a modern house built in its place.

The building of the Pontcysyllte Aqueduct

Submitted by Ivan Jasper

The Pontcysyllte Aqueduct is a navigable aqueduct that carries the Llangollen Canal across the River Dee in the Vale of Llangollen in north east Wales. The 18-arched stone and cast iron structure is for use by narrowboats and was completed in 1805 having taken ten years to design and build. It is the longest aqueduct in Great Britain and the highest canal aqueduct in the world.

The aqueduct was to have been a key part of the central section of the proposed Ellesmere Canal, an industrial waterway that would have created a commercial link between the River Severn at Shrewsbury and the Port of Liverpool on the River Mersey. Although a less expensive construction course was surveyed further to the east, the westerly high-ground route across the Vale of Llangollen was preferred because it would have taken the canal through the mineral-rich coalfields of North East Wales.

In 1765 over One million pounds was raised in a morning at the then Bridgewater hotel in Ellesmere, a huge amount for the time.

Only parts of the canal route were completed because the expected revenues required to complete the entire project were never generated.

Most major work ceased after the completion of the Pontcysyllte Aqueduct in 1805.

The name *Pontcysyllte* is Welsh for "Cysyllte Bridge" or "Bridge of Cysyllte", Cysyllte being the township of the old parish of Llangollen in which the southern end of the bridge lies.

The northern end of the bridge was in Trefor Isaf township, also in Llangollen parish.

Other translations such as "Bridge of the Junction" or "The Bridge that links" are a modern false etymology, derived from the name's apparent similarity to the word *cysylltau* (plural of *cyswllt*) which means connections or links.

The aqueduct was designed by civil engineers Thomas Telford and William Jessop for a



The aqueduct viewed from the valley below

location near an 18th-century road crossing, Pont Cysyllte. After the westerly high-ground route was approved, the original plan was to create a series of locks down both sides of the valley to an embankment that would carry the Ellesmere Canal over the River Dee. After Telford was hired the plan was changed to an aqueduct that would create an uninterrupted waterway straight across the valley. Despite considerable public scepticism, Telford was confident his construction method would work because he had previously built a cast-iron trough aqueduct – the Longdon-on-Tern Aqueduct on the Shrewsbury Canal.

The aqueduct was one of the first major feats of **civil engineering** undertaken by Telford, who was becoming one of Britain's leading industrial **civil engineers**; although his work was supervised by Jessop, the more experienced canal engineer. Ironwork was supplied by William Hazledine from his foundries at Shrewsbury and nearby Cefn Mawr. The work, which took around ten years from design to construction, cost around of £47,000. Adjusted for inflation this is equivalent to no more than £3,840,000 in 2019¹, but represented a major investment against the contemporary GDP of some £400 million

The Pontcysyllte aqueduct officially opened to traffic on 26 November 1805. A plaque commemorating its inauguration reads:

The nobility and gentry, the adjacent Counties having united their efforts with the great commercial interests of this country. In creating an intercourse and union between England and North Wales by a navigable communication of the three Rivers, Severn Dee and Mersey for the mutual benefit of agriculture and trades, caused the first stone of this aqueduct of Pontcysyllty to be laid on the 25th day of July 1795. When Richard Myddelton of Chirk, Esq, M.P. one of the original patrons of the Ellesmere Canal was Lord of this manor, and in the reign of our Sovereign George the Third. When the equity of the laws, and the security of property, promoted the general welfare of the nation. While the arts and sciences flourished by his patronage and the conduct of civil life was improved by his example.

The bridge is 336 yd (307 m) long, 12 ft (3.7 m) wide and 5 ft 3 in (1.60 m) deep. It consists of a **cast iron** trough supported 126 ft (38 m) above the river on iron arched ribs carried on eighteen hollow masonry piers (pillars). Each of the 18 spans is 53 ft (16 m) wide. The **mortar** used lime, water and ox blood. Blood and extracts of blood containing haemoglobin have been used in the construction and building industry since antiquity as air entraining colloids to inexpensively strengthen mortar exposed to freeze-thaw temperature cycles.

The **iron** castings for the trough were produced at the nearby Plas Kynaston Foundry, Cefn Mawr, which was built by the Shrewsbury ironfounder and millwright William Hazledine in the hope of gaining the contract. The rib castings may have been made at Hazledine's original works at Coleham, near Shrewsbury. The trough was made from **flanged** plates of cast iron, bolted together, with the joints bedded with Welsh flannel and a mixture of white lead and iron particles from boring waste. After 25 years the white lead was replaced with ordinary tar. As with Telford's Longdon-on-Tern Aqueduct, the plates are not rectangular but shaped as voussoirs, similar to those of a stone arch. There is no structural significance to their shape: it is a decorative feature only, following the lines of the stiffening plates (see below) in the castings beneath.

With the completion of the line to the aqueduct, the next phase of the canal should have been the continuation of the line to **Moss Valley, Wrexham** where Telford had constructed a feeder reservoir lake in 1796. This would provide the water for the length of canal between Trevor Basin and Chester. The plan to build this section was cancelled in 1798, and the isolated feeder and a stretch of navigation between Ffrwd and a basin in Summerhill was abandoned. Remnants of the feeder channel are visible in Gwersyllt. A street in the village is still named *Heol Camlas* (Welsh: *Canal Way*).

With the project incomplete, Trevor Basin just over the Pontcysyllte aqueduct would become the canal's northern terminus. In 1808 a feeder channel to bring water from the River Dee near Llangollen was completed. In order to maintain a continual supply, Telford built an artificial weir known as the Horseshoe Falls near Llantysilio to maintain water height. Subsequently, the Plas Kynaston Canal was built to serve industry in the Cefn Mawr and Rhosymedre areas in the 1820s. There might have been another canal extension ("Ward's") but detailed records do not survive. Goods traffic was brought down to the canal by the Ruabon Brook Tramway which climbed towards Acrefair and Plas Bennion. This railway was eventually upgraded to steam operation and extended towards Rhosllannerchrugog and Wrexham.

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In 1844, the Ellesmere and Chester Canal Company, which owned the broad canals from Ellesmere Port to Chester and from Chester to **Nantwich**, with a branch to Middlewich, began discussions with the narrow Birmingham and Liverpool Junction Canal, which ran from Nantwich to Autherley, where it joined the Staffordshire and Worcestershire Canal. The two companies had always worked together, in a bid to maintain their profits against competition from the railways, and amalgamation seemed to be a logical step.

An agreement was worked out by August, and the two companies then sought a Private Act of Parliament to authorise the takeover. This was granted on 8 May 1845, when the larger Ellesmere and Chester Canal Company was formed.

In 1846, the canal and the aqueduct became part of the Shropshire Union Railways and Canal Company. But the intent of the merger was to build railways at a reduced cost, by using the existing routes of the canals they owned. By 1849, the plan to turn canals into railways had been dropped. As the aqueduct was largely in an area that was served by railways owned by the Great Western Railway, the LNWR was more than happy for the canal to remain open as long as it remained profitable.

With the start of the First World War in 1914, the Shropshire Union – which the Pontcysyllte aqueduct was a part – served the war effort with its fleet of more than 450 narrow boats. Commercial traffic on the canal greatly declined after a waterway breach near Newtown, Powys (now part of the Montgomery Canal) in 1936. By 1939 boat movements across the aqueduct to Llangollen had ceased.

The canal was formally closed to navigation under the London Midland and Scottish Railway Company Act of 1944. On 6 September 1945, due to inadequate maintenance, the canal breached its banks east of Llangollen near Sun Bank Halt. The flow of hundreds of tons of water washed away the embankment of the railway further down the hill, tearing a 40-yard (37 m) crater 50 feet (15 m) deep. This caused the first traffic of the morning, a mail and goods train composed of 16 carriages and two vans, to crash into the breach, killing one and injuring two engine crew.

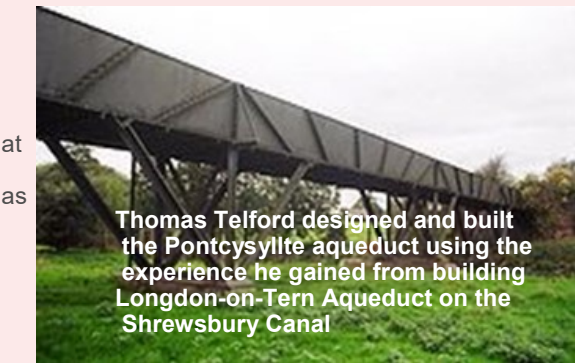
The aqueduct was saved (despite its official closure to waterway traffic) because it was still required as a water feeder for the remainder of the Shropshire Union Canal. The aqueduct also supplied drinking water to a reservoir at Hurleston.

In 1955 the Mid & South East Cheshire Water Board agreed to maintain the canal securing its future.

In the latter half of the 20th century, leisure boating traffic began to rise. In a rebranding exercise by British Waterways in the 1980s, the former industrial waterway was renamed the Llangollen Canal. It has since become one of the most popular canals for holidaymakers in Britain because of its aqueducts and scenery.

The Pontcysyllte Aqueduct is now maintained and managed by the Canal & River Trust. Otters have been seen in the area.

In nearby Cefn Mawr a high quartz content sandstone was discovered at the location where the New Cefn Druids football stadium has since been built. Known locally as 'The Rock', the sandstone was extracted and worked here into the many numerous shapes as required by the architects. Many remnants of the workings are still visible alongside Rock Road which links Rhosymedre to Plas Madoc.



at
as

Thomas Telford designed and built the Pontcysyllte aqueduct using the experience he gained from building Longdon-on-Tern Aqueduct on the Shrewsbury Canal

The supporting arches, four for each span, are in the form of cast-iron ribs, each cast as three voussoirs with external arches cast with an unpierced **web** to give greater strength, the cost of extra weight. Using cast iron in this way, in the same manner the stone arch it supersedes, makes use of the material's strength in compression. They also give an impression of greater solidity than would be the case were the webs pierced. This impression is enhanced by the arrangement of

strips of thicker stiffening incorporated into the castings, arranged in the manner of joints between voussoirs.

Cast plates are laid transversely to form the bed of the canal trough. The trough is not fastened to the arches, but **lugs** are cast into the plates to fit over the rib arches to prevent movement. The aqueduct was left for six months with water inside to check that it was watertight. A feature of a canal aqueduct, in contrast with a road or railway viaduct, is that the vertical loading stresses are virtually constant. According to **Archimedes' principle**, the mass (weight) of a boat and its cargo on the bridge pushes an equal mass of water off the bridge. The **towpath** is mounted above the water, with the inner edge carried on cast-iron pillars in the trough. This arrangement allows the water displaced by the passage of a **narrow boat** to flow easily under the towpath and around the boat, enabling relatively free passage. Pedestrians, and the horses once used for towing, are protected from falling from the aqueduct by railings on the outside edge of the towpath, but the holes in the top flange of the other side of the trough, capable of mounting railings, were never used. The trough sides rise only about 6 inches (15 cm) above the water level, less than the depth of freeboard of an empty narrow boat, so the helmsman of the boat has no visual protection from the impression of being at the edge of an abyss. The trough of the **Cosgrove aqueduct** has a similar structure, although it rests on trestles rather than iron arches. It is also less impressively high. Every five years the ends of the aqueduct are closed and a plug in one of the highest spans is opened to drain the canal water into the River Dee below, to allow inspection and maintenance of the trough.

The aqueduct and surrounding lands were submitted to the "tentative list" of properties being considered for **UNESCO World Heritage Site** status in 1999. The aqueduct was suggested as a contender in 2005—its 200th anniversary year—and it was formally announced in 2006 that a larger proposal, covering a section of the canal from the aqueduct to **Horseshoe Falls** would be the United Kingdom's 2008 nomination.

The length of canal from Rhoswieli, **Shropshire**, to the Horseshoe Falls, including the main Pontcysyllte Aqueduct structure as well as the older **Chirk Aqueduct**, were visited by assessors from UNESCO during October 2008, to analyse and confirm the site management and authenticity.

The aqueduct was inscribed by UNESCO on the World Heritage List on 27 June 2009.

Part 2 Submitted by Paul

An extract from the Memories booklet compiled by the Ellesmere Society

I remember dances on the ice and especially on moonlit nights. Some played hockey. There were long ladders and ropes all along the beach for use if needed. Sometimes the ice cracked and it was like a gun going off and could be heard in town. People used to say it



made it safer as the water between the cracks froze. The Estate always had a part of the mere kept open for the water fowl, and they also always had food for them. One year there were nearly one hundred swans on the mere and one called Peter, used to walk up the middle of the road into the town, I think nearly to the square and people used to put food out for it

It was lovely when the only traffic was horse and traps and bicycles. There was a street lamp in the centre of Church Street near the bottom but after a time lights were put on the hill on each corner – we were sorry to lose our lamp. I remember the first motor cycle in Ellesmere; it belonged to Eric Hoffman our doctor's son. He came from his home in Church Street round Watgate, Cross and Talbot Streets then round again once or twice. Mothers were terrified for their little children who had been playing out, and some said we will never be safe anymore. Some people in Church Street had cows and a donkey and when they were taken to the field "Jinny" always rolled on the street.

St. Mary's Hall used to be the Infants school and children from four years of age used to attend there. How amazed I was to see a room so long! It had a black stove with a pan of water always boiling on top. Miss Matty was head mistress and there were two other teachers. I remember lots of our little songs and poems from those days. One favourite song was "The Birdies Ball". When the weather was very wintery we children were put round the big room and told to stamp our feet and clap our hands as loudly as we could as we marched round singing "The Puffer Train is Starting off". I am sure it warmed us and made a big dust. We loved the school and teachers.

When we were seven we went to Sandy Lane School and the boys to the one in Wharf road. Miss Drover was head mistress and there were four other teachers, they were all very good and gave us a good grounding in the most important subjects. After prayers and hymns our first lesson each morning was Scripture until ten o'clock. Very often the Vicar came on Fridays and gave the lesson in the big hall and the Curate gave the one in the classroom on Thursdays. The garments we made in our needlework class were shown in



the flower show and Earl Brownlow gave the money for prizes.

We children were very patriotic and on May 24th, Queen Victoria's birthday we celebrated Empire Day. We went in procession – with a band of course – some children carrying banners with the names and emblems of the colonies, to Castle Hill where the Union Jack was always hoisted. We sang all our patriotic songs – the chief being “Flag of Britain” each verse ended

"We salute thee and we pray, bless oh God our land today".

There were several notable people there and one gave a talk about the Empire, on which in those days the sun never set! We were all given a bun and a banana to remind us of where the fruit and ingredients came from. We had games and races and had a happy day.

On Sundays there was Holy Communion in church at 8 o'clock always with hymns. We children went to our own schools at 10 o'clock we had three teachers, Miss Helen Wynne and her sister Miss Annie also a Miss Williams, after the lesson we went to church for 11 o'clock.

The boys sat in the North Transept and the girls in the South; I thought how lucky we were to have such a lovely window in front of us, "The Good Shepherd" and the "Prodigal Son". We always had Matins, such a lovely and joyous service of praise and on alternate Sundays we had the Litany and Ante Communion after Matins.

Evensong was at 6:30pm and at the end of each service there was the procession of six sidesmen with the Offertory.

The Verger collected the free seats and choir. We had afternoon Sunday school at 2:15pm. We had eight classes and when we had passed through these we went to the Bible Class at the Vicarage.

Cont. on page 7

General Knowledge Quiz

01. Venetian blinds originated in which country?
02. A poult is the young of which creature?
03. Which group recorded the original of “Light My Fire”?
04. In an English trial, how many people sit on the jury?
05. Marcel Desailly was a World Cup winner playing for which country?
06. Which great soprano earned the name of “La Divina”?
07. What measure of paper is 8 by 10 inches?
08. On a standard European roulette wheel which number appears on the green?
09. What number is „dos” in Spanish?
10. In which game do you draw part of a gallows for every wrong answer?
11. Brights’ disease affects which organs of the body?
12. What name is given to a garden with geometrically arranged beds and small hedges?
13. Who sang with the Dakotas?
14. In Which century was 1658?
15. Which Actress said, “I want to be alone”?
16. How many kings of England have been called Philip?
17. How many stomachs does a cow have?
18. With which swimming stroke do races begin in the water?
19. How is the Roman city of Verulamium known today?
20. Which city in the world has the largest population?

Answers page 11

Childhood 1900—1920 Continued

In summer the Infants had their treats, tea in the schoolroom and then to the Vicarage or the Hollies for games etc. The older children went by barge to Colemere. We had two barges and the boys used to rock theirs but because we were afraid we had to sing instead. We had races, games and competitions and tea in the boathouse over the mere. We always had a lovely time. A year or two later we used to go to Llangollen and another place but I can’t even spell the name. We had horse drawn brakes and the bigger ones had to walk up very steep banks – we thought it all fun.

In winter we always had a Sunday School concert in the Town Hall when all the children took part. We always had full houses. We always looked forward to the Sunday School prize giving in the Town Hall when it was quite full with children, parents and friends. We used to sing carols and we also did mystery plays. Two I remember were “The Three Nuns” and “Sisters of St Bride”. We always enjoyed going for our practices.

When I was four we school children went to a party at Oteley in honour of King Edward VII’s coronation. My brother and I were given mugs but I don’t remember anything else. I do however remember that when King Edward died the pillars in Church were draped with purple for the service.

In 1911 the Ellesmere Ladies Club had their centenary celebrations. They wore old style dresses of coloured muslin and poke bonnets all made at Hudsons, the square. Their staffs were decorated with laurels. There was a service in church after which the procession made its way to the bowling green. For this special occasion we school girls entertained with folk songs and Morris and maypole dances, trained by a lady from the Morris school of dancing. The girls wore long dresses of different colours and sun bonnets and had bells on wrists and ankles. Some little girls also sang action songs. Tea was served and afterwards there was dancing till sunset.



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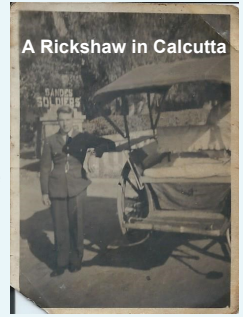
different colours and sun bonnets and had bells on wrists and ankles. Some little girls also sang action songs. Tea was served and afterwards there was dancing till sunset.

Before the first War Ellesmere had a very big Troup of Scouts, Dr Drawbridge was Scout Master and at that time there was a Scout Rally at Windsor, where the doctor’s parents lived. He took four of the boys to the Rally and they camped in the grounds of his parent’s home. The Scouts always had a fete in Cremorne each summer and went to camp; I think their first camp was Crosemere.

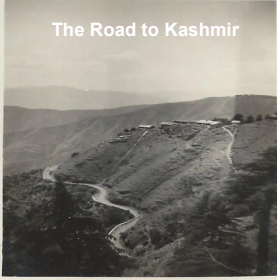
After the 1914-18 War Captain Adam was Scout Master and my brother Tom was his assistant. The Scouts used to have an “Open Hall” in the Town Hall on Easter Mondays.

Doing our bit Part 5

Eventually our little party found the Ferry and met an Indian who was very talkative his name was Sabaanha but traded under the name of "Sabaanha the Worst" he said had a factory on the other side of the river a few miles away. We all boarded the Ferry and he seemed to cling to us so we had to be very careful what we said so as not to give any information away. It was quite a colourful boat ride, much cooler than Rawalpindi but with more beautiful scenery. Sabaanha kept talking all the time even as we went past the large factory buildings on the banks of the river. He got off there but didn't invite us into the building, so we thought that perhaps he was pulling our legs. The boat didn't go much further then it turned round and took us back to the starting point. We managed to find a respectful place to have a meal, then another look around this beautiful place before catching up with our driver and proceeding on our journey to Rawalpindi.



The Road to Kashmir



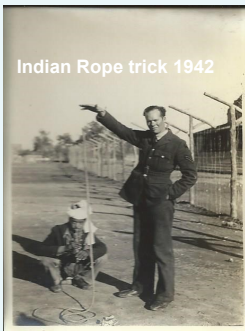
We arrived back in camp rather late and in the dark, but no one made a fuss so we went to bed. We had to be on duty at the Ammunition dump at 6am in the morning.

Joe seems to have taken a break in the Memoir. It appears that the gang have been moved on again, this time to Calcutta West Bengal almost as far Southeast as they could go.

Now Jo picks up the story again –

The new posting was East of Calcutta about 100 to 150 miles, we were told that the ration Lorry went into Calcutta most days of the week.

This was great news because every three months or so we were allowed a weekend off, or sometimes if you were lucky, a few days in the week. After a few visits we got into a routine which went like this. On arrival we made our way to the Barber's shop and had a Shave a Haircut and a free Massage, across the road from the Barber's was an Air conditioned Cinema which had up to date films. One Film in particular I remember was "Gone With The Wind" which had only been released a few months. The Barber's treatment was



great and we came out feeling on top of the World. But the poverty in Calcutta was awful especially on Chowringhee, where the only animal that looked healthy, treated kindly and well fed were the Cows, they were allowed to do anything they wanted. The smell in Chowringhee was awful and the Cows were responsible for a lot of it. Laying and sleeping in the middle of the roads and footpaths. We spent a lot of our time visiting the markets looking around and buying odds and ends. In fact I bought a Wedding Ring for Anne in one of the up market shops in a market, real 24 Karat Indian Gold, which cost me a lot of money, but not half as much as it would cost in the UK. There was a large RAF Transit

camp in Calcutta where we used to stay during our little trips into town.

Back at the Squadron everyone was very busy loading Bombs onto Aircraft and this time it was for real, no more of Bombing up in the mornings and taking them off in the afternoon. The Bombs were going to various targets in Burma such as Rangoon, Mandalay and Laos. The dispersal points for the Aircraft were a long, long way from our billets and the Armoury buildings so there was an awful lot of walking to do and of course the Bomb dump was in a different direction all together.

In the Monsoon season we would sometimes get soaking wet at the dispersal points but by the time we had walked back to the Armoury and the sun was shining we would be completely dry. It was during the Monsoon season that we were told we had to load the Aircraft with 250lb Bombs loose inside also the tail units and fuses in separate boxes and 303 Ammunition.

The Armourers had to fly with these Bombs unfused, to an Airfield in Assam, collect food then fly over the mountains to Infal in Burma where they had a Squadron of Hurricane fighter Aircraft fitted with a clip under each wing to allow 2 x 250lb Bombs to be fitted. It was a great idea because they were quick and could fly at low level and at the same time use their 8 Machine guns fitted on the leading edge of the wings to strafe the enemy. The Hurricane crew were a great bunch of lads and we got on famously even thought the enemy (Japs) were only a few miles South of Infal. I am not sure about the other Armourers in our Squadron but I tried to do a trip every other day in order to help the boys in Infal. I remember one flight we found there was thick mist about half was to the landing strip the Pilot flew in circles for miles looking for the Brahmaputra river and just as fuel was getting low the Navigator spotted it, what a relief it was to see it, we made a completely safe landing.

It was awhile before the Skipper thought it safe enough to take off for Infal not forgetting that the mountains were too high for the Wellington to fly over, so we had to find a pass which allowed us to fly though, which I am told was tricky enough in good visibility without the mist. However we landed safely and unloaded the Bombs, Ammunition and food etc. But the Skipper didn't hang around for long he took off as soon as we had unloaded. We flew straight back to our own Airstrip at Calcutta and we were all relieved to be back home.

Cont. page 8

These were perilous flights at the height of the Monsoon season and I can remember another day when we were returning from Burma and we hit an electric Storm which threw the Aircraft all over the sky, which caused the fabric to start peeling off the Wings. Luckily enough the Pilot was able to climb higher out of reach of the centre of the Storm, we flew rather unsteadily for the rest of the way to our Airstrip, but before landing it was discovered that because of the loss of some of the Fabric from the Flaps, which act as the air brakes, on landing we needed every inch of runway to stop the Aircraft, infact it just rolled off the end of the runway, but luckily the ground was hard. The Riggers had a field day sticking Fabric back on the Aircraft. The rest of the Squadron Aircraft had started Bombing again and seeing that the Monsoon was coming to an end and we joined in with the Bombing.

It was about this time in 1944 that I became ill and our local medical team could not diagnose it, so I was taken to the Army Isolation Hospital about 20 miles outside Calcutta. As soon as the Colonel who was the Chief Medical Officer saw me he said you have Typhus, and he said to his Orderly, "get this man into Ward 3 and get his Temperature down". When at last I was allocated a bed my temperature was 104'. There was a big panic then covering my whole body with ice cubes and the sudden shock from hot to cold made me jump. Typhus I believe is a Virus caused by Lice which are carried by Rats and Mice etc, and it is highly contagious that is why they put me into an Isolation hospital. That Ice bath was the last thing I remember for about 12 to 14 days, and as far as I could find out from the staff the only treatment they could give me was Ice baths when my temperature when too high. When I came round with terrible headaches and all my limbs aching I was glad to be conscious but it wasn't long before I slipped into unconsciousness again this time for about 6 or 7 days. When I came round this time they just gave me the usual Ice bath and it was probably the shock that brought me round and I felt a little better, still some aches and pains but not as bad. The chap in the next bed to me also had the same complaint as me but he was getting worse and he kept me awake all night the first night. The poor chap must have been in terrible torment because he was tossing and turning all the time and eventually he fell out of bed and I think that must have been the end for him because they carried him away. This upset me very much, although I didn't ever spoke to the man, I felt I knew him. But the bed was not empty for very long because that night they brought another man in. He was out like a light and I followed him by slipping into my delirious state soon after, but only for a few days this time. I was brought back with an Ice bath again and felt much better. The terrific headaches I had been suffering for weeks was easing although my limbs were still as bad. There was a night Nurse on the Ward this night, she was to me an elderly person probably in her 40s or 50s but really lovely. She persuaded me to write some short letters home, it must have been 3 or 4 months since I last wrote to anyone, so first I wrote to Anne, my future Wife, it took all morning for me to put a few words together and afterwards I began to notice things. The first thing I noticed was how thin I was the flesh seemed to have fallen off my body and the duty Nurse told me that I had nothing to eat since coming into the Hospital. When the Doctor came round the following day he gave me permission to go to the Kitchen whenever I felt hungry, but to go steady the first few days. Next I

got out of bed and fell flat on my back because my legs\were so weak they would not hold me up. The Nurse on the Ward showed me some exercises that I could do while laying on my bed, but it took 2 days to get the strength back into my legs before I could start to walk and of course had taken a few meals which obviously gave me strength. I started to explore the Hospital but didn't get very far for the first door I came to revealed a line of beds, probably 6 but I was not quick enough to see much of the patients because a member of staff pushed me out and closed the door. Someone else came along and explained in real military fashion that it was a Typhoid Ward and all the patients in that Ward were very seriously ill and not expected to live very long. I was told not to wander around the Hospital, but to stay in my own Ward except for going to the Kitchen for food.

A few days later they discharged me from the Hospital and transported me to the transit camp in Calcutta. I spent the night in the camp and on the following morning I was given a travel warrant to Shillong, which was a Hill Station on the Assam Burma boarder. I had to find my own way, travelling with small kit only and no Mosquito Net to protect me from getting bitten by Mosquitoes. The Station transport took me to Howrah Railway Station and I had to negotiate with the Railway staff to obtain a ticket to a place called Kushtia, which is on the banks of the Ganges. It was a 2 day train journey and the only other people who travelled on the train were Indians, so I was the only White passenger. I was bitten to death by Bugs in the seats on the train and my skin was as white as a sheet with being shut up in Hospital for six weeks, so I must have stood out like a sore thumb. When the train arrived at Kushtia there was no sign of a boat anywhere and after making enquiries, which I might add was very difficult because of the language, I was told that the next Ferry would be at 8 o'clock the next morning, so I had to sleep on the river bank, thankfully under cover, but I had lots of Mosquito bites. When finally the Ferry came it looked rather small but it took about 20 to 30 minutes to cross the river, which wasn't long really. The train arrived about 10:30 am and off we went travelling all that day, sleeping the night on the train and arriving about 11 o'clock the next day at Shillong rest camp (Hill Station). When the officials saw the condition I was in and all the Mosquito and Bug bites on my body they were appalled and of course my body was Red and White because of the lack of sun and all those weeks in Hospital. However they made me as comfortable as possible and I even met and talked to some RAF blokes who brought me up to date with things in general. They could not tell me about the progress of the War because everything was so secret, nor did they know anything about 215 Squadron that I belong to. After about 2 weeks of rest and light duties i was given permission to leave.

To be continued next week.

Are two cats always better than one? Or are cats simply antisocial loners that will fight if kept together

There are so many myths about the mysterious lives of our feline friends that in this blog I thought I would look at what is really going on!!!!

How do feral cats live?

To discover how our domestic felines should be kept we can start by looking at their feral counterparts. Feral cats can form huge colonies of animals. Within these colonies there are



generally smaller social groups consisting of related females (sisters, mums, aunties), that co-rear their young (even going as far as nursing other queen's kittens).

The males are not quite the socialites that the females are and tend to live on the edges of the groups as loners and will (just like a Friday night in Kings Cross) fight with other males to compete for mates.

The number of cats living in a certain area will depend on the amount of resources available to share, most importantly food. If food & den areas are plentiful then huge numbers of cats can live alongside each other quite happily. However as the numbers of cats increase (and they do very quickly as cats are prolific breeders) squabbles break out and cats are forced out and so the groups can be quite changeable.

What about our domestic cats? So, most of our domestic cats are much more pampered than their feral counterparts. Large numbers of cats, male and female both related and unrelated can often live quite happily with each other and be very social. However having a cat living in the same house is a cause of anxiety for many of our feline friends, which can often go unnoticed until fights break out.

How can I tell if my cats are BFFs?



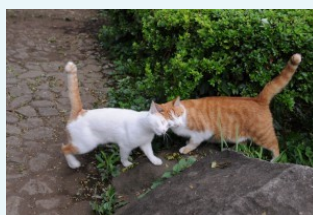
Tail up. Cats that are greeting each other with their tails up are happy to see each other,

The cat on the right is happy, the one on the left is more unsure!

Allogrooming— Allogrooming, simply means grooming each other. Cats that see each other as the same social group will groom each other. This may be a way of increasing their

bond, or simply a way of cleaning an area that is hard to reach for a friend! (Like putting sunscreen on someone's back!).

Interestingly in some studies cats often groom each other more after a fight, so it also might be a way of saying sorry and making friends.



Allorubbing— Allorubbing simply means rubbing on each other. This is an act many cat owners will be familiar with, as this is something cats often do to your legs when you arrive home. This is likely to impart a 'family' odour to the group, so that all members are easily identified as well as being a tactile affirmation of friendship (a cat's idea of a hug).

Eating and sleeping together—Cats that eat and sleep together are often close friends (like their human counterparts!), as during both these activities a cat could be vulnerable to attack.

Some signs that your cats are not the besties you thought they were:

Most of the time it is obvious that two (or more) cats do not get on. However, some of the signs there is a problem afoot may be a little more subtle:

Avoidance – cats that avoid each other at all costs – e.g. one enters the room and the other immediately leaves.

Aggression – biting, fighting, hissing, growling, staring etc

Inappropriate urination or defaecation

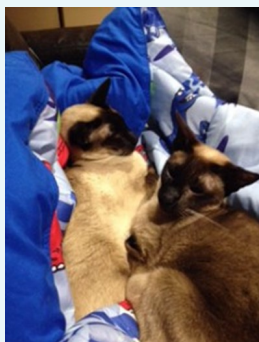
Hiding away

Marking the house (spraying, scratching etc)

So what can I do?

Always make sure you provide enough resources (litter trays, food bowls, resting places etc.) in different locations around the house. This will reduce the need for competition between family felines. Feliway is also always a great idea if you feel that two cats are not getting on as well as you would hope.

Relationships between cats can be complicated, so if you feel your cats are having problems please seek help early from your Vet



Sami and Zabeel don't need two beds – but most multi-cat households will.

Relationships between cats can be complicated, so if you feel your cats are having problems please seek help early from your Veterinarian or a qualified Cat Behaviourist.

Submitted by Paul

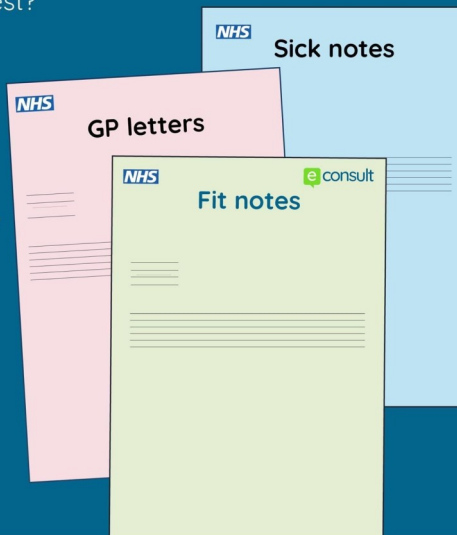
Local information

Did you know...

If you have an admin request?

There is no need to book an appointment:

Go to our practice website
Click on the eConsult banner
Click 'I want administrative help'



Take 1 minute each day and help fight the outbreak.

Get the Covid 19 Symptom Tracker App from the App store or Google

Urgent Care Centres

Urgent Care Centres (UCCs) at Princess Royal Hospital (PRH) in Telford and the Royal Shrewsbury Hospital (RSH) will temporarily relocate to the Minor Injury Units (MIUs) in Whitchurch and Bridgnorth to form two Urgent Treatment Centres (UTCs).

PLEASE CONTINUE TO KEEP AN EYE OUT FOR YOUR NEIGHBOURS

Key contact details: Ellesmere Covid-19 Community Support Group: 01691 596290 / 622689
www.ellesmerecovidsupportgroups.org.uk

Shropshire Council Helpline: 0345 678 9028

For people living in the Welshampton or Lyneal area - please contact the Parish Council on 01948 710672 or go on their website <https://www.welshamptonandlyneal-pc.gov.uk/> where you will find information about their local Community Support group.

Quiz Answers
1. Persia, 2. Turkey, 3. The Doors, 4. 12, 5. France, 6. Maria Callas, 7. Quarto
8. Zero, 9. Two, 10. Hangman, 11. Kidneys, 12. Knot garden, 13. Billy J. Kramer
14. 17th, 15. Greta Garbo, 16. None, 17. Four, 18. Backstroke, 19. St. Albans, 20. Shanghai



Pastoral Support from the Churches in Ellesmere

Rev'd Pat Hawkins St Mary's Church

[01691622571](tel:01691622571) email revpat.hawkins@gmail.com.

St Mary's Ellesmere: follow Church of England

Services are streamed online [https://](https://www.churchofengland.org/)

www.churchofengland.org/



Pastor Phil Wright 'The Cellar Church'.

[07711 986694](tel:07711986694) email: pastor.phil@me.com

The Cellar Church online every Sunday 10am and Wednesday 6pm

Follow the link Directly on our Youtube channel: <https://www.youtube.com/channel/UCmxf6AT5w7IJH4Yxkbi6tQ>

On the cellar church website: <https://www.cellarchurch.co.uk/audio-video/>



Rev Julia Skitt Ellesmere Methodist Church

[01691 657349](tel:01691657349) email: rev.julia@mail.com

Ellesmere Methodist Church Services can be streamed from:

Wesley's Chapel in London - on Wednesdays 12.45, Thursdays 12.45 and Sundays 9.45 and 11.00am

<https://www.wesleyschapel.org.uk/livestreaming/>

Methodist Central Hall, Westminster - Sundays at 11.00am

[https://www.youtube.com/user/MCHWevents?](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)

[utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)



Ellesmere Catholic Convent Chapel

The Chapel is open, the building on the left as you drive in. 8:30am - 6pm.

If you have anything that you'd like to ask the sister to pray for you: Phone

[01691 622 283](tel:01691622283)



Local Businesses providing Services - updated 02nd July, these services can change anytime.

Many thanks must go to Ismay and Nicki Stokes members of Ellesmere Chamber of trade for compiling this list each week.

“YOU CAN’T BUY
HAPPINESS
BUT YOU CAN BUY
LOCAL
AND THAT’S KIND OF
THE SAME.”

Ellesmere Food & Drink <small>inc Cafes, Restaurants, Takeaways, Hotels/Tnns</small>	Opening Hours
(in alphabetical order)	Updated 2 July 2020 (Subject to change)
Asian Spices Tel 01691 623689	Friday & Saturday 5.00pm - 10.30pm
Delivery 6.00pm - 9.00pm every day (except Monday).	Tues, Wed, Thurs & Sunday 5.00pm - 10.00pm.
After 9.00pm collection only.	Closed Monday. Home deliveries.
Black Lion Hotel Re-opens 4 July	Sunday - Thursday 11.00am - 11.00pm
Booking advisable on 01691 623937	Friday & Saturday 11am - midnight
info@blacklionhotellellesmere.co.uk	
Cherry Tree Cafe	Wednesday - Saturday 9.00am - 3.00pm
Tel 01691 624400	Sunday 10.00am - 3.00pm Eat in/takeaway.
cherrytreecafe13@gmail.com	Telephone orders recommended.
	Updates on Facebook.
Coco Coffee Bar	Mon, Tues, Thurs, Fri & Sat
01691 623000	9.00am - 2.30pm
Comrades Club Re-opens 4 July	Mon - Thurs 4.00pm - 9.00pm
Tel 01691 622419 & 07871 793374	Fri 4pm - 10.00pm. Sat 12 noon - 10.00pm
Sunday lunch deliveries available.	Sunday 12 noon - 9.00pm
Coral	Sunday & Monday 5.00pm - 9.00pm
Chinese and English Food to Take Away	Thursday 4.00pm - 9.00pm
Tel 01691 622853	Friday & Saturday 4.00pm - 10.00pm
Ellesmere Hotel Re-opens 4 July.	Open from 9.00am on Saturday 4 July.
Tel 01691 622055	Hours as usual.
Ellesmere Kebab House	Tuesday - Sunday 4.30pm - 9.30pm
Tel 01691 624638	Closed Monday. Home delivery.
Meze Greek Restaurant Re-opens 4 July	Dine-in. Reservations only. 5.00pm - 9.30pm.
Tel 01691 622660	Takeaway - Tuesday - Sunday 4.30pm - 9.00pm
More than a Sundae	Takeaway/Eat in. Ice Cream and Waffle Shop.
Tel 07711 986694	Wednesday - Saturday. 12 noon - 5.00pm
New Wan Loy	Tuesday - Sunday 5.00pm - 9.00pm
Tel 01691 623479	Closed Monday.
Pete's Sandwich Bar	Monday - Saturday 8.00am - 2.00pm
and Pete's Meals on Wheels	Takeaway only. Details on Facebook.
Tel 01691 623414	Please telephone to place an order.
Shropshire Fish Bar	Open every day
Tel 01691 624287	11.30am - 10.00pm
Thai Gate Restaurant	Tuesday - Saturday 12 noon - 9.00pm
Tel 01691 239478	Sunday 12 noon - 8.00pm
5 High Street, Ellesmere	Closed Monday.
www.thaigate.co.uk/order-online	Takeaway available. Collection only.

Ellesmere Food & Drink <small>inc Cafes, Restaurants, Takeaways, Hotels/Tnns</small>	Opening Hours
(in alphabetical order)	Updated 2 July 2020 (Subject to change)
The Red Lion Coaching Inn Re-opens 4 July	Open every day. Bar open 12 noon - 10.30pm.
Tel 01691 622632	Food served 12 noon - 9.00pm.
& 07854 191238	Takeaway available. More details on Facebook.

Ellesmere Businesses CONTACT by telephone, email or Facebook ONLY.	
(in alphabetical order)	Updated 22 June 2020 (Subject to change)
A Mere Cycle Hire and Sales	Working mobile until NEW shop opens in August.
Tel 07988 842038	Mere details on Facebook.
Email amerecycle@gmail.com	Monday - Saturday 9.30am - 5.00pm
Concept Town Planning	Office hours Tues & Thurs 10.00am - 4.00pm
Tel 07890 428918	Available all other times Monday - Friday
mail@concepttownplanning.com	8.30am - 6.00pm via email or mobile.
Gough-Thomas & Scott, Solicitors	GTS are still open for business however to protect both staff and clients they are not allowing visitors to the office. GTS can still be contacted by telephone or email.
Tel 01691 622413	
Email ellesmere@gtssolicitors.co.uk	
J A Milton Upholstery Supplies	Online and telephone orders
www.jamilton.com	Open Monday - Friday 9.00am - 5.00pm
Lily the Pink, Florist	Contact to place an order. Delivery only.
Contact via Facebook	
Morris Cook, Chartered Accountant	Open most weekdays
Tel 01691 622098	Email or telephone if you need to bring anything into the office.
Email megan@morriscook.co.uk	Letter box on Watgate Street.
Ortho-Bionomy UK	Open Monday - Friday 9.30am - 4.30pm
Tel 07377 315865	Self-care packages tailored to cover your individual pain requirements.
Email dr.anna.hovest@outlook.com	Contact Anna by email or telephone.
www.ortho-bionomy-uk.com or via Facebook	
Princes LHS Ltd	Still operating during the lockdown and providing essential plumbing, heating, electrical and renewable energy services.
The Rennet Works, Market Street	
Tel 01691 624336	
Pure Beauty	Shop online for Tropic products.
www.tropicskincare.com/helenhale	
Sanchi Jewellers	For any purchases, leave a message by phone or Facebook. Payment made via card over the phone. We will be post free of charge any item chosen.
Tel 01691 622282 or via Facebook	
Susan Haskey, Chiropodist	Open as usual. Mondays and Fridays
Tel 07974 019984	

Hair Salons & Barbers in Ellesmere	Opening Hours
(in alphabetical order)	Re-opening from Saturday 4 July
All About You	Monday 10.00am - 4.00pm Tues 9.00am - 6.00pm
	Wednesday & Saturday 9.00am - 4.00pm
	Thursday & Friday 9.00am til late
Ceri's Hair Salon	Monday - Saturday
Tel 01691 622114	9.00am - 5.00pm
Guys and Molls	Open every day 9.00am - 7.00pm for 1st week.
JS Hair	Tuesday & Wednesday 10.00am - 5.00pm
Tel 01691 622443	Thurs 10.00am - 7.00pm. Friday 9.00am -7.00pm
	Saturday 9.00am - 4.00pm
The Mancave Barber Shop	Monday - Thursday 9.00am - 6.00pm
Tel 01691 624765	Friday 9.00am - 7.00pm
Email themancavebarbershop1@gmail.com	Saturday 9.00am - 5.00pm
Booking link: https://themancavebarbershop.nearcut.com	Sunday 9.00am - 2.00pm
The Town Barbers	Mon, Tues, Wed & Fri 8.30am - 6.00pm
Appointments only.	Thursday 8.30am - 8.00pm
Call Ellen on 07583 128419	Saturday 8.30am - 3.00pm

Ellesmere Businesses	Opening Hours
Richards Auto Services	Monday - Friday 8.00am - 5.30pm
Tel 01691 622421	More details on Facebook page.
Rightways	Monday - Saturday 9.00am - 5.00pm
Sanchi Jewellers	Wednesday - Saturday 10am - 3.00pm
Tel 01691 622282	Details on Facebook.
Shampoochies Dog Spa	Monday - Friday 9.00am - 4.00pm
Tel 01691 238288	Saturday 9.00am - 1.00pm
The Ellesmere Pharmacy	Monday - Friday 9.00am - 6.00pm
Tel 01691 623118	Saturday 9.00am - 5.00pm
The Washing Well Launderette	Open every day. 7.00am - 9.00pm
TG Builders Merchants	Monday to Friday 7.00am - 4.30pm
Tel 01691 622540	& Saturday 8.00am - 12 noon
TSB Bank	Monday - Friday 10.00am - 12.30pm. 1.30pm - 4.00pm
	TSB Customers: If you have no mobile phone or internet banking please call the branch on 01691 594999 and the TSB will make a one-off payment for you.
	TSB Customers can be issued with a cheque book if required. Also: any TSB customer who is self isolating and needs to withdraw money please contact the TSB on 01691 594999.

Ellesmere Businesses	Opening Hours
(in alphabetical order)	Updated 2 July 2020 (Subject to change)
ADT Carpets	Mon, Tues, Wed & Fri 9.30am - 5.00pm
Tel 01691 624422	Thursday appointments only. Sat 9.30am - 1.00pm
Barlows Electrical	Monday - Saturday 9.00am - 4.00pm
Tel 01691 624427	
Courtyard Interiors	Monday - Saturday 10.00am - 5.00pm
Tel 01691 622550	
Ismays	Tuesday - Saturday 10.00am - 3.00pm
Tel 01691 623931	3.00pm - 4.00pm. Booked time slots
	More details on Facebook page.
Maxwells Printings Services	Monday - Friday 9.00am - 1.00pm
Tel 01691 623919	
Mere Motors	Monday to Saturday 6.30am - 8.00pm
	Sunday 7.30am - 8.00pm
Tel 01691 622343	Petrol Station includes a mini supermarket selling milk, eggs, newspapers, food and alcohol.
Nans Treasure Box	Mon, Tues, Thurs, Fri & Sat 10.00am - 3.00pm
Tel 01691 622781	Wednesday 10.00am - 1.00pm (Barbers not open yet)
Barlows	Monday & Wednesday & Friday
	10.00am - 3.00pm
P&G Vehicle Repairs	Monday to Friday 8.30am - 4.00pm
Tel 01691 622849	Cargotec Industrial Park, Elson SY12 9JW
Post Office & Party Shop	Mon, Tues & Fri 8.30am - 5.30pm
Tel 01691 622623	Wed & Thurs 9.00am - 5.30pm. Sat 9.00am - 1.00pm
bkaur_po@gmail.com	Post collections 12.45pm & 17.15pm
singh_po@gmail.com	Free local delivery. Please contact for more details.

Ellesmere Businesses - Food Shops.	Opening Hours	Home Delivery
(in alphabetical order)	Updated 2 July 2020 (Subject to change)	
Co-op	Open every day. 6.00am - 10.00pm	
Vulnerable workers, NHS & key workers	8.00am - 9.00am (Sunday 10.00am - 11.00am)	
Ellesmere Newsagents Tel 01691 622498	Monday - Friday 5.00am - 5.30pm	
Delivery of newspapers and provisions inc bread, alcohol, tinned, frozen & chilled food; pet food; tea, coffee, biscuits, toiletries and cleaning products.	Saturday 5.00am - 5.00pm	YES
	Sunday 6.00am - 11.00am	
Hawkins Butchers Tel 01691 622329	Monday - Saturday 8.00am - 3.30pm.	
Welcome to ring ahead to place your order or for any enquiries.	Local delivery services to those self-isolating.	YES
Moolah - Local Food Tel 01691 623532	Open every day. 9.00am - 6.00pm	
Homemade ready meals - mains & puddings (inc freezer-ready). Savoury and sweet delights. Fresh veg, meat and dairy. Pizza. Teas & coffees.	Deliveries undertaken within Ellesmere and to outlying villages during the Covid-19 lockdown.	YES
Stokes of Ellesmere Sausages & Pork Pies Tel 07814 889421	Local delivery service. Ring to place order.	YES
	Ellesmere Market every Tuesday.	
Sweetmere Sweet Shop Tel 07896 881242 or Facebook	Tuesday, Friday & Saturday 10.00am - 3.00pm	YES
	Contact to place an order for delivery.	
Tesco	Monday - Saturday 7.00am - 10.00pm	ONLINE ORDERS
	Sunday 10.00am - 4.00pm	
Elderly and Vulnerable Priority time: NHS Workers Priority Time	Monday, Wednesday & Friday 9.00am - 10.00am	
	Sunday, Tuesday, Thursday 9.00am - 10.00am	
Vermeulen's Tel 01691 622521	Monday - Saturday 7.00am - 4.00pm.	
Bakery (bread, baps, rolls etc), cakes, hampers, cold meats and speciality pies. Delicatessen. Sandwiches.	Orders delivered 10.00am - 12 noon to those self-isolating. Order anytime.	YES
Pet Shop including pet/animal feed		
Pets Pantry Tel 01691 624492	Monday - Saturday 9.00am - 3.00pm.	YES

Gas and Electricity Cards
The Ellesmere Newsagents (01691 622498) can top-up cards - they will take a cheque or, if you have an account with them, they will add the amount to your account.
Mandy @ the Co-op (07971 250311) sell top-up cards.
The Ellesmere Post Office sell Gas & Electricity cards over the counter.
Mere Motors 01691 622343 Offers all Paypoint facilities - Gas, Electric, Bill Payments, Phone Top Ups, Parcel Point (NB not British Gas)