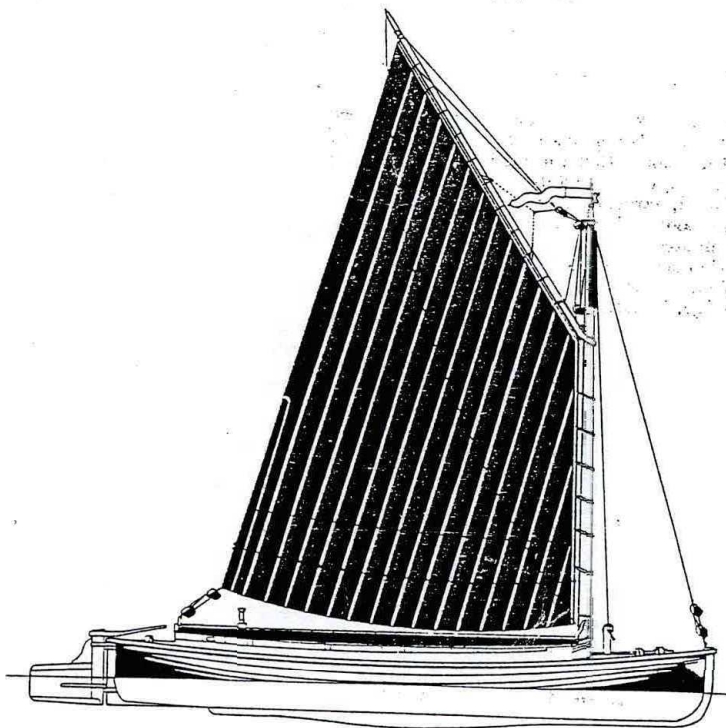


Aylsham Local History Society



Vol.2 No.7

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AYLSHAM LOCAL HISTORY SOCIETY

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Annual General Meeting

Arranged for the 4th.October at the Friendship Club - 7 for 7.30pm. Several references to this event appear throughout this issue, but no apology is made for mentioning it again.

Do come along to this most important meeting. Discover what is planned for members for the coming year, and bring ideas of your own for future events. Help in the selection of officers and committee members to run the Society, and put yourself forward for office or committee. One innovation for next year will be that members at the AGM will receive a printed programme card with details of what is arranged so far. Two courses for members have already been arranged. One, already referred to by Valerie Belton is an Archives course, fortnightly on Thursday mornings, and the other is "The Towns of East Anglia", again fortnightly on Thursday evenings at 7.30pm

Both courses run for ten sessions of two hours, and both will be held at the Friendship Club. The sessions will take place on alternate Thursdays. This is an attempt to give everyone a chance to take part in one or both courses, by providing a choice of daytime or evening sessions.

Come to the AGM for more details and a chance to hear what others have gained from earlier courses.

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AYLSHAM LOCAL HISTORY SOCIETY

JOURNAL & NEWSLETTER

Volume 2

Number 7

This issue is liberally illustrated with pictures of wherries. They illustrate the feature by Peter Holman on the history of the Aylsham Navigation, which is the main article in this issue. It is a particular pleasure to print this feature, because apart from its intrinsic interest, it is also another product of the course held last year on studies of the Aylsham archives.

As editor, I had always hoped that the results of any work done would eventually appear in print in our Journal, and be shared by all our members. This is now happening. There is still other work which I hope might yet appear in future issues. Much study was made of the history of the Norwich-Aylsham-Cromer Turnpike, and that would make a valuable article for the future. Such work might even appear as a separate publication eventually, but a shorter version in our Journal would also be of value.

Our illustrations come from "Summer in Broadland" by H.M.Doughty, published in 1897. The picture of the wherry at Hautbois is particularly interesting. It is of a sight impossible to see now, since the 1912 floods.

THE AYLSHAM NAVIGATION 1774-1928 Peter Holman

Sapwell says in his 'History of Aylsham' that there are early references to making a canal in the Parish records. Quite a large sum was spent on an early reconnaissance. Aylsham lay just outside the system of transport on the Broads, with wherries trading from parish staithe to parish staithe and down to Yarmouth and links with the coastal and continental traffic, must have provided that area with cheap and quick transport of heavy goods in a time when roads were poor and difficult.

The Romans used the River Bure as far up as Brampton to transport pottery down to the sea for distribution along the North Sea coast as far north as Hadrian's Wall. The Bure is tidal up as far as Coltishall although the rise and fall there is only a matter of inches. Brampton is a few miles further upstream, but perhaps this was little trouble to boats of shallow draught. This was also before the Broads had been created which may have been a further factor in the depth of available water.

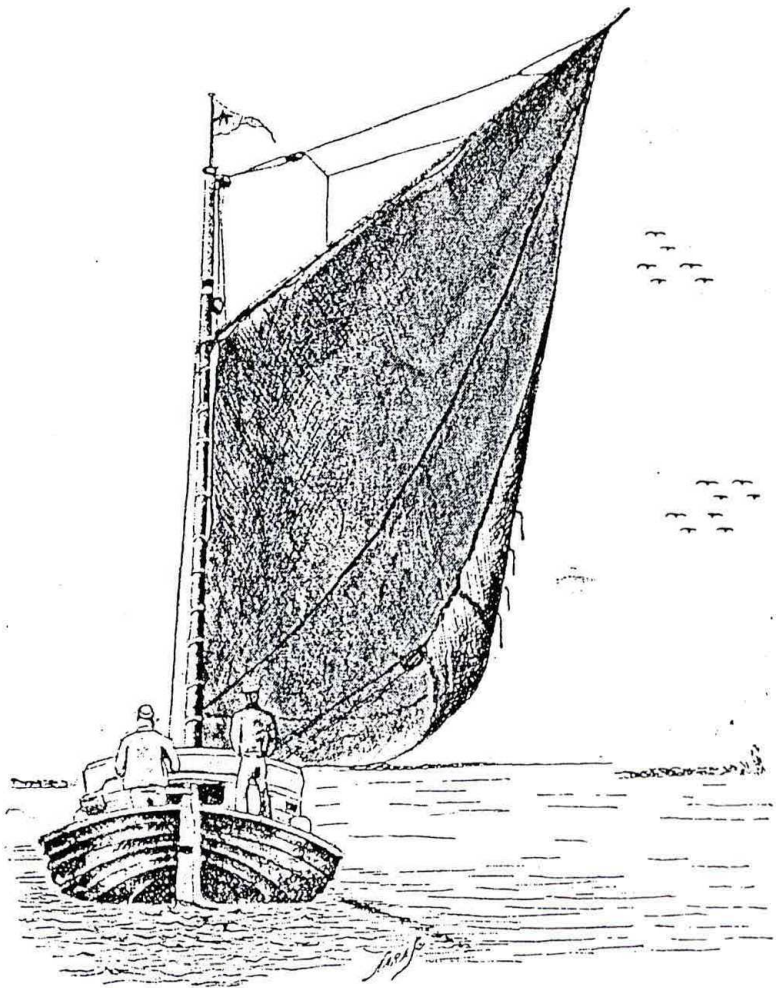
By the time the canalisation of the river was considered, about 1770, a string of water-mills had been established along the river - at Coltishall (or actually Horstead), Buxton, Oxnead, Burgh and in Aylsham itself. In every case they had weirs across the river, and had raised the banks upstream to impound the water. This resulted in a change of level from Coltishall to Aylsham of some 22ft. Whoever designed the Navigation, realised that by providing locks where the weirs were, the changes of level could be overcome (but the millowners had to be placated). The actual flow of water along the Bure is quite good, coming mainly from springs and being very constant. The more ambitious North Walsham canal failed partly through the lack of water in the river Ant. Other major features that had to be

overcome were the various bridges and sharp bends. Bridges had to be raised to provide enough height for wherries with their masts lowered to pass underneath. In some cases, new cuts were made with new high bridges - certainly at Meyton and at Burgh (where a considerable amount of work is recorded in detail, including 'keeping the water out'). A new access bridge was provided above Burgh, and named after the landowner who insisted on it - Wolsey's bridge (Wood Bridge on the map). A foot bridge at Burgh - between that village and Brampton, known as Cradle Bridge, was a continuous source of dispute. Several sharp bends were cut through - (the line of a parish boundary often follows the old course of the river.)

An engineer called Boiderman had much to do with the early work of construction. Was he a Dutchman?. Someone, probably Boiderman decided that the last couple of miles of the navigation should be a canal, running alongside the river itself. A lock was built at this point, the only lock not connected with a mill. This was to raise the level of the last stretch to that of the millpond above the mill at Aylsham, a connection being made from the staithe so that boats could load from the mill building itself.

Although the layout of the locks on the navigation shows some ability, it seems that the early commissioners were not sure how a lock actually worked, and Mr.Tominon* was sent down to Suffolk to look at locks there, and duly came back and reported. A working model was made, and also, later, was one for the lock and bridge at Buxton. The lock size was 60 ft.by 17ft. which was 12ft. shorter but 10ft.wider than the standard locks on the narrow canals which were 72ft.7ins. by 7ft.6ins. The size was probably determined by the shape of the wherries.

* 12th.April 1774 "expenses paid - 5gns.



A NORFOLK WHERRY.

The navigation had no continuous towpath and boats were not hauled by horses. If they were towed, it was by man power, and they changed from bank to bank as they came to obstructions. A wherry relied on windpower or quanting with poles. Their large sails must have provided a charming sight as they glided silently through the countryside.*

The raising of the banks and water levels made difficulties with bringing in small tributaries, and at Burgh a stream called the Mermaid had to be diverted to enter the Bure considerably further downstream. The low lying meadows at Burgh show a maze of drainage ditches at various levels - some passing under others by pipes or 'trunks'. At one point, below Buxton, a large trunk passed under the river itself, and is mentioned in the original Act. It was later damaged, and the minutes mention replacing it with a metal pipe. It would seem that the original was wooden (elm?), and in place before 1770.

All the early locks were made of wood (oak and pine) except the lock at Burgh, which was built from bricks made nearby - slight remains of the clay-pit can be seen in a local field. Much of what went on in the construction must have been very new and novel. Only the making of the turnpike roads had been anywhere near similar in preceeding years. No gangs of 'navigators' existed, and few had the various skills needed. Perhaps many of the early financial troubles came from lack of knowledge of construction on a larger scale

* David Walker (retired solicitor) remembers the farmer at Diggens Farm, telling of watching the almost black sails of the wherries gliding amongst the fields. He also remembers a man, telling of his delight, as a boy on a wherry, sailing as quietly as possible so as to surprise fishermen dozing on the bank.

than had ever been attempted before in the locality. Boiderman was constantly being supplied with money (usually £50 - quite a large sum) with which to pay for work done on the digging. The building and rebuilding of the bridges was taken on by local men - builders, carpenters etc. - for a cost of about £80. Both the bridges at Burgh and Meyton show some attempt at style. Meyton has been lowered, but still shows the round culvert at each side of the central arch which possibly saved the bridge from destruction in the great flood of 1912..

The fact that one of the contractors, John Smith, defected and vanished seems to show that he was under some difficulty and pressure. Although the Act was passed in 1774, early minutes mention work already done on the Navigation*, and it is not easy to understand how the work was commenced. Once the work was completed in 1779, and the tolls began to come in, the canal settled down to quite a busy routine, and must have been a great asset to Aylsham, bringing in heavy goods quickly and cheaply. It was possible to travel as a passenger down to Yarmouth, though the time taken must have depended on the weather. Sometimes there were pleasure boat cruises and regattas - there is a charming picture of one in the Town Clerk's office. Maintenance of the waterway from damage, both from the river itself, and from the river traffic was a constant concern - much seems to have been learnt from trial and error. Movement at night was prohibited after a while due to damage to lock gates,² and the towing of baulks of timber, to avoid paying dues was forbidden under one of several new byelaws.

* December 1772 " 3 miles of canal now cut"

² 15 December 1776 "Horstead locks suffered great damage and mischief".

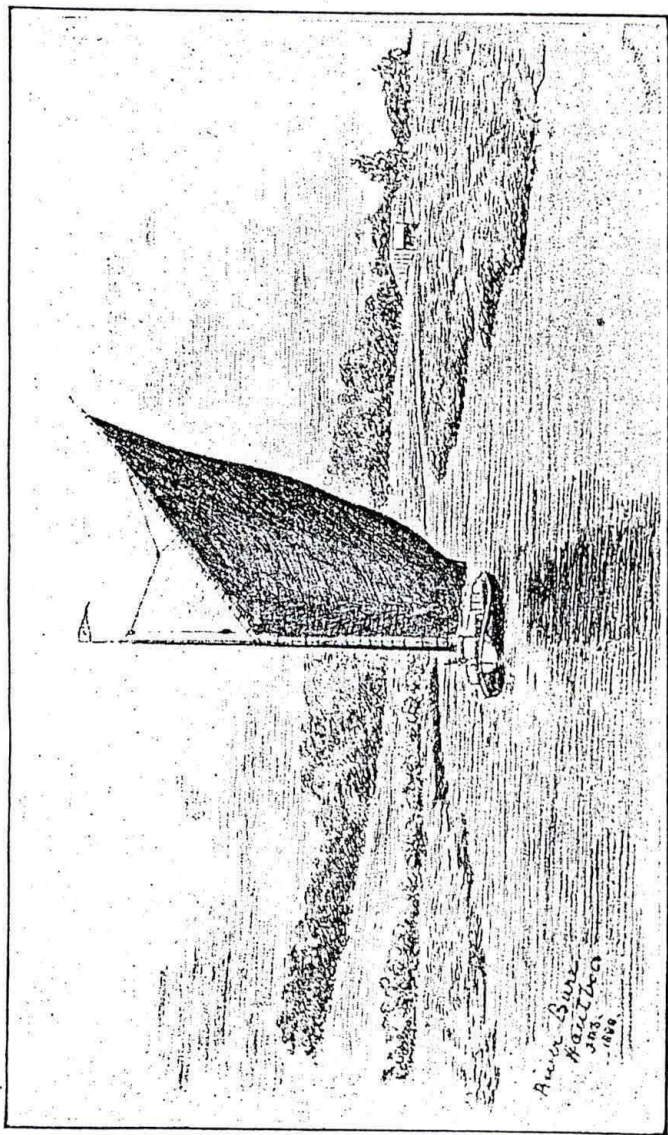
Mill owners did not maintain the correct level of the rivers, as indicated on stones set into the canal banks, and shoals built up upon which wherries ran aground. Constant 'didling' had to be carried out to maintain a depth of water, and weed cutting was done in the summer. Later on, blanket weed became a considerable trouble,

The decision to build the original locks of wood led to constant decay and replacement, and for some of this they bought standing trees and also shipwreck timbers from auctions on the coast - this must have been very strong seasoned wood.

Progress began to overtake the canal, first of all in the form of traction engines on the local roads that damaged the wooden bridges* (there were enquiries about the cost of metal girders), and then by the arrival of the railway from Wroxham. A railway bridge was built across the Navigation just below Buxton, and it seems as if the railway engineers deliberately placed one of the piers too far into the waterway, as this became a point of difficulty thereafter. Traffic on the canal began to decline, although transport was still cheaper by water. The second railway came even closer to the staithe when the Melton Constable - North Walsham line was built, and Aylsham was served by two stations and goods yards.

The early promoters of the Navigation came from the landed gentry of the neighbourhood. The original commissioners produced a string of titled names. Many seemed to dig deep into their pockets during the early financial troubles. Later, as the canal got going, the composition of the commissioners seems to change somewhat. Owners of fleets of wherries

* 6th. August 1884 "Oxnead road bridge damaged".



RIVER BURE, HAUTOBOIS.

appear and several clergymen are sworn in. Meetings were held alternately at the Black Boys and the Dog (now demolished), and on many occasions not enough commissioners turned up to make a quorum.

Annual inspections of the Navigation were made in the summer, which led to detailed recommendations for repairs or special didling. Later, they made the trip in a steam launch* - another idyllic picture. After the 1912 flood, which destroyed the locks on the canal, the commissioners became few indeed, and the disposal of the canal - not until 1928 - was completed by only a handful, with great difficulty aggravated by the First World War.

Now the river is controlled by Anglian Water. Drainage Boards etc. have come and gone. None of the mills survive in working order; Horstead has been burnt down (even Pevsner admired it when standing). Some of the cut and the lowest locks survive. Buxton mill is now used by a variety of businesses. The other locks have gone completely, and the present road runs over their sites. Oxnead still exists as a building, Burgh Mill is still standing. Much can be seen of the canal work done there - iron tie rods and wooden baulks can still be seen in the embanked side of the river. The brick-built lock is there, but has been bridged and converted into a sluice to control the flow of the river.

The mill at Aylsham is converted into holiday apartments, and is now quiet and tranquil as if resting after almost two centuries of activity. To re-open the canal for pleasure-boats, would be very difficult as many bridges have been lowered, and pipes etc cross the waterway at a low level, and locks have been

*6th.August 1887 " Inspection in Mr.Cooke's steam launch".

destroyed. The idea of extending the Broads cruising area by re-opening both the North Walsham canal and the Aylsham Navigation has some support, but it seems that the river Bure, for the time being, has overcome man's early attempts to utilise it and prefers to pursue its placid way down to the Broads.

The opportunity to investigate the documents in the Aylsham Archives was presented by the class run during the winter of 1988-89, and was a chance to look into the many minute books and account books relating to the Aylsham Navigation, that were available. My main interest was in the origins and construction of this fairly early and isolated waterway. Much remains to be studied in these detailed records which could reveal information about the economic and social life of the district at this period. They are a mine of local names from the Earl of Buckingham downwards to Stephen Hubbard, who painted Burgh bridge by mistake, thinking it to be a County Council bridge, in 1879, and was paid £1 by the Commissioners for doing so! This is the stuff of local history indeed.

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RAIL CARS ON THE BRANCH

Tom West

Who now remembers the Cammel cars?. Few people now realise that before World War II, certain trains started and terminated at Aylsham. At one time, these trains consisted of rail cars; these were the Cammel cars - steam rail cars, green and cream in colour, with names commemorating stage coaches.

There was a driving cab at one end, then the passenger saloon with wooden reversible seats (that is, the backs reversed, so you could see where you were going or where you had been; - there was no upholstery!). Then came a luggage compartment instead of a guard's brake as on an ordinary passenger train, although no guard was carried - the driver and fireman being the only members of crew. Then came the boiler cum-engine room, with the driver's controls for that end. They had a bunker for coal with a water tank underneath projecting from that end.

When the car was full of passengers, as it often was on Saturday afternoons, we had sometimes to stand in the luggage compartment. There was a half-door into the engine room, the top half of which was left open, and you could see the fireman and/or driver at work, depending on which way the car was pointing. There was electric lighting in the passenger saloon, but no electric head or tail lights, oil lamps, as was usual at that time, were used. In the saloon was a framed history of the stagecoach after which the railcar was named. Some names that I remember were:- Tally ho, Telegraph, Bang Up, Comet, and Railway. How a stagecoach came to be named Railway I cannot understand.

The railcars had two cylinder Sentinal engine with chain drive, and a vertical boiler which had to be fired from the top. This had a fairly high working pressure causing the gauge-glass to blow frequently. On one occasion this happened whilst the railcar was standing at Aylsham station, badly injuring the driver's arm, although the glasses were provided with protectors.

The cars were under-powered, being used for purposes for which they were not designed. This was typical of the railway company, if an engine was designed to pull ten coaches, they would put twelve on and still expect it to run to time - which nine times out of ten, it did. You can't do that with a Diesel, nor could they with the steam railcars. They tried to get them to pull an ordinary passenger coach at peak times, but they were very prone to failure even on their own. If they stopped with their pistons in the wrong position, they would not start again. In this case, the fireman had to get down with a pinch bar; this happened once at Coltishall. The fireman, Ted Dunham, got down with the bar, put it under the wheel and heaved. The car moved, the driver took off, leaving Ted and the pinch bar behind.

The driving chains were expensive, and had a life of only one month. They were tricky to fire, too. I have heard it said that after you had fired, if on lifting the fire-hole door again, which was in the top of the boiler, you saw black coal, then you were in trouble because the pressure soon dropped. There was a certain mystique about the working of these cars, jealously guarded by the men in that link (the regulars, that is). I heard a driver say that when he was in the relief gang, he had taken up the working of one of the railcar link, who had a day off, and on preparing the car for the morning's working, he was unable to create a vacuum for the brakes. On careful examination of the

large ejector, he found that it had been fixed by a cunningly concealed nail.

I don't know when the railcars first came to Norwich, but they went in 1936, the year before I started. They worked other branches besides the Aylsham one. I can remember when we lived in Aylsham in a house beside the railway, seeing one that had failed being hauled by a J15. Once, when we were going to Norwich, we were running down into Coltishall when there was a loud bang, and half the engine was lying in the fourfoot. I remember two of the men who worked on these cars - Driver Jumbo Kent and fireman Billy Parfitt, who later drove the Soame steam cart. I vaguely recall some brown steam cars before the Cammels - all I remember is that they had no external bunkers.

When the steam cars went from Norwich they were replaced by "push and pulls", officially called Rail Motors, which in turn were replaced by buses. The last time railcars ran on the branch was after it became closed to passenger trains. These were Specials that the Railway Invigoration Society put on; it was then, of course, the Lenwade branch. These railcars were DMU's, also built by Metro-Cammel. One of these diesel railcar trips was worked by Driver Albert Brown, the son-in-law of Ted Dunham.

After the steam railcars went from Norwich, the builders produced an advanced car with two driving cabs, internal fuel bunkers and two six-cylinder steam motors, one in each bogie. The Cammel cars in this country ended their lives converted to ordinary carriages but there is still one in existence in South America, which some enthusiasts hope to acquire and rebuild.

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SOCIETY NEWS

GRAVEYARD SURVEY. Some years ago, along with many other Institutes, the Aylsham WI completed a survey of its local churchyard. A copy of this survey, along with other similar surveys, found its way into the Norfolk Record Office. An additional copy of the Aylsham churchyard survey has now been made and is in the possession of the Society. It has been agreed to place this copy on permanent loan in the Parish Archives collection where it can be made accessible to interested persons. To complete a survey such as this, was no small task, and the results are of great value to anyone interested in the history of Aylsham. The Aylsham WI did a great, and largely unacknowledged service to local historians.

DONATIONS The Society has recently made two donations to other bodies. The first was to the Samaritans, and was made at the request of Rachel Young, in lieu of a fee for her recent talk.

The second was to our own Aylsham Parish church appeal to which £25 has been donated.

PARISH MAP. Negotiations with the Parish Council still continue to decide on the most advantageous siting of the parish map being prepared by Peter Holman.

CASTLE MALL EXCAVATIONS. It is likely that volunteers will be sought to assist in the above excavations and others in Norwich. One appeal has already been launched, and it is expected that others will be made in due course.

Who is wanted? - more than you realise - pot washers, diggers, tour guides and people to manage the shop. Fuller details from our Secretary.

WYMONDHAM WALK. It isn't often that someone does the editor a favour. He is pleased to record that a report on the Hunworth and Edgefield walk has been included

elsewhere in this issue. A second report which he expected to have to write himself on the Wymondham visit, appeared of its own accord in the North Norfolk News. Never one to look a gift horse in the mouth, he reprints it word for word, for the benefit of anyone who didn't see it:-

Building tour — Aylsham

Local History Society members toured Wymondham recently to see the town's historic buildings. The occasion was a reciprocal trip for a visit made by the members of the Wymondham Heritage Society to Aylsham last year. The party of 35 members from the Aylsham Society, which has 100 members and has been running for five years, was led by their chairman Jane Nolan and newsletter editor Tom Mollard. Groups of the visitors were given guided tours of the town by Wymondham Heritage Society chairman Janet Smith, the chairman of the Society's History Committee, Judy Hawkins, and Society members Gwilym Morley and Sheila Spicer. After meeting members of the Wymondham Heritage Society over refreshments, Jane Nolan thanked the society.

VISIT TO EDGEFIELD AND HUNWORTH

It is always a pleasure to have an enthusiast as a guide, and Mr. Len Bartram, Chief forester on the Stody Estate, was certainly that. First, he showed us the octagonal tower at Edgefield, virtually all that remains of the old church, the new church having been built, with materials from the old, about a mile away when the main settlement moved. He also pointed out what appeared to be a gothic window in a nearby barn which may have been part of a monastic building serving travellers on a packhorse track. The site of an Armada beacon is adjacent.

Our next stop was in the village of Hunworth, reached by a narrow lane through the wooded country of the Glaven valley. Mr. Bartram spoke of the changes which had taken place in this century. Buildings now occupied as homes, or partially occupied as holiday homes, had formerly been business premises: shops, a blacksmith's forge, a large and impressive maltings awaiting conversion into dwellings and a water-mill. Even the 'Blue Bell', still operating as a pub, has no resident staff. The estate, formerly in the hands of Lord Rothermere, is now owned by a non-resident company.

We enjoyed our walk round the extensive village green and admired the old houses - a few dating back to the seventeenth century. The medieval church stands a little distance from the green on rising ground. In common with many Norfolk churches, it is one of a group and used only on special occasions. The beauty of the natural and indeed man-made surroundings conveyed an atmosphere of tranquillity which can never have been present in the more bustling nineteenth century. What, we wondered, could the future hold for such places?

THE HISTORICAL DOCUMENTS OF AYLSHAM.

On Mondays throughout the winter, a purposeful group of people could be seen making their way towards the Town Hall as the time approached 10am. These were the members of the Cambridge Extra Mural Board's course on Aylsham Archives who, under the direction of Mrs. Elizabeth Rutledge and with the help of the archivist, Mr. Ron Peabody, were researching various aspects of the history of Aylsham.

The town is fortunate to have a wide range of documents. There are posters and Poor Rate books, directories and newspaper cuttings, Minute books of the Norwich to Cromer Turnpike Trust, and of the Aylsham Navigation Commissioners and a map of Aylsham in 1839, to mention only a few items. Tom Mollard has written the first occasional paper on Aylsham in 1821, based on the census returns for that year, and we hope others will follow, but whether you write up your findings or not, you will find much of interest. Did you know that there was a 64% increase in the population of Aylsham between 1801 and 1851, that there was an Aylsham Aquatic Society in the nineteenth century, and that travelling from Aylsham to Erpingham between 1811 and 1870 would have involved the payment of tolls at Ingworth Bridge?

Naturally, in two terms we have only started to explore the records, and much remains to be tapped. At the AGM on Wednesday, October 4th. some of us will be telling you about our particular areas of research, and on Thursday, October 5th. at 10am at the Friendship Club, Mrs. Rutledge will be starting another course on the Historical Documents of Aylsham -- Do come!

V.R.B.

STEINFELD, BLICKLING and ERPINGHAM

What could be the link between these three places?. It is not immediately obvious, but a link does exist. On holiday, this summer, we visited West Germany, and amongst other places we toured, was the Eifel district, in the heart of which stands Kloster Steinfeld. The history of this monastic church stretches back to 936AD. It became one of the most important monasteries in Germany. In the 12th. century the monks adopted the Premonstratensian rule, and from then on, it enjoyed an unbroken succession of abbots lasting until 1802.

Following the Peace of Basle in 1795, between France and Germany, all territory west of the river Rhine was ceded to France, and under Napoleon everything was secularised, including Steinfeld Monastery. As the local guide book records "in 1802, the French Commissioners sold, auctioned off, or squandered the valuable property".

Happily, the monastery is an ecclesiastical building once again, and is a place of great beauty. One thing, however, that is very noticeable is the almost complete absence of stained glass, and yet this was a building once famous for its stained glass. From 1526 it was decided that one new stained glass window would be added every year, and by the year 1557 everything was completed, but today, only one panel of the original stained glass remains in the church. What happened to all the others?

At the time of the secularisation the windows had been removed from their frames and boxed up for safety. After the secularisation, they were

bartered away by a Cologne wine merchant and antiquary to someone in London. From there they disappeared completely, until, in 1908, they were re-discovered in England by a clergyman named N.Reinartz. This man only died, relatively recently in 1954. Again according to the guide book, the panels then ended up in the Victoria & Albert Museum in London.

We know now that not all the panels are in the V & A museum. Some panels had already been acquired by the Earl of Buckingham and brought to Blickling, where for many years they served as a window on one of the staircases. They stayed there until 1935 when they were removed by the Marquis of Lothian because - "they darkened the staircase, and made it dangerous".

For the next 20 years or so, they lay boxed-up and unused. During World War 2, when the Hall was used by the Services, they lay forgotten in an outhouse amongst a collection of surplus equipment including about 70 lavatory pans! Eventually, they were remembered and recovered.

The panels now form the East window of Erpingham church, where they fit beautifully. An inscription with the window reads:

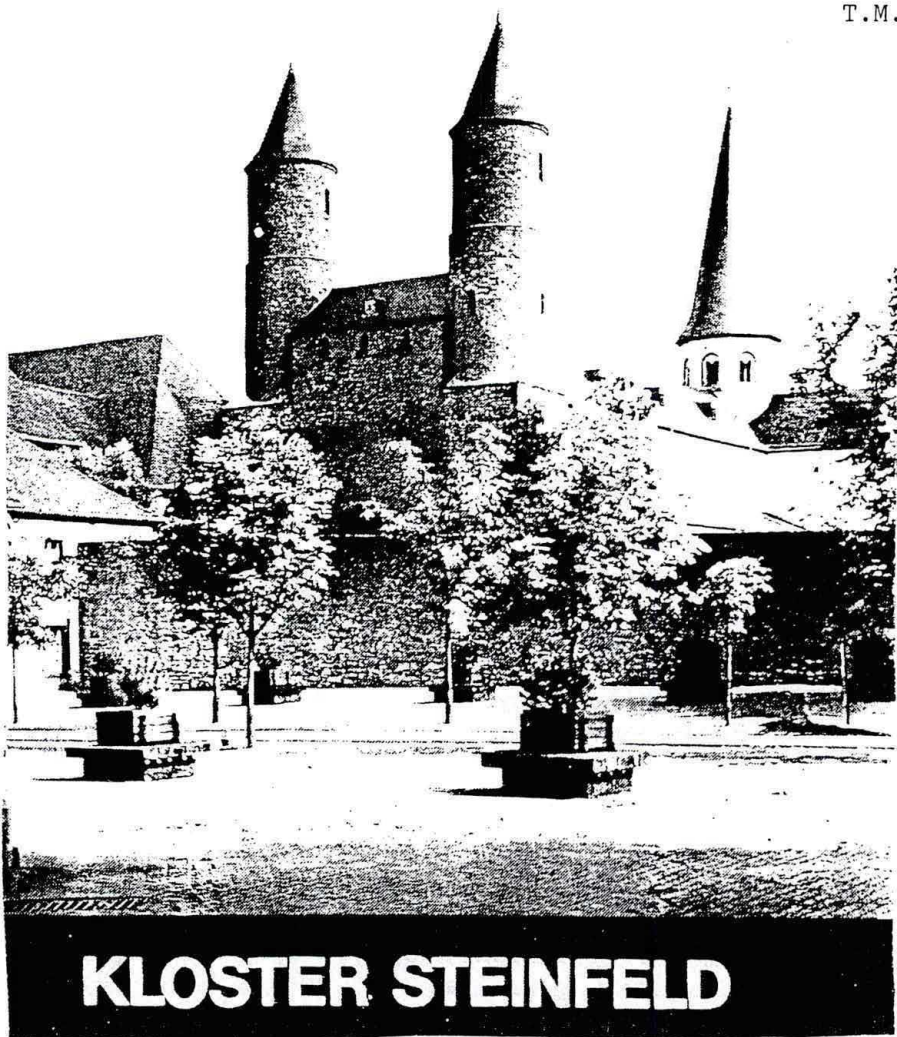
'This ancient glass, sent by the National Trust from Blickling Hall, is repaired and erected in memory of Edward James Raby and Hannah Clarkson Raby, by their sons E.Raby and P.S.Raby,

Rector 1955

The Rev.P.S.Raby was Rector of Erpingham and Calthorpe, but in earlier times, Erpingham had been united with Blickling, so it seems appropriate that the Blickling glass should end up in Erpingham

and complete the link. It is pleasing to know that despite all its travels, after leaving one beautiful church in which it had stood for hundreds of years, the glass is now safely in another beautiful church, hopefully for hundreds of years to come.

T.M.



BRAINTEASER PAGE

Ivan Morris provided the only correct answer to the puzzle in our last issue. He writes:-

'The Crux of the matter'

Thanks for another opportunity to explore another Norfolk backwater!. Fortunately, we did it before the spell of very hot weather, else we may have melted in the wilds of Wickmere.

The five churches, clockwise from the top are,
1) All Saints, Gresham. 2) SS Peter & Paul, Sustead.
3) St. Andrew, Wickmere. 4) SS Peter & Paul, Barningham
Norwood, and 5) in the middle, is St. Mary the Virgin,
Bessingham which was once dedicated to St. Andrew.

The latter, Bessingham, has the very early tower with the Saxon window(s). Gresham is near the village school. Wickmere has the odd brick chimney, and I am 99% certain that Robt. Bond repaired the tower at Barningham in 1743. (it says so on the outside of the tower P.H.)

Heavy summer foliage, and the inevitable North Norfolk fret obscured clear vision, but only Barningham and Bessingham could be seen from each other with certainty. Whilst searching the map (with the aid of tracing paper) I found another 'Crux' - an enormous one! - North, St. Margaret's, Felbrigg. South, All Saints, Horsford. East, St. John the Baptist, Coltishall, and West, St. Agnes, Cawston with All Saints, Marsham in the middle! - but even Peter might hesitate in inflicting that one on us.

Peter's map, on the next page, confirms the accuracy of the answer. Peter also comments that a thin response to the most recent puzzles might be because they involved some travelling outside Aylsham and down some remote byways, which not everyone is capable of doing. This time, he poses a puzzle which is set in the very heart of Aylsham:-

AN AYLSHAM QUIZ

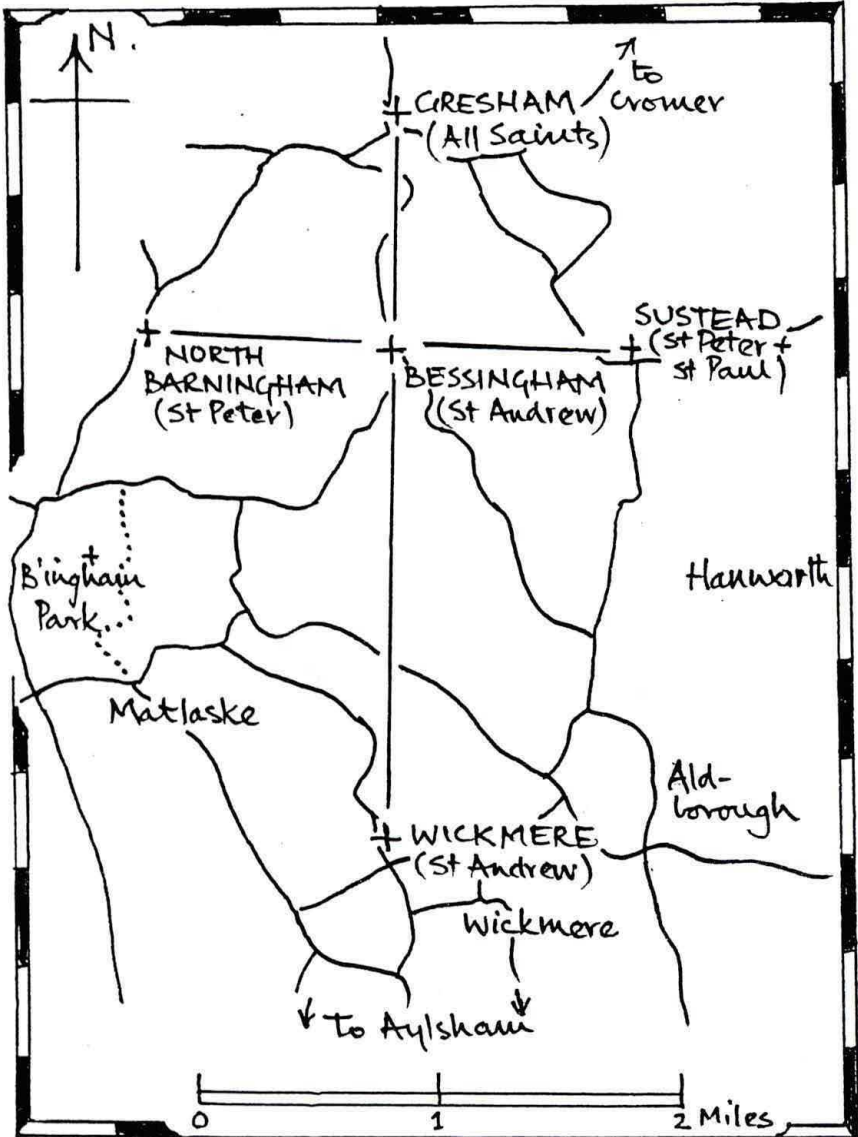
Ten answers required, for ten questions-either YES or NO

1. Does John o'Gaunt ride towards Norwich?
2. Does the Unicorn look towards No.4?
3. Does the still empty towards No.10?
4. Does the Barclay eagle look towards No.9?
5. Does Nelson's parrot look towards No.1?
6. Does the Red Lion look towards the church?
7. Do the Pioneer seahorses look at one another?
8. Does Prudence look towards No.6?
9. Does the Midland eagle look towards No.4?
10. Are there any Black Boys?

Answers, please, to the editor before the next issue.

---ooOoo---

Solution to the previous puzzle.



AYLSHAM IN 1875

Continuing our sequence of extracts from the Norfolk directories, brings us to the mid-1870s with Kelly's Directory of Norfolk for 1875:-

AYLSHAM is a parish, market and union town, head of a county court district, and polling-place for the Northern division of the county, 125½ miles from London, 12 north from Norwich, and 7 west from North Walsham station, on the banks of the river Bure, which is navigable hence to Yarmouth, in South Erpingham hundred, rural deanery of Ingworth, and archdeaconry and diocese of Norwich. The church of St. Michael, in the Early English and Perpendicular styles, was built by John of Gaunt, Duke of Lancaster, the court of whose duchy was once held in this town: it has tower with steeple, containing 10 bells; also clock and organ: the font is enriched with bas-reliefs of the four emblems of the Evangelists; the instruments of The Passion; and the arms of Gaunt, with other armorial insignia: the screens were painted with saints, martyrs and confessors in 1507, principally at the cost of Thomas Wymer, who, on his monument, is represented in a winding-sheet: here is a monument to Richard Howard, sheriff of Norwich, who, in 1488, built the church porch: the east window, the tracery of which has been restored, is decorated with stained glass, representing the four most favoured disciples of our Blessed Lord, with various devices, and armorial bearings of the late Earl of Buckingham and heir of Blickling, the Bishop of Norwich, the Dean and Chapter of Norwich and Canterbury: a stained side window is dedicated to the memory of eight former vicars; another contains some beautiful specimens of old glass, inserted at the expense of the Rev. E. T. Yates, late vicar, containing the armorial bearings of his family, and of the lay impropiator of the parish, S. Pitman, esq., together with those of the Dowager Lady Suffield: in a recess in the churchyard, in a piece of lawn enclosed with iron rails, planted with roses, heartsease, and other flowers, is the grave of Humphrey Repton, the celebrated landscape gardener, who died March 24th, 1818. The register dates from the year 1653. The living is a vicarage, yearly value £533, with residence, in the gift of the Dean and Chapter of Canterbury, and held by the Rev. Charles Haughton Aitkens, M.A., of Trinity College and New Inn Hall, Oxford. The Dean and Chapter of Canterbury hold the great tithes, which are leased to S. Pitman, esq. A free school was founded here in 1517 by Robert

Jannys, mayor of Norwich in that year: it has £10 from the funds of King Edward VI.'s Hospital at Norwich: it is now conducted upon the National system. Here is an Infants school, on the same system. The Baptists, Wesleyans, Primitive Methodists, and Wesleyan Reformers have each a chapel. Cressey's charity of £34 yearly is for clothing. The corn market is held on Tuesday, in the Corn Exchange. Fairs are held yearly on March 23 and last Tuesday in September, and a hiring for servants on the first Tuesday in October. One of the county Bridewells was formerly in this town, but has been converted into dwelling-houses. Petty sessions are held the first and third Tuesday in each month at the Town Hall. A County Court is held here; the district comprises the following parishes:—Aylsham, Alby, Alderford, Banningham, Barningham Parva, Belaugh, Blickling, Brampton, Booton, Burgh, Brandiston, Buxton, Calthorpe, Cawston, Colby, Coltishall, Corpusty, Erpingham, Foulsham, Guestwick, Hackford, Hautbois Magna, Haveringham, Hevingham, Heydon, Hindolveston, Ingworth, Irmingland, Itteringham, Lammas-with-Hautbois Parva, Mannington, Marsham, Oulton, Oxnead, Reepham-with-Kerdistone, Sall, Saxthorpe, Scottow, Skeyton, Stratton Strawless, Swanton Abbott, Swanington, Themelthorpe, Thurning, Thwaite, Tuttington, Whitwell, Wickmere, Witchingham (Great), Witchingham (Little), Wood Dalling, Wood Norton and Wolterton. The union includes the following parishes:—Alby, Aylsham, Banningham, Barningham Parva, Belaugh, Blickling, Brampton, Burgh, Buxton, Calthorpe, Cawston, Colby, Coltishall, Corpusty, Erpingham, Foulsham, Guestwick, Hackford by Reepham, Hautbois Magna, Hevingham, Heydon, Hindolveston, Ingworth, Irmingland, Itteringham, Lammas-with-Little Hautbois, Mannington, Marsham, Oulton, Oxnead, Reepham-with-Kerdistone, Sall, Saxthorpe, Scottow, Skeyton, Stratton Strawless, Swanton Abbott, Themelthorpe, Thurning, Thwaite, Tuttington, Whitwell, Wickmere, Wolterton, Wood Dalling, and Wood Norton. A savings bank was established in 1818, and is open from 12 to 1 every Monday; here is also a literary institution. A short distance from the town is a mineral spring. There are four manors, belonging severally to Constance Marchioness of Lothian, the Vicar, — Wood, esq., and George Cooper, esq. The landowners are John Stracy, esq., Mrs. Elizabeth Clover, the trustees of the late W. W. Wickes, esq., Thomas Henry Case, esq., Rev. James Bulwer, Samuel Pitman, esq., Rev. R.A. Rockham, Charles Louis Buxton, esq., Benjamin B. Sapwell, esq., Robert J. W. Purdy, esq., and a few smaller owners. The area is 4,308 acres; rateable value, £12,370; in 1871 the population was 2,502.

Parish Clerk, Samuel Maidstone, Church Yard gate.

POST, MONEY ORDER & TELEGRAPH OFFICE, Savings Bank & Government Annuity & Insurance Office.—Charles Clements, postmaster. Letters through Norwich are delivered at 7.30 a.m. & 6.30 p.m.; dispatched at 5 p.m. & 9 a.m.

COUNTY MAGISTRATES SITTING HERE:—

Lieut.-Col. Hugh FitzRoy	R. Rogers, esq
Rev. H. P. Marsham	James Gay, esq
W. L. J. Jex Blake, esq	Charles Louis Buxton, esq
Rev. R. W. Beauchamp	

Clerk, William Forster

INSURANCE AGENTS:—

Liverpool & London & Globe, West of England & Reliance Mutual Life, W. Mileham, Market place
North British & Mercantile, G. E. Burrell, Red Lion st
Norwich & London & Norwich Union, C. R. Dewhirst, Market place
Scottish Union, E. Nuthall, Red Lion street

PUBLIC ESTABLISHMENTS:—

County Court, Edwin Plumer Price, esq. judge; Thomas Kerslake, high bailiff; William Henry Scott, registrar; George Elden Burrell, jun. bailiff
Inland Revenue Office, Black Boys hotel, Market place, James Taylor, officer
Union Workhouse, William Starters, master; Mrs. Harriet Starters, matron; Richard Kay Morton, medical officer
Reading Room, Market place, Henry G. Wright, sec
Stamp Office, Market place, Charles Clements, distributor
Police Station, Blickling road, Jonathan Chambers, superintendent

PUBLIC OFFICERS:—

Chairman of Union, Robert Ives, Calthorpe
Commissioner of Taxes, Robert Ives, Calthorpe
Clerk to Board of Guardians, Clerk to Assessment Committee, Assessed Tax Commissioner for South Erpingham Hundred, Clerk to Trustees of Turnpike Roads, Clerk to Burial Board, Gas Company, Town Hall Company & Navigation Commissioners & Deputy Coroner for the Duchy of Lancaster, Local Sanitary Authority & Vaccination Officer, W. H. Scott
Inland Revenue Officer, James Taylor, Cromer road
Medical Officer to No. 6 District & Surgeon to the Workhouse, Richard Kay Morton
Registrar of Births & Deaths & Relieving Officer, Frederic W. C. Roe, Cawston road
Sanitary Inspector of Aylsham Union, Edward John Bird, Cawston
Superintendent of Cemetery, Samuel Maidstone, Church Yard gate
Superintendent Registrar, William Henry Scott
Deputy Superintendent Registrar, Walter Mileham
Surveyor of Roads, John Soame, White Hart street
Town Crier, Samuel Maidstone, Church Yard gate

SCHOOLS:—

National (boys & girls), Thomas Hill, master; Mrs. Hill, mistress
National Infant, Miss Alice Brown, mistress

CONVEYANCE TO:—

NORWICH—Mail omnibus from 'Red Lion' (on week days only), daily, at 9 a.m. returning from 'Duke's Palace,' Norwich, at 5 p.m.; also a van on Saturday at 8.30 a.m. returning at 4.30 p.m.
YARMOUTH.—Messrs. Bullock, Shreeve & Wells each run wherries to & from, daily

CARRIERS TO:—

ALDBOROUGH—Horner, from Dog inn, on mon. wed. & sat
BECKHAM—R. Fiddy, from the Dog inn, on Friday
CROMER—Puxley & Durrant, on Saturday
HOLT—Josph. Puxley & Richd. Fiddy, from Dog inn, wed. & sat
NORWICH—Mark Roper, from his house, Red Lion street, mon. wed. fri. & sat.; Fiddy, on Tues. & fri. from Dog inn
PLUMSTEAD & SAXTHORPE—Fiddy, from the Dog inn, on Tuesday & Friday
SUSTED—Gray, from the Dog inn, Wednesday & Saturday

PRIVATE RESIDENTS.

Aitkens Rev. Charles Haughton, M.A.
[vicar]
Baker Miles Augustus, M.R.C.V.S. Red
Lion street
Blyth Miss, White Hart street
Brown James Edward, Drablegate
Brown John, Millgate
Bullock Mrs. Cawston road
Bullock Stanley, Millgate
Bullock Thornton, Millgate
Burrell Mrs. Burgh road
Butler Mrs. Millgate street
Carr Miss, Market place
Case James Lee, Heydon road
Circuit Rev. Richard W. Perry, A.K.C.
The Grange
Clover John. Market place
Coleby Miss, White Hart street
Coleby Mrs. Cawston road
Cook Mrs. Terrace
Copeman Miss, Blickling road
Dewhurst Charles Roger, Market place
Elvin Mrs. White Hart street
Gay James, J.P. Manor house, Blick-
ling road; & at Thurning hall
Goulder John, White Hart street
Goulder Mrs. White Hart street
Guntton George, White Hart street
Guntton Miss, Cromer road
Hobson Rev. William Muskett, B.A.
Cawston road [curate of Blickling &
Erpingham]
Jodrell Mrs. Commercial road
Kidd Miss, Carr's corner
Little Frederick, M.R.C.S. Manor house,
Norwich road
Little Joseph, Cawston road
Middleton Jacob, Terrace
Mileham Walter, Market place
Morse Chas. J.P. Orchard, Norwich rd
Morton Richd. John, M.R.C.S. Bushey pl
Morton Richard Kay, M.R.C.S., L.S.A.
Bushey place
Mott Miss, Blickling road
Nuttall Rev. George [Wesleyan Re-
formers], Millgate
Parmeter Robert William, J.P.
Pedgrift Thomas, Drablegate cottage
Powell Benjamin, Cromer road
Prangley Thomas, M.R.C.S. Heydon rd
Punsher William, Red Lion street
Purdy Robert John Woods, Woodgate
house, Cawston road
Rackham Miss, Burgh road
Rawlinson Mrs. Blickling road
Roper Snelling Drosier, Market place
Sapwell Benjamin Beckham, Sankins,
Cawston road
Saunders Mrs. Hungate street
Sayers James H. Millgate
Scott William Henry, Norwich road
Shaw Misses, Terrace

Shuckburgh Mrs. Beech gro. Pound rd
Smith John, White Hart street
Smith Mrs. Market place
Soame John, Town lane
Walpole Miss, Lodge
Wells Dennis Royle, Hill house
Wickes Mrs. The Belt
Woodcock Rev. Frederic Edwd. [curate]
Young Miss, Millgate street

COMMERCIAL.

Abbott Alfred, baker & confectioner,
White Hart street
Abbs Wm. tea dealer, White Hart st
Applegate Charles, steward for B. B.
Sapwell, esq. Cawston road
Applegate Hy. chimney sweep, Cawston rd
Attwell Jas. shoe maker, Red Lion st
Aylsham Gas Co. Limited (W. H.
Scott, sec.; Henry Kent, manager)
Aylsham Town Hall Co. Limited
(W. H. Scott, sec)
Ayton Harriet (Mrs.), dress ma. Mrkt. pl
Baker Miles Augustus, M.R.C.V.S.
veterinary surgeon & government
inspector for the Contagious [animals]
Disease Act, Red Lion street
Bartram Robert, builder & stone mason,
Millgate street
Bircham Geo. coal & coke dlr. Drablegate
Bird Elizh. (Mrs.), beer rtr. White Hart st
Bird Stephen, bricklayer, Cawston road
Bird Stephen, shopkeeper, Millgate st
Blackburn William, farmer, Burgh road
Bower Geo. sec. to savings bank, Mrkt. pl
Brady & Pert, plumbers & decorators,
Church hill
Breece James, tailor, draper & farmer,
Red Lion street
British Workman, refreshment &
lodging house (George Palmer, ma-
nager), Red Lion street
Brown Wm. tea dealer, White Hart st
Bullock Brothers, millers, maltsters &
corn, coal, seed, cake & timber mer-
chants & agents for Prentice's ma-
nures, Millgate
Bunn Hy. shopkeeper, broker, general
dealer & chimney sweep, Hungate st
Burrell & Tuddenham, builders & cabi-
net makers, Burgh road
Burrell George Elden, wine, spirit, ale,
porter & cigar merchant; agent for
Henry Brett & Co.'s "Eau de Vie"
pure brandy & for Horsefield & Son's

manures, agent for North British & Mercantile Insurance Co. Red Lion st
 Burrows Elizabeth (Miss), young ladies' boarding & day school, Cawston road
 Burton George, blacksmith, Red Lion st
 Burton Wm. shopkeeper, White Hart st
 Butler Wm. blacksmith, Cawston road
 Calver Wm. timber merchant, Cawston rd
 Case & Goulder, agts. for Lawes' manures
 Case James Lee, farmer, Valley farm, Heydon road
 Chambers Jonathan, superintendent of police, inspector of petroleum & of weights & measures & assistant relieving officer, Blickling road
 Chapman John, butcher & farmer, Red Lion street
 Clarke Alfred Fuller, baker, Church hill
 Clements Charles, printer, bookseller, stationer, news agent, fancy repository, & stamp distributor, Market place
 Cooke John Hannant, beer retailer, Hungate street
 Cooper William, beer retailer & brewer, White Hart street
 Cornish James, general & furnishing ironmonger & agricultural implement agent, Market place
 Culley Frederick, builder, Cawston road
 Dale Deborah (Mrs.), hair dresser, bird preserver, stationer & fancy repository, Red Lion street
 Davison Jas. baker & miller, Cawston rd
 Denney Joshua, veterinary surgeon, Cromer road
 Dickerson Thomas Martin, *Dog inn & posting house*, with bowling green attached, Norwich road
 Ducker Saml. carpenter & wheelwright, White Hart street
 Durrell George, currier & leather cutter, Cawston road
 Edwards John, china dealer, Market pl
 England Wallace William, grocer & draper, Red Lion street
 Felstead Robert, beer retailer, Dunkirk
 Finch Wlfr. J. photographer, Red Lion st
 Firmage John, shoe maker, Cawston rd
 Fitt Edward, market gardener & green-grocer, Red Lion street
 Fitt George Richard, draper & milliner, Red Lion street
 Flint William, butcher, White Hart st
 Forster William, solicitor & clerk to the magistrates, Market place
 Fox John, dealer, Drablegate
 Fox Thomas, practical geneva & english watch & clock maker, gold & silver smith, jeweller, optician, engraver & artist in hair work, turret & house clocks cleaned & attended by the year, Red Lion street
 Frankland Rd. ironmonger, Hungate st
 Frostick John, farmer, Buxton road

Garner Henry, *Black Boys commercial hotel & posting house*; also a public billiard room & bowling green, & inland revenue office, Market place
 George Edwd. Robt. chemist, Market pl
 Glistler William, carpenter, Pound road
 Goodwin John, *Star inn*, Red Lion st
 Gorterson Thos. carpenter, Cromer rd
 Grand Geo. lodging house, Church hill
 Grees, Fanny (Mrs.), schl. Burgh rd
 Grimés James, butcher & farmer, Millgate street
 Gurneys' & Co. bankers (Charles Roger Dewhurst, manager), Market pl.; draw on Barclay, Bevan & Co. London &c
 Hall John, shopkeeper, Cawston road
 Hardingham Abraham, shopkeeper, Hungate street
 Hatcher Jane ('rs.), dress maker, Red Lion street
 Hatcher Samuel, tea dealer, Red Lion st
 Horstead John M. builder, Hungate st
 Hubbard Stephen, plumber, glazier, painter & paperhanger, Red Lion st
 Ingate Lewis & Son, coach builders, Cromer road
 Jarvis Jas. shoe maker, White Hart st
 Jarvis Robert, tea dealer, White Hart st
 Jex George, shopkeeper & marine store dealer, Hungate street
 Johnson John, shoe maker, Hungate st
 Juba Edmd. photographer, Hungate st
 Kent Henry, manager to the gas works, Millgate
 Lake Jas. frmr. Stonegate; & at Oulton
 Laxen Ann (Mrs.), baker & confectioner, Red Lion street
 Laxen Ann (Mrs.), saddler &c. Market place; & at Heydon
 Laxen Richard, *Stonemasons' Arms*, Millgate street
 Lemon Benjamin, saddler, Red Lion st
 Lemon William, auctioneer, valuer & farmer, Stonegate; *residence*, Red Lion street
 Little Frederick, M.R.C.S. surgeon, Manor house, Norwich road
 Lomax Wm. hair dresser, Cawston road
 Maidstone Samuel, bill poster, town crier, superintendent of cemetery, parish clerk, Church Yard gate
 Mann Robt. tailor & draper, Market pl
 Martin Mary & Son, blacksmiths, Staith; & at Burgh
 Mash Catherine (Mrs.), lodging house, Millgate street
 Mayes Francis Carter, Millgate
 Medlar Robert, shopkeeper, Hungate st
 Meers Wm. D. grocer & drap. Market pl
 Middleton John, baker & shopkeeper, Millgate
 Mileham Walter, correspondent to the 'Norfolk Chronicle,' 'Norfolk News,' & 'Norwich Mercury,' Market place
 Miller Hy. shoe maker, White Hart st

Miller Thomas, shoe maker, Market place
 Morton John, pork butcher, Hungate st
 Morton Richard John, M.R.C.S. surgeon, Bushey place
 Morton Richard Kay, M.R.C.S., L.S.A. surgeon, Bushey place
 Moy John, shopkeeper, Cawston road
 Newton Thos. shoe maker, Market pl.
 Nicholls John, shopkeeper & furniture broker, Town lane
 Nicholls John, *White Horse*, & butcher, Millgate
Norfolk Rifle Volunteers 3rd Company (C. W. Archdale, captain; Robert C. Barker & Charles Roger Dewhurst, lieutenants)
 Nuthall Edwin, pharmaceutical chemist, Red Lion street
 Overton Jhn. shopkeepr. White Hart st
 Page Wm. grocer & draper, Market pl
 Partridge Daniel, butcher, Norwich rd
 Patrick Leonard, shoe maker, Pound rd
 Payne William, tobacconist & shoe maker, Red Lion street
 Pike Robert, blacksmith, Red Lion st
 Poll Henry, farmer, Cawston road
 Poll William, *Bull inn*, Red Lion street
 Prangle Thomas, M.R.C.S. surgeon, Heydon road
 Proudfoot Robert, carpenter & shopkeeper, Red Lion street
 Purdy Robert John Woods, landowner & farmer, Woodgate house, Cawston road
 Ramsay Misses, young ladies' boarding & day school, Woodbine cot. Cromer rd
 Ray John Norman Reynolds, farmer & agricultural implement agent, The Wood
 Read Thomas, *Anchor*, Millgate street
Reading Room & Library (H. G. Wright, sec.), Market place
 Richardson Elizabeth (Miss), ladies' school, Millgate
 Riches Stephen, chimney sweep, Hungate street
 Roe Frederic W. C. registrar of births & deaths & relieving officer, Cawston rd
 Roper Mark, carrier & coal dealer, Red Lion street
 Sands Sarah (Mrs.), butcher & farmer, Red Lion street
 Sapwell Benjamin Beckham, landowner & farmer, Sankins, Cawston road
Savings Bank (George Bower, sec.), Market place
 Scott Wm. Hy. solicitor, registrar of the county court, deputy coroner for the duchy of Lancaster & superintendent registrar, Norwich road
 Sexton Jsph. bakr. & beer rtr. Hungate st
 Shreeve William, farmer, Abel heath
 Sizeland Mary Ann (Mrs.), laundress, Hungate street
 Smith & Goulder, farmers, Norwich rd
 Smith James H. boys' boarding & day school, Commercial road

Smith Lewis Hiram, corrector of weights, Blickling road
 Smith Richard, horse dealer, Blickling rd
 Smithson Zephaniah, hair dresser, White Hart street
 Soame Emily (Miss), young ladies' boarding & day school, Cromer road
 Soame John, farmer, Sprats green; & at Tuttington
 Soame John, surveyor, assistant overseer & registrar of marriages, Town la
 Soame Maria (Mrs.), farmer, Cawston rd
 Soame William, blacksmith, Cawston rd
 Spinks William, basket & sieve maker & fish dealer, Burch road
 Stapleton Christmas, *Red Lion & posting house*, excursionists & commercial travellers catered for on moderate terms, Red Lion street
 Starling William, basket maker, boot dealer & ironmonger, Red Lion street
 Stearman Ann (Mrs.), shopkpr. Red Lion st
 Stearman Frederick, tailor, Hungate st
 Stearman Joanna (Mrs.), nursery garden, Cawston road
 Stevens Samuel, machine proprietor, Commercial road
 Stratton Arthur, farmer, Poplar cottage
 Sutton Susanna (Mrs.), outfitter, Red Lion street
 Taylor James, inland revenue officer, Cromer road
 Thompson Mary Ann (Mrs.), dress maker, Cawston road
 Ulph Elizabeth Susanna (Mrs.), *Cross Keys*, Red Lion street
 Ulph Richard, tailor, Red Lion street
 Underwood Stephen, beer retailer, Cawston road
 Vince James, bone, cake & manure merchant, Dunkirk
 Vincent Henry, tailor, White Hart st
 Wade Charles, watch maker & gunsmith, Hungate street
 Wall Robert, shopkpr. & bakr. Cawston rd
 Ward Charles Harvey, grocer & draper, London house, Market place
 Ward Edward, gardener, Hungate st
 Ward William, shoe maker, Red Lion st
 Warren Thomas, tea dealer, Market pl
 Watson John, carpenter, Cawston road
 Watson John, *New inn*, Red Lion st
 Watson Thos. shopkeeper, Millgate st
 Wells D. & J. tanners, millers, corn, cake, seed, coal & timber merchants, & agents for Odam's chemical manures, Dunkirk
 Wells George, *Unicorn*, Hungate street
 White William Frankland, saddler &c. Red Lion street
 Whittaker Last, jeweller & watch & clock maker, Market place
 Williams Henry, shopkeeper, Red Lion street
 Winterborn Jas. millwright, Cawston rd
 Winterborn Wm. pork butchr. Market pl
 Wolsey Alfred Charles, farmer & cattle dealer, Hungate street
 Wright Elijah, boat builder, Millgate st
 Wright Henry G. farmer, Commercial rd

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GENEALOGICAL SOC. | Parish registers of Norfolk
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| WILKINS-JONES, Clive | Centenary: a 100 years of County Government in Norfolk. |

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