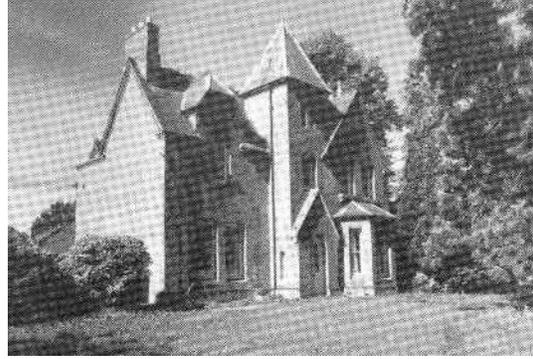


## **Knoll House a k a The Knoll**

Leicester Rd or now The Wharf.  
Converted into offices or consulting rooms

Built about 1870 for Henry Hopton. From here his son Edward was married in Jun 1877 to move in next door at Holly Bank. The brick entrance piers for the pedestrian gate have the name etched and outlined in black paint. The carriage entry onto Leicester Rd is now totally disused. Vehicles come in from the Wharf.



The Hopton's had come up from London to set up a bentwood business at the wharf where their sawmills and stem bending plant was situated. The business moved about 1906 to Gores Lane and still continues as Glenmere Timber.

In the 1871 census Henry and Sarah with family are in residence accompanied by two local servants. Henry was born in Wales but his sons were born in London (St Pancras area.)

Henry Hopton, 68, died in May 1880 and his widow Sarah continued to live here.

As the 1881 census shows that Edward H with wife Clara and family with two servants are in residence, then we have to presume Sarah moved out. At that census Holly Bank is stated to be uninhabited.

In 1891 the Hopton's and 2 female servants are in residence & the next door Holly Bank is not mentioned. Their 1927 Golden Wedding was reported in the local paper 17<sup>th</sup> June 1927.



Knoll Ho featured on a 1930's plan drawn showing the rentals the Canal Company derived from the various buildings at the Basin. Wm Cotes had entered into an agreement for the two plots of land, on 29<sup>th</sup> Jan 1923, some 7 years

before Trenery & Sons signed their agreement. Holly Bank is not even outlined on the map.

In July 1936 Mrs Hopton died at Eastbourne and in 1938 April Maj E Hopton JP died.

By 1945 Knoll Ho was occupied by William and Mary Cotes. Her death announcement in *The Times* was 30 Nov 1945. Wm Cotes had been the Manager at the Bone Mills and an early rescuer of the Baptist congregation.

During the late 1960's British Waterways put in an application to change use to Light Engineering. It was approved and Harborough Marine whose first application was in 1967 then started to expand round the south side of the Basin.

Behind Knoll Ho against the northern boundary wall is an outbuilding in a different brick which might predate Knoll Ho and be part of the Canal co structures.

