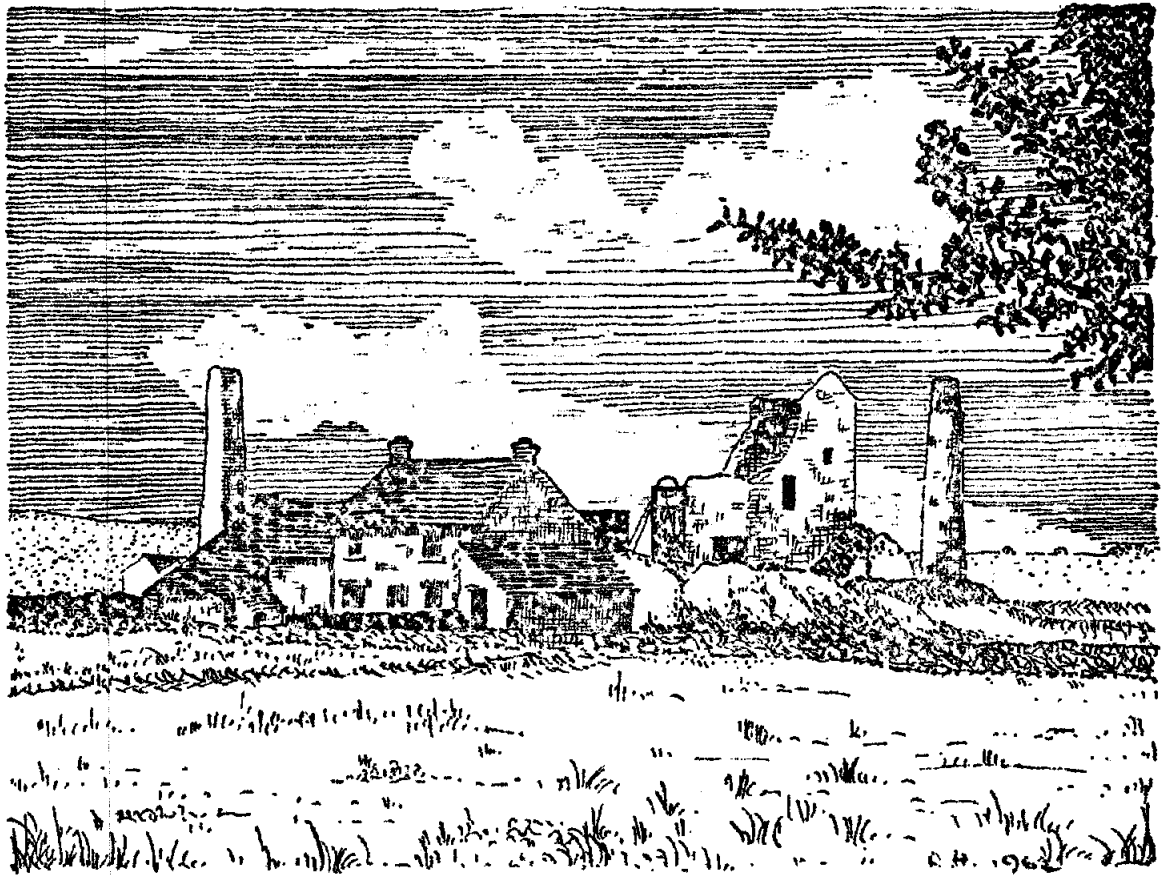


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THE DERBY RAM

by R.A.H. O'Neal

Neither the origin nor the significance of the ballad of the Derby Ram is known but various theories, some ingenious and some not, have been put forward to account for it. The extracts given below do not prove anything one way or the other about the jingle, but they have been collected together in response to many requests for information on the subject and may prove to be of interest.

What is quite certain is that the ballad of the Derby Ram is probably some hundreds of years old and that it is, or was, extremely popular amongst the townspeople of Derby. It survives today in "The Rams", the familiar name for the Derby football teams, and as the regimental mascot of the county regiment, The Sherwood Foresters. The 2nd Bn. The Sherwood Foresters, the old 95th Foot (The Derbyshire Regiment), has had a ram as its mascot since 1838. There have been nineteen rams with the regiment since then, all of them called "Derby". When the 2nd Bn. was not in existence the ram was kept either by the 1st Bn. or at the Regimental Depot in Derby. The words of the song can be found on the base of the statue of a ram in the Officers' Mess. The early days of the regimental ram are recalled by Llewellynn Jewitt (1867): "So popular, indeed is the Ram in the district that a few years ago - in 1855 - the First Regiment of the Derbyshire Militia...attached a fine ram to the staff of the regiment. So well trained was he, and so evidently proud of his post, that he marched with a stately step in front of the band as they marched day by day through the town while up for training, and attracted quite as much notice as any drum-major ever did". The Foresters' ram may have been the only actual animal, but numerous other organisations used the ram as either a title or a trade name. Between 1865 and 1868 a political periodical, entitled "The Derby Ram" was published "as events require it" by Bemrose of Derby. There were only 26 issues and they were supposed to butt at party doings and at local abuses of various kinds. Jewitt, in 1867, mentioned that he was writing the manuscript for his book with a steel pen which bore the name "The Derby Ram pen". The Sherwood Foresters hold that the song is "almost certainly Stuart in origin" and it was set to music by Dr. John Wall Calcott (1766-1821). The 2nd Bn. used the tune as a march for a short time after 1911. The music and words of the Derby Ram have been published in "English county songs", edited by Lucy E. Broadwood and Rev. J.A.F. Maitland (1893). It has also been published as a unison song with tonic-sol-fa by Messrs. Cramer's.

The earliest known printed version is dated 1833 and was published in "Gimcrackiana : a miscellany ... of ten years ago". This version has 15 verses and differs considerably from the version of equal length which was published in 1867 by L. Jewitt in his "Ballads and songs of Derbyshire." The Gimcrackians version is as follows :-

THE RAM OF DERBY

The old song of the Ram of Darby is nearly forgotten, but as we have alluded to it in the epistle to our friend Mark, we subjoin as perfect a copy as we can gather from the oral chronicle of our great grandmother.

As I was going to Darby,
All on a market day,
I met the finest ram, Sir,
That ever was fed upon hay.

Indeed, Sir, it's a truth sir,
For I never was taught to lie,
And if you'll go to Darby Sir,
You may see it as well as I.

The wool upon his back Sir,
Reach'd up into the sky,
The eagles built their nests there,
For I heard the young ones cry,
Indeed Sir....

The wool upon his belly
It drag'd upon the ground,
It was sold at Darby town Sir,
For forty thousand pounds.
Indeed Sir....

The space between the horns Sir,
Was far as man could reach,
And there they built a pulpit
But no one in it preach'd.
Indeed Sir....

The teeth that were in his mouth Sir,
Were like a regiment of men,
And the tongue that hung between Sir,
Would have dined 'em twice and again.
Indeed Sir....

This ram jump'd o'er a wall Sir,
His tail caught on a briar,
It reached from Derby town Sir,
All into Leicestershire.
Indeed Sir....

And of this tail so long Sir,
The length you know full well,
They made a goodly rope Sir,
To toll the market bell.
Indeed Sir....

This ram had four legs to walk upon,
This ram had four legs to stand,
And every time he shifted them,
He cover'd an acre of land.

Indeed Sir.....

All the maids in Darby
Came begging for his horns
To take them to the coppers
To make them milking gawns

Indeed Sir

The little boys of Darby
They came to beg his eyes,
To roll about the Streets Sir,
They being of football's size.

Indeed Sir....

The butcher that killed this ram Sir,
Was drowned in the blood,
And all the people of Darby
Were carried away in the flood.

Indeed Sir....

The tanner who tanned his hide Sir,
I'm sure he'll never be poor,
When he hanged it out to dry Sir,
It covered all Swinscoe Moor,

Indeed Sir.....

The jaws that were in his head Sir,
They were so fine and thin,
They were sold to a Methodist parson,
For a pulpit to preach in.

Indeed Sir, it's a truth Sir,
For I never was taught to lie,
And if you go to Darby Sir,
You may eat a bit of the pie.

The first serious attempt to correlate the various versions of the song was made by Jewitt in 1867 in his "Ballads and songs of Derbyshire", but he was unable to come to any conclusion about the origin or significance of it. :

"The origin of this popular ballad has yet to be ascertained...Its principal characteristic is its bold extravagance. Derby and Derby people have, however, I know by references and allusions to it, been fond of their ram for more than a century. How much older it is than that time is difficult to say. There are several versions of the ballad.....

The "Derby Ram" has been set as a glee by Dr.Calcott, and is still sung with much applause at public dinners in the town.....". The version printed by Jewitt has fifteen verses and he gives the variant readings known to him in notes.

Two years later, in 1869, there was published "The ballad history of the wonderful Derby Ram", with an introduction by A.Wallis. Wallis does not attempt to go any further than Jewitt and contents himself with: "The present writer is....at a lose; and, to him, the origin of the story is as great a mystery now as it was when the question of the authorship and the object of the ballad first occupied his mind"... Jewitt's text is used and the variants noted; a second text is printed with illustrations for each verse.

One of the more unlikely suggestions was noted in "Notes and Queries", 1869. J.H.Dixon wrote: "I remember reading, some years ago, a paragraph which stated that this funny ballad was a juvenile production of Dr.Darwin- "That mighty author of unmeaning rhyme", as Byron calls him - who wrote "The Botanic Garden". The statement was either in a magazine or a provincial newspaper - I think it was the latter. I have not the date of Darwin's decease, etc; and, consequently, I cannot state in what years he was a youth, and likely to perpetrate such a ludicrous absurdity as "The Derby Ram". Calcott set it to music and I once heard it admirably given by the choir of Bristol Cathedral, who were out on a holiday trip. Perhaps some contributor to "N & Q." can clear up the "Homeric mystery". It must, however, be borne in mind that I attach no importance to the Darwinian theory as to the origin of "The Ram". It is a mere 'on dit'".

W.E.A.Axon, writing on the ballads and songs of Derbyshire in "The Derbyshire gatherer", edited by W.Andrews (1880), remarked that "The famous "Ram of Derby", perhaps the best known of all the songs of Derbyshire, has about it that rollicking exaggeration which forms so principal an ingredient in certain forms of Yankee humour. We are certain that, if transplanted, it would soon become popular with our American cousins." Axon quotes three verses from Jewitt's text. E.Bradbury in the following year could find nothing original to say about the Ram and merely copies Axon: "... allusions to the antiquities of the town would not be complete without mention of "The Derby Ram", - one of the most notorious characters of the place. The Derby Ram rampant would be a more appropriate figure for the borough arms than the couchant stag. Justice is, however, done to the memory of the traditional animal by a popular ballad...The origin of the ballad does not appear to be known; but it is by far the best known of all Derbyshire ballads, and its rollicking extravagance has made it popular for over a century". (Bradbury & Keene: All about Derby. 1881).

A review of "English county songs" in Notes and Queries prompted, in 1894, a contribution from "Ebor" to the effect that the Derby Ram had indeed, emigrated to the United States many years ago. His words were :-

"This ditty used to be sung by no less serious a personage than "The father of his country", as Americans call their first President. General Washington and Chief Justice Ellsworth, of Connecticut, were intimate friends. There is a story that on one occasion Washington dined with Ellsworth at his country residence in Windsor. During his visit he was taken into the nursery where were two twin boys, afterwards Governor Ellsworth and Hon. Henry L. Ellsworth. He took one on each knee and sang them four verses of "The Derby Ram", after the fashion given below :-

As I was going to Derby
Upon a market day,
I spied the biggest ram, sir,
That ever was fed on hay
Tow de row de row,
Tow de row de da

He had four feet to walk, sir,
He had four feet to stand;
And every foot he had, sir,
Covered an acre of land.
Tow...

The wool upon his back, sir,
It reached unto the sky,
And eagles built their nests there,
For I heard the young ones cry.
Tow....

The wool upon his tail, sir,
I heard the weaver say,
Made three thousand yards of cloth, sir,
For he wove it all in a day.
Tow....."

In the same year, 1894, Walter Kirkland discovered the Derby Ram over the border in Scotland. He prefaced the text with: "It would be interesting to know which is the original ram - the "Derby Ram", or the "Ram of Diram." The former is well-known in England, but of the latter, few people have, perhaps, heard. Its similarity to the Derbyshire ballad (is striking and), from a careful consideration of the two ballads, I am led to think that the Diram ram is but a lame and weakly offspring of the ram of Derby."

THE RAM OF DIRAM

As I cam in by Diram,
Upon a sunshine day,
I there did meet a ram, sir,
He was baith gallant and gay.

And a hech, hey, a-Diram,
A-Diram, a dandalee;
He was the gallantest ram, Sir,
That ere mine eyes did see.

He had four feet to stand upon,
As ye sall understand;
And ilka fit the ram had
Wad hae cover'd an acre o'land.
And a hech...

The woo that grew on the ram's back
Was fifty packs o'claith;
And fou to mak a lee, sir,
I wad be very laith.
And a hech...

The horns that war on the ram's head,
Were fifty packs o'speens;
And for to mak a lee, sir,
I never did it eence
And a hech...

This ram was fat behind, sir,
And he was fat before;
This ram was ten yards lang, sir,
Indeed he was no more.
And a hech....

The tale that hang at the ram,
Was fifty fadom and an ell,
And it was sold at Diram,
To ring the market bell.
And a hech....

Sidney Addy, in his "Household tales" (1895), identified the Derby Ram with "The old tup" and went on to identify both with the story of the creation in the Norse saga Edda.

"Amongst my earliest recollections of my childhood is the performance of the "Derby Ram" or, as we used to call it, The Old Tup. With the eye of memory I can see a number of young men standing one winter's evening in the deep porch of an old country house, and singing the ballad of the Old Tup. In the midst of the company was a young man with a Sheep's Skin, horns and all on his back, and standing on all fours. What it meant I could not make out, and the thing that most impressed me was the roar of voices in that vault-like porch.

The sheep and the men were evidently too harmless to frighten any child, and a play in which the only act was the pretended slaughter of an old tup was not in itself attractive." Addy quotes 8 lines from the ballad.

Here we have a ballad describing the slaughter of a being of monstrous size, and the uses to which his body was put. Now when I first read the Edda, and came to the passage which tells how the sons of Bor slew the giant Ymir and how, when he fell, so much blood ran out of his wounds that all the race of the frost-giants was drowned in it, I said to myself, "Why, that's the Old Tup", and when I read further on and found how they made the sea from his blood, the earth from his flesh, the rocks from his teeth, the heaven from his skull, it seemed to me that I had guessed rightly. The Old Tup was the giant Ymir, and the mummers of my childhood were acting the drama of the creation".

Addy evidently revised his more extravagant ideas about the origin of the ram because they are not mentioned in the course of a longish article which he published in 1907. In this article, he compared the old tup with similar customs from Handsworth Woodhouse (Yorks), Upperthorpe (Yorks), Norton and Dronfield. He connected the custom with that of "sweeping evil out of the house". He ended as follows: "The ceremony which has just been described represents the sacrifice of a ram, for it is inconceivable that just as the old year was passing into the new the men or boys of numerous villages should pretend to kill a ram as a mere freak. Possibly a ram's body was once distributed amongst the people, for the several versions of the accompanying ballad represent them as begging for various parts of the body...We must not forget that in England in the seventh, and as late as the thirteenth century, the year was reckoned from Christmas Day".

A.R.H. Moncrieff had a different suggestion in his "Derbyshire"(1927): "...It may have been a certain obstreperousness in the town's youth that led to their priding themselves on the nickname of "Derby Rams" in contrast to the ironically christened "Nottingham Lambs". A Derbyshire militia regiment used to have a ram as its living ensign...There seems to be a certain mystery in that totemism; and I must leave it to Sir J.G. Frazer to ascertain if it has any connection with the ballad of "The Derby Ram", itself of dubious origin, but old enough to have thrown off variant versions besides that trimmed to be sung at civic festivals. It is possibly a bit of flotsam from European folklore. Notker, the famous Scholar of Charlemagne's time, wrote a Latin hexameter poem in which three brothers dispute the ownership of a ram that was their sole inheritance, and agree on giving it to the one who could most exaggerate its qualities; this may be the germ of the song Colonel Newcome applauded at the "Cave of harmony". The four verses quoted are Jewitt's version.

The only conclusion that can be reached is that the origin and significance of the ballad of the Derby Ram is simply not known and that it will not be discovered without very considerable research, if then.

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THE CHESTERFIELD-MANSFIELD TURNPIKE ROAD

by

M. Gavaghan

The first Road Act - The Statute of Winchester of 1285 - placed the responsibility for the maintenance of the roadways in each manor on the holders of land. The Act made a manorial officer, such as the constable, responsible to see that repairs were carried out and a report rendered to the manorial court.

However, with the decline of the manorial system in the fifteenth century the roadways were neglected and in 1555 the "Statute of Labour Act" was passed and remained the basis of highway law for three centuries. This took the responsibility for the upkeep of the roads from the manor and placed it on the parish authorities. Every parishioner having plough land or pasture and every person keeping a draught of horses or a plough in the parish had to provide for four days in the year "one wain or cart furnished after the custom of the country also two able men with the same". Every other householder, cottager and labourer, able to labour, had to perform four days labour or provide a substitute. Later this figure was changed to six days. Under the Act, supervision was entrusted to an unpaid Surveyor of Highways nominated by the parishioners. From 1691 onwards the surveyor was appointed by the Justice of the Peace at the Highway Sessions. These Justices gave power to levy a rate for the purpose of repairing the road not exceeding a shilling in the pound.

One can easily imagine the state of the roadways in clayey or sandy soil furrowed by the passage of wheeled vehicles. The usual method of repair was to roll large stones into the ruts caused by the wheels, the final result being worse than before. Travelling by coach in those days was indeed an adventure, with the waggons bogged in the mud up to the axles, some overturned, goods exposed to the weather and the fear of highwaymen.

The Turnpike Acts, granted to the Turnpike Trustees a right to construct roadways, and bridges, and charge a toll for their use. All money received from these tolls apart from the interest on the capital invested in the project, was to be spent on improving the roadways.

A Bill for a Turnpike Road between Chesterfield and Mansfield was submitted to the House of Commons in 1759. The towns of Sheffield and Mansfield objected to the Bill stating that the proposed road would be injurious to trade between the two towns. In answer to the petitions from Sheffield, the supporters of the Bill stated that Chesterfield was a large town with considerable trade in lead, grocery, mercery, malting of barley, tanning leather, making of stockings, blankets, bedding and other commerce. Valuable trade connections were established with the counties of Yorkshire, Nottingham, Lincoln, Leicester and London, also with the inhabitants of Bakewell, Tideswell, Wirksworth, Ashbourne, etc. Trade was well established with Liverpool and Chester.

Chesterfield would be an extra corn market where a better price would be received for barley and other grains. The poor conditions of the roads were a great detriment to commerce with the towns mentioned in the Bill. Collieries at Heath, Barlborough, Staveley, etc., sent thousands of loads to Worksop, Mansfield and other places in Nottinghamshire and Lincolnshire and by reason of heavy carriages and loads, the roads were so bad in winter that waggons and carriages could not pass without great danger. The North Carriers Road (now Rotherham Road) was exceedingly bad in winter and the road from Sheffield to Mansfield being 16 computed miles, whereas it was never reckoned more from Sheffield to Mansfield by Chesterfield and, all travellers would make Chesterfield their road to Mansfield after repair of the road by this Turnpike. It is also stated that not less than 400 malt horses, pack and loaded horses pass between Mansfield and Chesterfield each week.

In reply to Mansfield objections to the Bill it was stated that coal can only pass about three months in the year except in a very dry summer and that in the height of harvest. In the Mansfield statement it was pointed out that a paved pack-horse road existed from Mansfield to where the Sheffield road branched off from Pleasley. In reply the following extracts are taken from the Pleadings supporting the Bill, "Tis allowed that there is a flagged or flat-paved causeway from Mansfield towards Chesterfield for near three miles but it is so narrow, not being above two feet wide, and so near the hedges that travellers on horseback cannot pass each other, the wool and other packs are many times damaged by the hedges thereon. Beside the loss of wool which is often observed to hang on the hedges, so frequent is the passage and re-passage on this road, that carriers and passengers, by means of meeting in so narrow causeways are in general delayed not less than 10 to 12 times in the compass of those three miles from the parting of the same roads to Mansfield. That the rest of the cuaseways are none of them 3 feet wide and most of them but 2 feet wide; some of them being flagged, are very slippery, others very rough, being only a heap of loose stones thrown together in a chance manner".

The Bill was presented to the House of Commons on 23rd January, 1759, and received the Royal Assent two months later. The route was from the Market Cross, Westgate, Mansfield, through Pleasley, Glapwell, Heath, Temple, Normanton, to Stoney Bridge at the end of Hasland Liberty where it joined the Chesterfield-Derby Turnpike Road. The road continued from Chesterfield to Baslow.

The Chesterfield-Mansfield Turnpike Trustees were strongly criticized in a letter published in the "London Evening Post" on 9th July, 1774, which ran as follows:- To His Majesties Justices of the Peace for the Counties of Nottingham and Derby.

I beg leave to inform you of a certain public grievence which calls aloud for the exertion of your authority to redress. On the Turnpike Road from Mansfield to Chesterfield at a town called Pleasley, there stands a mill here crosses the road and divides the two counties. The bridge is in a ruinous state, the ford below is often deep and dangerous. The owner of the mill claims the property of the bridge, but refuses to repair it saying that it is no road but to his mill. The Trustees of the Turnpike on the other hand, says he ought to keep it in repair for the use of the road, for this reason viz:- If there were no mill there would be no necessity for a bridge. However, betwixt the two parties the public suffer, they must either pay a certain toll or go through the ford in danger of their lives.

"Victor"

The road was not a success from a financial point of view, in 1800 when the Act was renewed, it was stated that the debt was £4,000.

Mr John Gladwin, Justice of the Peace, appointed to investigate the causes of the loss, stated "by reason of the smallness of the tolls, the steepness and the extremely ruinous state of some parts of the road, the badness and scarcity of materials and the diminution of the income of the turnpike gates, the Trustees have not been able to put the roads into a proper state and keep them in repair, in so much that of late years parts of them have threatened to be indited. That the road at Pleasley is liable to be overflowed and it is necessary to build a bridge there which it is computed will cost £200".

List of Tolls

Every horse drawing a coach	3d.
Every horse drawing a waggon, wheels 9" or 6" (6 or more)	3d.
Every horse drawing a waggon, wheels less than 6" (4 or more)	4½d.
Every horse not drawing	1½d.
Cattle 1s 8d per score and in proportion for a less number	
Sheep 10d per score and in proportion for a less number	
Double tolls on Sundays	

The tolls were amended in 1815:-

Every horse drawing a waggon 9" and 6" wheels	3d.
Every horse drawing a waggon, wheels less than 6" and waggons drawn by 2 or 3 horses	4½d.

Vehicles with narrow wheels were penalised as they cut up the road surface, wheels one foot wide were quite a common occurrence. There were three toll gates, Bull Farm, Glapwell and Hasland. The toll house with its projecting wall at Glapwell was recently demolished.

With the widespread use of railways as a means of transport, traffic on the turnpike roads steadily declined and few paid interest on the capital invested. The Annual Continuance Act 1876 gave permission for the Chesterfield-Mansfield Turnpike to continue until 1st November, 1878, on condition that expenditure on repairs on roads did not exceed £450 - 500 per annum. Salaries were limited to £65 per annum. No interest was payable. In 1888 the County Council assumed responsibility for the roadway and it is now maintained in first class condition and forms an important link for the heavy traffic passing through the Midlands.

CAVENDISH BRIDGE, TOLL HOUSE & FORMER FERRY

by

Geo. H. Green

The "Derbyshire Miscellany" of February, 1959 in its Notes and Queries Section (NQ67) contained a highly commendable piece of recording. It gave a precise copy of the wording of the stone on the former Toll House stating the various charges imposed on differing forms of traffic. At the present time the stone is still in position on the Toll House which is perched in precarious isolation on the rising approach to the now demolished bridge. Even if this stone is re-erected near the new bridge as indicated in the note it may speedily become illegible from being in a more exposed position without the shelter of overhanging eaves. Therefore, it is useful to have it fully recorded in the "Miscellany".

The most interesting piece of information that it affords is that the tolls charged at Cavendish Bridge were "the same that were being taken on the Ferry". This article supplies some of the earlier history of this important crossing place on the River Trent and the footnotes at the end give a reference to sources consulted.

The River Trent for several miles as it approaches Cavendish Bridge is a Leicestershire river, the county boundary being placed on the northern bank. This, therefore, places the hamlet of Cavendish in Leicestershire and leaves the larger inland port of Shardlow inside Derbyshire. It is impossible to say how early in time man mastered the crossing of this broad river but there are sufficient traces of the activities of early man in pre-historic times on both sides of the river to suggest that some means of passage had been secured even then. In view of the current, the frequent flood seasons, and the width it would appear unlikely that fording could have been a safe proposition. Therefore, the earliest means of passage was probably by boat. That this was the case in the Middle Ages will be shown presently but what was the position in the period of the Roman occupation? At that period the actual crossing place may have been nearer to Sawley. The Ordnance Survey maps show very boldly a Roman Road coming down from Little Chester (Derby) to Sawley but revealing uncertainty as to the precise point at which the river was reached. None of the maps attempt to delineate the course of the road on the Leicestershire side of the river. In the few cases where research workers have discussed the problem it has been usual to attempt to trace a course by West Leake (Notts) to the Fosse Road at Six Hills. There is, however, ample evidence of finds to justify the claim that the Romans may have had a more direct route to Leicester, even utilising trackways of earlier people roughly marked by tumuli at Lockington, Kegworth, Dishley, Mountsorrel Hilltop, etc. In such a case the route northwards over the river might well have been more directly ahead from Lockington, i.e. to present day Cavendish. This matter will take much resolving and will not be pursued further in the present article.

The Parish of Castle Donington including its Castle (another indication of the importance of this river crossing point in earlier times) was for long periods directly in the hands of the King. This is most fortunate from the standpoint of history as it figures fairly frequently in the Minister's Accounts for the Duchy of Lancaster lands. Not only is information available therefrom for the early 14th century period but glimpses are afforded of even earlier times. The significant documents are in print(1) but as so often happens the items are buried amongst other material and the printing of them was done to examine medieval estate administration rather than the problems of historical geography and local history - no one hitherto has discussed them from those angles. It is surprising what detailed information they give.

A reeve's account of 1322 A.D. records receipt of 1s.0d. for rent from the Abbot of Chester "for having a way through the middle of the Lord's meadow for carrying his hay of 'le Stener' over the Trent". The granting of land to various monastic bodies often introduced a new factor into the absolute autonomy of the medieval manors. There is a document even earlier than this reeve's account that makes it possible to see what a number of things could be affected by a generous gift to a monastery. There is an agreement bearing date 17th February, 1309-10 (old style calendar) by which Henry de Lacy granted to the Abbot and convent of St. Werburgh's, Chester one third of the profits of the ferry across the Trent at "le Bargeford", and a right of way to carry their hay from 'le Stener' through the Earl's pasture called "Langholmford". In return for receiving these privileges the Abbot and convent were to render 12d. per annum; to contribute to the upkeep of the ferry boat, and to allow the boat to land in "Wilne" on the far side of the Trent without hinderance. Thus, this agreement is so detailed that not much further comment is required.

It is of interest that the land on the Derbyshire side of the river was deemed to be in Wilne parish. Evidently Shardlow then was in that Parish. It explains why through succeeding centuries the river crossing was usually called Willen or Wilne Ferry. Ground traces are not lacking that the crossing point was somewhat nearer Sawley than the later Cavendish bridge. Indeed local tradition confirms that there was a crossing near the former Cavendish Brewery, and there are traces of an old road behind Shardlow which may be a continuation of the route. (There would still remain the problem of crossing the Derwent river before the parish church of Wilne and villages beyond could be reached. However, such a route could double back at Great Wilne village without the second river crossing to resume its course to Derby). The agreement also shows that the Abbot of Chester had territorial rights in Wilne parish for it is tacitly admitted that he could have hindered boats landing there if he so willed. The use of a barge ('le Bargeford') for the river crossing so early as the 14th century suggests again the extreme importance of the route and that sizeable quantities of traffic had to be got across. Indeed, the barge must be visualised as large enough to take the harvest loads of hay and equally likely the haywain and its team of horses. It can be imagined that the crossing by such method at times would be dangerous.

Earlier it must have been even more risky for there had been an actual fording point without transfer to a boat. The ford is in a measure perpetuated in the name "le Bargeford" but the documents also give the crossing point an earlier name "Langholmford". There is a long line of flanking meadowland by the riverside at Cavendish. Its line was cut by the building of the former Cavendish Bridge (which was destroyed by the 1947 floods) and now is cut again by the new Bridge (opened in 1958). This no doubt is "the long holm or island" where the early fording place was. It illustrates the aptness of early place namings

The reeve's account has shown that the Abbot had a right of way (permissive and not public) through such a large, long, low-lying meadow to bring his hay from his land in Castle Donington to the most appropriate point for crossing into his own freehold in Wilne parish. The preciseness of the medieval clerks is shown in that the right of way is mentioned as "being through the middle of the Lord's meadow". It would seem that here as in many other cases the privately granted right of way ultimately became a public way by prescription for the modern public footpath from Castle Donington to Cavendish runs diagonally and very directly into the riverside meadow strip. If this is so, this footpath is 6½ centuries old.

Two further points should be mentioned. On the Leicestershire bank of the river the Ordnance Survey maps show a wellmarked line of banking. This may well date to the same early period for one published document speaks of "Faggots and hurdles for preserving meadows from being submerged by the River Trent". An excavation into this banking might reveal that it has a timbered foundation to strengthen the earthen banks. The banking is still quite noticeable on the site. The second point is that the place-name Shardlowe has been described (2) as meaning the place of the broken burial mound. This may suggest that the crossing point was marked by a bold mound at a very early date although up to the present site examination has not yielded traces of such a mound.

The bridging of the river came late in time on this section of the river. The Cavendish Bridge was erected in 1771 A.D. and Harrington Bridge at Sawley in 1790 A.D. (3).

It would be inappropriate to conclude this article without mentioning that Castle Donington is in the unique position of containing in its parish two inland ports for besides Cavendish there is the Kings Mills port further along the river, which could furnish interesting material for some future article. When in the 18th century the turnpike roads and canals were brought in such proximity to each other at Cavendish and Sawley a new importance was given to the area.

Footnotes

1. Farnham G. F. & Hamilton A. H. "Castle Donington, the castle and manor" Leicestershire Archaeological Society Transactions. Vol.14. Pages 32-86.
Fox Levi. "Ministers' Accounts of the Honor of Leicester" Leicestershire Archaeological Society Transactions. Vol.19. Pages 199-273, also Vol.20 Pages 77-158.
2. Walker Bernard. "The place-names of Derbyshire" Journal of the Derbyshire Archaeological and Natural History Society 1915. Vol.37 Page 148 (See however other later volumes giving alternative meanings - all admit the "burial mound" element).
3. Cossons A. "The Turnpike Roads of Nottinghamshire" 1934. Historical Association. Pamphlet Series.

DERBYSHIRE RECUSANTS

Mr. Oldaker's article on recusants in Derbyshire in Vol. 1, No. 10, of the "Miscellany" brings to mind an early list of recusants in the State Papers, Elizabeth, volume 118, No. 17, which he may have missed. This list in the Public Record Office is a certificate issued by Bishop Bentham to the Council on November 10th 1577. Thomas Bentham was consecrated bishop of Coventry and Lichfield on March 24th 1559/60; he died on February 21st 1578/9, and was buried at Eccleshall in Staffordshire. In 1577 he was evidently carrying out enquiries about recusants in his diocese with a view to possible proceedings. The list contains 38 names, several of which are also on the 1581 list published by Mr. Oldaker, and may represent the beginning of the action taken against the 91 in 1581. It must have taken some time to collect all the evidence against them when more vigorous action began to be taken against recusants.

Bishop Bentham understood that there were no recusants in Warwickshire, and, concerning Derbyshire, he wrote :-

"But towching Derbyshire, and so moche of Shropshire as ys of my jurisdiction whereof your honors Letters mayde not suche speciall mention as of the former I have onely sent unto you the names of suche, as have bene presented and are openly knowen not to come to the Churche, without any valuinge at all, because I have not so good understandinge of theym beinge far of, as of Staffordshire gentilmen amongst whome I inhabite". Then follows his list, headed by: "The Names of all such persones gentilmen and others, within the Countie of Derby whiche come not to the Churche to heare Divine Service". The list is arranged by parishes.

Northwinkfeild pishe - The Ladye Constans ffulieamb (Foljambe);
Richard Kechin, her servant.
Willm Birley; als Burley

Longford - Nicholas Longford esquier and his wife
Robert Bakewell
Richard Bakewell
Katheryn Bakewell
Marye Annte, wife of Thomas Annte
Robert Dakyn

Norbury - Sir Thomas Fitzherbert, Knyght
Martyn Anndeley - gent
Christopher Abell - g
Christopher Rolleston, g.
and his wife.
Willm Oldakers and his wife
Richard Byll and his wife
Richard Morris and his wife
Thomas Cotton and his wife
John Oldakers and his wife
Joane Bagnold, wedow
Trew Haud, als. Hudd.
Katheryn Abell.

NOTES AND QUERIES

Information regarding any query should be sent to the Editor who will also be glad to receive for publication Notes or Queries on any branch of local history in Derbyshire.

NQ.86 - One Hundred Years Old

It is not uncommon to receive an appeal for funds for the restoration of a church, but to receive one a hundred years old is a little surprising.

I did not actually receive one, but in a copy of a book called "Melbourne Church" written by the Rev. Joseph Deans, M.A., and dated 1843, I found a pamphlet appealing for funds to restore the fabric of Melbourne Church. It also gives a short description of the state of the church together with a list of subscribers.

The pamphlet was enclosed in an envelope addressed to "Mr. Metcalfe", and on the flap of the envelope was embossed an episcopalian oval bearing the words, letters and date as follows, surrounding a bishops mitre :-

SOC-PROP-GOSP-IN F.P.1701

On the back of the pamphlet is a handwritten letter as follows:-

Melbourne Vicarage,
Nr. Derby. Feb. 27th 1859

Dear Sir,

You will be glad to see that we have so good a prospect of putting our old church in good repair and providing for the wants of a larger congregation, an object which I have understood you had much at heart when you laboured so arduously in this emergency.

You had not the advantage which I have - the Vicar is my father in law, and I meet with no opposition from him, whilst the Vicar in your day seems to have hampered your movements rather than supported them.

I do not presume to ask you to subscribe towards the old church, but ask you to buy a book which my father has published on the church, the whole proceeds arising from the sale to be paid to the Restoration Fund.

I shall be most happy to forward you a copy, the price is 10/-, my father has been at considerable expense in the matter and I hope to obtain a number of subscribers for him.

I am dear Sir,
Yours very truly,
Gervase Wasse.

At the time of the appeal 1859 the Rev. Joself Deans was Vicar of Melbourne, and his son-in-law, (the writer of the letter) the Rev. Gervase Wasse was Curate at Melbourne.

Before 1831 the Rev. John Middleton was Vicar of Melbourne, and there is reason to believe that Mr. Metcalfe was his Curate.

S.L.Garlic.

NQ.87 - Notes from the Tissington Hall Documents - 1850

Letter to Sir Hy. FitzHerbert, 19th April 1850, enclosing a sketch of a boiler (sketch missing) so that Sir Henry can judge what accommodation it will require. Boiler to weigh about two tons and engine seven tons. From William Needham, Butterley Ironworks.

Further letter to Sir H.F. from W.N. as above 11th May 1850. Engine, boiler and pumps, ready to go by canal to London. Transport charges included in the agreed price of £420 for the whole.

Account to Sir H.F. from Butterley Ironworks for £47 14 8d for various items as "plummer blocks, rod for cold water pump, brasses, brasses for connecting rod, brass valves, brass buckets, etc. all for Jamaica.

And on the same account £61 - 12 - 9d for various fittings, including water wheel parts, for Bradbourne Mill, all listed, and Josh. Moore's time at Bradbourne fixing water wheel etc. 7 days @ 7/6d - £2 - 12 - 6d plus Jos. Moore Junrs. time 7 days @ 3/- £1 - 1 - 0d and their travelling and other expenses to Bradbourne and back, 7/-.

On the same bill further parts for Bradbourne wheels :-

1 shaft with necks and bearings turned	13	0	19	
2 brasses for do	8	1	18	
16 segment plates	16	2	19	
16 arms for do	13	1	20	
1 5" plummer block and gland	1	1	14	
1 4½ do and bracket		3	22	
1 bevelled toothed wheel 7ft diameter	14	1	18	
1 do pinion 3'6" diameter	4	0	18	
	3	12	2	8 @ 12/-
				£43 10 10

R.Hayhurst

NQ.88 - The Water Mills of the Ecclesbourne Valley

Hardly any information seems to be available regarding the nine known mills of the Ecclesbourne and its tributaries and the Editor would be very grateful for any facts about age, use, date of demolition, present condition.

This is required for incorporation in a survey of the valley's history which is being undertaken by the Local History Section in 1960. Any information of any kind about the valley, its parishes, county houses, farms, legends and customs, railway, springs, roads and field paths, milestones, quarries and other industries or any other historical information whatever for the area Wirksworth to Duffield, would be most gratefully received by the Editor. It is hoped to publish the result of our joint efforts in the Miscellany in 1960. If this venture should prove successful it is proposed to deal with other areas in detail taking one project each year and suggestions would be welcomed for the 1961 survey.

A.A.Nixon.

BOOK NEWS

The Fletcher House of Lace and its Wider Family Associations -.Compiled by Samuel Billyeald Fletcher of West Bridgford, Notts. Printed by Derwent Press Ltd., Derby-1957 - price 25/-. This book is interesting because it has a new form of approach to the task of recording a family history. Part I deals firstly with the family origins and then with thirteen known branches. Each of these has written its own chapter of history for the book and so the style and treatments vary.

Part II gives detailed family trees, which are made up of 550 names, and also pedigree notes, wills, indentures, letters of administration and so on.

There are 142 photographs in the book and the compiler explains that the whole idea started when in 1927 his father became ill and an effort was made to trace two brothers who had emigrated from Derbyshire and lost touch with the rest of the family.

Anglo Saxon England - A B.B.C.Publication, price 2/6d from all booksellers. This beautifully produced handbook of 38 pages has many excellent illustrations four of which are in colour. It has been published as an introduction to a series of eight broadcasts by historians and archaeologists giving a picture of England from 446 to 1066 A.D. There is a useful list of dates and a good bibliography.

A Peakland Portfolio - by C.Daniel, published at 3/6d. Mr.Daniel has informed us that he has a limited number of copies of this book which he is prepared to let Section members purchase at a special price of 2/- per copy. The portfolio is a companion to "Pinnacles of Peak History" and deals with stories of the Peak District in a similar way. There are 83 pages printed on art paper and with pen illustrations.

Christopher Wren - A new booklet issued by London Transport price 6d from the Public Relations Officer, 55, Broadway, Westminster, SW.1. The booklet lists and describes the many splendid examples of Wren's work in and around London.

Derbyshire Quiz - January 22 1958 at the Derby Art Gallery. Questions will be put by the audience to a panel of experts on the history, folklore and natural history of Derbyshire.

Derby Since the Norman Conquest - a course of 24 meetings to study the history of Derby and the surrounding countryside. Beginning on October 1st, at the Secondary Art School, Babington Lane, Derby - Tutor R.C. Christian. The emphasis will be on social and economic history.

The Rise and Fall of a Market Town - by J.M.Lee, price 5/-. This is the story of Castle Donington in the Nineteenth century and is reprinted from the Transactions of the Leicestershire Archaeological and Historical Society. This gives a very interesting example of how a local history can be written.

The Smiths of Chesterfield - by Philip Robinson - price 15/- obtainable from Thomas Brayshaw Ltd., Chesterfield, and from Fords of Chesterfield. This beautifully produced book deals with the history of the Griffin Foundry, Brampton 1775 - 1833. The story of the rise and fall of an important manufactory is told with a rare combination of warm human sympathy and technical accuracy and the book will interest all who love Derbyshire as well as students of industrial history. There are some charming sketches which give an accurate and vivid picture of eighteenth century industrial England.

The Village Constable 1791-1839 - by Robert Thornhill, published by the Local History Section D.A.S. price 3/6d. The village is Great Longstone but the picture which is conjured up could apply to any Derbyshire village of the period. In the 54 pages reproduced Mr. Thornhill has taken care to omit nothing which might be of value and the spelling is as in the original. This should be of great help and interest to anyone making a study of the history of any part of the County during the early nineteenth century.

Early Steam Engines in Derbyshire - by Frank Nixon - A few preprints of this paper, given in London before the Newcomen Society for the Study of History and Engineering Technology, are still available. Price 4d post free.

Copies in the Hay, by Jane Lane - 1957 - price 10/6d - This is a novel of Jane Lane's usual standard in which she reconstructs the Babington plot.

The Ninth Annual Meeting of the Standing Conference for Local History will be held on November 14th. The Theme of the Conference is "Railways and Canals in Local History". Speakers Mr. Charles Hadfield on Canals and Mr. Michael Robbins on the Railway.

The Amateur Historian - Publication will continue with a subscription of 15/- per annum post free. Copies may be obtained from the publishers Alden and Blackwell Ltd., Eton College, Windsor, Bucks.
