



PROBUS CLUB ELLESMERE



Covid-19 Lockdown 2020 Newsletter

Issue 12

July 09, 2020

In issue 12:

- From The Editor. *Paul*
- From the Crow's Nest .*Jeremy*
- John Mad Jack Mytton. *Submitted by Ivan Jasper.*
- The First Gulf War. *An expats view by Paul*
- A Brief History of Ellesmere's Workhouse. *Submitted by Paul*
- Quiz. *Editor*
- The Hamlet that became Ellesmere Port. *Submitted By Paul*
- 'Doing Our Bit' **Part 4** *Editor*
- Childhood 1900-1920 *An extract from the "Memories Book" series as told by Alice Jones.*
- Useful Local Information. *Editor*
- Local Shops & Takeaways Info. *Courtesy of Nickie Stokes, Chair of Chamber of Trade*
- Pastoral Support. *Faith groups*
- Cartoons, a couple of Videos & Quiz answers.

From the editor

Dear all, I hope you are all keeping well & safe. Well what revelations this week! Out of all the things we have learnt during the last 3 months the one that seems to have surprised a lot of people is the fact that people who are drunk can't keep to the social distances. I wonder what other previously unknown facts will be revealed during this pandemic.

I hope you all remembered to clap for the NHS 72 anniversary.

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

Keep safe

Paul

PS many thanks to all the members who are submitting articles for the newsletter

From the Crow's nest

Dear Probus friends,

As ever, firstly and most importantly I hope that you and your friends, family and neighbours are keeping well and safe.



The rough seas in the distance from the Crow's Nest seem to be settling down, so the telescope tells me. Mrs Stretton reported bird droppings on the washing line today so land is ahoy.

It has been really good to have a chat on the phone again with some of you in the last week and to hear that you are coping and adapting so well, some with and some without internet facilities. As we are unlikely to be meeting together for some months yet we would like to know how you feel about having a 'meeting' together on Zoom - if you are not familiar with it we can help you through the set-up. Some local Probus and other Clubs find it really good and engage speakers also. We will look into that shortly and invite you to join on-line subject to Speaker availability.

For those of you not 'on-line' or who find Zoom tricky if that goes ahead we will include a summary in our following Newsletter

Best wishes, stay safe and alert as folk around us have differing understandings of safe distancing. Do get in touch if you have any needs that can't otherwise be met.

Jeremy

01691 624772

jeremy.stretton@icloud.com

JOHN “MAD JACK” MYTTON – THE EPIC STORY OF AN ENGLISH ECCENTRIC

Submitted by Ivan Jasper

You know those outrageous stories of rich British aristocrats behaving in a very odd manner? Well John “Mad Jack” Mytton is the very pinnacle.

What you are about to read will sound made up, but Mytton’s biographer, Charles James Apperley, assures us. the modern reader that he told Mytton’s exploits without exaggeration. In general mental healthcare was rudimentary in the 19th century, for the poor, it was either begging or being put into some horrific facility like Bedlam. These asylums were where a person would in essence be incarcerated to be kept out of the way of “decent people”.

If however you were wealthy, wildly inappropriate behaviour was shrugged off as “quirks”.

Mytton was the very pinnacle of this type of insane, I mean eccentric, aristocrat. The signs were their quite early on. He went to the exclusive Westminster school, but was expelled after one year for fighting a master – that’s a teacher, on school grounds. He was then sent to the equally prestigious Harrow school, but lasted only 3 terms before expulsion. It was then decided it was safest to have him schooled by tutors, but he tormented them with practical jokes that included leaving a horse in one tutor’s bedroom.

He managed to get through his early years unscathed and then joined the army just after the Napoleonic Wars. This was a shame because he was exactly the kind of impulsive, fearless, headstrong young officer who would have happily led a cavalry charge into the teeth of the enemy. He never really worried about consequences as you will see later.

In 1819 he wanted to stand for Parliament. He secured his seat by “encouraging” the constituents of Shrewsbury to vote for him by offering them £10.00 notes (thousands in modern money). Unsurprisingly he was elected and became MP. Unfortunately he found politics boring and attended parliament once, and even then he only lasted 30 minutes.

Mytton was unlucky in love, he married a baronet’s daughter in 1818, but she died of natural causes in 1820. He did marry a second time to a Caroline Giffard, who was clearly a patient woman but even she grew tired of Mytton’s antics and ran away in 1830.

Out of the army and out of politics, he now had money and time on his hands. This was not a good idea and his annual income from his estates would have been around £750,000 a year in modern money. That gave him scope to do pretty much whatever he wanted, and while he was never a malicious man, John with spare time on his hands invariably led to something scandalous. For example, in 1826, for a bet, he rode his horse into the Bedford Hotel, opposite the Town Hall in Leamington Spa. He then took it up the grand staircase and onto the balcony. So far so bizarre, but it gets worse, but it gets worse, he then jumped, still seated on the horse, over the diners in the restaurant, and out through the window onto the Parade. Nobody, including the horse, was hurt.

Clearly he loved hunting as when he got hot, he stripped naked and carried on, he was even seen naked in the snow, gun in hand. He also had numerous pets in his manor which was Halston Hall in Shropshire. The pets included some 2,000 dogs, his favourites being fed on steak and champagne. Some dogs wore livery, others were costumed. He also enjoyed dog fights and bred dogs for this, he was even seen having fights with bulldogs and mastiffs and even bit them to train them up. Of course this is animal cruelty, but the fact he was willing to get into the thick of it with his own animals somehow makes it not as bad. A favourite horse, Baronet, had full and free range inside Halston Hall and would lie in front of the fire with Jack

He would drive his gig at high speed at an obstacle like a rabbit hole only to see if the carriage would turn over. It did. Once he tested if a horse pulling a carriage could jump over a tollgate. It could not. He managed to survive these incidents without serious injuries.

Once he picked a fight with a tough Shropshire miner who disturbed his hunt and the bare knuckle fight lasted 20 rounds before the miner gave up exhausted. Another time he decided to make an impression and arrived at a dinner party at Halston Hall riding a bear, it was all going well until he jammed his stirrups into the bear as he tried to make it go faster. The bear understandably didn’t like this and bit him on his calf.

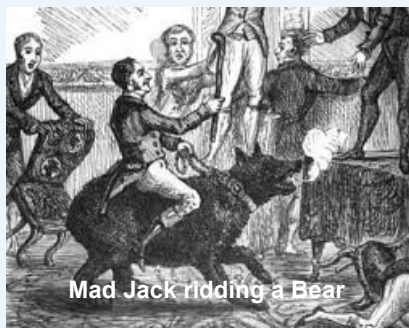
Another time he decided that the best way to get rid of hiccups was to set fire to his shirt, unbelievably it worked – DO NOT TRY THIS AT HOME.

With all this insanity it is unsurprising that he was never all that good with money and spent all of his inheritance, he ended up in debt and escaped to Calais (with a new woman in tow) in 1831. Eventually he returned to England and finished up in a debtors prison. He died in prison in 1834. A lot of this may have to do with the fact that Mytton was a prodigious drinker. He could drink eight bottles of port a day (and topped that up with brandy). He even killed one of his horses, Sportsman, by making it drink a bottle of port.

He so should have been in Pride and Prejudice!!



Halston Hall



Mad Jack riding a Bear

The First Gulf War— *An Expats view by Paul*

Why it was called the first gulf war? I will never know, because in my 30 years of working in the Gulf region there had always been some conflict or other. The longest was the Iran Iraq war started by Saddam Husain who vastly underestimated his foe which lasted about 8 years.

To set the scene

When the Iran Iraq war ended in a stalemate in 1988 Saddam was determined to get more money from his previous silent supporters, the Arab Gulf states, they only supported him because it suited them to have Iran tied up in conflict that didn't affect them.

Saddam was convinced that Kuwait had been nicking his oil by slant-drilling across the border into Iraq's Rumaila oil field and owed him billions of Dollars. (all this was true) Kuwait denied it all of course and at an Arab summit in Egypt when Saddam demanded Kuwait repay him the money he was laughed at by all the Gulf leaders, and by all accounts it turned into a bun fight, literally, with food being thrown at each other.



The invasion of Kuwait

Then on the 2nd August 1990 the **Iraqi Army** invaded and occupied **Kuwait**. The date was no random date selected by Saddam. This being the hot season when most of the population who could afford it, and the majority of the government were out of the country on holiday also it was a Thursday the start of the Arab weekend, plus it was **Ashura a major religious festival**, so as most of the Government had left the country and the armed forces were off work. It was hardly a difficult invasion, they just drove into Kuwait city and took over.



Apparently, Saddam had spoken with the US President George Bush and asked him what he should do to get his money out of Kuwait, and asked Bush what the Americans would do if he invaded Kuwait. Bush

is supposed to have told him to go ahead as America wasn't interested in a little state like Kuwait. So Saddam took this as a green light to go and get his money back.

The Western Worlds reaction

The US administration had at first been indecisive with an "undertone ... of resignation to the invasion and even adaptation to it as a fait accompli" until the UK's prime minister Margaret Thatcher played a powerful role, reminding the President that appeasement in the 1930s had led to war, that Saddam would have the whole Gulf at his mercy along with 65 percent of the world's oil supply, and famously urging President Bush "not to go wobbly". Once persuaded, US officials insisted on a total Iraqi pullout from Kuwait, without any linkage to other Middle Eastern problems, accepting the British view that any concessions would strengthen Iraqi influence in the region for years to come.

So, Operation Desert Shield was launched for operations leading to the build up of troops and defence of Saudi Arabia and on 17 January Operation Desert Storm was launched this combat phase, was a war waged by coalition forces from 35 nations led by the United States against Iraq in response to Iraq's invasion and annexation of Kuwait arising from oil pricing and production disputes.

The build up to war

Living and working in Bahrain, we had brought our three boys out from school for the Christmas holidays. There was quite a bit of tension in the air as the worlds governments couldn't decide if Saddam had chemical weapons that could be fitted to his Scud missiles. I had signed up with the British Embassy to be an Area Warden, and everyone who was British and wanted a Gas Mask also had to register at the British Embassy for one.

It's amazing the number of residents from Egypt, India, & Pakistan etc suddenly realised that they were actually British citizens, after denying it for years, and also registered for a Gas Mask.

As a Warden whose company owned a reasonably largish ship with a shallow draft I was involved with an evacuation plan. There were two evacuation routes one via the Saudi Causeway the other by sea. The Saudis agreed in the event of an evacuation to waive any visa requirements, but Passports would be required. This did cause a problem with some of our local workforce as not all had Passports, as they were stateless even though they were born and bred in Bahrain they couldn't prove where their father came from so they couldn't get a Passport or any travel document. The main reason was religion they were Shias, it was a religious thing.

The company I worked for had also bought a couple of hundred chemical suits and Gas Masks for the Ship's Officers & Crew, plus the office staff.

These must have been purchased from Eastern Europe as they looked like something from the 1950s. It was hilarious showing the Crew and Office staff how to fit a Gas Mask, as most of the male staff and Crew had beards so getting a seal on the Gas mask was nigh impossible, and the Arab women didn't want to know, mainly because they had another 4 or 5 members of their family who wouldn't be protected.

Cont. page 4

Getting serious now

The date for Desert Storm to start was 17th January so all non-essential people were advised to leave Bahrain, because after that there would be no commercial flight into the Gulf even by Gulf Air who had their headquarters there, the main reason for this was that the insurance wouldn't cover the aircraft in a war zone. This meant that all the wives and children were sent home, so Mary and the boys left on the last flight out in January. Mary had just got a kitten, so I was left with a 6 week old kitten.

The Island had become an RAF base with Tornado GR1s fighter bombers, and Victor & Tristar tankers the tankers were needed because as soon as the Fighters got airborne they had to refuel to give them the range to complete their mission over Iraq. All the crew for these aircraft and their support teams were living in five-star hotels. And as Bahrain had plenty of Bars it became a bit of a huge end of term party. Gulf Air the regional airline had laid off all their cabin crew and left them to fend for themselves with no money for rent or food. All the British expats were summoned by the Embassy to collect their Gas Masks from the British Club, which was the local watering hole.

As I mentioned before, the company I worked for had a ship manned by British officers who met a number of the military in the hotel bars in the capital, Manama however, when the Bars closed a number of them ended up at the Bar onboard the ship, to drink the rest of the night away, within a few days of all this festivity we were in a real war. One of the pilots and Navigators who were guests onboard became famous as the first aircraft to be shot down, they were Pilot John Peters, and navigator John Nichol.

It all kicks off

On the 17th of January Desert Storm was launched In some ways it was worse for the families who had been evacuated, because of the Media. This was the first conflict were TV crews were embedded with the western forces, streaming live pictures of the fighting and missile attacks. However, it soon became obvious that it was a bit one sided, the elite Republican Guard weren't as elite as the media had hyped them up to be, it was more like a Turkey shoot.

As Wardens, the British Embassy asked us to set up a watch system through the night so if the air raid siren sounded for a Scud attack the person on watch duty had a number of people to phone to alert them. The Scuds were notoriously inaccurate which for Bahrain was quite a problem. Most of the Scuds were aimed at Eastern side of Saudi and at Qatar, where the US forces had their main bases and control



centres, but when they missed they usually ended up in the Bahrain desert.

As I mentioned before no one knew if the Scuds had Chemical war-heads, but that didn't stop the expat Golfing fraternity, who one evening after a game and a few drinks at the 19th hole a Scud screamed overhead and landed about a mile away from the Golf course. A few of the expat players were members of the Bahrain security force (which were basically the Sheik's of Bahrain's secret Police) so off they went in their land rovers sirens wailing, they found the Scud and collected a few bits which they brought back and gave them to one of the Helicopter maintenance guys, who returned the next day with a lovely trophy they had their mechanics make,

which was obviously named the "Scud" and was played for every year, certainly until I left ten years later. As most of the guys had repatriated their families the evenings became a series of Gas Mask parties each night. We were virtually prisoners as we were cut off from any international travel as the nearest country that international flights went to was Oman, and the only way to get there was via smaller aircraft.

Who won?

Kuwaiti forces were tasked (forced) with liberating the city, (with the help of American marines). The Iraqi troops offered only light resistance.

The Kuwaitis quickly liberated the city despite losing one soldier and having one plane shot down. On 27 February, Saddam ordered a retreat from Kuwait, and President Bush declared it liberated. However, an Iraqi unit at Kuwait International Airport appeared not to have received the message and fiercely resisted. US Marines had to fight for hours before securing the airport, after which Kuwait was declared secure. After four days of fighting, Iraqi forces were expelled from Kuwait.

As the Iraqi forces fled down the 3 lane highway to Basra a long convoy of retreating Iraqi troops formed along the main Iraq-Kuwait highway. Although they were retreating, this convoy was bombed so extensively by coalition air forces that it came to be known as the Highway of Death. Thousands of Iraqi troops were killed. American, British, and French forces continued to pursue retreating Iraqi forces over the border and back into Iraq, eventually moving to within 240 km (150 mi) of Baghdad, before withdrawing back to Iraq's border with Kuwait and Saudi Arabia.



As part of a scorched earth policy, they set fire to nearly 700 oil wells and allegedly placed land mines around the wells to make extinguishing the fires more difficult.

I flew up to Kuwait in an American Navy helicopter a few days after the liberation, also onboard were 5 American Navy guys going up on a jolly to look for war souvenirs, when we got closer to Kuwait the windscreen of the chopper was dripping with crude oil.

We were taken to the sight of this massacre, and it was obvious that this was no elite force retreating with the spoils of war. In fact, it was a very sad sight although the bodies and arms had been removed the area was littered with stolen top of the range cars and office equipment like desks PCs staplers’ hole punchers box files etc.

The clear up

Due to the oil well fires the day was turned into night and the quality of the air was at times dangerous. So the Americans sent for Red Adair, the Texan well fire expert, he turned up and declared it would take over a year for his team to extinguish all the well fires, at times you couldn’t see your hand in front of you and this drifted throughout the gulf.

However, a few weeks later the Chinese turned up to help extinguish the fires, they bolted a jet engine

to a trailer and at the first well they blew the flames out in half an hour. So much for Red Adair.

So ended the First Gulf War, which at the time was quite a worrying time for us expats marooned on the little island of Bahrain having Scud missiles actually fired at us every night for 3 or 4 days.

However it has now been turned into having been a bit of a lark for the expats.



But as has been proved it was not the last Gulf War, and what was feared by most by not carrying on into Iraq meant that it was all repeated ten years later.

A brief history of the Ellesmere workhouse—*Submitted by Paul*

Up to 1834

The success of the Shrewsbury Incorporation, formed in 1784, led to the formation of a number of other such Incorporations in the area, including Atcham, Oswestry, Whitchurch, and Montgomery and Pool. Ellesmere, together with the parishes of Baschurch, Myddle, Hordley, and the chapelry of Hadnal Ease, was incorporated under a local Act in 1791. The Act empowered the incorporation, among other things, to erect a workhouse which it did in 1791-2 at Swan Hill, Ellesmere the location is sometimes referred to as Haughton.

Ellesmere was the subject of a report by Eden in his 1797 survey of the poor in England:



The Poor of this parish, and of 4 others lately incorporated by an Act of Parliament, are chiefly maintained in a House of Industry opened in January, 1795. The distribution of the rooms, the bye-laws relative to the external concerns, and the regulations for the internal government of the house are very similar to those adopted at Shrewsbury. The number of inmates is 198, viz., 50 women, 34 men, and the rest children. Every article

of wearing apparel is manufactured in the house; flannels also are made for sale, and a hop-bag manufacture has lately been set on foot. The house stands in an open healthy situation, on the banks of an extensive piece of water near the town. The dormitories are extremely clean and neat, and every appearance indoors evinces the unremitting assiduity of the governor to the duties of his situation. An instance of feeling attention to misfortune, which is not often to be met with in Houses of Industry, is shown in the provision of special apartments for persons who have borne a fair character, and have been undeservedly reduced from each circumstances and obliged to seek parish relief. All the family, however, dine together.

Notwithstanding the promised advantages, it is said that the incorporated parishes are in general now heartily sorry they ever engaged in the erection of a House of Industry.

The average annual disbursements of the five incorporated parishes for 12 years before 1790 were £1,421 13s. 3d. The expenses on account of the house from July 26, 1791, to September 29, 1795, were £11,100 9s. 4d., and the expenses for the Poor in 1795 will it is expected amount to £3,500. The assessments are 4s. 6d. in the pound on one-third of the rack rent.

The corporation do not allow out-pay to any person under 70, and to persons above that age only 1s. a week. At present 30 families receive £1 10s. on this account. Children at nurse cost £3 a week, militia men's families about 18s. a week A farm of 45 acres, with four cows, is attached to the house.

Cont. page 6

A historical map of the Poor Law Institution area in Glasgow. The map shows the Poor Law Institution building, which is a large, dark, rectangular structure. To the left of the building is the Glasgow Waterworks, labeled 'GLASGOW WATERWORKS'. To the right of the building is the Glasgow Church, labeled 'GLASGOW CHURCH'. The map also shows several streets, including 'GLASGOW STREET' and 'GLASGOW CHURCH STREET'. The map is oriented with North at the top. The Poor Law Institution is located on the corner of Glasgow Street and Glasgow Church Street. The Glasgow Waterworks is located to the left of the institution, and the Glasgow Church is located to the right. The map also shows several other buildings and streets in the area, including 'GLASGOW STREET', 'GLASGOW CHURCH STREET', 'GLASGOW WATERWORKS', and 'GLASGOW CHURCH'.

paupers who are able, assist him in the manufacture. This and the occasional cleaning of the crops on his lands, vindicates, in a measure, the appellation of workhouse; in other respects, it is little else than a poor-house, for there is no distinction in diet; no separation of sexes further than what takes place in farm houses, and in short, no regulations. Nevertheless, the establishment is considered to have saved money.

The Ellesmere Poor Law Union formally came into being on 14th November 1836, originally including only parishes from Salop (Shropshire). On 4 March 1837, the union was extended by the addition of 8 Flintshire parishes. Its operation was overseen by an elected Board of Guardians, 22 in number, representing its 17 constituent parishes as listed below (figures in brackets indicate numbers of Guardians if more than one): County of Salop: Baschurch (2), Ellesmere (5), Hadnall Ease, Hordley, Myddle, Great Ness, Little Ness, Pelton, Welsh Hampton. County of Flintshire: Bettisfield, Bronington, Halghton, Hammer, Overton, Penley, Tybroughton, Willington. Later Addition: Cockshutt (from 1896). The population falling within the Union at the 1831 census had been 10,263 — ranging from Little Ness and Pelton (population 49 each) to Ellesmere itself (6,540). The average annual poor-rate expenditure for the period 1834-36 had been £4,666 or 9s.1d. per head of the population.

The workhouse had its own graveyard at the north of the site.



The buildings were demolished soon after the abolition of the workhouse system in 1930

Name	Yrs		Reason	School
John Pollett	7	0	Age and infirmity	No
Caroline Davies	13	0	Insanity	No
Philip Pickering	6	0	Age and infirmity	No
Sarah Rogers	5	0	Weak mind, and having a bastard	No
William Minshall	5	0	An idiot	No
Henry Phillips	35	0	ditto	No
Caroline Evans	11	0	ditto	No
Elizabeth Williams	8	0	Weak mind, and having a bastard	No
Elizabeth Davies	11	0	An idiot	No
Joseph Jenks	10	0	Blindness	No
Thomas Phillips	7	0	Age and infirmity	No
Richard Smith	6	0	ditto	No
Charles Worrall	6	0	An idiot	No
Richard Dawes	6	0	infirmity	No
Richard Jones	6	0	Insanity	No
Samuel Jones	8	0	Age and infirmity	No
Thomas Dovaston	5	0	Inability to support family through infirmity	No
Enoch Price	5	0	Deaf and dumb	No



General Knowledge Quiz

01. Which is the third largest of the Channel Islands?
02. Who was Liverpool’s skipper in the 2005 European Champions League triumph?
03. In which Puccini opera does Mimi appear?
04. How many sides has an octagon?
05. Which type of calendar is used today in the western world?
06. What instrument can be bass, electric or Spanish?
07. Think about this — which club did Harry Redknapp manage first – Portsmouth or Southampton?
08. Which female-named hurricane devastated New Orleans in September 2005?
09. What do the numbers add up to on the opposite sides of a dice?
10. Which city is said to have been founded by Romulus and Remus?
11. In the zodiac, which animal is linked with Capricorn?
12. How many years are involved in a silver anniversary?
13. Which country originated the term “plonk” for Wine?
14. What is the singer Adele’s surname?
15. What was the final battle that Napoleon fought in?
16. On which day of the week are British elections held?
17. What was the name of the land where Gulliver met the Little People?
18. Which animal’s name comes first in the dictionary?
19. How many sides has a 20-pence piece?
20. Which children’s author wrote “Gangsta Granny”?

Answers page 14

The Hamlet that became Ellesmere Port & the Port for Ellesmere *Submitted By Paul*

Since the middle of the 19th Century, Ellesmere Port was one of England’s principal ports, originally linking with such important industrial areas as Birmingham, the Black Country, the Potteries and North Wales.

Ellesmere Port was born precisely on July 1st, 1795 with the opening of the Wirral line of the Ellesmere Canal. At that time the area we know today as Ellesmere Port was Netherpool, an isolated hamlet of a few farm cottages on the southern side of the Mersey Estuary.

The nearest manor was Whitby Hall but much of the surrounding area was poor marshy ground which probably accounts for the isolation of the Port even in later years. Maps as late as 1831 show Ellesmere Port only connected to the inland villages by water. The original port was no more than a few buildings and three broad locks down to the tidal basin into the river.

Reports suggest that the canal prospered initially not primarily from cargo but from the transport of people and livestock. A packet service was soon established between Chester and Liverpool, a steam tug, the Countess of Bridgewater being purchased in 1816. The service continued until 1840 when the Birkenhead Railway was opened. The probable reason for the lack of cargoes in the early days was the delay in opening the rest of the canal to Ruabon until 1805.

The real expansion of the Port to the size we can see today was being planned in the 1920's and was due to two new lengths of canal. One was a link between the Ellesmere and Chester and the Trent and Mersey, at Middlewich, so enabling the Potteries traffic to use the Port, not only for the export of the finished products but for the import of china clay and flint. Even more important was the link between the end of the canal at Nantwich and the Staffordshire and Worcester Canal, at Atherley, near Wolverhampton.

This canal, the Birmingham and Liverpool Junction Canal, provided a direct route between these towns through Ellesmere Port, so opening up the industrial Midlands to the sea whilst avoiding the climb up to and the congestion through the Harecastle Tunnel.

Thomas Telford who had been involved with the original developments was asked to draw up plans for the expanded docks in 1828, his proposals becoming the foundation of the layout of the area as we know it today, The Shropshire Union operated regular carrying services and scheduled fly boats until 1921, linking the towns and villages in the area to the major towns of the country.

This service only stopped with the compulsory introduction of the eight-hour day to all employees of railway-owned canal companies. During the second half of the 18th century the port prospered and expanded. Additional warehouses were built and hydraulically powered cranes were installed to cope with the huge tonnages of cargo that had to be lifted from boat to boat and to and from the warehouses. The workshops for the building and maintenance of boats and the canal were extended but, most significantly, other industries began to be attracted to the town. In 1883, Nicholas Burnell opened his galvanising works and in 1905, the Wolverhampton Corrugated Iron Company moved in. Other important industries were cement, soap and smelting.

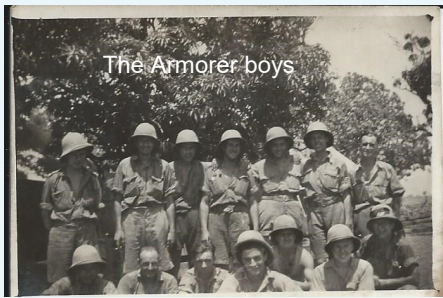
In 1891 the Manchester Ship Canal was opened as far as Ellesmere Port and completed to Manchester in 1894. This enabled much larger craft to reach the Port. The increased trade did not last long as the railways were taking more and more traffic and there was a dramatic drop after the First World War. After the Second World War traffic again slumped and in 1948 the docks were officially closed.

Today many vessels still use their canal and Ellesmere Port is a busy port, handling container ships and oil products from the Stanlow Refinery.

Doing our bit Part 4

I loved flying especially with a good and helpful Pilot. We collected the Bombs and fuses from the Bomb dump on the trolleys and using the tractor wheeled them to the Aircraft, then just before they were winched up onto the plane the fuses were fitted, either nose fused or tail fused. The fuses were screwed into the Bomb and the firing pin was held back from the detonator by a weak spring, then there was a 6 inch diameter vain (windmill) which unscrewed by the air as the Bomb dropped from the Aircraft, this was prevented from moving by a split pin which was connected to the Bomb bay by a strand of wire rope. This split pin was taken out by the Bomb Aimer before dropping the Bombs on the target. Both nose and tail fuses were treated in the same way so there were no mistakes, sometimes the Bomb Aimer would hand the split pins to the Armourer who saw the Aircraft in after an operation. Yes an Armourer had to be with the Aircraft before takeoff on a Bombing sortie and he would then have to be back at the dispersal point when the Aircraft lands and is taxied to its final resting place.

We were getting a bit fed up with Bombing up the Aircraft in the mornings and de Bombing in the late afternoon, then suddenly we were told to report to the stores instead of going to the Bomb dump and there we found a number of sacks full of something very heavy and guarded by 3 RAF Police. We used our tractor and Bomb trolley to convey them to the 3 Aircraft, still escorted by the Red caps. The flying sortie only consisted of 3 Aircraft the leading one Piloted by the CO so we knew it was something important. It was



not until the following day that we found out the bags were full of Money evenly divided into Thailand and Burmese currency but specially marked. This Money was just thrown out of the Aircraft and was intended for the Troops evacuating Singapore through the Jungle. The Pilots only had a rough idea where to drop the Money and I often wonder how many coins were picked up by our lads. But things were desperate in those days. We did hear a rumour that the British forces were trying to make a stand at a Village called Kiohmia and when we eventually started Bombing it was at Mandalay and around that area. We still had 13 Aircraft but they were slowly getting unserviceable and things were getting in a bad state because we were not getting any spare parts. Maybe spares had been sent to us but with the Shipping losses, it was unlikely they would arrive safely. Our CO finally made a decision and taxied an unserviceable Aircraft to the end of the runway (which was just an open field) and crashed it. Then he walked back to the flight offices and told the Sergeant in charge to strip it of all the parts from the crashed Aircraft and use them, and that is how we managed for quite a while. We were flying mark 3 Wellingtons and in order to take off with a full Bomb load the full crew had to go up to the front of the Aircraft. The engines were revved up to maximum power, the chocks removed, at the same time the Pilot released the brakes and the Aircraft raced forward, but the crew had to stay in the front until they reached a certain height.

Then one day we were told that contractors were coming in the following month to lay Concrete runways and dispersal areas, build brick huts, stores and canteen etc. We had been at Pandavesta for about 12 weeks and were thinking how great it was going to be living decently once again. Then we were told that as we were a mobile Squadron, so we had to move and the USA Air force was moving in to take over the Airfield. Now when a RAF Squadron moves it does so in 3 stages, first of all, about a quarter of the Squadron, called the advance party, representing all the different trades, they were taken by air, then the main party consisting of about half the Squadron would go by Lorry and Train a few weeks after the advance party, then a few weeks after, after cleaning up the site and leaving it presentable the remaining quarter, called the rear party would go. I happened to be in the advance party so we went in our own Aircraft and finished up in Madras, which is down the South of India on the East coast. It was a beautiful place, so we started getting things ready for the main party. When they arrived with the Aircraft the Carpenters started cutting circular holes in the bottom of the Aircraft and covering the hole with a hinged lid in 2 parts. There were quite a lot of hostile groups of Indians in Southern India at this time so the Armourers had to sleep in the Aircraft at night to guard it against trouble makers. Fortunately there was no trouble all the time we were in Madras. We had a bit of excitement one night when we heard a lot of Drums beating and Music playing and it was getting nearer, but it turned out to be a Wedding party, all lit up and dressed in beautiful costumes, all dancing, it was a really wonderful sight. They danced right past the Aircraft I was guarding, just as if there was no Aircraft there at all. We must have stayed in Madras for about 3 months, but we didn't do any Bombing from there, because of the alterations the carpenters were making to the floor of the Aircraft.

After all the work was completed we were on the move again. I was allocated with half the Squadron, on the main moving party and travelled by Train from Southeast India right up North to a place called Rawalpindi, almost up to Afghanistan. We were on the Train for about 7 or 8 days, all the time complaining about the Bed Bugs and Cockroaches as we slept on the hard lattice wooden seats of the Train. We passed through so beautiful countryside and some Stations we stopped at but were not allowed off the Train. One Station I remember stopping at we were invaded by wild Monkeys who lived in the trees, we had to be careful because would steel anything bright, we stayed there for ages someone suggested that they were probably tame Monkeys and someone was using them to steel whatever they could, and that the Railway officials could be in on it.

Cont. page 8

Anyway the Train journey was brilliant and I really enjoyed it except for the discomfort of the crawlies every night. We finally arrived at Rawalpindi to discover that the Squadron had been allocated quite a number of Ghurkha Soldiers, plus a Parachute expert. Apparently this was the latest tactic for these Soldiers to drop behind enemy lines in order to disrupt them. There were lots of underground ammunition dumps on the Air-base in Rawalpindi, and because of the local hostility the Armourers were told to guard them day and night. The weather up in the North was different, whereas in the South it was really hot day and night, but here the temperature dropped considerably, some mornings there was a light Frost. This of course meant that we needed warm cloths, but all the warm clothing had been taken away on arrival in India and although we complained to the authorities they wouldn't listen so we had to make do the best we could.



Better Accommodation at last! 1942

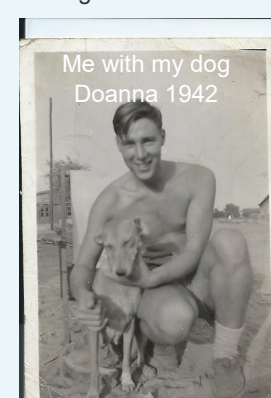


There was one good thing about being stationed in Rawalpindi, we lived in brick built buildings, and it was considered a



good posting except for the guard duties and the cold nights, especially when one had to sleep in the underground ammunition dumps. The trouble I found with the brick built buildings was they were all painted white and the Sunlight was very brilliant on them especially in the mornings, when the Sun was just setting, I could not bear to look at the buildings because it hurt my eyes at these times I was glad to be in the Ammunition dumps. We were

just getting used to routine at Rawalpindi when we were told that the Squadron would be moving, and the Ghurkhas were getting good at jumping out of an Aircraft just as long as a British Officer jumped first. I was selected for the main party again so it was another long Train journey I suppose. This one lasted 8 days, but the Bugs and Roaches didn't seem so bad, or perhaps we were getting used to them. The cooks still had the same method of making Tea by using the Steam from the engine. We finally arrived at our journeys end RAF Chklala a well established Airfield with Concrete runways and dispersal points. The sleeping huts were Indian style of weaved straw, but the main buildings were brick. In fact it was a very comfortable station and I had not been there



Me with my dog Doanna 1942

long before an Indian came around selling Puppy dogs, he showed me that I just couldn't resist. It was a light brown Bitch something like a small Greyhound, the Indian wanted 2 Annas for it, so I bought her and named her "Doe Anna", the word Doe means 2 in Hindi. Looking back I had that dog with me for 3 years and she travelled on Aircraft, Trains on the back of Lorries you name it and Doana travelled on it. She was a really good companion. On this Airfield we were equipped with Mark 10 Wellington Bombers, but as far as Armourers were concerned there was very little difference, an improvement in most things but the basic layout and the functioning of everything was just the same. The taking off of the Aircraft was much easier with a full Bomb load. They seem to have got the balance much better.

At this point I must tell you about our trips to the Kashmir hills; it was a good opportunity while we were based at Rawalpindi. Three of the lads got together and arranged transport to take us to Murree which is about 200 miles Northeast of Rawalpindi, but we didn't know until the transport arrived that it would be small open Lorries, and we would be standing in the back with an Indian driver. We were climbing a lot of the way and steeply descending a lot of the way with tight corners every $\frac{1}{4}$ of a mile reaching speeds of 60mph. We were thrown about all over the place and some of the lads were sick. We didn't get much chance to look at the scenery through trying to look ahead to brace for the next corner. When we finally arrived there was 2 to 3 feet of snow which we played in for ages like children making Snowmen and playing other childish games, until the driver said we would have to start back because of the darkness falling. So we had to leave our playground and start the dreaded journey back, which didn't seem half as bad as coming up. It was dark long before we got back and we all agreed it was well worth it and a complete change to our usual routine. It wasn't long, maybe a few weeks and we were getting itchy feet again and agreed this time to go to Srinagar in Kashmir which was where the Aircrews went for rest periods. Early one morning we set off using the same transport, because at least we knew him and he must have been a good driver to drive on these treacherous roads. It was a better ride this time although longer, but we reached Srinagar alright and booked one night in a sort of boarding house which was at least comfortable. We conversed with a little difficulty and they told us about a Ferry on the river which took parties to different locations. Incidentally our Aircrew came to Srinagar for rest periods, but we couldn't find out where it was they stayed. We guessed it must have been further North, up in the snow.

To be continued next week.

This is an extract from one of the “Memories Book” series published by the Ellesmere Society.

Childhood 1900-1920—The memory of one Alice Jones

The first home I remember was “The Lawn” Talbot Street. For the first few years our water had to be carried from a tap in the street. There were taps in all the streets; they were made from cast iron in the form of a lion. The water came from the mouth when a knob was turned; there was an iron cup on a chain and a bowl underneath where dogs drank.

In Sparbridge there was a special tap where the watering cart was filled. In summer the streets were very dusty and shoes were white in no time, then the watering cart was brought to lay the dust. This happened twice a day.

We had a very nice fire grate in our living room; on one side of the fire - which was always burning – was the oven in which all food was cooked. On top of this we had what we called “the fountain” it was like a big tea urn but was made of iron and was polished with Black Lead and had a brass tap. On the other side of the fire we had a boiler. Both these were kept full of water, so we always had hot water for washing in the mornings. We also had a big boiler at the back which was used to heat water for baths and laundry. Our fuel was coal and peat – this was very dry and hard, it was in blocks and was clean to handle and made a hot and clean fire, it was known as Whixall Bibles. I used to sit in front of the fire when first lit and blow it with bellows – in a few minutes the room was filled with light from the flames and soon our breakfast was ready.

Many years later I was without water in my house for two weeks, a man came to say the taps would be turned off, but I for one didn’t hear the message. I thought that in the old days our Town Crier, John Rogers, would have made sure everyone knew. He was a simple sort of man and wore a cap with a peak when on duty – he was very proud of this and his job. He rang his big bell three times then shouted “Oyez, Oyez, Oyez” and after this he gave his message. Then he took off his cap bowed his head and said “God Bless the King and Queen, the Prince and Princess of Wales and all the Royal Family, Amen”. Then wearing a smile he was off to repeat it again a little distance away. When people heard the bell they were on the alert to hear the news.

In the summer the Stage Coach travelled between Shrewsbury and Chester. My brother and I loved to see it go past, our land was high so we were on a line with it and were thrilled to see the driver and four horses. The man at the back had a long horn and he always blew it as he passed. We were very happy. Unfortunately we hadn’t any cameras; it would have been lovely to have snaps.

We in Ellesmere used to be very lucky for we had our own Silver Band; the members were all local tradesmen and young men. They practiced on Saturday evenings in the Armoury, and used to give concerts and were available for the many functions in the town. We always had music and it was a very sad day when it was disbanded, a very great loss.

When the Brownlow Estate had the Cremorne it reached as far as the landing stage now on the mereside, and the tall trees were in the Cremorne also in the gardens was a landing stage and lot of lovely flowering shrubs. Another feature was a beach at the mere where children played and paddled, alas long since gone.

There was a swimming bath built over the mere at the boathouse where the water is very deep. There were five dressing rooms and a spring board, plunge and high dive; the bath was used by men and boys, they had a club, membership fee 1/- (one shilling) a season. It was always in use. We girls wanted to swim but were not allowed anytime.

Mr & Mrs Hall said they would teach us on three mornings a week from six until eight. We jumped at the chance and in a short time we were swimming about the mere. Sometimes when we went down the water was covered with a white mist and when we jumped in we found it was warmer in the water than out. When the mere was *‘broken’ it was covered with green but after a lot of splashing the green drifted away and was clean, we never missed our swim. I never heard that anyone suffered any ill effects though we swallowed it at times. After a time we girls were allowed to use the bath from 4 till 6 on three days a week.

We all looked forward to the Annual Swimming gala, there were all kinds of races for girls too, and diving and comic turns, then we had a Polo match. The masters from the College always brought a team and called it the Water Rats; it was all great fun and attracted a lot of people. In winter the mere was often frozen for several weeks, and then the skaters came. There were quite a lot of really good ones in Ellesmere.

** “Broken” the term used when the mere exhibits a sudden growth of algae, which causes the water to look as if it is being fermented with a green yeast. This is known as “Breaking” an old term for brewing.*

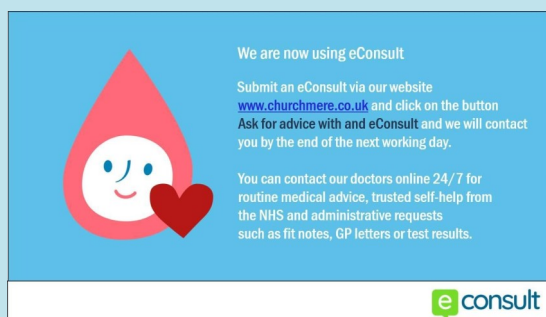
Local information

Message from Churchmere Medical Centre Ellesmere.

From Friday 12th June it is expected that if requesting an appointment or advice for a new problem or concern that a patient will fill in an ECONSULT online if they have internet access.

The aim is that patients will get a response from a clinician by the end of the next working day either by a telephone consultation, email, prescription or from a member of the team offering an appointment.

People who do not have internet access can still speak to one of our patient services advisors and arrange appointment but will be asked more detailed questions, in the strictest confidence, about their problem so it can be dealt with most appropriately by the right person.



Take 1 minute each day and help fight the outbreak.

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

Coronavirus (COVID 19) Guidance & Support

Click on this link—

https://www.gov.uk/coronavirus?utm_source=Members&utm_campaign=fdd441f999-EMAIL_CAMPAIGN_2018_06_08_03_15_COPY_01&utm_medium=email&utm_term=0_206970988f-fdd441f999-348581597&mc_cid=fdd441f999&mc_eid=d02ed78b4c

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.



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 Delivery 6.00pm - 9.00pm every day (except Monday). After 9.00pm collection only.	Friday & Saturday 5.00pm - 10.30pm Tues, Wed, Thurs & Sunday 5.00pm - 10.00pm. Closed Monday. Home deliveries.
Black Lion Hotel Re-opens 4 July Booking advisable on 01691 623937 info@blacklionhotellellesmere.co.uk	Sunday - Thursday 11.00am - 11.00pm Friday & Saturday 11am - midnight
Cherry Tree Cafe Tel 01691 624400 cherrytreecafe13@gmail.com	Wednesday - Saturday 9.00am - 3.00pm Sunday 10.00am - 3.00pm Eat in/takeaway. Telephone orders recommended. Updates on Facebook.
Coco Coffee Bar 01691 623000	Mon, Tues, Thurs, Fri & Sat 9.00am - 2.30pm
Comrades Club Re-opens 4 July Tel 01691 622419 & 07871 733374 Sunday lunch deliveries available.	Mon - Thurs 4.00pm - 9.00pm Fri 4pm - 10.00pm. Sat 12 noon - 10.00pm Sunday 12 noon - 9.00pm
Coral Chinese and English Food to Take Away Tel 01691 622853	Sunday & Monday 5.00pm - 9.00pm Thursday 4.00pm - 9.00pm Friday & Saturday 4.00pm - 10.00pm
Ellesmere Hotel Re-opens 4 July. Tel 01691 622055	Open from 9.00am on Saturday 4 July. Hours as usual.
Ellesmere Kebab House Tel 01691 624638	Tuesday - Sunday 4.30pm - 9.30pm Closed Monday. Home delivery.
Meze Greek Restaurant Re-opens 4 July Tel 01691 622660	Dine-in. Reservations only. 5.00pm - 9.30pm. Takeaway - Tuesday - Sunday 4.30pm - 9.00pm
More than a Sundae Tel 07711 986694	Takeaway/Eat in. Ice Cream and Waffle Shop. Wednesday - Saturday. 12 noon - 5.00pm
New Wan Loy Tel 01691 623479	Tuesday - Sunday 5.00pm - 9.00pm Closed Monday.
Pete's Sandwich Bar and Pete's Meals on Wheels Tel 01691 623414	Monday - Saturday 8.00am - 2.00pm Takeaway only. Details on Facebook. Please telephone to place an order.
Shropshire Fish Bar Tel 01691 624287	Open every day 11.30am - 10.00pm
Thai Gate Restaurant Tel 01691 239478 5 High Street, Ellesmere www.thaigate.co.uk/order-online	Tuesday - Saturday 12 noon - 9.00pm Sunday 12 noon - 8.00pm Closed Monday. 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 Tel 01691 622632 & 07854 191238	Open every day. Bar open 12 noon - 10.30pm. Food served 12 noon - 9.00pm. 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 Tel 07988 842038 Email amerecycle@gmail.com	Working mobile until NEW shop opens in August. More details on Facebook. Monday - Saturday 9.30am - 5.00pm
Concept Town Planning Tel 07890 428918 mail@concepttownplanning.com	Office hours Tues & Thurs 10.00am - 4.00pm Available all other times Monday - Friday 8.30am - 6.00pm via email or mobile.
Gough-Thomas & Scott, Solicitors Tel 01691 622413 Email ellesmere@gtssolicitors.co.uk	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.
J A Milton Upholstery Supplies www.jamilton.com	Online and telephone orders Open Monday - Friday 9.00am - 5.00pm
Lily the Pink, Florist Contact via Facebook	Contact to place an order. Delivery only.
Morris Cook, Chartered Accountant Tel 01691 622098 Email megan@morriscook.co.uk	Open most weekdays Email or telephone if you need to bring anything into the office. Letter box on Watgate Street.
Ortho-Bionomy UK Tel 07377 315865 Email dr.anna.hovest@outlook.com www.ortho-bionomy-uk.com or via Facebook	Open Monday - Friday 9.30am - 4.30pm Self-care packages tailored to cover your individual pain requirements. Contact Anna by email or telephone.
Princes LHS Ltd The Rennet Works, Market Street Tel 01691 624336	Still operating during the lockdown and providing essential plumbing, heating, electrical and renewable energy services.
Pure Beauty www.tropicsskincare.com/helenhale	Shop online for Tropic products.
Sanchi Jewellers Tel 01691 622282 or via Facebook	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.
Susan Haskey, Chiropodist Tel 07974 019984	Open as usual. Mondays and Fridays

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 Tel 01691 622114	Monday - Saturday 9.00am - 5.00pm
Guys and Molls	Open every day 9.00am - 7.00pm for 1st week.
JS Hair Tel 01691 622443	Tuesday & Wednesday 10.00am - 5.00pm Thurs 10.00am - 7.00pm. Friday 9.00am - 7.00pm Saturday 9.00am - 4.00pm
The Mancave Barber Shop Tel 01691 624765 Email themancavebarbershop1@gmail.com Booking link: https://themancavebarbershop.nearcut.com	Monday - Thursday 9.00am - 6.00pm Friday 9.00am - 7.00pm Saturday 9.00am - 5.00pm Sunday 9.00am - 2.00pm
The Town Barbers Appointments only. Call Ellen on 07583 128419	Mon, Tues, Wed & Fri 8.30am - 6.00pm Thursday 8.30am - 8.00pm Saturday 8.30am - 3.00pm

Ellesmere Businesses	Opening Hours
Richards Auto Services Tel 01691 622421	Monday - Friday 8.00am - 5.30pm More details on Facebook page.
Rightways	Monday - Saturday 9.00am - 5.00pm
Sanchi Jewellers Tel 01691 622282	Wednesday - Saturday 10am - 3.00pm Details on Facebook.
Shampoochies Dog Spa Tel 01691 238288	Monday - Friday 9.00am - 4.00pm Saturday 9.00am - 1.00pm
The Ellesmere Pharmacy Tel 01691 623118	Monday - Friday 9.00am - 6.00pm Saturday 9.00am - 5.00pm
The Washing Well Launderette	Open every day. 7.00am - 9.00pm
TG Builders Merchants Tel 01691 622540	Monday to Friday 7.00am - 4.30pm & 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 Tel 01691 624422	Mon, Tues, Wed & Fri 9.30am - 5.00pm Thursday appointments only. Sat 9.30am - 1.00pm
Barlows Electrical Tel 01691 624427	Monday - Saturday 9.00am - 4.00pm
Courtyard Interiors Tel 01691 622550	Monday - Saturday 10.00am - 5.00pm
Ismays Tel 01691 623931	Tuesday - Saturday 10.00am - 3.00pm 3.00pm - 4.00pm. Booked time slots More details on Facebook page.
Maxwells Printings Services Tel 01691 623919	Monday - Friday 9.00am - 1.00pm
Mere Motors Tel 01691 622343	Monday to Saturday 6.30am - 8.00pm Sunday 7.30am - 8.00pm Petrol Station includes a mini supermarket selling milk, eggs, newspapers, food and alcohol.
Nans Treasure Box Tel 01691 622781	Mon, Tues, Thurs, Fri & Sat 10.00am - 3.00pm Wednesday 10.00am - 1.00pm (Barbers not open yet)
Barlows	Monday & Wednesday & Friday 10.00am - 3.00pm
P&G Vehicle Repairs Tel 01691 622849	Monday to Friday 8.30am - 4.00pm Cargotec Industrial Park, Elson SY12 9JW
Post Office & Party Shop Tel 01691 622623 bkaur_po@gmail.com singh_po@gmail.com	Mon, Tues & Fri 8.30am - 5.30pm Wed & Thurs 9.00am - 5.30pm. Sat 9.00am - 1.00pm Post collections 12.45pm & 17.15pm 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 Vulnerable workers, NHS & key workers	Open every day. 6.00am - 10.00pm 8.00am - 9.00am (Sunday 10.00am - 11.00am)	
Ellesmere Newsagents Tel 01691 622498 Delivery of newspapers and provisions inc bread, alcohol, tinned, frozen & chilled food; pet food; tea, coffee, biscuits, toiletries and cleaning products.	Monday - Friday 5.00am - 5.30pm Saturday 5.00am - 5.00pm Sunday 6.00am - 11.00am	YES
Hawkins Butchers Tel 01691 622329 Welcome to ring ahead to place your order or for any enquiries.	Monday - Saturday 8.00am - 3.30pm. Local delivery services to those self-isolating.	YES
Moolah - Local Food Tel 01691 623532 Homemade ready meals - mains & puddings (inc freezer-ready). Savoury and sweet delights. Fresh veg, meat and dairy. Pizza. Teas & coffees.	Open every day. 9.00am - 6.00pm 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. Ellesmere Market every Tuesday.	YES
Sweetmere Sweet Shop Tel 07896 881242 or Facebook	Tuesday, Friday & Saturday 10.00am - 3.00pm Contact to place an order for delivery.	YES
Tesco	Monday - Saturday 7.00am - 10.00pm. Sunday 10.00am - 4.00pm Monday, Wednesday & Friday 9.00am - 10.00am Sunday, Tuesday, Thursday 9.00am - 10.00am	ONLINE ORDERS
Elderly and Vulnerable Priority time: NHS Workers Priority Time		
Vermeulen Tel 01691 622521 Bakery (bread, baps, rolls etc), cakes, hamper, cold meats and speciality pies. Delicatessen. Sandwiches.	Monday - Saturday 7.00am - 4.00pm. 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)

For up to date information please check the Ellesmere Covid 19 website

www.ellesmerecovid19supportgroups.org.uk

A few funnies to entertain you



Quiz answers.
1. Alderney, 2. Steven, 3. La Boheme, 4. Eight, 5. Gregorian, 6. Guitar, 7. Portsmouth
8. Katrina, 9. Seven, 10. Rome, 11. Goat, 12. 25 years, 13. Australia, 14. Adkins
15. Waterloo, 16. Thursday, 17. Lilliput, 18. Aardvark, 19. Seven, 20 David Williams