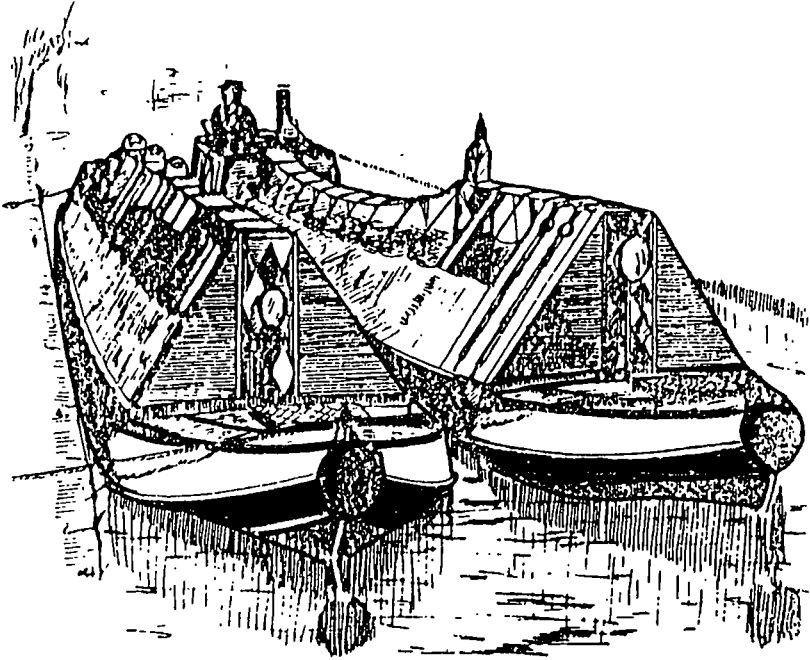


CAKE AND COCKHORSE



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**Details of the Society's activities and
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Cake and Cockhorse

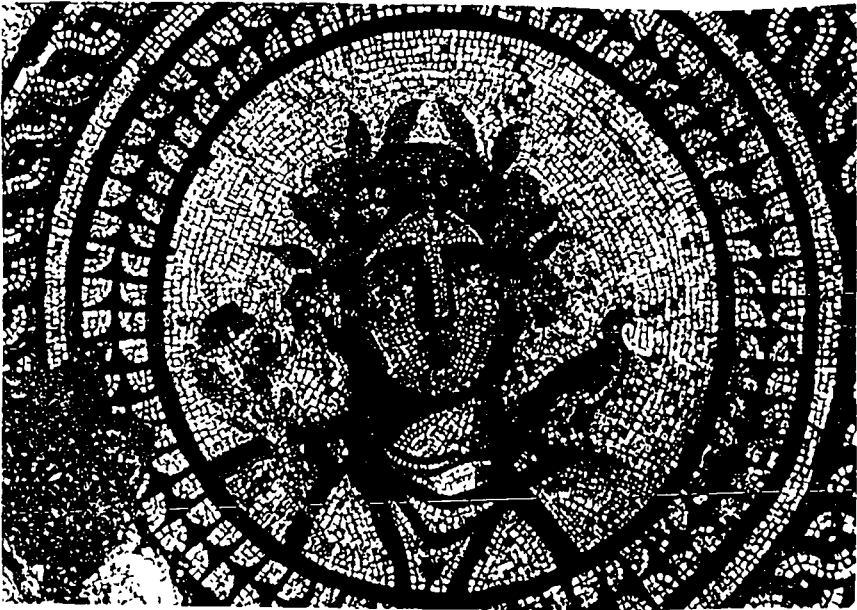
The magazine of the Banbury Historical Society, issued three times a year.

Volume 12	Number Six/Seven	Summer/Autumn 1993
Michael Hoadley	The Garden in Roman Britain	138
Barrie Trinder	A Banburian Cotton Master	146
Robert Kitchin-Smith	Staley's Warehouse	148
Jeremy Gibson	Canal Boat Families in Census Returns	172
Book Reviews: <i>Ramlin Rose. The Boatwoman's Story</i> , by Sheila Stewart		174
<i>Oxford Church Courts: Depositions 1570-1574</i> , ed Jack Howard-Drake		176
Jeremy Gibson	Thirty Five Years on	178
Banbury Historical Society	Rules	180
	Annual Accounts for 1992 (corrected)	183
Banbury Historical Society	'Village Meeting' at Brackley	184
	Around the Local History Groups	184

The Mill Lane area of Banbury has, over the last few years, been of great interest to local historians. It has been the part of the town that has held the castle, the mills, the river, then the canal and subsequently the railways as well as being the main crossing point of the River Cherwell since earliest times. The remains of the medieval arches of the bridge are still visible for those with a good pair of wellingtons. The redevelopment of this area has continued for a number of years with the building of the Castle shopping centre in the late '70s and now the Raglan development which should begin in the near future. With all this demolition in the area it is good that local historians have been aware and have been able to note the passing of the buildings. The article on 'Staley's Warehouse' in this issue is a classic example of good research into a tract of land which is being redeveloped. Although the building is no longer there, we are able to read not only of its recent existence but also of its construction and of the land use in the past. It is a happy coincidence that it should appear at the same time as the review of Sheila Stewart's *Ramlin Rose*, which describes so well the boat people who worked the canal and supplied the wharves and warehouses.

This issue of *C&CH* is a 'bumper' one, being twice its usual length. Writing amidst October storms it is impossible to pretend summer is still with us, so, without intending to create a precedent, it is presented as a double issue, for both Summer and Autumn, the last for 1993

D.A.H.



The 'Four Seasons' mosaic at the Corinium Museum, Cirencester.

Above: Flora, goddess of flowers, wears a garland and personified Spring
Below: Ceres, goddess of agriculture and plenty, carries a sickle and personifies Summer
Reproduced by kind permission of the Corinium Museum, Cirencester



THE GARDEN IN ROMAN BRITAIN

Michael Hoadley

Until the 1st Century AD Roman gardens were simple, informal affairs given over mainly to the growing of food. Then the decorative garden became popular as a feature of palaces, villas and town houses. Pathways provided a place for light exercise, and an evening walk before the main meal was considered beneficial to the digestion. The Romans enjoyed out-door living and they often furnished their gardens with as much care as they did their houses.

The formal Roman garden was architectural in character. Flower beds and pathways were laid out geometrically. Fountains, statues, seats, plant pots and troughs provided ornamentation. Trees were arranged to repeat the rhythm of the columns. Colonnaded walks provided shade.

The garden was an extension of the house. Dining was often done in the open (alfresco), exercise was taken, worship was observed, and guests and visitors were received there. Fine linen curtains were hung outside to provide extra shade and to imitate the house interior. Wreaths and garlands were hung on columns and architraves. Ivy was extensively used. It was trained on walls and columns and formed 'swags' between columns and architraves in a formal design.

Formal hedging was popular with the Romans. This was most commonly of box and rosemary. Planes and conifers were cultivated as ornamentals and were frequently used to make a feature.

The Romans introduced a wide variety of plants and herbs to Britain. The Romano-British flower beds contained acanthus, daffodils, lavender, Madonna lilies, myrtle, opium poppy, pansies, roses and violets. There was a proliferation of herbs. Balm, basil, bay, borage, caraway, chives, coriander, fennel, hyssop, juniper, marigold, mint, rue, sage and thyme added beauty and scent to the Roman garden. They also provided a store of plants for cooking and medicine.

The interior of the Roman house often reflected the love of gardens and the outdoors. Walls, floors and ceilings were rustically decorated. Walls were painted with landscapes in the "trompe d'oeil" style.

The "Four Seasons" mosaic can be seen in the Corinium Museum in Cirencester. Only three of the roundels survive. Summer is represented by Ceres holding a sickle and with ears of corn in her hair. Autumn is Pomona in a head-dress of fruit. Spring is Flora. Mosaics of Silenus, the god of hedonism, depict the vine. The vine was the symbol of wealth and prosperity.

Statues were a common feature of the Roman garden. Their display was a mark of respect and homage to the gods and insured the protection of the household. Venus was the guardian of gardens. Other statues were of gods and goddesses associated with fertility and growing things. These included Hercules, Diana, Mars and Mercury. The Romans ransacked Greece and its colonies for

fine statuary. The less well off had to make do with Roman copies of Greek statues that were often inferior in quality

Small temples and shrines were often a feature of the grander garden. The Nymphaeum at Chedworth Roman Villa is a good example of this. The Nymphaeum, situated behind the bath house, was a water shrine. It was located on the site of the spring which fed the baths and had sacred, and possibly healing, associations. Water in all of its forms was a delight to the Romans. Their gardens frequently had fountains, pools, ponds, cascades and even canals and rivers running through them.

Many gardens had elaborate underground watering systems. Fish ponds were popular and these were often decorated with aquatic mosaics. Water was often supplied to communities by means of the aqueduct. Aqueducts are recorded in inscriptions from Chester-le-Street, South Shields and Chesters. The channels of aqueducts have been identified at Haltwhistle Burn, Bowes and Lanchester. Lincoln had a remarkable system made of tile pipes heavily jacketed in concrete. The water for this system was pumped up from springs. At Caister-by-Norwich, Silchester and Caerwent a gravity system carried below ground in timber pipes joined by iron collars provided fresh water.

Citizens of the Roman Empire who enjoyed an artificially high standard of living did not have to trouble themselves with garden maintenance. This was done by slaves and there is good evidence for professional gardeners. Pliny wrote, "good husbandry goeth not all by much expense but it is painstaking and careful diligence that doeth the deed." A great deal of information about Roman gardens is to be found in the works of both Pliny the Elder and the Younger. But it is doubtful that either of these urbane gentlemen ever lifted a hoe.

Pliny the Elder describes how a "toparius" could train planes and conifers into dwarf plants with a technique like that of the Japanese bonzai. Pliny the Younger describes his own villa gardens in detail in his letters. His villa in Tuscany had terraces which led to enclosed gardens. The gardens were designed to show their best aspects at all seasons. Box hedge alternated with laurel. There were lawns, beds of acanthus, fruit trees and trellised vines.

Organic methods of fertilising were the only ones available. Columella recommended the droppings of pigeons collected from dovecots. However, the best manure of all was man's own. Human excrement was sieved into a sort of meal that was turned into the soil.

Many town dwellers kept a "hortus" or a small holding outside the town just as we keep allotments today but the "villa urbana" is unlikely to have had to depend too much on its own food production. The "villa rustica" would certainly have produced a lot if not all of its own food. Besides having an associated farm, "kitchen gardens" were a common feature of these establishments. The Romans introduced and cultivated carrots, peas, leeks, asparagus, lettuce, radishes, turnips and marrows. Apple, pear and cherry trees graced their orchards. The

vine was cultivated for its fruit and as a garden ornament but there may not have been much wine production as was once believed. The indigenous population tended to drink beer and most of the wine was imported (predominantly from Spain in the 2nd century AD).

The Romans developed distinct varieties of dessert apples. It is possible that one of these was Court Pendu Plat, which is still used in modern cross-breeding programmes. Cato the Elder wrote a treatise on grafting. By the time of Pliny the Elder there were more than twenty varieties of apple under cultivation.

The wild pear grows as a small tree or shrub on the woodland edges of southern Britain. It is a hard and sour fruit. The Romans developed improved varieties through grafting. The flowers of both the pear and the cherry are particularly attractive and the Romans recognised their potential as garden ornaments.

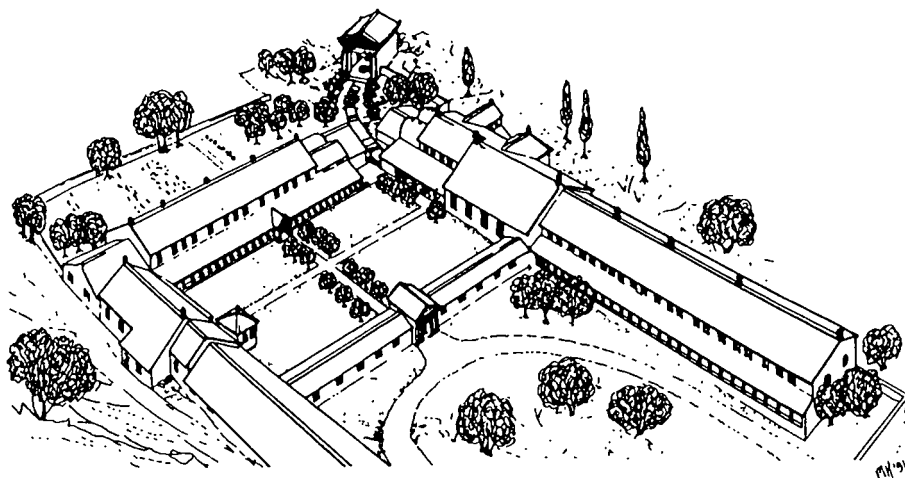
Animal life formed part of the ornamentation of Roman gardens, broadening the perception of sight and sound. Birds were kept as pets. Some gardens had elaborate aviaries. Sparrows, goldfinches, ravens and blackbirds were favourites. The mute swan graced ponds and the rarer black swan was highly prized. Bee-keeping was a feature of the Roman villa farm. Honey was the principal sweetener and it was used extensively in the preparation of food and medicines. Virgil wrote a treatise on bee-keeping. He recommended that hives made from plaited osier wands or hollow bark should be placed near the flowers the bees preferred. An "apiarius" was employed to tend the hives and there was a thriving commercial industry in the procurement of honey.

Whether the rite for the disposal of the dead was internment or cremation, the Romans had an abhorrence of inter-mural burial. Areas were provided outside towns and away from habitations for cemeteries. Nevertheless, the Romans venerated their dead quite extravagantly as did the Victorians. Roman tombs were often surrounded by gardens. Trimalchio, a wealthy freedman, gave precise instructions for the furbishment of his tomb. It had a frontage of 100 feet and was 200 feet deep, "for I should like to have all kinds of fruit growing round my ashes, and plenty of vines." The tomb complex was provided with a banqueting hall.

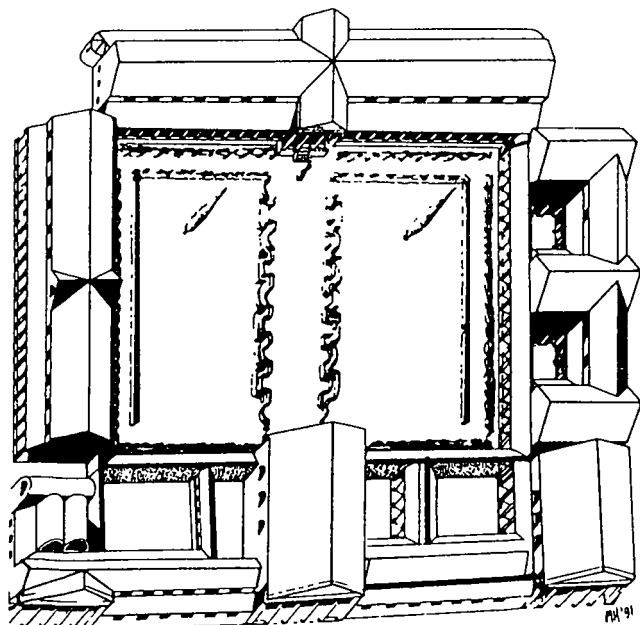
Garden tombs were ornamented with fountains, statues and flower beds. Many even had a caretaker's house. Two or three gardeners were employed and the upkeep of the tomb was provided from the income realised from the sale of vegetables, fruit and flowers grown there. Less elaborate tombs were simply planted with single trees, groups of shrubs or flower beds.

Funerary wreaths and bouquets were a feature of the service for the dead and certain plants, herbs and flowers became associated with death. The presence of these in the house of the living was regarded with superstitious dread.

The archaeology of the garden is a recent development. Until a few years ago archaeologists did not pay much attention to the possibility of the existence of



Chedworth Roman Villa. Formal gardens were laid to the front of the house and kitchen garden and orchard to the rear. Note the water shrine, Nymphaeum, beyond the top corner of the villa complex. Such shrines were a common feature of large Roman gardens. They were also linked to bath houses. Such a shrine occupied the central court of the bath complex at Caerleon.



Fishbourne Palace, Sussex. Note the hedging and conifers of the central court. Some of the smaller courts may also have been landscaped. Stone fragments of fountains were excavated on the site. The palace was probably built for the client king Cogidubnus in about 73 AD.

formal gardens attached to villas and houses in Roman Britain Now, even old excavation reports are being re-examined for evidence that was previously overlooked or misinterpreted

When the villa at Apethorpe in Northamptonshire was excavated in 1859, a shallow stone-lined depression was found in the exact centre of the courtyard. This was interpreted as an impluvium (a basin for catching rainwater) or a "dipping well " It now seems likely that this was a garden feature like an ornamental pool

A paved path and low scarps which are the remains of terraces were found in the forecourt of the villa at Sudeley in Gloucestershire. Long narrow structures on two sides of the courtyard at Pitney Villa in Somerset are now thought to have been garden pavilions.

The terraces of a garden dating from the early 4th century AD were found in front of the villa at Frocester in Gloucestershire It had rectangular flower beds and bedding trenches for a hedge The charred remains of box were found Remains of box were also discovered at Farmoor Villa in Oxfordshire

The foundations of a semi-circular structure were found at Brading Villa on the Isle of Wight This is now interpreted as a seated alcove

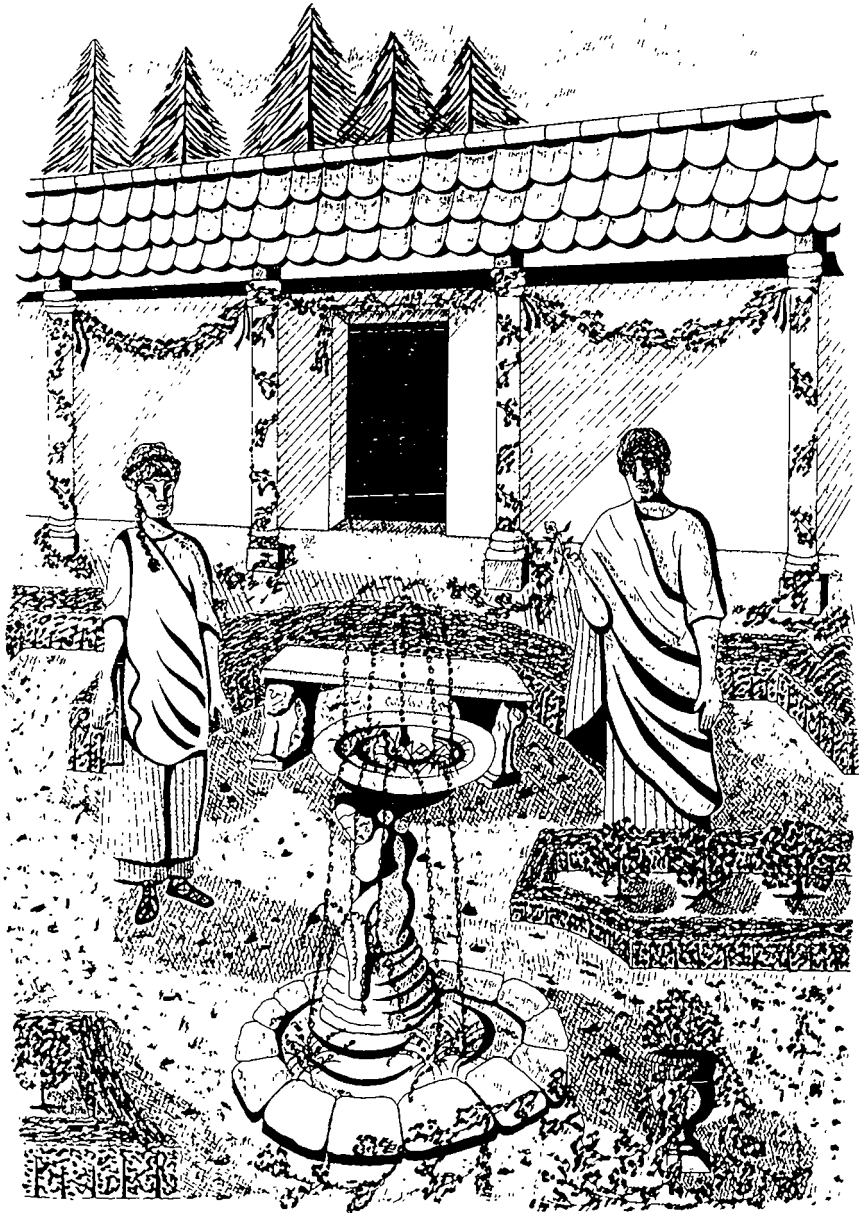
Aerial photography has enabled archaeologists to determine the layouts of buried Roman villa gardens "Crop marks" show up the outline of hedge lines and formal planting Pollen analysis from these gardens is giving a clearer picture of the varieties of plants grown in Roman Britain

An impressive recreation of the gardens of the Romano-British palace of Fishbourne (near Chichester) followed highly disciplined excavations carried out in the 1960's

Fishbourne Palace is one of the most spectacular Roman buildings to be seen in Britain In the centre of the palace complex was a large formal garden laid to lawns surrounded by hedging Conifers and shrubs formed focal points There is evidence for trellises and fountains The form and decoration of the palace reflects the highly sophisticated Mediterranean taste

The Corinium Museum has recreated a Roman garden. It is arranged round a central pond. Bedding areas exhibit plants typical of the Roman period It is proposed that, as the garden matures, new features will be added The feel of the small town house garden is conveyed by the enclosing space which has decorated walls

Chedworth Roman Villa has been landscaped and a fine model in the site's reception area conveys an impression of its vanished glory The hilly, woodland setting of Chedworth is breathtakingly beautiful It was the ambition of town dwellers to own a place in the country. The Romans loved the outdoor life and the ideal situation for a country retreat took advantage of views of valleys, mountains or the sea It was often surrounded by woodland and lakes



The Peristyle Garden was a feature of large town houses. It provided a pleasantly private retreat for recreation and cultivation. Note the ivy 'swags' on columns and architrave.

The typical Roman house was built in the courtyard style. Rooms were grouped around an atrium, the central court. Further ranges of rooms at the rear of the house were grouped around the peristyle, a colonnaded garden court that provided privacy and some insulation from the street noise. Some mansions and palaces also had a sunken garden called a hippodromus. In Britain, the Gaulish rather than the Mediterranean style prevailed. British villas and houses were generally arranged so that the rooms opened on to one another rather than directly onto a courtyard. Most villas occupied only one, two or three sides of a square or rectangle. The path from the main gate led directly up to the main reception room through a landscaped or formal garden. The Gaulish style probably prevailed because of the inconsistencies of the British climate.

After the Roman forts achieved a permanence in stone, doubtless the military strived to provide as much in the way of "home" comforts as possible. The courtyard of the commander's house may have had a formal garden though no research into this possibility has yet been undertaken.

We do know that medicinal herb gardens were maintained for the use of military hospitals. A number of garden escapees can be found growing wild along Hadrian's Wall, particularly thyme, chives and the Madonna lily.

It was the ambition of many, then as now, to have a garden. As Horace wrote, "this is one of my prayers for a parcel of land not so very large, which should have a garden."

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A BANBURIAN COTTON MASTER

Barrie Trinder

Our knowledge of the cotton masters of the eighteenth and nineteenth centuries is rather limited. Historians have given due attention to the leaders of the industry, Richard Arkwright, the Strutts of Belper, the first Sir Robert Peel and the Greys of Quarry Bank Mill, but only a chapter in Stanley Chapman's *The Early Factory Masters*, published over a quarter of a century ago, considers the origins of less prestigious figures. It is certainly surprising to find one Midlands factory master who sprang from the poorest of Banbury's poor.

The Ironbridge Institute has recently been analysing the industrial landscape of Fazeley, scene of an ambitious programme of 'improvement' carried out by the first Sir Robert Peel and his partner Joseph Wilkes of Measham. In 1790 the partners purchased a large estate in Fazeley, a township in Tamworth parish, and the adjacent parish of Drayton Bassett from the first Marquis of Bath. Wilkes was responsible for the construction of a complex system of water channels, which provided power for two large cotton spinning mills, called the Old Mill and New Mill (or Drayton Mill), a bleach works and a calico print works, where the same stream had previously powered only an old corn mill. The same scheme enabled peaty ground to be drained and used for crops, and provided water for irrigation, for process purposes in the bleach and calico printing works, and ornamental lakes in the grounds of the mansion Peel built at Drayton Bassett. Fazeley had previously been an insignificant crossroads settlement, but it grew into an industrial village, consisting of 99 houses in 1801, 128 in 1811 and 193 in 1821.

The Midlands cotton industry declined after the Napoleonic Wars. By the time of the death of the first Sir Robert Peel in 1830 the family's mills in Tamworth had been adapted for other purposes. The calico print works in Fazeley was demolished in 1833 after some years of disuse, and the New Mill passed into the hands of other entrepreneurs who introduced smallware manufacture, the making of tapes and laces, which still flourishes in Fazeley.

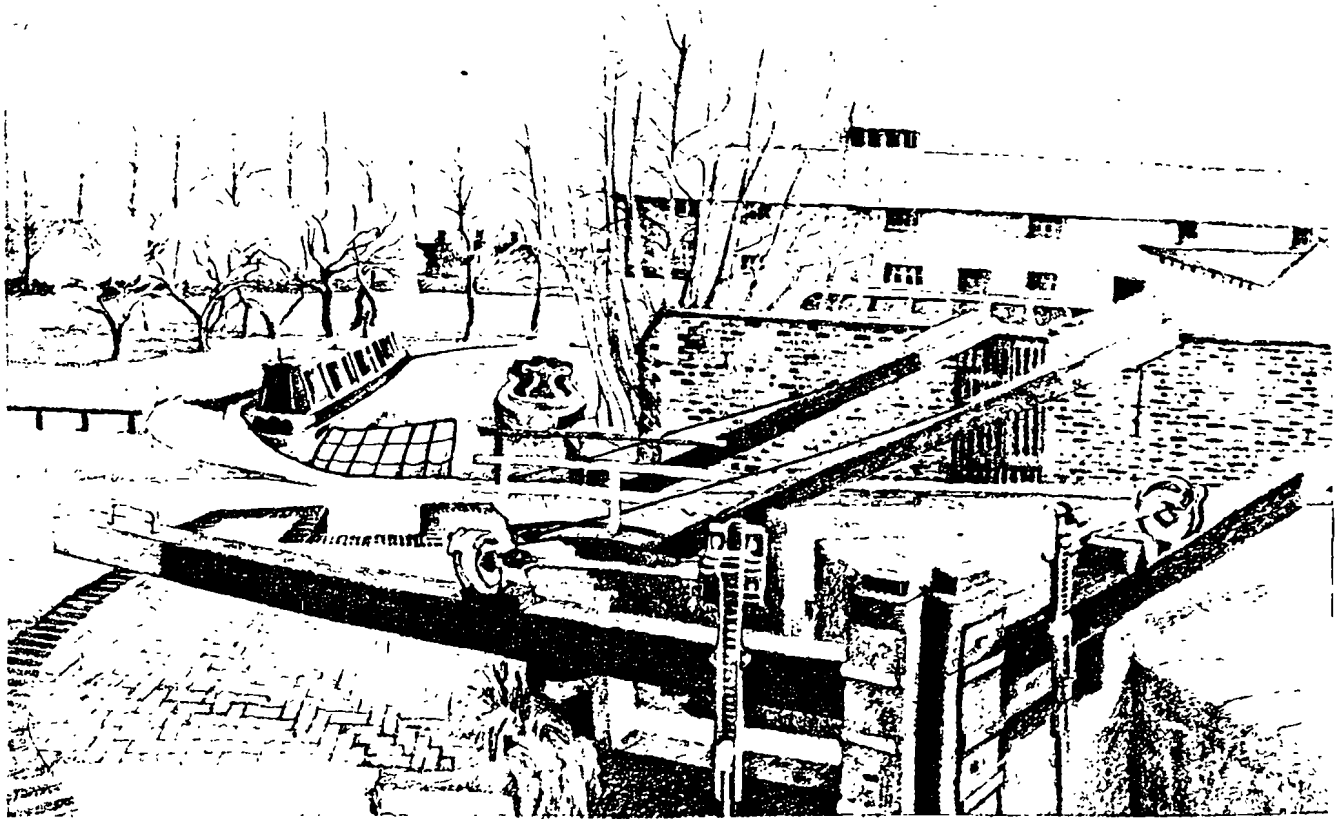
Edmund Peel, the son of the first Sir Robert, and brother of Sir Robert Peel the Prime Minister, continued a cotton spinning business in the Old Mill at Fazeley until 1841. It appears that the mill was soon afterwards taken over by the firm of Cook and Wright. One of the partners, Mark Cook, was born in Banbury. In 1851 he was aged 62 and living in Coleshill Street, Fazeley, with his wife Jane, aged 46 and born at Atherstone, and their son, also Mark, aged 9 and born in Fazeley. Cook was employing 74 people in his mill. In the course of the 1850s the Old Mill was taken over by William Tolson, a smallware manufacturer of Yorkshire origins who had come to Fazeley to work in part of the New Mill in the early 1840s. Tolson subsequently came to dominate the local economy, and

his sons built the imposing Fazeley Mill, where the company still manufactures smallwares Cook had disappeared from Fazeley by 1861, although whether he died or whether he moved elsewhere is unknown.

Through the Banbury parish registers Cook's descent can be traced back for three generations. He was baptised on 26 December 1788, the son of Mark Cook, shoemaker, and his wife Sarah, nee Harris. The couple had married on 17 February 1787, when Cook's occupation was recorded as cordwainer, rather than shoemaker Both were from the parish of Banbury. This Mark Cook appears to have been baptised on 20 May 1764, the son of another Mark Cook, labourer, and his wife Elizabeth, one of six children of the same parents baptised between 1757 and 1771. One of the six was an earlier Mark, baptised on 24 August 1760, who was buried on 5 December 1760. Mark Cook the grandfather of the cotton master was described as a servantman of Banbury when he married Elizabeth Trinder, also of Banbury, on 7 September 1756, although he was recorded as 'labourer', a term which can denote status rather than occupation, in the register entries for the baptisms for most of his children It was probably this Mark Cook who was buried on 28 January 1772, just over six months after the baptism of his daughter Elizabeth on 5 June 1771 His widow Elizabeth was buried on 13 April 1804. This was probably the Mark Cook, son of a Mark Cook, usually described as 'labourer of Nethercote', who was baptised on 8 January 1722/3, one of twelve children of the same family baptised between 1720 and 1738 The baptismal entry for the youngest, Deborah, on 13 August 1738, records that his wife was called Ann, and an Ann Cooke, widow and relict of Mark Cook, labourer of Nethercote, was buried on 23 December 1773. This Mark Cook, great-grandfather of the cotton master, was probably the Mark Cook, labourer of Nethercote, buried on 14 April 1770

Mark Cook, cotton master of Fazeley, was thus the fourth generation of Banburians to bear that name, and an example of the social mobility which can be observed amongst many of the entrepreneurs of the Industrial Revolution. His father, a shoemaker, followed a distinctive craft, but his grandfather and great-grandfather appear to have been labourers, his grandfather living in Nethercote, a humble appendage of the town over the Northamptonshire border Our knowledge of the cotton master is limited, but his origins are interesting, and that we are able to describe them is a tribute to the unpredictable usefulness of the labours of those who produced the first generation of the Historical Society's publications

Bibliographical Note: Genealogical details are all taken from the Banbury Historical Society's published volumes of the Banbury parish registers. The growth of Fazeley is considered in Michael Stratton and Barrie Trinder, *Fazeley: an Evaluation of a Midlands Industrial Landscape*, Telford. Ironbridge Institute, 1993



Detail from the illustration on the front cover of the 1989 Banbury Telephone Directory, showing Staley's Warehouse in the background. Reproduced by kind permission of British Telecommunications plc

STALEY'S WAREHOUSE

(known as the the Corporation Store)
Mill Lane, Banbury

Robert Kinchin-Smith

Introduction

This is an attempt to unravel the history of the 'Old Corporation Yard' area in Banbury and especially the nineteenth century stone and brick warehouse, once part of the Depot, which used to overhang the Oxford Canal. Located just below Banbury Lock, it was, until its recent demolition as part of the Inner Relief Road scheme, the last surviving warehouse, in anything resembling its original form, on the Oxford Canal. Ironically this building became well known having featured on the cover of the Banbury Telephone Directory in 1989, the year of its destruction. Its loss was most unfortunate in that it need not have been demolished since the road narrowly misses the site. It is especially tragic as it was reduced to rubble just one month short of the bicentenary of the completion of the Oxford Canal.

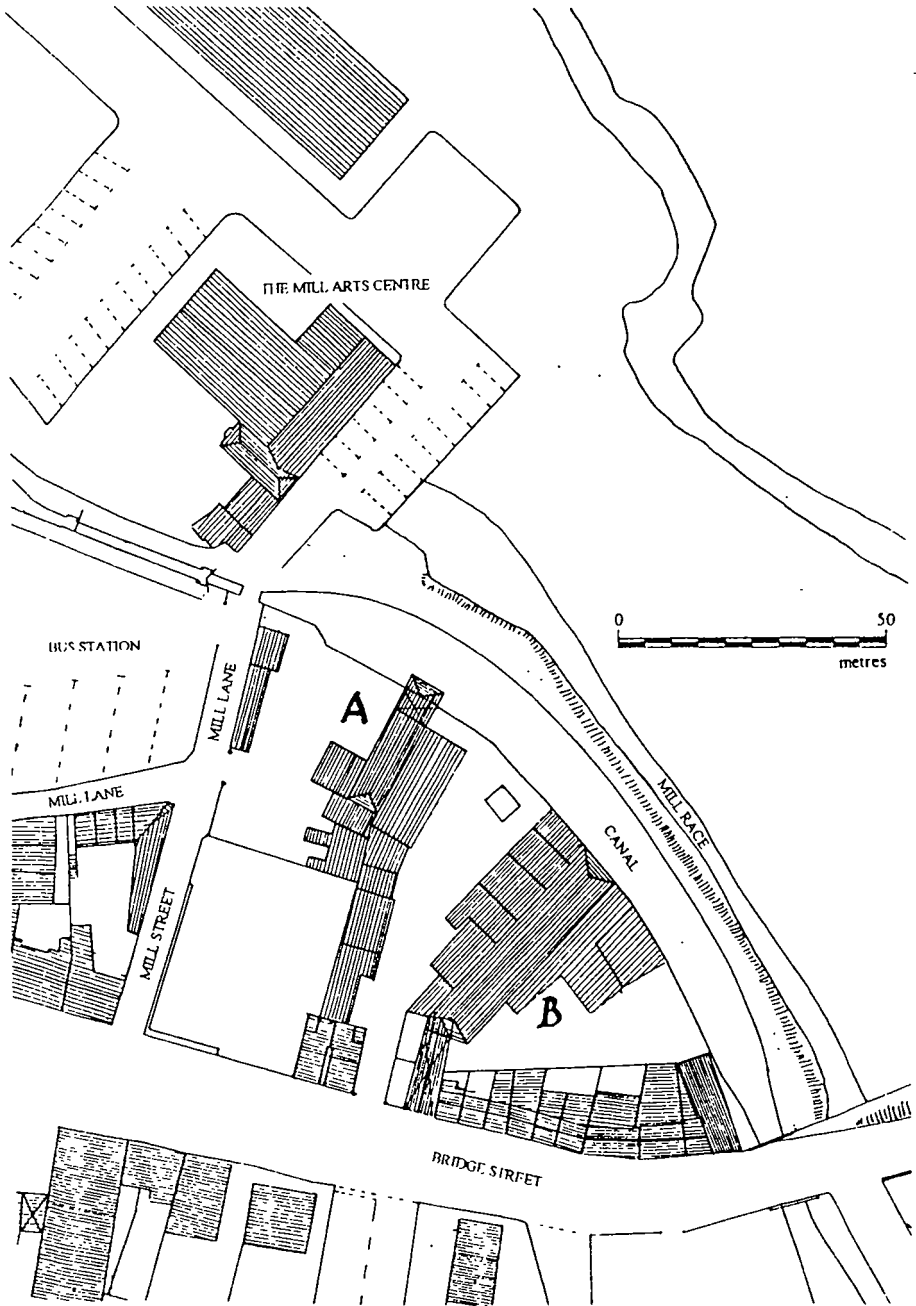
Fortunately I managed to fully measure and photograph the building while the demolition men were at work elsewhere on the site and the results of this survey form part of this report.

Apart from the fact that it was in the ownership of Banbury Borough this century, nothing appears to have been known of this building's history, though it had been speculated by Barrie Trinder that it was associated with the yard of the Paving and Lighting Commission established in 1825.

In researching the history of this building I have followed many diverse routes and the results of this research has enabled me, I hope, to understand this building in the context of its surroundings. I hope I will be forgiven if some of the following seems to stray from the history of one building *per se*.

Staley's Wharf Warehouse

The warehouse which is the subject of this survey was located in the Bridge Street Yard of Cherwell District Council, inherited from Banbury Borough Council under the local government reorganisation in 1974. The yard was located to the east of the town centre between the Market Place and the ancient crossing place over the River Cherwell. The Council yard, known as Corporation Yard, formed a rough fan shape of ground, the point of the fan being the entrance to the site in Bridge Street, and the curved edge being the curving course of the Oxford Canal. The site had a second entrance to the north-east, leading off Mill Lane.



Site Plan 1989

When I first got to know the site, it was in various ephemeral usages, the Council having vacated the site in 1974. The area had been earmarked for many years for the Banbury Inner Relief Road and all the tenants were on renewable one-year leases. As a result all the buildings had become extremely run-down. Only two major buildings remained. One, marked 'B' on the site plan, was a red brick building 40m long and 9m wide with a hipped slate roof which was built as a gasworks and operated from 1834 to 1856. The second major building, 'A', was the warehouse which forms the subject of this survey.

This warehouse was a three storey building 25m long by 6.5m wide with a hipped slate roof and later lean-to accretions. It had a south east (rear) elevation of coursed ironstone, the remainder being of local handmade brick which is consistent with local practice at the time. Over the canal a cantilevered two storey timber hoist-house with trap doors allowed direct unloading/loading from the boats below. A through opening set wide adjacent to the canal edge, again provided with trap doors over, allowed carts to be loaded/unloaded and pass between the wharves. The window openings at the front were provided with cast iron frames whilst those at the rear had merely movable wooden louvers. The north-west (front) facade was relieved by a central bay window on the ground floor which would have illuminated an office. Apart from a brick wall rising right through the building it was undivided though an internal tower was inserted through the building in the 1930's for drying fire hoses and this could be seen protruding through the roof. Readers requiring a fuller building description are referred to Appendix A.

When I first encountered the building I had guessed the date for its building to be around 1820 or perhaps slightly earlier. I now feel confident that I have established that it was constructed in 1837, a date which I found slightly surprising at first. It has to be considered however that the railway didn't reach Banbury until 1850 and apart from an increasing use of brick when coal became cheaper with the opening of the canal, simplicity of form and functional use of local materials remained the norm in Banbury. This may be put down to the independence of the Banbury merchant class from any influence of the landed gentry and the town's natural tendency towards non-conformist religion and radical politics.

It almost goes without saying that no architect's name can be pinned to this building, but it is unfortunate that the name of the builder is lost to us. However the building is not a complex one and the construction would no doubt have been supervised at close hand by Thomas Staley the client, who at the time was living in the miller's cottage which overlooked the warehouse.

The history of the site to 1773

Banbury, located in the very north of Oxfordshire, has probably always been a place where people have met and traded. Very little seems to be known of its

history prior to the laying out of the Market Place and burgage plots and the building of the Castle, all the work of Alexander, Bishop of Lincoln, some time between 1123 and 1148. The town was laid out on the rising ground slightly to the west of the River Cherwell and was centred on the Market Place and Castle. The church was up the hill, and right on the edge of the medieval borough. This arrangement seems fitting, given Banbury's history of first puritanism, then non-conformity and its rapid development into a flourishing commercial centre after the reformation.

To the east of the Market Place, Bridge Street runs along the spine of a spit of marl and then a causeway to the medieval (probably thirteenth century)¹ bridge crossing the Cherwell flood plains, the leat of the Bishop's Mill (subsequently Banbury Mill) and later, the canal and railway. Apart from tenements which grew up along this spit of land, the eastern expansion of the town in the pre-canal period seems to have been limited due to the low lying nature of these plains and their propensity to flood.

All the lands to the north and east of the Market Place, Bridge Street and Mill Lane, comprising the Castle courts and gardens, fish-stew, water mill and adjoining meadows and fisheries, passed to the Crown after the reformation. It was upon these lands that the Castle Wharf and Company Wharf were built.

That part of the Castle estate by the Cherwell, and that which concerns us most here, is the area between Bridge Street, Mill Lane and the Mill. Both these streets are known to date from at least the thirteenth century² and after the dissolution the tenements and pastures were leased out by the Corporation. A survey of the lands formerly belonging to the late King Charles was carried out in 1653 after the sieges of the Castle during the Civil War. This survey lists four tenements and one barn, burnt down in the Bridge Street area. That which needs concern us most here is the *"parcel of ground whereon a barn lately stood burnt by fire on the late civil war and now encompassed within the lands of Mr [Nathaniel] Vivers with a stone wall near Mill Lane"*³

On the 15th June 1676 Nathaniel Vivers mortgaged to Robert West *"a messuage and appurtenances in Bridge Street Banbury, called the Adam and Eve, occupied by himself"*. It included a kiln, malthouse and granary.⁴ The name of the Adam and Eve occurs again in the deeds relating to Staley's Wharf and the Corporation yard, in the possession of Cherwell District Council. Since these deeds paint a picture of this site immediately prior to the construction of the canal, I will take the liberty of quoting fairly fully from the deed conveying in 1773, from Jonah George to Mary Wardle, spinster *"All that newly erected messuage tenement or dwelling house situate [in] ... Bridge Street... with garden and appurtenances thereto, together with a close of pasture... adjoining and commonly used therewith containing by estimation three acres... now in the occupation of Jonah George... all those two... cottages...with gardens, backsides and appurtenances... situate in Bridge Street and near adjoining the said newly*

erected messuage... now of late in the occupation of Henry Essex and Robert Jeffs and John Moore, all of which said were formerly in the inhabitation of Andrew Hill apothecary, deceased, and known by the name of the Adam and Eve... Two other newly erected messuages ... gardens etc... in Bridge Street... lately in the occupation of Mrs Hughes, widow and Mrs Howse, widow... built on the barn parcel of the Adam and Eve... and Lower Mill Ham... containing 1 acre 3 roods and 20 perches etc... for £1,840"⁵

In 1990 the Oxford Archaeological Unit carried out a dig on this site which shed greater light on this area in the period prior to the opening of the Oxford Canal. The topography has changed considerably since Mary Wardle's day. The foundations of two sixteenth-seventeenth century cottages were discovered beneath the present 59 and 60 Bridge Street, and extending to the north, corresponding to the modern property boundary, they discovered a previous boundary wall, itself built along the line of an infilled boundary ditch dating back to the late medieval period. Where this wall changes direction, at the southern corner of the Corporation Store/Staley's Warehouse, they found the old river cliff. The change in direction at this point can therefore be dated to after the construction of the canal wharfage. The river cliff was also located at the back of 64 Bridge Street. A test pit was dug beyond this point which failed to find natural subsoil at three metres illustrating the depth of nineteenth century infill between this cliff and the canal.⁶

From these sources we can build up a picture of the site in the pre-canal era as being relatively marginal to the mainstream of Banbury life and a large proportion of it, lying beyond the river cliff, being no doubt liable to flooding.

The Oxford Canal

In the same year that Edward Busby sold this piece of ground and tenements to Jonah George (1761), the Duke of Bridgewater opened his canal and ushered in the Canal Age. As is well known, he employed James Brindley who was already engaged in surveying the Trent and Mersey canal. The Duke brought him to public attention and public enthusiasm spread like wildfire for a network of canals to link not only the Trent and Mersey, but also the Thames and Severn to form a "Grand Cross".

In August the first leg of the line from the Trent and Mersey to the Thames was promoted as the Coventry Canal, construction of which started in April 1768. On 13th April 1767 Sir Roger Newdigate of Arbury Hall near Coventry (promoter of the Coventry Canal, MP for Oxford University and coal mine owner) visited Banbury and talked with the mayor and others regarding the desirability of the link from Coventry to the Thames passing down the Cherwell valley to Banbury and Oxford. Brindley, already engaged upon the Trent and Mersey and Coventry Canals, agreed to do the survey and on 25th October 1767 the first meeting of the promoters of the Oxford Canal was held at the Three

Tuns, Banbury (now incorporated in the Whately Hall Hotel) This meeting was chaired by Sir Roger and attended by the Dukes of Marlborough and Buccleuch and the Lords Spencer, Guilford, and North, the last mentioned being M P for Banbury Benjamin Aplin (Town Clerk of Banbury) was appointed to receive the money subscribed along with Thomas Walker (Oxford's Town Clerk) and William Dudley, clerk to the Coventry Canal. At this meeting £50,400 was immediately subscribed An Act was quickly proposed and the Bill received Royal Assent on 21st April 1769⁷

--The cutting of the canal commenced at Longford in September 1770 and by March 1771 ten miles were opened and the first tolls taken On 27th September 1772 Brindley died of overwork and Samuel Simcock (Brindley's assistant) was appointed Engineer at £200 per annum By 1774 the canal was open as far as Napton whence coal was conveyed by land carriage to Banbury, Bicester, Woodstock and Oxford The coals from Hawkesbury were very much appreciated in Oxford, the local paper (presumably *Jackson's Oxford Journal*) declaring "*they require no stirring as is necessary for sea coal, but being put on the fire, suffered to lie at rest, makes an extremely cheerful fire and burns till the whole is consumed to ashes without further trouble.*"⁸

By May 1776 Fenny Compton had been reached and on 15th April 1777 the junction at Longford was effected joining the Oxford Canal to the fifteen miles of the Coventry so far built and allowing the passage of Sir Roger Newdigate's coal southwards.⁹

The summit barrier was finally overcome by the boring of the Fenny Compton Tunnel of 1,138 yards (now opened into a cutting) and on 1st October 1777 coal was first on sale at Cropredy Wharf at 1s. per cwt Finally on 30th March 1778, 200 tons of coal was ushered into the wharf at Banbury where it was on sale at 1s per cwt, or 11d per cwt. for places over fourteen miles from Banbury¹⁰ The canal company was financially exhausted however. The sixty-six miles had cost £205,146. 4s. 4d.¹¹ and it was not until April 1786 that an Act was obtained for the canal to extend beyond Banbury,¹² Oxford finally being reached on the 1st January 1790 The Oxford and Coventry canals were united with the rest of the canal system the same year¹³ The canal was engineered between Banbury and Oxford by James Barnes (1740-1819). Having completed the Oxford canal, he was responsible for engineering on the Grand Junction canal until 1805 (now part of the Grand Union system) It would appear that during this period he maintained links in Banbury, being elected Mayor in 1801 and 1809 He also maintained the brewing and malting business which he had carried on with James Ward from at least 1785¹⁴ This became Barnes & Austin in 1814,¹⁵ passing in the long run to Messrs Dunnell & Co before closing 1918 upon a merger with Hunt Edmunds.¹⁶ The brewery and malthouse were located at the corner of North Bar Street and Warwick Road and it is unfortunate that the building is now

being demolished on this site (June 1993). The main block (1820-24) may be ascribed ascribed to Richard Austin (Barnes' son in law) and the low malthouse block to Barnes and Ward (before 1795).

Quite where the canal terminated in Banbury prior to being extended to Oxford is uncertain. The main Company Wharf in Banbury at Mill Lane was always known as "Old Wharf", but Banbury Lock below it is characteristic of Simcock's with one upper and two lower gates, whereas Barnes' locks below Banbury have one upper and one lower gate. It is therefore plausible that the canal had reached, even perhaps breached, the bridge by 1778. What is certain is that the noticeable detour taken by the canal between Banbury Lock and the Bridge, where the canal moved off the river cliff to run on a low embankment alongside the mill leat, is due to a clause in the original Oxford Canal Act of 1769 which forced the Canal Company to carry the "*canal and towing path thereof (if the same shall be made in or over the Homestead of Jonah George of Banbury, aforesaid Gentlemen) shall be cut, made, and taken from and out of the extremities or eastward part of the said Homestead, which adjoin or lie next to the River Cherwell, and now boundary of the said Homestead; and that the said towing path...shall be made in that part... which doth now lie next or adjoining the said River.*" This was one of only three such exceptions, the other two affecting landed gentry. It is significant that Jonah George was one of the Company Proprietors of the Oxford Canal who drafted the Act.¹⁷

The effect of the Canal upon the Cherwell area of Banbury

At first the Oxford Canal, being connected only to the fifteen miles of the Coventry, seems to have had fulfilled purely a local role on the transport of coal southwards and grain northwards. There were only 100 boats on the canal at first, 47 of which were owned by the canal company.¹⁸ At around £70 in 1788 the high cost of boats led to a situation where commonly the canal or carrying company supplied the boats, whereas the boatmen were employed to supply the necessary labour and haulage.¹⁹ Consequently it was common for boatmen to keep a house, especially where hauls were short.

All boats had, of course, to be loaded and unloaded by hand and as trade increased, so did the demand for labour. In 1793, for example, 8,389 tons of coal were unloaded at Banbury, and this figure represents only that passing off the Coventry Canal and not that originating on the Oxford Canal at Hawkesbury and Wyken.²⁰

From the 1820's there were also the long distance flyboats needing to be loaded and unloaded. In 1837 for example, Banbury was served by the boats of Pickfords four days per week, Crowley and Hicklin three days a week, and Parker and Co's boats also called three days a week. These were in addition to the market boats which plied between Banbury and Oxford (see Appendix C).²¹

Banbury, due to its established position as "*the metropolis of the 140 towns and villages within a radius of 10 miles*" and its important market, rapidly developed into an inland port of some significance. The pressure on the available wharfage is borne out by the increase in number and sizes of its basins and wharves. Not only did James Golby (a prominent Banbury Grocer and Coal Merchant and one of the proprietors of the Oxford Canal) construct Castle Wharf in 1792,²² but the Oxford Canal extended its wharf in 1800.²³ Parkers obviously found existing facilities inadequate as they operated their own yard.²⁴ By 1844 these had been joined by Staley's Wharf, the Stone Landing, Town-Hall Wharf and the Gas Wharf (Appendix B). This proliferation was made possible by the underdeveloped nature of the Cherwell flood plain. By 1845 about 30,000 tons of coal was being unloaded at Banbury, and 10,000 tons of grain dispatched as well as 3,000 tons of general merchandise.²⁵

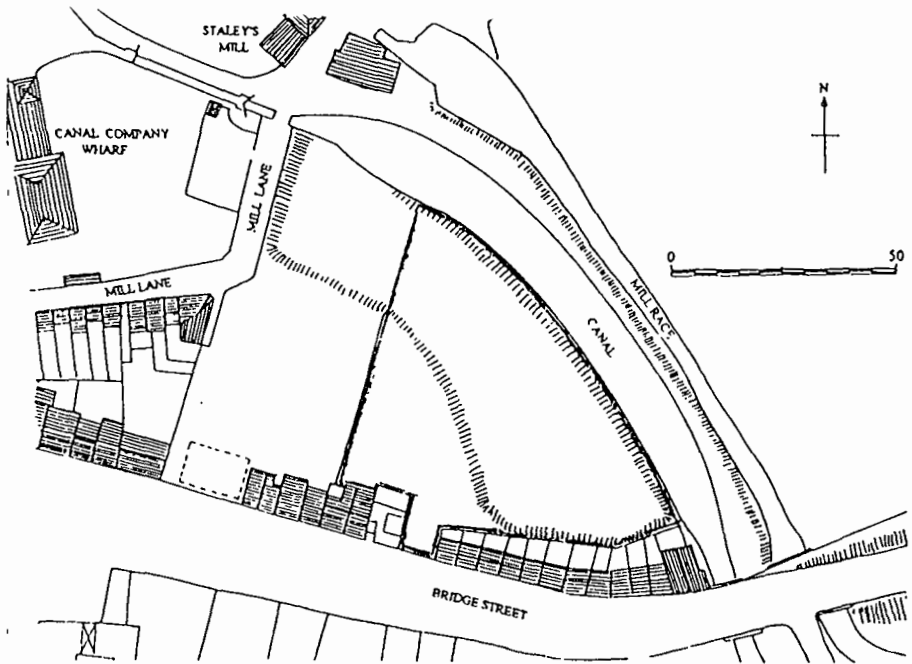
All this trade led to the development of two large canal side communities centred around Factory Street to the north, which included Evan's (later Tooley's) boat yard established in 1790,²⁶ and Mill Lane to the south.

The number of people living in Mill Lane was surprisingly large. In 1841, 114 people lived there of whom twelve were boatmen and eleven labourers. This figure would not include boatmen away on a voyage. In the 1840's Mill Lane was lined with dilapidated buildings and had a reputation as a "well known rookery". The description of the slums in Mill Lane, reported in the *Northampton Herald*, confirms this: "*these dens of filth and immoral pollution which are no less disgraceful to the town than discreditable to the police and to the owners of the property that has so long been so grossly neglected and degradingly abused*"²⁷. In 1832 the Paving and Lighting Commissioners ordered their surveyor to "*forthwith take measures to cleanse Mill Lane and pay attention to its being kept in such a state as not to endanger the health of its inhabitants*"²⁸. Prostitution was rife and centred on the Jolly Waterman and the Strugglers Inns. It was in this environment that Mr Staley built his wharf. By the time the Temperance Hotel was built (1875) at the end of Mill Street, the murky squalor was giving way, and by 1910 most of the slums had been demolished and replaced by stables and a slaughterhouse. The public houses however remained for many more years.²⁹

The development of the Corporation Yard area

Four years after the passing of the Oxford Canal Act, but well before his 'Homestead' was marred by it, Jonah George sold his land to a spinster named Mary Wardle. In the same year (1773) she married John Callow, a surgeon. However, apart from the intrusion of the canal, it would appear that her land remained undeveloped until 1825 when the part shown in "site plan 1825" was acquired from her estate by Mr John Kempson, a surveyor from Birmingham.

By 1825, however, Banbury, always a "dirty ill-built town"³⁰ had become a disgrace. In June that year an Act was passed setting up a Commission for the



Site Plan 1825

Paving, Lighting and Watching of the streets and lanes and public places of Banbury³¹ Their first priority was to establish a yard for the landing of stone and the erection of a gas works. After a false start at another site, they resolved to purchase the land lying between Bridge Street and the canal, recently acquired by Mr Kempson, which was a stroke of luck for him. The land was conveyed to Kempson in November 1825 for £300. The same month the Commissioners approached him and he asked £430 of them. Before parting with their money, the Commissioners had the land surveyed by Mr Bradley, their consulting engineer, who pronounced the piece of ground to be *"sufficient for the purposes of erecting a gasometer and for depositing dung and stone, and for other purposes of the Commissioners"*³²

This no doubt explains the depth of nineteenth century infill on the site. Almost immediately after purchasing the site, the Commissioners placed an order with Pickfords for the carriage of 30,000 feet of Yorkshire flagging and 6,000 feet of Gornal kerb³³

The Commission used contractors for all their work, including making the wharf which was constructed by Mr. Holyoake³⁴ To save on sending out empty boats, long distance hauls were dealt with by Pickfords and the Oxford Canal Company. In 1826 however, their accounts book shows nine voyages to Tipton

made by Samuel Webb between April 5th and August 14th.³⁵ Following these voyages, Samuel Webb was employed on carting and on 3rd October was given a permanent position "to take care of the Commissioners' horse and cart". He was also given the use of Mr Holyoake's house at the entrance to the Commissioners' yard Mr. Holyoake was paid £3 3 0 for six months rent on the house and stable by the Commissioners A Mr. Turbitt was engaged as Sam Webb's assistant³⁶ Further voyages were carried out by F. Sanders and in 1830 a number of voyages are recorded made by "stearer Lines" in a boat owned by Tooley³⁷

Apart from building the landing place and laying on another supply for the water cart, the Commissioners did little to develop the yard. One horse sufficed throughout their existence, which would pull either a general purpose cart or a water cart. A shed 24' x 14' x 10' high was erected in 1831 to protect these.³⁸

As stated above, the Commissioners had powers to erect a gas works Oil was used at first, but in 1833 they invited proposals to light the town with gas Responses were received from Messrs Barlow and Mr. Joseph Hartley, both of London.³⁹ In August 1833 a prospectus was issued for the Banbury Gas-Light and Coke Company as a joint stock company with an issued capital of £3,500 It was proposed to provide a gasworks capable of providing 235,000 cubic feet of gas to private customers and enough gas to supply 70 street lamps for 25 weeks per year To generate this quantity of gas, 280 tons of Staffordshire and Derbyshire coal would be consumed and two men full-time and one superintendent were to be employed The Paving Commissioners sold the Gas Company 1,676 square yards of their yard for £193 10s.8d

The Banbury Gaslight and Coke Company

The contract to build the gasometer and the laying of the mains went to Mr Barlow This gasholder had a wooden top, later converted to zinc The first public lamps were lit on 29th August 1834 Increased demand led to the installation of a new holder in a brick tank of 12,000 cubic feet in 1850, and in 1852 the retort and gas holder were again enlarged and new purifiers were erected on the site of the offices. An inspection by Mr Barlow indicated that the enlarged gasholder was in danger of collapse, probably due to the built-up nature of the site On the last day of 1853 it was resolved to close down the gas works and erect a new one adjacent to the railway⁴⁰ In August 1854 the old works were offered for sale and they were purchased by John Philip Barford, Ironmonger, for £200 on 4th February 1856⁴¹ He and his successors, Messrs Broughton and Wilks, used the building for the storage of corn seed cake, oil, artificial manures and agricultural implements They also carried out repairs to machinery and ironwork. This piece of land was purchased by the Council in 1942 and re-united with the Corporation Yard.

The most valuable part of Mary Callow's land was to remain undeveloped until 1837. By this time it was in the hands of John Metcalfe Wardle the younger. In 1837 he was in need of money having taken out a mortgage against his land in

Bridge Street of £1,500. As a result he sold that remaining plot of land between Bridge Street and the canal to Thomas Staley, owner of the Banbury Mill, for £1,600. The deed states that four of the cottages were let to Richard Holyoake. The six cottages were in "*several occupations of Samuel Webb, John Burchell, Robert Gardner, Mary Gardner, William Treadwell and John Burchell the younger*".⁴²

It would appear that the land purchased by Thomas Staley was in exactly the condition in which Mary Wardle had purchased it sixty years previously. Neither the Oxford Canal chain survey of 1790 (Appendix B) nor the deed of conveyance make any mention of a wharf at this point.

Thomas Staley was the miller at Banbury Mill on the other side of the canal. In 1821 the Mill was in the tenure of John and James Staley and it is known that steam power had been applied by this date to supplement the water wheel.⁴³ A marine engine, built by John and Charles Lampitt of Banbury was recorded by G Hartland.⁴⁴ The lease on the Mill was held by John and Thomas Staley from 1830-1845 and from 1846-1877 by Staley and Co.⁴⁵

The business, as built up by Thomas Staley, must have been a prosperous one. Thomas Staley moved out of the Mill House to one in Horsefair, far from the squalor of Mill Lane. It is not known what the output of the Mill was in Staley's day. I have however, been informed by Mr Clark who used to manage Clark's Mill in Banbury that this century it was known as a "five sack plant", i.e. five sacks per hour. This compares with Clark's Mill of 1906 which produced fifteen sacks per hour, however these figures pertain to the later technology of roller milling.

It is likely that Thomas Staley's main motivation in buying the land between the canal and Bridge Street was an urgent need for more warehouse space. Not only was he a miller and mealman, he was also a corn dealer and coal merchant.⁴⁶ The sheer volume of the corn and coal traffic on the Oxford Canal probably also meant he was having trouble loading and unloading his boats. Although there is no definite reference to Staley having built this warehouse, had it existed prior to his purchasing Wardle's land it would surely have featured in the deed. What is certain is that it does not feature in the Paving and Lighting Commissioners' rate book of 1833, whereas it does on the Oxford Canal chain-book (Appendix B) and the 1844 rate book.⁴⁷ It is also clear that, although Wardle's land was not finally conveyed to Staley until 20th October 1837, on 28th March that year he had applied to the Paving and Lighting Commissioners for "*a piece of ground now forming part of their wharf extending from a stone wall dividing the wharf from property lately purchased by him of Mr Wardle, to the canal*". This he would exchange for "*a piece of ground extending from Bridge Street hereafter to be used as a public footpath*".⁴⁸ A deed of November 1837 conveyed "*all that small piece of ground adjoining the Oxford Canal being the North West corner of the said close purchased by the... Commissioners of John Kempson and lately set out divided from the other part of the said close by a wall and buildings*

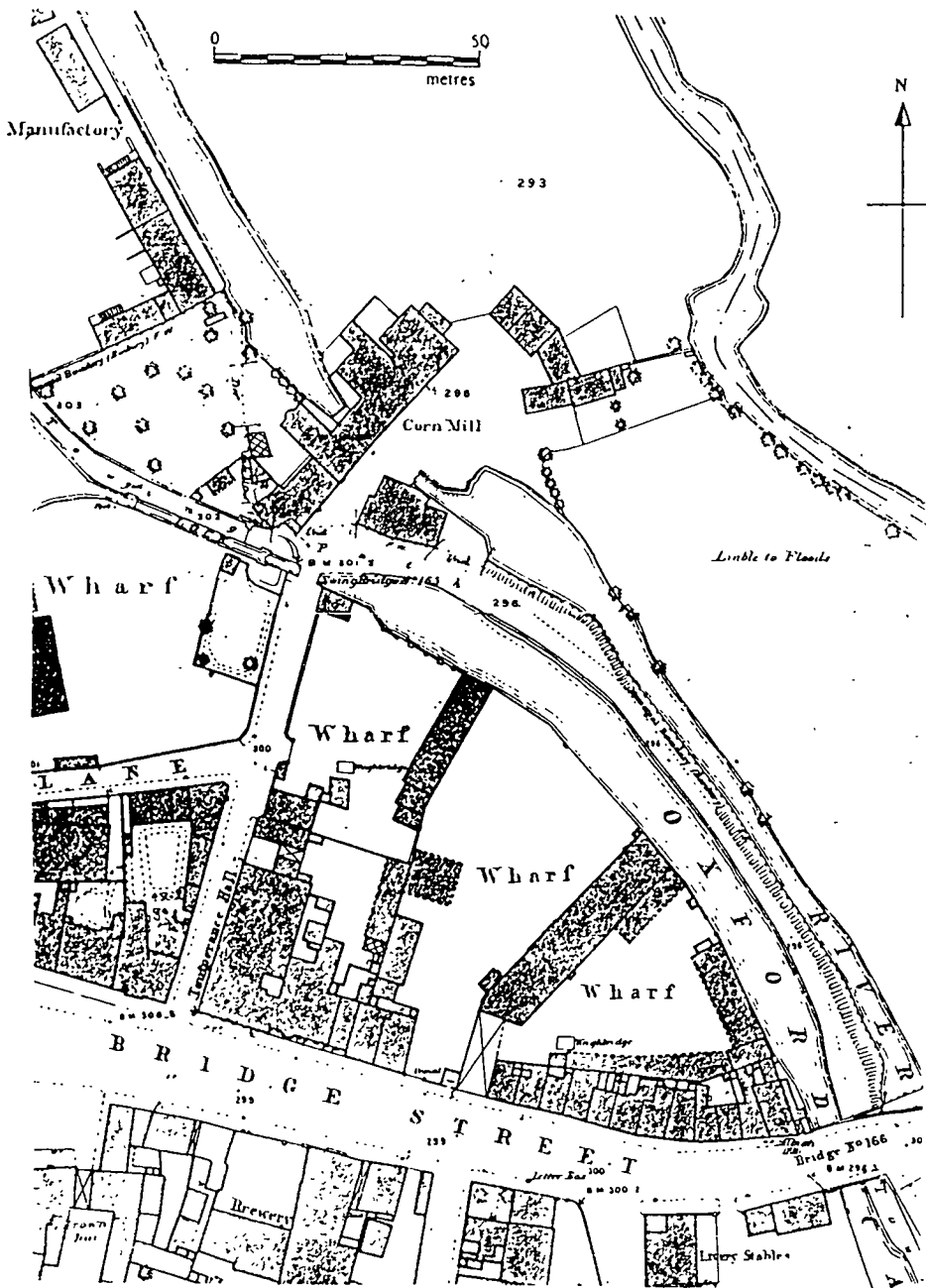
erected and built by Thomas Staley... and then laid to premises purchased by the said Thomas Staley of John Metcalfe Wardle"⁴⁹ The commissioners paved the New Road (Mill Street) with Hartshill Riddlings⁵⁰ but legally the road remained the property of John Staley. This conveyance must refer to the land upon which the warehouse is built

The yard was equipped with a cottage, stable and weighbridge. There was also a wall along the wharf frontage with gates let into it. These must have served to deter theft. It is difficult to determine who lived in the cottages as no censuses of this area are coherently numbered. The cottage not only overlooked the wharf to the front, but also the timber yard at the rear, laid out by Thomas Staley and rented to Henry Adams Dalby, mentioned in the deed conveying the site for the Temperance Hall⁵¹. Dalby and Co. are shown in Rusher's directories between 1839-1860, after which time they moved to No. 1 Bridge Street, formerly Bridge Wharf/Parkers Wharf. Another possibility is that it was rented to the keeper of the Strugglers Public House. In 1857 William Blencowe, beerhouse keeper, is recorded as living in "New Road". When Thomas Staley's son-in-law sold the wharf to R. Edmunds and Son in 1876, he retained ownership of the cottage garden, then in occupation of Mark Lines.⁵² Mark Lines was registered in 1871 as keeper of the Strugglers Inn. His father was Thomas Lines of Mill Lane and was probably the 'steerer' of Tooley's boat which delivered Enslow stone to the Paving and Lighting Commissioners in 1830. In his enthusiasm to develop his newly acquired land, Thomas Staley demolished four of his cottages on Bridge Street and replaced them with three new houses during 1840. These were in turn demolished in 1875 to make way for the Temperance Hall⁵³. Soon after, Dalby's yard was also purchased for an extension to the Temperance Hall, known as Cadbury Hall⁵⁴.

Thomas Staley seems to have been the driving force in John and Thomas Staley. In 1846 the firm was renamed Staley and Co. and remained so until 1877. In later years the firm was managed by Thomas Clarke as Trustee, but in 1877 he wound the company up⁵⁵.

R. Edmunds and Sons Ltd. was incorporated under the Companies Act from 1862 to 1907. Richard Edmunds was a seed merchant and he purchased Staley's Wharf in 1876 for £1,200. Five days after buying the property he raised £1,000 on a mortgage. In 1879 he and his lender conveyed 204 square yards to the Temperance Hall. In 1907 the mortgage was transferred to R. Edmunds and Sons Ltd. However in 1908 Percy Spencer Edmunds was appointed receiver and manager by Order of the Chancery Division of the High Court and on 29th September 1908 the warehouse and all the wharf including the cottage and that land conveyed to the Temperance Society were sold to the Corporation of Banbury for £1,300 and incorporated into the Corporation Yard⁵⁶.

The Mill struggled on for longer. In 1878 it was operated by Edmunds and Kench, who purchased it in 1884 from William Strange, mercer and merchant. Edmunds and Kench (corn and flour millers) was the firm of Albert Sutcliffe



Site Plan 1882



Staley's Warehouse, from the north (above) and the south (below).



Edmunds and Milton Kench. In 1903 they became known as Edmunds and Kench Ltd. One of my correspondents, Mr Frank Miles, tells me that he remembers barges carrying grain to Banbury Mill into the twenties, though after the arrival of the railways, millers tended not to use the canals so much due to a reluctance to put grain into empty coal barges. These barges were horse-drawn and unloaded on the towpath side of the canal

Between 1928 and 1931 the Mill was converted to electric operation and in 1954 the Banbury Mill was sold to Messrs E J. Coombe (Thorverton) Ltd, of Tiverton (sic), Devon, but still operated under the same name of Edmunds and Kench. The name continued to be used until 1961, and by 1969 the building was in use as a warehouse by Lampreys, a firm of farm suppliers⁵⁷ It has since been converted into an Arts Centre as part of the Spiceball Sports and Arts complex.

Once the Warehouse and Wharf came into Corporation ownership in 1908, it became the Corporation Stores. (It is unfortunate that I cannot go fully into the development of the Corporation Yard in the first half of this century, since I am unaware of any survey of this kind having been done before. I have compiled Appendix D from the memories of Norman Humphris, storeman from 1946, Reg Wyatt, mechanic and fitter from 1937, and Mark Trinder who was Superintendent after the War, and worked for the Council before being called up. Some memories have also been added by Frank Miles who played in the area as a boy at the time of the First World War.)

At the time the Corporation took over Staley's Warehouse, the horse was still the prime mover. The small stables, which lasted in use to the end of Council horse traction in 1948, were built in 1908. As can be seen however in the 1920 aerial view, the small stable of the Paving and Lighting Commissioners had developed into a massive block. Frank Miles hazarded a guess at there having been eight or nine horses around at the time of the First World War, but most horses had been requisitioned at the start of the war.

Frank Miles, who has the longest memory of my correspondents, remembers the warehouse still being "full of empty sacks", and Mr Wyatt and Mr Humphris remember the building being used for the storage of hay. On one of the upper floors there was a chaff cutter, belt driven from a Petter oil engine with two large flywheels, located in the ground floor of the extreme southern end of the warehouse in the first bay. Mr Wyatt remembers there having been a partition to isolate the engine. There is some dispute as to whether the first or second floor was used for cutting the chaff and storing the hay, but the pulleys and trap doors at the south end remained in use certainly until 1948. Neither correspondent can remember whether the pulley was power driven.

The office in the centre was the plumbers shop. The ground floor room at the northern end was used for mixing up mortar. The lumplime was delivered from Hook Norton in two and a half cwt. sacks and was mixed with sand on the floor. It was then delivered to the site ready mixed. This room ceased to be used after 1947 when cement became standard. All the rest of the building was used as

stores. The ground floor room to the south, as well as containing the Petter oil engine, contained shovels, tar rakes, and the petrol driven "thumper" or "dumper". The first floor of the northern end was a store for such items as coils of rope for cleaning sewers, tar rakes, sledge hammers, road pins, cats eyes, road studs, as well as larger household items such as fire grates and copper pipe.

The wooden tower was used by the Fire Brigade for drying their hoses. Only about ten hoses could be hung from each roller, so during the Second World War a large scaffolding tower was erected capable of hanging 50-60 hoses. This was also used for practice. There were traces in the wooden tower of a stove pipe. Of course, the metal tower lacked this refinement.

The cottage on the wharf was used as a bothy on wet days. When Mark Trinder was promoted to Superintendent in 1947 he used its lean-to as his office. The stable, which was probably constructed of local stone, was used for storing up to eight tons of cement, as well as timber. The adjacent lean-to had been used to store dry hydrated lime until 1947. In front of this store was the weigh office of Staley's yard. This was used by the Assistant Foreman, George Butler, as his office, and then by Mark Trinder from 1960. The weighbridge was used for weighing the dust carts to check if the operatives had been efficient in their duties.

In its last days, after the Council had moved away, only a small fraction of Staley's warehouse remained in use. The larger room on the ground floor at the southern end was used as a store by Mr D. Kite, a builder. Sadly I never knew the weigh office, cottage or stable.

Conclusion

It is unfortunate that the whole of this text has had to be written in the past tense. It would have been good to end this report on a positive note by making recommendations as to possible future uses for Staley's Warehouse, but unfortunately to do so would be futile since the building is no more. Such proposals were put forward by the Inland Waterways Association in 1987 prepared by a local architect, but despite being compatible with the inner relief road scheme, these suggestions were rejected by the District and County Councils. They are available for inspection at Banbury Museum. Apart from the retention of Staley's Mill as an Arts Centre, Banbury has a shocking record in the preservation of its industrial past. As I write this, Barnes and Austin's Brewery, which is almost unique as a very early 19th century example, is being demolished despite being within the conservation area. Tooley's boatyard, a Statutory Ancient Monument, is under threat of compulsory purchase and closure as part of the Raglan Scheme and only two years ago the last plush works, the Banbury Cross works, was demolished. It is most unfortunate that the town in which L.T.C. Rolt spent so much time, and which hosted the second I.W.A. Rally in 1955, has chosen to turn its back on its canal and industrial heritage in this way.

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44. G.C.J. Hartland (as above).
- 45 *V.C.H* 10, pp 69-70
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49. C.D.C. Deed Packets, 1, 55 & 72.
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52. C.D.C. Deed Packets (as above).
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These Golden Days, Marjory Lester, Banbury, 1992, pp. 65-6.
55. *V.C.H.* 10, pp 69-70. C.D.C. Deed Packets (as above)
- 56 C.D.C. Deed Packets (as above)
- 57 *V.C.H* 10 (as above)

APPENDIX A

The warehouse had a south-east elevation of coursed Hornton ironstone (the local oolitic Limestone). When built this would have been the back side, and the remaining, more polite elevations were of red hand-made bricks manufactured from the local liassic clays, a texture which is consistent with local practice at the time. The hipped roof was covered with imported Welsh slate and dark, nearly black, clay ridge tiles. Lead flashings were used where the roof was hipped. The bay which overhung the canal and the later hose drying structure which protruded from the roof were timber framed, clad in featheredge softwood cladding. The openings on the south-east rear elevation and in the jetty were also timber framed with softwood, opening louvers and hardwood cills. The remaining windows, all on the north-west front elevation had cast iron frames and cills of engineering blue bricks on edge with chamfered corners. All the lintels were of hardwood, again consistent with the local vernacular tradition. The internal structure was of pitch-pine, a departure from the local tradition where elm had been the norm and continued in limited use until 1850 in town, and somewhat later in rural areas. The only exception to this timber construction was four cast iron columns placed under the main supporting beams on the first and second floors. Pitch pine was also the material used for the internal and external staircases and doors.

In plan the building was a simple rectangle 65 x 22.5m (24.5m including the jetty). Having obviously taken pains to arrange the site to be perpendicular to the canal bank, it seems strange that whereas the south-western end is perfectly square the north-eastern end is slightly out of square. It is probable that, since the building is constructed on land unaffected by old property boundaries, when Mr Staley purchased the extra small triangle

of land from the neighbouring Paving and Lighting Commissioners which he needed to lay out his warehouse, he set out the building line by eye and found himself not quite as square to the canal as he had intended.

As stated above, the north-western elevation was intended as the main facade. It had three stories and was constructed of local brick. The facade was roughly symmetrical excluding the jetty, and the windows reduced in height in each storey. The hipped roof gave the whole facade a somewhat polite appearance. Unfortunately a large lean-to garage was abutted to this side of the building during the Second World War to house auxiliary fire air appliances. The facade was relieved by a central bay window on the ground floor (which must have lit the wharf office) and several doorways, one of which, being on the first floor, was accessed by an external wooden staircase. The facade was also pierced at the northern end by a cartway linking the wharves either side and the warehouse. As previously stated, the northern end of the building was a timber jetty, cantilevered out over the canal from which barges could be loaded and unloaded. This was constructed of a sawn timber frame resting on cantilever beams. To provide additional support diagonal wrought iron tie bars ran from the end of the wall plate to the extremity of the cantilever.

The south-eastern elevation differed markedly from the north-western. It was constructed of squared and coursed local ironstone. The courses were varied in depth, the narrowest being 75mm (3"), the widest 150mm (6"). 4.5", 5" and 5.5" courses were also used. The brick used on both ends was tied into the stonework in a somewhat random fashion, in the principle of quoins. The arrangement of doors and windows on the south-eastern elevation made no pretence to symmetry and protruding through the roof was a chimney stack and a wooden structure with two rollers at the top. The door gave access to this tower. It transpires that this structure was erected in the 1930s to hang fire hoses to dry out in the days when hoses were made of canvas and rubber. The end elevations were unrelieved apart from a blocked up door in the south-western end at roughly first floor level.

Internally the building was built in seven bays plus the jetty. The southernmost three bays were separated from the rest by a brick wall rising right through the building. This may have been a fire break or perhaps it allowed one end of the building to be sub-let. There had been openings in this wall at each level, however, those on the top and bottom storey had been bricked up flush, the brickwork being painstakingly keyed-in. At first floor level, no trace could be found of there ever having been a door or frame in the opening. The only other internal divisions were in the ground floor. Here, in the central bay was the office with the bay window. This may not have been an original feature, as the northern wall of the office had been inserted beneath a beam. To provide extra headroom in this office, there were no joists supporting the first floor. Instead, the floorboards above were 60mm (2.5") thick tongued and grooved boards chamfered on their under-sides. This room was provided with a fireplace. A fireplace could also be found in the room accessed from the wagon way. Unlike the Office, however, this room which contained the fireman's tower was not plastered but only distempered white. Apart from the office, which had a parquet floor, all the rest of the ground floor was paved with engineers blue brick with faces uppermost.

Openings abounded through the upper floors. The southern end was equipped with its own staircase and a trap-door in each floor. These trap-doors were hinged with leather straps and were large enough for sacks of flour or grain. They were arranged so that a rope could pass between them in the closed position. Once an object had passed through they would close again automatically under gravity. A pulley system was arranged above,

suspended by the roof truss. There was a winding-drum connected to an iron wheel, and there was evidence of a belt-drive to the upper floor, though the wheel on the winding-drum might only have served as a brake. The openings in the floors at the northern end were similar to those of the southern end. A staircase had been provided from the first to the second floor, though this had since been removed. Trap doors were provided over the canal, in the jetty, of similar dimensions to those at the southern end, and another was placed over the wagon-way at second floor level. However, at first floor level, a much larger opening was provided for the unloading of carts. Neither of these sets of doors had elaborate pulley systems *in situ*, and no signs of them ever having existed. It looks as though a simple gin-wheel slung over a purlin had sufficed.

Strangely, analysis of the internal structure reveals a lack of consistency between the two ends. There was nothing on the exterior to imply that the building was constructed in two phases, but the southern end seems to have been constructed in a much more workmanlike manner. The obvious differences were firstly that the trusses and beams at the southern end were supported on piers whereas those to the north were not. Secondly that the beams in the northern end were supported by iron columns whereas those at the southern end were suspended by a tie bar from the trusses. Perhaps the southern end was expected to be subjected to greater loadings, but it is possible that these differences may imply that Thomas Staley may have made use of reclaimed material at the northern end, perhaps from rebuilding carried out at his mill. The ironstone on the south-eastern elevation may perhaps come from a similar source.

APPENDIX B

Chain survey of the Oxford Canal in Banbury

From *C&CH*, 4.8 (Spring 1970), p. 137, contributed by Hugh Compton.

During research on the history of the Oxford Canal I have come across two books which contain important information about engineering features on the canal in the Banbury area. In the custody of the British Transport Records Office at Paddington there is a manuscript entitled "Oxford Canal Company's Distance Book", which dates from circa 1796. This book includes a complete list of all items of engineering interest between Longford (near Coventry) and Oxford.

A similar manuscript entitled "Oxford Canal Company's Chain Survey Book" is in the keeping of the British Waterways Section Inspector at Oxford. Other copies survive, one in the Section Inspector's Office at Hillmorton near Rugby, and two in the Area Engineer's Office at Birmingham. They were prepared by Frederick Wood, surveyor to the Company, following a survey carried out by Charles Gilbert, the Assistant Surveyor, in July 1840. The books were originally kept on the Committee Boat for the information of the Proprietors when making their annual inspections.

Details for the Banbury area from the two books are as follows -

<i>1796</i>	<i>1840</i>
Swing Bridge No 9	Drawbridge No 162
Alkins Mill	Grimsbury Landing (off side)
	Mile Stone
	Weir (T P side).
	Culvert under Canal

1796

Swing Bridge No 10

Arm of Canal to Golby's Wharf, adjoining the Wharf a piece of land on which Mr Holland has built a Lime Kiln.

Swing Bridge No. 11.

Banbury Wharf

Lock No 26

Swing Bridge No 12.

Brick Bridge No. 146

Swing Bridge No. 13.

1840

Drawbridge No 163

Gateway and Hovel

Weir (off side)

Arm to Wharf (off side).

Drawbridge No 164

Banbury Wharf

Staley's Wharf (off side)

Stone Landing (off side)

Gas Wharf

Banbury Lock No 13

Drawbridge No. 165.

Bridge No 166.

Culvert under Canal

Castle Wharf (T.P. side)

Bridge wharf (off side).

Stone Landing (T P side)

Mile Stone

Drawbridge No. 167.

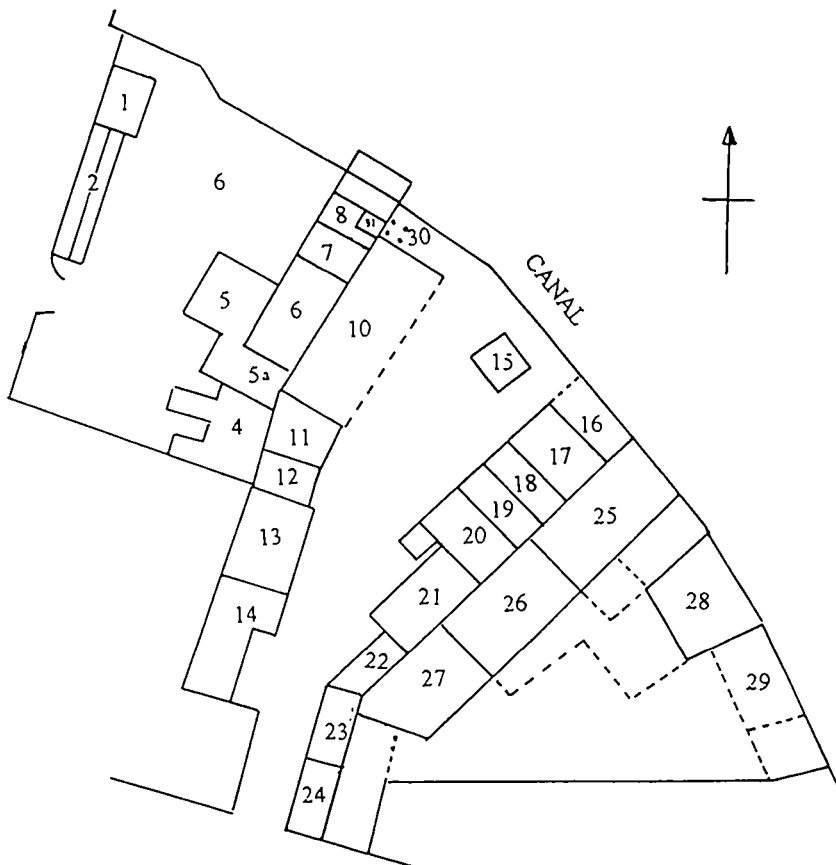
APPENDIX C

Canal Carriers on the Oxford Canal from Rusher's directories

1795-1801	Joules	Old Wharf	Oxford, Liverpool, Potteries and Midlands, Manchester
1795-1806	Sherratt	"	Oxford, Birmingham, Fazely
1802	Dawson & Co	"	
1805-1812	Bache & Co		Banbury to Coventry
1807-1814	Judd		Oxford to Birmingham
1810-1812	J Couling	Old Wharf	Oxford, Birmingham, North East
1812-1848	Pickford	Old Wharf	All points
1815-1817	Deane & Swaine	Castle Wharf	
1815-1850	Crowley & Hicklin	Old Wharf	All points
1815	Shaw		Banbury to Birmingham
1834-1838	Parker & Co.	Parkers Wharf	
1850	Shipton & Co	Old Wharf	All points
1851-1886	Grand Junct'n Canal Co	Old Wharf	Midlands

Oxford Market Boats.

1795-1812	J Couling	1836-1841	Fowlers and Stuckleys
1815-1822	Robert Wagstaff	1842-1845	John Weaving
1821-1822	Joseph Astell	1846	William Hopkins
1823-1832	C. Grant	1847-1849	John Weaving
1833-1836	Cooling & Harris		



APPENDIX D

Map. Site Usage Plan 1940 - 1988

<i>1940s</i>	<i>1980s</i>
1 MEB sub station	MEB sub station
2 Foreman's office and small stores. later plumber's shop	Boatbuilder
3 Bothy, Lime store, cement store etc	-
4 Paint shop and air raid shelter	vacant
5 Bedford tipper	P & P Autos
5b National Fire Service building, lorries after the war	Builders' Store
6 Engine room and plant store	vacant
7 Plumber's shop	

<i>1940s</i>	<i>1980s</i>
8 Lime mortar mixing shop	vacant
9 Sand, gravel, salt glazed pipes	Boatbuilder
10 Lorries (Bedford and Ford tippers, dustcarts)	Banbury Pallets
11 Lorry (Bedford tipper)	vacant
12 Ladders, entrance to paint shop, dustcart	vacant
13 Fire engines; WW1 Dennis, Leyland 1930s	Vehicle repairs
14. Carpenter's shop	vacant
15. Air raid shelter, disinfectant store	Banbury Pallets
16 Scaffolding etc and way to 25	vacant
17 Dust cart, Shelvoake & Drewry	Banbury Pallets
18, 19. Vehicle maintenance workshop	vacant
20. Steam roller, Fowler	vacant
21 Stable, two horses	Furniture restorer
22, 23 Hand sweepers' carts	-
24 ditto (site of mortuary)	Sub Aqua Club
25 N.F.S. hose store, later stores, watch room (old A R P Lecture Room) over	vacant
26, 27 Morris Commercial Fire tender and trailer pumps. Later vehicle workshops	Glass fibre moulding
28, 29. ?	vacant
30 Wooden hose drying tower	-

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Canal Boat Families in the Banbury and Neithrop Census Returns, 1841-1891

Jeremy Gibson

What can the decennial census records, from 1841 to 1891, tell us of the canal boat families, who were delivering to Staley's Warehouse and whose lives are so graphically described in Sheila Stewart's *Ramlin Rose*?

The Banbury volume of the *Victoria County History*, 10, despite many canal references, tells us nothing of those who worked the Cut and very little of its relevance to the town once it was opened, but we learn from Barrie Trinder (*Victorian Banbury*, p. 25) that:

"On the night of 30 March 1851 seven canal boats were moored at Banbury with their crews sleeping on board, and 33 boatmen spent the night in the town. Many were natives of Banbury or of canalside villages like Bletchington, Thrupp and Shipton. The majority stayed in Mill Lane and Cherwell Street near the wharves, but two passed the night at the notorious 'Royal Oak' beerhouse in Calthorpe Street."

The canal's impact on employment in Banbury can easily be seen from the indexes to occupations in the published Banbury parish registers: in the period to 1812 there were a dozen families whose heads were described as boatmen, between 1813 and 1838 there were 75. The 1841 census shows ten 'boatman' families living in Mill Lane alone, and others in nearby streets.

By their very nature, boat families were transient, so those who happened to be in Banbury on any census night are entirely coincidental. In 1851 there were four boats recorded in the Borough, of which two were occupied by sons of James Knight of Banbury, himself a boatman at their baptisms: Thomas, aged 18, in one, and, in another, William, 25, his wife Letitia, 23 (born at Wardington), and children William, 5, and Mary Anne, 1, all born in Banbury. The others accommodated James Pain, 33, born at Lower Heyford, and his 'servant' Peter Fourty(?), 23, born at Reading, and Reuben Hancock, born at Chalcombe, proudly head of his 'household' at all of 16! Separately under Neithrop there were three 'tar boats', each housing a family: Job Prickett, 35, Sarah his wife, 30, and George, brother, 30, Joseph Hore, 37, his wife Sarah, 32, and children Thomas, 12 ('servant' crossed out), Caroline, 7, Henry, 3, Mary, 3, and Jane, 1, and John Peasley, 28, Mary his wife, 27, and daughter Mary, 1. No birthplaces are provided for those in the tar boats, the occupations of the wives are all stated as 'boatman's wife' - a meaningful description, as *Ramlin Rose* shows.

By 1861 Charles and Hannah Knight with their six children in Crown Yard were the only 'boatman' family living in the vicinity of the canal. However Elizabeth Matthews, in Factory Street, was described as 'boatman's wife' as well

as 'head', with seven children; and Mary Anne Hambidge, 17, 'boatman's daughter' (no 'head' entered), was living with Thomas, 4, 'son' (i.e., her brother), in Mill Lane. These suggest that boat families had permanent homes in Banbury where their children could grow up and be educated.

In 1871 there were three 'boatman' households, Henry Hoare, now 25, who had been living on a tar boat twenty years earlier, with his wife Emma and a one year old daughter Sarah, in Lower Cherwell Street; William and Jane Watts whose six year old daughter Mary was, significantly, a 'scholar', in Cross Cherwell Street, and neighbours William (born at Kidlington) and Sarah Bates, with daughters Emma, 7, scholar, and Charlotte, 1. Most interestingly, there was a 'Vessel', *The Susan*, with no 'head' named, but Phebe Collins, 33, boatman's wife, listed first, and her five children, aged 14 to 1, born variously in Oxford and London. We must charitably assume her husband was away seeking work.

In 1881, no boats were identified as such, but there were entries which imply they were so: 'Above Wharf', George Knight, 27, boatman's assistant; 'at Banbury Lock', George Duckett, 16, Charles Hine, 12, and William Dufy(?), 17, all boatmen's assistants, at 'Town Hall Wharf', Joseph Clements, 49, boatman and captain (born at Long Hanborough), his wife Sarah, 51 (Banbury born) and Thomas Hambidge, now 22, another following the family tradition as 'boatman's assistant', and at 'Castle Wharf', John Finch, 20 (born Summertown) and Charles Starkey, 19, 'born at sea'. In Factory Street there were Elizabeth Matthews, 58, 'canal bargeman's wife', and William Jennings, 'canal bargeman', 58 (born at Somerton) and his wife Ann (born Steeple Aston), living 'on the bank'. Lastly there is an amusing entry under 8 Cross Cherwell Street, whose un-named inhabitants have 'gone boating'.

Under 1891, although canal boats are specifically mentioned in the preamble to the enumerator's area, none seem to have been moored at Banbury on census night.

The foregoing does not represent a comprehensive search for boat families. Except for the 1851 census, admirably indexed by Hugh Kearsey (see *C&CH* 12.4), the various census microfilms or (for 1891) fiche have to be searched under diverse 'Banbury' and 'Neithrop' headings, often widely separated, and, unlike streets, moored boats do not occur in a predictable sequence. A more thorough search might well discover, as Barrie Trinder has in 1851, boatmen in Banbury but not at home!

My thanks to staff at the Centre for Oxfordshire Studies for their patience in threading the census microfilms. Any reader able to get to Oxford or to Banbury Library could perform a most useful service by compiling street indexes to Banbury and Neithrop for 1841 and 1861-1891.

Book Reviews

Ramlin Rose: *The Boatwoman's Story*, Sheila Stewart OUP, 1993, xxiv, 230 pp, illustrated, index of place names. £14.95 (hardback).

"The day the mule fell in the Cut I knew I was born 'Rose Mella', Miss Sticks said to me, 'today is your birthday ' It was the first *I'd* heard of it I never knew I were borned " So opens this wholly delightful book - which also happens to be an outstanding piece of social history.

Four years ago members of Banbury Historical Society were privileged to hear Sheila Stewart speak on 'Quest on the Cut. "My conversations with canal boat women"' Familiar already to many was her book on 'Old Mont' of Enstone, *Lifting the Latch* (reviewed in *C&CH.11* 1, Autumn 1988). Her subject that evening, she told us, was her current project, and in her characteristic way, she brought alive to her listeners a way of life long gone and which most of us can never have realised existed at all

Now, here is 'the book of the talk', and how triumphantly she has succeeded in what must have seemed a well-nigh impossible task With *Old Mont*, she had just one person to listen to, already with a fund of stories and a great capacity for recall. That is not to belittle the way she wove his reminiscences into such an absorbing autobiography. But with the canal women, few were left and of those most were reticent To seek them out at all and get their confidence was a great achievement. She admits with sadness that there was no one woman around whom she could build her story Her centre character, Rose, is a 'composite of several boatwomen, most of whom were born and bred on the Oxford Canal and worked on horse-drawn narrow-boats during the first half of the twentieth century' If anything, this is an advantage, as it enables her to draw into the Rose's story much that must otherwise have been omitted

I think this book is even more absorbing than *Lifting the Latch*, hard though I would have found that to believe It is partly the description of such an unimaginable way of life, partly because it is a *woman* writing about *women*. Also, I am biased, because it is a 'Banbury' book. We're all aware that the canal runs through Banbury, though what with the traffic on the railway bridge, the railway itself and the industrial slum squalor of the area until relatively recently, we don't give it much thought However useful it was in its early days, Banbury has always turned its back on it, and surely when the railways came the canals went out of business! How wrong can you be?

This book, quite apart from its main purpose of telling us of how the boat people lived, is an abrupt reminder of how the haulage business continued right into the 1950's, and what backbreaking work it was Boat families married

amongst themselves No woman not brought up from birth on the Cut could have managed that arduous, skilled and restricted life The boatman, if he was a 'No. 1' (boat owner), was paid for each contract, or, if he was an employee of one of the companies, by the voyage. In either case his whole family was expected to work with him - for nothing There would usually be the main horse-boat, with the butty attached behind, or alongside, all drawn by the one horse The 'best mate' (wife) of course but as many other helpers as possible were needed, however young "Most boat-children comed early to steerin Steerin comed nat'ral, part of yer, like breathin. You was never really children, you was another pair of hands "

Now I've started quoting, I don't know how to stop Every sentence of the book is quotable This is Sheila Stewart's special magic, as readers of *Old Mont* will know Whilst other writers in dialect make one cringe with embarrassment or frustrated through incomprehension, her writing means you *hear* the narrator in a totally natural and authentic way, adding immeasurably to your enjoyment

"We was married at Banbury Registry h'Office Syer had a new pair of boots from the 'Workers' Boon', a shop in Banbury, and they creaked chronic They boots put me orf proper. Moy-chap promised 'I do' and I promised 'I do' back Our honeymoon were a load of coal to deliver Our marriage-'ome were the 'Britannia', a 72 ft, wooden-hulled narrow-boat, drawed by a n'orse She'd [been] worked regler by Emmanuel Tooley . carryin moldin sand and steel bars twixt Birnigum and Sammerson's, the big foundry on the side of the Cut on the outskirts of Banbury "

"I'd never expect Moy-chap to lift a hand in the cabin, look after the baby on his own, or do the shoppin *That* were woman's work Woman's work must be done on the go, or when tied oop at night, and meant planning ahead There must be no stoppin the boat With Syer, as was only right and proper, the boat comed *first* 'The boat, the hanimal, and my Best-Mate', in that order. He had to keep the boat and the hanimal in good order and in work to provide a n'ome for us all It was the only 'ome we'd got. There can be only one Captain on a boat - but / were First Mate in the cabin "

"Syer were ne'er a one to show me a lot of fuss I never realized 'ow 'ighly Moy-chap thought of me until he stuck-ooop for me against that Joey-fella

"'Wot's amiss?' 'Bloody woman! No rights to be on the Cut '

"-Should of seed Moy-chap's face!

"'That 'woman' is my Best-Mate She's a better boatman than you'll ever be She's *stroved* with boats all her life If it wasn't for the strovin of these women, and the women before *them*, and the women before that, *their* grandmother and great-grandmother, *my* grandmother and great-grandmother, all *unpaid* labour, the canals would have died out years ago; there'd *be* no bloody Cut, and you'd be out of a job, Mate!

"I couldn't believe my ears I were flappergast I were *that* chuffed "

The boat people were nearly all illiterate. There was just no opportunity for their children to go to school, and their parents couldn't teach them. "I know I miss-muddles words. Most of all you missed out on the schoolin, the power to read and rite, to *picture* words. That's the one thing I ankered after all me boatin life, the schoolin. Ooo! I would dearly love to of been proper-schooled." The second chapter of the book is entitled 'The Schoolin' - it describes the only day in her life Rose had a full day at school - because her mother happened to be giving birth to her sister. The boat women couldn't write their own story. Sheila Stewart has done it for them.

"Lovely!"

J.S.W.G.



Oxford Church Courts: Depositions 1570-1574, Jack Howard-Drake, O.C.C. (Leisure and Arts), 1993. A5, card covers, 108pp., £3.95 (+ 50p p&p from Oxfordshire Archives, County Hall, Oxford OX1 1ND)

I reviewed the first part of Jack Howard-Drake's ambitious and scholarly project in *C&CH* 12.2 (Spring 1992). It is splendid that this second part has now appeared, double the length and number of cases (152), but the same price as before. That first part covered the earliest Oxford church court depositions, 1542 to 1550. Records are then missing until the period covered here, and we are told that work is well advanced on a third part, 1581-1586. The full range of deposition books is listed in an appendix (repeated from part 1), but it might reassure users that nothing is being omitted if the reason for the gaps is mentioned in the Preface.

The work involved and eventual succinct presentation was described in that earlier review. With so many more cases summarised here, there is a good coverage of the north of the county as well as elsewhere. I counted 23 places in the index of places which might be considered in 'Banburyshire'. Although these include passing references to Banbury itself, places in the Banbury Peculiar (such as Cropredy) were not subject to the Oxford church courts. We await the outcome of Ross Gilkes' current work on Ted Brinkworth's transcript of the early

seventeenth century court books for Banbury Peculiar Court, which will make an interesting comparison

As before, there is a mass of information for social historians and those interested in the type of cases dealt with by the court. For present readers I am concentrating on the people mentioned with Banburyshire connections and places therein. One aspect is the evidence of mobility: not necessarily over great distances, but all helping to dispel the assumption that people stayed put all their lives. Christopher Castell, aged at least 70, had lived 40 years in Duns Tew and previously in Ledwell or nearby for ten; but he had been born at Milcombe [59]. John Essex, 40, husbandman and servant, had lived in Cassington for twenty years, but was born at Barford St John [69]. John Carter *alias* Lysterworth, aged about 60, involved in a defamation case (I'll spare readers' blushes in not quoting the highly scurrilous words complained of - you'll have to buy the book for that!) at Blackthorn south of Bicester, resident there 31 years, had come from Bloxham, where he had been for four years, but was born in Buckingham, whilst his son Robert, though not unsurprisingly born at Blackthorn, had been at Chesterton for ten years and previously for two at Merton [78]. All close by, but moving around nevertheless. Henry Butcher, 30, of Stanton St John, was born in Aynho [106]. Edward Jones, of Clanfield, in the south-western tip of the county south of Bampton, had been there for five years and previously at Witney for one and Ducklington for two, but had been born 29 years before in Banbury.

Then there is evidence of the influence of Banbury market. Cows at Oddington (near Otmoor) had been bought there [44]; Thomas Kyne of Buckingham's servant, Thomas Thonger, was in fact at Banbury market when he claimed to have seen a visitor (in his master's absence) behaving with impropriety with Kyne's wife at his house in Buckingham [101].

And of course there are the cases involving places around Banbury itself. A deed of gift mentions clergy at Bloxham, Tadmerton and Wigginton [11]; Richard Crowley, vicar of Swalcliffe, is in dispute with the Soden family [13], at Wigginton, the Giles family quarrel about a will [82], tithing customs are supposed to allow wool from black sheep to be commuted for cash payment [137], and what happens about lambs and calves sold before tithing day [150]?

Lastly (for this review) there is an interesting matrimonial case [94] between Anne Edon (and her family) of Bloxham and Robert Samon. Is a gift of a pair of gloves a token of marriage, or a bent sixpence? A marriage licence would cost 6s 8d, and £3 would buy a gelding at Banbury Fish Fair, whilst a crop of a half yard land ready sown with winter corn, barley and peas was worth £6. Monetary matters always played the major part in matrimony!

As with my earlier review, I hope I have given the flavour of this book whilst basing the selection solely on geographical references. There is much else to entertain and instruct, at very modest cost

J.S.W.G.

THIRTY FIVE YEARS ON... **another look at bold aspirations and some achievements**

Jeremy Gibson

At the Annual General Meeting in July at Sulgrave Manor, member Mrs Joyce Hoard put the cat amongst the pigeons in no uncertain way. We normally pride ourselves in speeding through the formal A.G.M business in the quickest possible time. Not that your Committee have anything to hide, we just realise that those attending are far keener on hearing about and seeing the interesting location chosen for that year's A.G.M

On this occasion the tour of the house was not allowed to take precedence. Joyce had already mentioned to me she intended to ask some questions - something I welcomed, as it is nice when members are sufficiently interested in what the Society, or rather its Committee, are trying to do for them, not just to sit back and accept (or ignore) what is offered without comment.

However, her first query was about the Accounts, which she (and no one else) had spotted included several typesetting errors (*mea culpa*, I retyped the accounts prepared and audited by Geoff. Ellacott and Dick Mayne, and failed to give them the chance of proof-reading - the revised version, passed at the adjourned A.G.M. on 9th September and physically approved by the auditor, is on page 183). It should be said that whilst I am grateful to her for spotting these mistakes, it would have helped if she had told the Treasurer or myself beforehand, to give us the chance to work out what had unintentionally been omitted - in this case, the bank interest received in 1991 and 1992 - so that a coherent answer could have been given at the time. The middle of an A.G.M is no time to try to work out sums!

Subsequently she asked about the Society's Constitution, which she had verbally (but not in writing) requested some time before, but had not yet received. Once again, neither I nor any other officer had been specifically asked to have this available at the meeting, but she was promised a copy within the next few days, and was indeed sent a copy of the original 'Rules' of the Society adopted in 1958.

Rule 10 states that we should 'issue from time to time to every member a copy of the rules, list of Officers and Members'. Well, the Officers are listed in every number of *Cake & Cockhorse*. The Rules were sent to every member in 1958, so (perhaps) it's time to republish them, especially as various alterations have been approved by A.G.M's since then. Of these the most important was a complete rewriting, in 1977, of articles 3 (Membership) and 4 (Constitution). The original Rules were drawn up before the records volumes or even *Cake & Cockhorse* had been envisaged, and had even fixed the annual subscription at 5s (25p)! These were altered several times to take account of developments, ending up with the

Article 3 as printed here, which enables subscriptions to be raised as required without formal alteration to the Rules. The changes to Article 4 removed the need for the various Officers to be specified beforehand (Archaeological Director or Adviser, Research Adviser). Instead they can reflect the interests of those prepared to join the Committee (I have to admit I had forgotten we had this flexibility). As for the list of members, once again, these were provided in 1958, and personally I doubt if the time has yet come to issue them again - people are more concerned about privacy now than they were in the 1950's.

With some anxiety I counted up the number of times the Committee does in fact meet, but this is indeed generally four times a year, and near enough quarterly (Article 5b). In 35 years of committee attendance (only one missed, through 'flu') I cannot recall any with less than three present.

The 'Objects' of the Society (article 2) now have a pleasantly antiquarian flavour, but are no less valid and comprehensive. In 2 (e) 'for the Borough Museum' should at least be replaced by its successor authority (since 1974!) of Cherwell District Council, or perhaps to offer greater latitude, 'for appropriate local repositories'.

Only the final Article 12 really needs alteration. The last two societies named amalgamated many years ago to form the Oxfordshire Architectural and Historical Society. The Oxfordshire Local History Association and the Oxfordshire Family History Society have come into being, and might well be considered more suitable than the remote B.R.A. and C.B.A., in the hopefully unlikely event of the winding up of our Society.

So, these Rules formulated in 1958 taken with the 1977 alterations have stood up remarkably well to the passing years. What of the aspirations? Minutes of early committee meetings even more than annual reports reveal how much we hoped to set up working groups, which, despite a few individuals' efforts in transcribing parish registers, never created the sort of joint encouragement to research that has grown out of external studies lecture series in villages around Banbury. In early days, Val Bromley and Jack Fearon were enthusiastic if amateur archaeologists, when you didn't have to have a qualification before putting a spade into the ground. Talks on archaeological subjects are invariably well-attended, but we have had no 'digging' archaeologists to inspire members for decades now.

But even if nineteenth century antiquarianism was almost synonymous with archaeology, the 35 years of our Society's life have seen a revolution in the approach to local (and family) history, of which we have to an extent been in the forefront. At our formation in 1958, Oxfordshire had several county societies, but (I think) no localised groups outside Oxford itself. Now, under the umbrella of the Oxfordshire Local History Association, there are dozens of town and village societies throughout the county, several in Banburyshire (Adderbury, Bloxham, Cropredy, Hook Norton, Sibfords).

That understated article 2a, 'By miscellaneous publications ..', has resulted in *Cake & Cockhorse*, one of the longest established local historical journals in the country, with well over a hundred issues, countless articles and pages, and a records series of 23 volumes, an achievement unmatched by any comparably sized town or small rural area.

So long as they don't allow someone to abscond with the funds, Rules or Constitutions should be flexible enough to allow for the individual enthusiasms of those who make up the committees or working parties of societies. They are there to stop anything going seriously wrong, but to give full range for those who can benefit from the support a society like ours can provide

Banbury Historical Society (founded 1958)

RULES

TITLE

1 The Society shall be called the "Banbury Historical Society".

OBJECTS

2. The objects of the Society are To promote and to foster among the Public the study of the architecture, archaeology, genealogy, topography, heraldry, numismatics and the general and domestic history and arts of the Banbury district (including the neighbouring parts of Northamptonshire and Warwickshire as well as Oxfordshire):

(a) By miscellaneous publications, by papers and discussions, and by visits to places of historical interest.

(b) By participating in the protection and the preservation, as far as possible, of buildings, sites or objects of public, local, antiquarian or historic interest or of aesthetic value and by recording discoveries.

(c) By making and participating in excavations and researches

(d) By collecting and preserving ancient documents and records, and by encouraging the copying, printing and preserving of parish registers, monumental and other inscriptions and epitaphs

(e) By collecting and preserving archaeological material, books, pamphlets, deeds, photographs, engravings, paintings, coins, drawings, plans, rubbings, models and all other objects for the Borough Museum.

(f) By giving opinion and advice, and by doing all such other acts, matters and things directly or indirectly incidental or otherwise conducive to the attainment of the objects of the Society in promoting and fostering among the Public such studies as aforesaid

MEMBERSHIP

3 The Society shall consist of ordinary, records and corporate, and honorary members. Membership shall normally be open to any applicant on receipt by the Hon. Treasurer or Membership Secretary of an annual subscription. The Hon. Treasurer or Hon. Secretary

may however withhold membership until the next Committee meeting. Subscription rates for the various classes of members shall be those from time to time determined by the Committee and ratified by an Annual General Meeting or Extraordinary General Meeting before coming into force

At the discretion of the Hon. Secretary or Hon. Treasurer subscriptions for new members joining during the final four months of the year may be reduced or waived. There shall be no Life Membership except for those who have taken this out before 18th June 1977. The Committee may elect anyone as Honorary Member of the Society who is distinguished as an Historian or Archaeologist, or who has done valuable work for the Society. If any member's subscription be in arrear for any one year, such member shall cease to be a member.

CONSTITUTION

4 At each Annual General Meeting of this Society, held for that purpose, the members shall elect and appoint from amongst themselves Honorary Officers and other Executive Committee members, and appoint an Honorary Auditor. The President and Vice-Presidents shall normally be elected for life or until the holders indicate they wish to relinquish the posts, and shall not require annual re-election.

GOVERNMENT

5 (a) The business of the Society shall be conducted by a Committee composed of the Honorary Officers, *ex officio*, associated with not more than six other members, who shall be elected at the Annual General Meeting.

(b) The Committee shall meet at least once a quarter at such times and places as may be deemed desirable and three members shall constitute a quorum. No business may be transacted with a lesser number.

(c) Any member of the Committee who shall fail to attend at least one Committee meeting in the year, unless through illness or other unavoidable cause, shall not be eligible for re-election to the Committee the following year.

POWERS AND DUTIES OF THE COMMITTEE

6 The Committee shall elect annually a Chairman, who shall not hold this office for more than three consecutive years, and a Vice-Chairman, and in the absence at any meeting of both, a Chairman shall be selected from the members in attendance.

The Committee shall have the following powers:

(a) To dispose of or turn to account any funds or property of the Society as may be thought expedient with a view to the promotion of the Society.

(b) To borrow or raise money for the purposes of the Society on such terms or on such securities as may be thought fit.

(c) To support or aid any charitable associations or societies and to subscribe or guarantee money for charitable purposes in any way connected with the purposes of the Society or calculated to further its objects.

(d) The Committee shall make its own rules and arrangements as to summoning and conducting meetings.

(e) The Chairman or Hon. Secretary may convene a meeting of the Committee at any time and shall also convene such a meeting on the written request of not less than three members of the Committee addressed to the Chairman.

(f) The Committee shall require and receive up-to-date reports every three months from the Hon Secretary and Hon Treasurer

(g) The Committee may, in cases of expediency, exclude from membership of the Society any member, or refuse to accept an application for membership, without assigning any reason for doing so.

(h) The Committee may fill any vacancy arising on the Committee until the Annual General Meeting next following the occurrence of the vacancy

(i) The Committee may co-opt not more than two extra members on to the Committee to serve until the Annual General Meeting next following their co-option

8. The Society shall not make any dividend, division or bonus in money to or between any of its members

GENERAL MEETINGS

9 (a) A General Meeting may be convened at any time by the Committee, and must be summoned by the Chairman of the Committee at the written request of three Vice-Presidents or ten subscribing members specifying their reasons and business.

(b) The Annual General Meeting of the Society shall be held at a date to be fixed by the Committee; and at least ten days' notice of the same shall be sent by post to each subscribing member together with an Agenda of the business to be transacted at the Meeting and a copy of the audited financial Statement of Income and Expenditure for the previous financial year, and any other information as the Committee may consider advisable. The Meeting shall require and receive reports of the affairs of the Society, and a financial statement to date from the Committee through the Honorary Officers, and shall elect Officers and Committee for the ensuing year

(c) Ten members shall form a quorum, or should the total membership on the books of the Society be less than 100, then one-tenth of the total number

(d) At General Meetings the Chair shall be taken by one of the following. The President, the Chairman, a Vice-President. In the absence of all these a Chairman shall be elected for the meeting from those members present

LISTS OF MEMBERS, RULES, ETC

10. The Honorary Secretary shall issue from time to time to every member a copy of the rules, list of Officers and Members, together with such other information as the Committee or Chairman may consider desirable

ALTERATION OF RULES

11 No new rule shall be passed, and no alteration shall be made in any existing rule, unless notice of the proposed new rule or alteration shall have been sent in writing to the Honorary Secretary at least three weeks before a General Meeting of the Society, and the same shall have been inserted in the Agenda, and such new rule or alteration shall be adopted by a two-thirds majority of those present and voting.

DISPOSAL OF FUNDS AND PROPERTY

12 In the event of the winding-up of the Society, the whole of the funds and assets of the Society shall be placed at the disposal of a committee made up of one representative each from the British Records Association, the Council for British Archaeology, the Oxfordshire Record Society, the Oxford Architectural and Historical Society and the Oxfordshire Archaeological Society

Banbury Historical Society

Revenue Account for the Year ended 31st December 1992

INCOME	1992		1991	
Subscriptions	1591		1664	
Less Transfer to Publications Account	<u>402</u>	1189	<u>489</u>	1175
Income Tax Refund on Covenants		93		85
Bank Interest		555		551
Donations - General	319		83	
- re Postage	293		<u>157</u>	<u>240</u>
		<u>2449</u>		<u>2051</u>

EXPENDITURE

<i>Cake & Cockhorse -</i>				
Printing	1061		986	
Postage and envelopes	<u>112</u>		<u>140</u>	
	1173		1126	
Less sales	<u>90</u>		<u>90</u>	
	1083		1036	
Lecture, Meeting, Secretarial and Administrative Expenses	133		142	
Hall Hire and Speakers' Expenses	302		175	
Less Donations at Meetings	<u>(22)</u>		<u>(10)</u>	
Subscriptions to other Bodies	15		20	
Sundries	<u>114</u>		<u>---</u>	
		1625		1363
SURPLUS FOR THE YEAR		<u>---</u>		<u>---</u>
Transferred to Capital Account		£824		£688
		<u>---</u>		<u>---</u>

Publications Account for the Year ended 31st December 1992

INCOME				
Proportion of Subscriptions		402		489
Sales of Publications	216		514	
Less Share of <i>Cake & Cockhorse</i>	<u>90</u>	126	<u>90</u>	424
		<u>---</u>		<u>---</u>
		528		913
EXPENDITURE				
Records Volume (<i>Edgehill and Beyond</i>)		1768		--
SURPLUS (DEFICIT) FOR THE YEAR		<u>---</u>		<u>---</u>
Transferred from/to Publications Reserve		£ (1240)		£ 913
		<u>---</u>		<u>---</u>

Banbury Prize Account for the Year ended 31st December 1992

INCOME	1992		1991	
Interest received			255	307
EXPENDITURE				
Grants and prizes			---	---
SURPLUS FOR THE YEAR			<u>---</u>	<u>---</u>
Transferred to Banbury Prize Fund			£255	£307
			<u>---</u>	<u>---</u>

Banbury Historical Society

BALANCE SHEET as at 31st December 1992

CAPITAL ACCOUNT				
As at 1st January 1992	3530		2842	
Add Surplus for the Year	<u>824</u>	4354	<u>688</u>	3530
PUBLICATIONS RESERVE				
As at 1st January 1992	3904		2991	
Add Surplus for the Year	<u>---</u>		<u>913</u>	
Less Deficit for the Year	<u>1240</u>	2664	<u>---</u>	3904
BRINKWORTH PRIZE FUND				
As at 1st January 1992	3049		2742	
Add surplus for the Year	<u>255</u>	3304	<u>307</u>	3049
SUBSCRIPTIONS RECEIVED IN ADVANCE			266	154
GRANT FOR FUTURE PUBLICATION			750	---
SUNDRY CREDITORS			<u>70</u>	<u>---</u>
			£ 11408	£ 10637
			<u>---</u>	<u>---</u>

REPRESENTED BY:-

At NATWEST BANK - Banbury				
Current Account	201		408	
Business Reserve Account	<u>7900</u>	8101	<u>7180</u>	7588
Sundry Debtor			3	---
BRINKWORTH FUND INVESTMENT				
at NATWEST BANK - Banbury				
Capital Reserve Account			<u>3304</u>	<u>3049</u>
			£ 11408	£ 10637
			<u>---</u>	<u>---</u>

I have examined the above Balance Sheet and the annexed Revenue Accounts and they are in accordance with the books and information and explanations supplied to me

31st January 1993

R J Mayne F C A , F C M A

Banbury Historical Society: 'Village Meeting'

The 'Village Meeting', to be held on **Thursday 14th April 1994**, will in fact on this occasion be a 'Town Meeting', as we have been invited by the Brackley and District History Society. The meeting will be at Brackley Town Hall at **7.30 p.m.**

Around the Local History Groups

A review of the meetings at other associations

Adderbury History Association - Methodist Church Hall at 7.30 p.m.
1993

November 15th. *The Cheney Family: Printing in Banbury, Part 2* (John Cheney).

December 13th. Christmas Party

1994

January 17th. *From Cottage to Castle* (J. Pilling, Oxfordshire Local Studies)

March 21st. Annual General Meeting.

Bloxham - Wednesdays at 8 p.m. in the Parish Rooms

1993

October 27th. *Charles Cholmondeley: A Young Gentleman of the 1880's*
(David Eddershaw)

November 24th. *The Life of a Banbury Solicitor* (Charles Huntriss).

December 15th. *The Bloxham Feofees* (Messrs M. Welch and B. Dauncey).

1994

January 26th. *English Marriage Customs* (Mrs J. Cox).

February 23rd. *A Family Business* (Martin Blinkhorn)

March 24th. Annual General Meeting. Followed by

The Plush Industry in the Banbury Area (Vera Hodgkins)

April 27th. *Local Stone*

Chipping Norton - Mondays at 7.30 p.m. at the Methodist Church.

1993

November 8th. *History of Oxfordshire Schools* (Ralph Mann).

December 13th. *Diary of a Young Gentleman 1885-1887* (David Eddershaw)

1994

February 14th. *The Wychwoods Fifty Years Ago* (John Rawlings)

March 14th. Annual General Meeting and Slide-Show

April 11th. *Pub Signs 2* (Angela Gibson)

May 9th. *The Sixteenth Century Village* (Jack Howard-Drake)

Cropredy Historical Society - 7.30 p.m. at 3 Vicarage Gardens, Cropredy

16th November. *Twenty-Four Square Miles*. Post-war film of North Oxfordshire and talk by Graham Nottingham.

BANBURY HISTORICAL SOCIETY

The Banbury Historical Society was founded in 1957 to encourage interest in the history of the town of Banbury and neighbouring parts of Oxfordshire, Northamptonshire and Warwickshire.

The magazine *Cake and Cockhorse* is issued to members three times a year. This includes illustrated articles based on original local history research, as well as recording the Society's activities. Well over one hundred issues and approaching three hundred articles have been published. Most back issues are still available and out-of-print issues can if required be photocopied.

Publications still in print include:

Old Banbury - a short popular history, by E.R.C. Brinkworth.

The Building and Furnishing of St. Mary's Church, Banbury.

The Globe Room at the Reindeer Inn, Banbury.

Records series:

Wiggington Constables' Books 1691-1836 (vol. 11, with Phillimore).

Banbury Wills and Inventories 1591-1650, 2 parts (vols. 13, 14).

Banbury Corporation Records: Tudor and Stuart (vol. 15).

Victorian Banbury, by Barrie Trinder (vol. 19, with Phillimore).

Aynho: A Northamptonshire Village, by Nicholas Cooper (vol. 20).

Banbury Gaol Records, ed. Penelope Renold (vol. 21).

Banbury Baptism and Burial Registers, 1813-1838 (vol. 22).

Edgehill and Beyond. The people's War in the South Midlands 1642-1645,
by Philip Tennant (vol. 23, with Alan Sutton).

Current prices, and availability of other back volumes, from the Hon. Secretary, c/o Banbury Museum.

In preparation: Lists of Tudor and Stuart Banbury Taxpayers, including the May 1642 subsidy for the Hundreds of Banbury, Bloxham and Ploughley (mentioning almost as many as the Protestation Returns of a few months earlier, for which Banbury Borough and Ploughley Hundred returns do not survive). Others planned: selections from diaries of William Cotton Risley, Vicar of Deddington 1836-1848; selected years from Rusher's *Banbury List and Directory*, 1795-1880; news items from the Banbury area from Jackson's *Oxford Journal* (from 1752) and the *Oxford Mercury* (1795-6); and letters to the 1st. Earl of Guilford.

Meetings held during the autumn and winter, normally at 7.30 p.m. at the North Oxfordshire Technical College, Broughton Road, Banbury, on the second Thursday of each month. Talks are given by invited lecturers on general and local historical, archaeological and architectural subjects. In the summer, the A.G.M. is held at a local country house and other excursions are arranged.

Membership of the Society is open to all, no proposer or seconder being needed. The annual subscription is **£8.00** including any records volumes published, or **£5.00** if these are not required.

Applications forms may be obtained from the Hon. Secretary, c/o Banbury Museum, 8 Horsefair, Banbury, Oxon. OX16 0AA.

