

BINEGAR

A SHORT HISTORY

by

THE WOMEN'S INSTITUTE

1974



Cover photographs: Gurney Slade Village Centre c. 1905
Gurney Slade Village Centre 1973



FOREWORD

By offering this modest history of our village to celebrate the 40th Anniversary of the founding of Binegar W.I. in 1934, we hope that both members and villagers alike will find something to interest them and recall past events and scenes. We are only too well aware that very much has to be omitted because of limited space.

To everyone in the village and from outside, our sincere thanks and appreciation for giving so freely of your time and energy in helping to collect information, discovering old pictures and snaps, taking photographs and typing articles and draughts. Above all for the kindness, encouragement and support we have received.



VARIATIONS ON A THEME

1065	BEAZENHANGRA
	BEGENHANGRA
1176	BENHANGRA
1243	BEHENHANGER
c 1599	BYNEGAR
	also BENACRE
	BENEGER
	BENIGER

The most accepted translation seems to be 'slope where the beans grow.'

The Population of Binegar from 1801, the year of the first census—

1801	—	324
1851	—	358
1901	—	242
1961	—	288
1971	—	280

It seems fair to assume that Binegar shared with the rest of Mendip in a sporadic occupation throughout the Neolithic and Bronze Ages. There is a late 19th century reference to a stone axe-head being found in Binegar, and in 1966 in the garden of No. 1, Dalleston a collection of flint and chert implements came to light, as well as a small number in Portway Lane. These flints are of late Neolithic/Beaker Age, which tie in with the Bronze Age Round barrows on the Wells road, south-west of the village. The Iron Age is, so far, unrepresented, but the fact that Maesbury Camp and Blackers Hill are so near suggests an occupation in the area.

The Roman period is represented by a collection of pottery, of 4th century date, again from the garden of No. 1, Dalleston. While no foundations have been found, the pottery came from a depth of 1' 6". The site is of interest since it is on Portway Lane which may possibly be a minor Roman road, running NE and SW.

The Dark Ages appear to have been as dark in Binegar as anywhere else and for the next step in our story we must turn to the history of the Church, which has already been well recorded elsewhere.

There was a church at Binegar before the Norman Conquest and by 1140 the Prebend of Whitchurch was founded which included the gift of Binegar, thus linking the two ancient manors. Whitchurch Farm, as it now is, lies north of the Old Down Inn, between Ston Easton and Clapton. It is an



Whitchurch
Farm
1974

imposing building, bearing the stamp of the considerable importance that must have attached to it over several centuries.

The Church Tower at Binegar and a few other features are all that remain of possibly the third church on the site, built about 1400 A.D. The Chancel was rebuilt by the Rev. Collins in 1749 and in 1829 there is mention of a gallery already closed up. In 1859 the chancel and nave were pulled down and rebuilt and the north transept added, which houses the Jacobean Altar Table. There are six bells in the tower ranging in date from 1634 to 1937. The two bells, cast by W. Bilbie of Chewstoke, were added to the first in 1776, one of which bears the inscription 'I To the Church The Living Call and To the Grave, Do Summon All.' In 1937 the bells were rehung on steel frames and three new bells added.

The Church and the Manor were the centre of any mediaeval community, which was of necessity agricultural. The site of the Manor is uncertain, but may well have been that of Whitnell Farm, which is near the Church, and the area round these buildings appears the most likely site of the common field system.

In 1254 and 1257, in the reign of Henry III there is a record of Assizes being held at BENHANGRA 'before Henry de Bracton and his companions.' The reason why a small parish such as Binegar was chosen gives food for thought. In about the same year there is a case of a couple evidently seeking sanctuary in the Church—'William and Cicely de WYNCHALSE fled to the church of BEHENHANGER, confessed themselves to be thieves and abjured the realm. They were strangers and had no chattels'. In 1416, the year after the battle of Agincourt, one 'John White of the parish of BENACRE' who having been excommunicated by authority of the ordinary (the Bishop) for contumacy as well as for rebellion and a manifest offence, with hardened heart has persisted in such excommunication for forty days and more' was handed over to the civil authorities for further correction.

The list of Rectors in the Church is the only thread connecting the Middle Ages to our next date, 1540, in the reign of Henry VIII, when the then prebendary of Whitchurch granted to his brother Nicholas the living of BENAGRE, when next vacant. As good a piece of nepotism as could be found anywhere! In 1599, in the last years of Queen Elizabeth I, there is again a connection with Whitchurch over who should have the money from 'BONYER FAIR.'

The farms in Binegar are the oldest domestic buildings, though without access to the deeds, which in many cases go back no further than 150 years or so, it is difficult to date them. However, it has been possible to find relevant dates of some and those seem to have been built or added to in the first half of the 17th century, probably as the result of a certain prosperity, due to the woollen cloth trade which reached its peak around 1630. The approximate date of Church Farm is 1640 and must be one of the older farms in the village. Across Portway Lane from Church Farm lies Turner's Court Farm, which until 1926 belonged to the Hippisley Estate, and though in



Binegar Church

Emborough Parish, it was very much a part of Binegar, active, as its name suggests, as a Court for village disputes and minor legal matters, and is mentioned in the Churchwardens' Accounts for 1750:

'Spent at Turner's Cort at answering Martha Ellise's warrant
before Mr. Hodges 0. 0. 2d.'

The house on Binegar Green dates from the same era and has been from time to time one or two cottages. It has large squared timbers inside and the partition walls upstairs are of wattle and daub. It is said to have had a 'bush' for the period of the Fair and the Green in 1764 was called the 'Fair Place' which indicates that possibly booths were erected there. Also in the Churchwardens' Accounts for 1752 is an entry:

'Paid for mending ye stocks 1. 0.'

These were probably sited on the Green.

The Whitnell Farms, though adjacent to Binegar, were once included in the Hippisley Estate, and though it has not been possible so far to consult the Estate Papers, it is certain the farms are of considerable age. At the other side of the village there are four farms on Marchant's Hill, all of some antiquity, at least in origin. There is ample evidence in the Parish Records that there were cottages and small tenements, probably attached to the farms, but where, it is now impossible to tell. In the early records there is no indication—only in the mid-18th century onwards do we find mention of names in Ashwick and Gurney Slade as distinct from Binegar. At present, in Gurney Slade there are few houses apparently older than 150 years or so, but there must have been some as they appear on maps of 1782 and 1817.

The Ecclesiastical Commissioners built eight substantial houses to mark the Jubilee of Queen Victoria in 1897, and the quarry owners, Read & Son, built Salisbury Terrace in 1905 to house their labourers. Dalleston Council houses were put up around 1927 and Flowerstone was built by Albert Flower, son of Francis, in 1931.

CROCK'S BOTTOM

There is mention of residents in Crock's Bottom from 1841 onwards and there was certainly a small farm and a small community in this delightful spot, but why and when? There is a well-made road cut out of the natural rock with a good ditch at one side to take, one presumes, the water from the stream from Emborough Pond to the watercress beds re-opened about 1910 by Mr. Golledge of Chilcompton. This water was piped under Church Lane to the beds on the far side.

Church Lane as its name suggests, may have led to Binegar Church, and also served miners and quarrymen going to and from Gurney Slade, but Crock's Bottom still remains something of a mystery.



Gurney Slade, c. 1912



Thatched Cottage c. 1911, which was behind the present butcher's shop

THE INNS

The Bull Inn must have existed more or less concurrently with the George and was situated on the opposite side of the road. It is said to have been a building of three stories with walls 5 ft thick and stabling behind. The earliest mention is 1768 and the latest 1859 when the landlord, who was also the blacksmith and whose smithy adjoined the Bull, was one George Gaité. Vestry meetings were held here from at least 1789 to 1841, when they transferred to the school. There is nothing to show now that the Bull ever existed, but some people can still remember the Bull Tree which stood outside. What caused the Inn to fade away seems uncertain, but there is a theory that the landlord got into debt with the brewers who refused to renew the licence, and he, having family connections with the George, moved over the road. Whatever the reason the George only has survived and as both were operating at the same period it suggests they owed their existence to the heyday of coaching traffic passing through Gurney Slade to Bath, Bristol and Shepton Mallet. The George, though the less documented of the two, has endured to the present time, though in altered form. It can be seen from the cover photograph that it was a very modest hostelry and in 1872 was described rather unkindly as 'the decayed George Inn'! It is first mentioned as a joint tax assessment with the Bull for £7. 0. 0. in 1773/74. There is no definite list of landlords till 1859 when Edward Perry was 'mine host' and except for an interval of eight years Perrys were landlords till 1944. They are said to have been landlords for over 100 years. In 1964 the George was largely rebuilt and modernised as it appears today.

The Horse & Jockey

This charming little Inn, as far as records go, is much later than either the George or Bull; the first landlady listed was around 1875 or before, but the building itself would appear to be much older, having 'a wealth of beams.' The road that now passes in front of the building at one time went round it.

Before the 1914-18 War and with Binegar Station so near, the Horse & Jockey was much used by the hunting 'gentry' who brought their horses, grooms and themselves by train, from as far away as Aldershot, Taunton and Salisbury. Grooms and horses travelled together in the horse boxes, which were put back in the station sidings and there were as many as 23 horses tethered at one time in the field opposite the 'Jockey,' for grooming. The wife of the landlord, who had been in 'gentlemen's service' used to make tea for the 'company' and bran mash for the horses! It must have been a busy place on Mendip Hunt days.

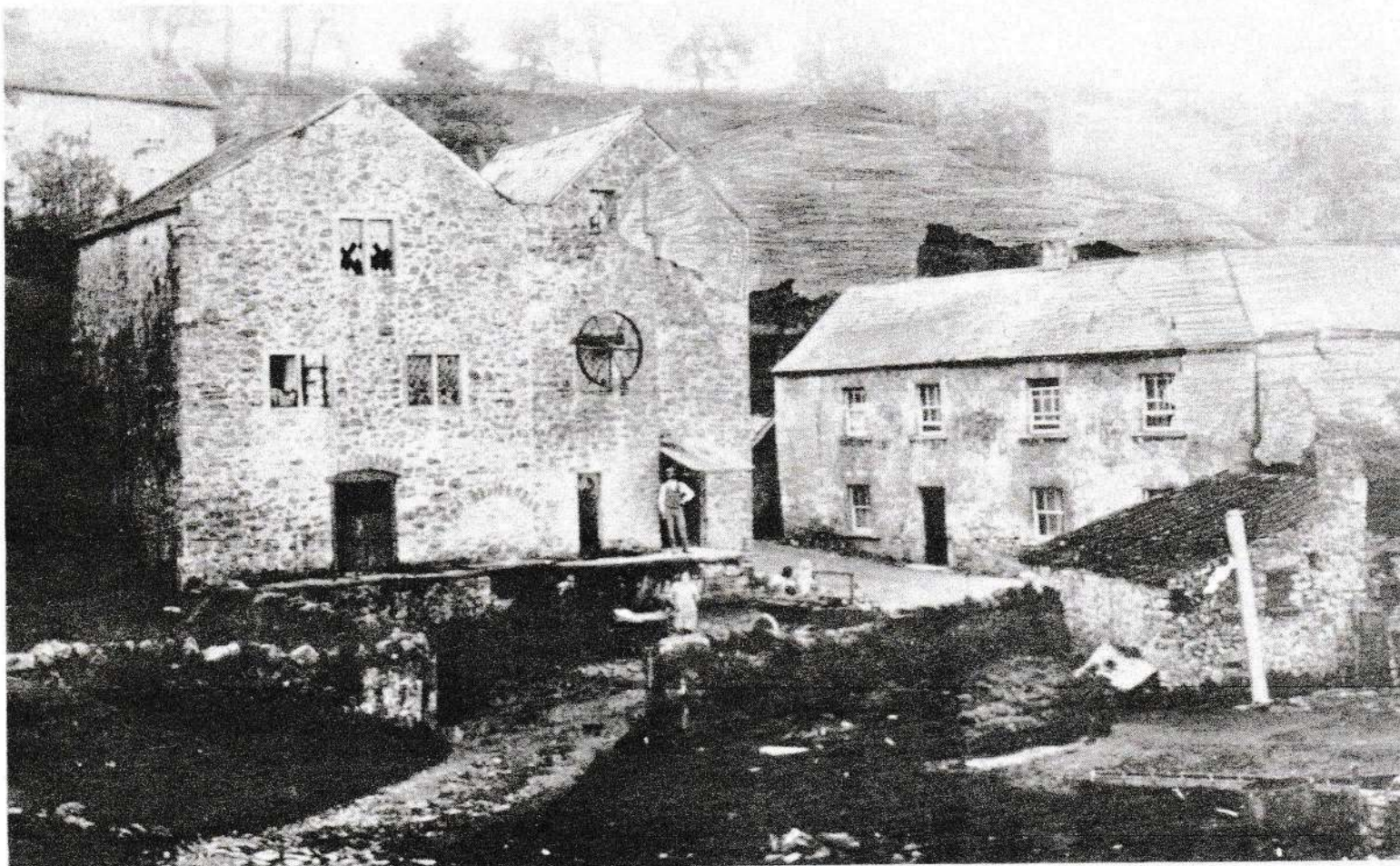
It was again a popular spot during Binegar Fair, much used by gipsies who came from all over the country and from Ireland to trade their horses. The old gipsy families included—Loveridge, Penfold and Smith. Much horse dealing went on on the road outside the 'Jockey' and step-dancing to the music of 'squeeze-boxes,' under the watchful eyes of seven policemen!

BINEGAR CHURCH SCHOOL

The School was opened after some delays in 1862 with one class room and 20 pupils; in 1874 an additional classroom was added and Mrs. Wood became headmistress with two assistant women teachers and an average attendance of 74 children, though this was considerably affected by seasonal agricultural operations and Gurney Slade Club Week! By 1906 numbers had reached 100 and in 1908 an Inspector commented adversely on the fact that the temperature of the classrooms was only 45°.

The school progressed through two World Wars with steady improvements in conditions and increased facilities, with comings and goings of staff and pupils until at the time of writing it has a large playing field, a swimming-pool and a further extension in the form of a temporary classroom and 70 children. A more detailed history of the school was written by the Rev. Martin Langley on the occasion of its centenary celebration.

In the early years of this century there was a small private school situated where Mr. Colbourn now lives, and presided over by the wife and daughter of James Stevens, the wheelwright at that time.



Gurney Slade Corn Mill and Mill House c. 1927

THE MILLS, GURNEY SLADE BOTTOM

The Corn Mill and Steeds Iron Works

The Corn Mills in 1766 were in the occupation of Robert Padfield, who lived in the Upper Mill and presumably worked both till in 1814 he became bankrupt and the mills were acquired by the Hippisley family of Ston Easton, whose tenant in 1815 he then became. The Lower Mill seems to have continued as a corn mill under various occupiers, the last two being Edwin Chappel 1868–1908 and Oliver Gait 1908–1927/8. The demise of this fine old mill was brought about partly by Downside Waterworks Pumping Station reducing the flow of water to the mill and also the competition from large millers like the Co-operative Society which made it uneconomic to deliver small quantities of corn. The deserted building finally became unsafe and was demolished in 1964, though the mill house still stands.

The Upper Mill, however, took a different course and from 1831 onwards,



James Fussel Steeds, 1827–1900



Arthur Steeds, 1861–1934

George Steeds, an edge-tool maker of Stoke Lane, rented the mill from the Hippisleys and set up his business there. He died in 1855 and the business passed to his son James under whom it prospered, and all kinds of tools were made here both for agriculture and to serve the needs of the miners and railways. The business was carried on after the death of James in 1900 by his son Arthur, who continued to produce specimens of real craftsmanship, quite a few of which are still to be found in the village. However, machine-



The Great Hammer at Steeds' Iron-Works

made tools were entering into competition and coupled with the fact that, like the corn mill, he relied for power on the flow of water which was being pumped away, the business which had existed here for over 100 years came to an end in 1934. Apart from producing most excellent tools which were in demand all over the district, the features of particular interest in the Mill were the 'great hammer' and the grindstone, both operated by water-power, and each having its own water-wheel.

So both mills after working side by side for around 170 years became redundant within six years of each other.

BINEGAR FAIR

This event was so well known for miles around that to older residents of the district it needs no description, but for those of us who have come fairly recently to the area, perhaps we should try a short account.

It has been possible to trace this Fair back to 1599 through a legal wrangle as to who was entitled to the profit from 'BONYER FAIR', in the Prebend of Whitchurch. It is tempting to suggest that it was a Charter Fair, though this cannot be proved, but it seems probable that, like Priddy, it was of early foundation. The fact that in 1599 it was already in the Prebend of Whitchurch suggests that it was transferred from Wells at the time of the Black Death in 1348 and not as stated by Collinson, in the 17th century.

It took place in the Fair Field and originally lasted the whole of Whit-week, the number of days however, dwindling till it was held only on the Wednesday after Whitsun. Primarily a horse-fair, it remained so to the end, though cattle, sheep and pigs were sold too. With Norton St. Philip it was also well known for its woollen cloth, at least into the late 18th century. Those who can recall the Fair say that every lane for miles around was packed with gipsies. Their caravans, horses and dogs extending as far as Slab House and that much horse-dealing was done in the lanes. In addition as many as 50-100 Irish horses were brought over and walked to the Fair from Bristol. Stalls were rented out for all manner of traders, which included cloth, clothing, harness, toys, sweetmeats, china, boxing, and tooth extraction! There were two marquees, one of which was the beer tent, where after a few pints on a hot day, fighting broke out amongst women and men alike. Later in the day a whole ox was roasted. Drunken and fighting gipsies were locked up in the School. One Churchwarden's entry records money paid for two men to guard the Church during the Fair! In its heyday it must have been a noisy, colourful and enjoyable event annually for the village, over several centuries. Its gradual demise followed until 1955 when the final Fair was held, and failure in the following year to renew the licence led to its end, permission to renew it being refused. Some twenty-seven or so fairs had existed in N.E. Somerset, but Priddy alone remains and that but a shadow of its former self.

POSTAL SERVICES

In the mail-coach era, mails for Shepton Mallet were dealt with at Old Down Inn, which was an important 'post town,' and by 1807 were sent direct from there to Shepton Mallet by post-boy, instead of by mail-coach to Wells and thence by post-boy, thus saving time. Later, in 1819, the post-boy rode to Shepton via Oakhill, so Gurney Slade was on the postal route from Old Down as early as 1807.

The first Postal Receiving Office in Gurney Slade was in 1859 or before, in a house and shop owned by John Brown, on the site of Underhill. By 1875 there was a letter box with collection at 6.25 pm and in 1899 Binegar also had a box. By 1906 Gurney Slade had become a Money Order Office and Sub-post Office and in 1923 a Telegraph Office also.

The Post Office was moved several times before coming to its present site c. 1906.



Gurney Slade Post Office c. 1910

TRADES

The trades which support a community influence its way of life, but this may also be dictated by outside influences and changes. In the late 18th and early 19th centuries these were predominantly blacksmiths, wheelwrights, carpenters, bakers, shoemakers and Innkeepers, and as the century gradually

BINEGAR

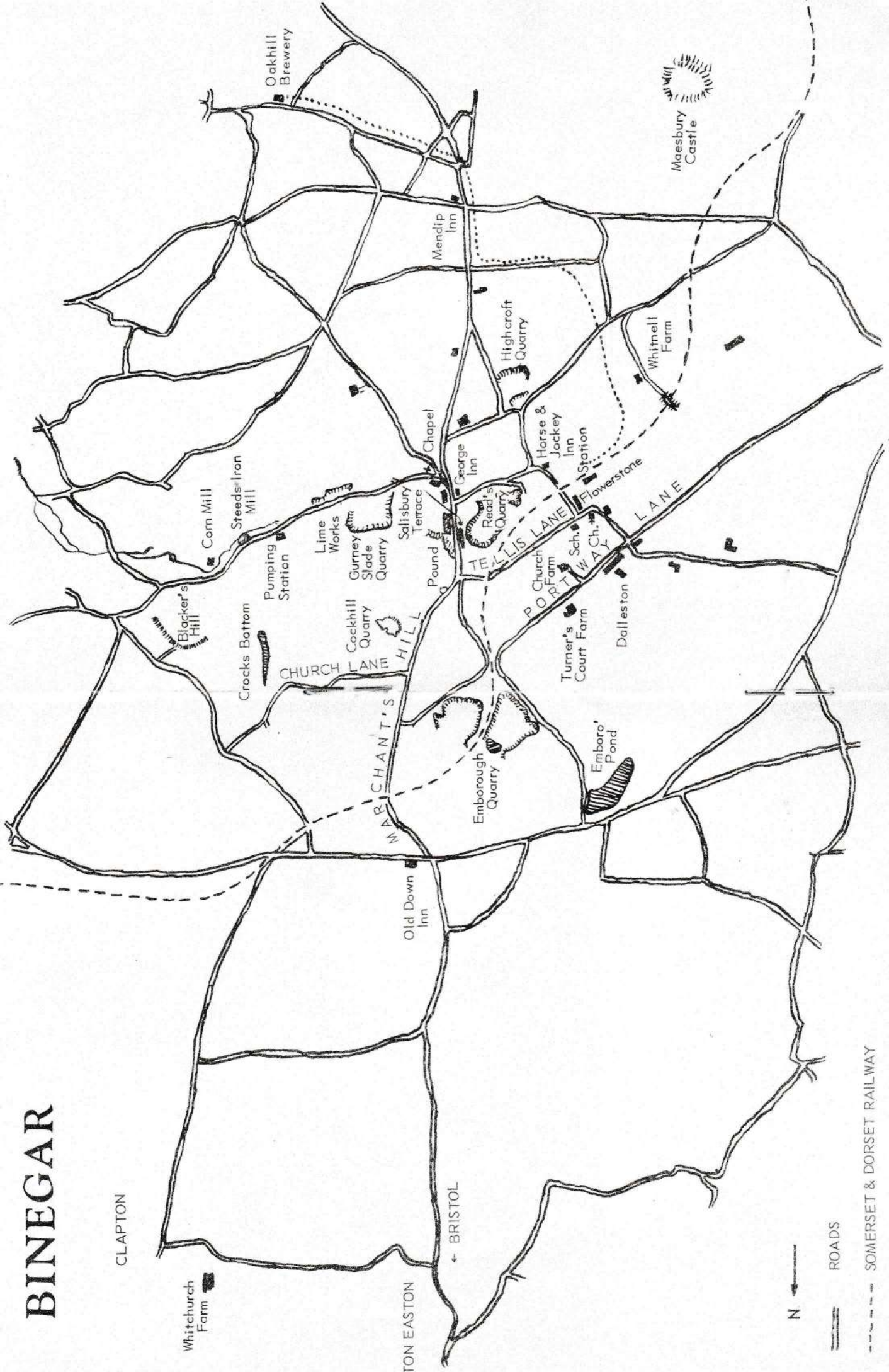
CLAPTON

Whitchurch Farm

TON EASTON

← BRISTOL

BATH ↑



N

ROADS

SOMERSET & DORSET RAILWAY

OAKHILL BREWERY RAILWAY

Based upon the Ordnance Survey map with the sanction of the Controller of H.M. Stationery Office. Crown Copyright reserved.

W.E.I. S.

Scale 3 inches to 1 mile

advanced the addition of a butcher, ostlers, coal-carrier and a butter-dealer, and with the aforementioned—a 'Gentleman's Servant,' a 'Gentleman's Gardener' and tailors. In 1865 the first school-master and a dairyman. By 1872 the railway had made its presence felt in the employment of a number of people in various occupations from labourer to station master.

The basic trades of blacksmith, wheelwright and those connected with food continued, while others flourished and waned as conditions changed. For example the position held by the blacksmith in the community is now in some measure occupied by the motor mechanic.

Coal-mining, quarrying and agriculture provided the main employment in the village in the early part of this century and continues to this day, although coal-mining has become past history in this area.



Donkey Coal-Cart. George and Charlotte Walwin taken
outside the George Inn, 1871-72



Wheelwright's Shop, Gurney Slade, 1912

TRANSPORT

The fact that Gurney Slade boasted two Inns in what must have been a small hamlet, indicates considerable trade from traffic on the Shepton Mallet Turnpike roads to Bath and Bristol during the 100 years from about 1750–1850, before the advent of the railway. In 1874 the Somerset & Dorset Joint Railway from Bath to Evercreech was established, passing through Binegar and Maesbury, opening the area to both passenger and freight traffic. Binegar soon became a busy station carrying much and varied traffic.

With the development of petrol-driven vehicles and consequently

improved roads, public transport for passengers and goods soon reached the area. Gurney Slade was served by a bus from Coleford that picked up from the surrounding villages and took passengers to Shepton Mallet on Fridays in the early 1920s. In 1924 the Bristol Omnibus Co. started the service from Bristol to Shepton Mallet, followed in 1928 by the Wells-Bath service. In 1931 Edwin Wareham started a haulage business at Binegar Green and in 1955 acquired the Garage at Gurney Slade. Nearer our own time, in 1954, Messrs. Massey & Willcox set up a haulage business in the village.

THE RAILWAY

In 1872 work started on the Evercreech to Bath railway line. The first train left Bath on July 20th 1874 and was given a great welcome at Binegar Station. The single line track was doubled from Radstock to Binegar in 1886 and from Binegar to Shepton Mallet in 1892.

The gradient on the Binegar to Maesbury run was so steep that a banker was kept at Binegar for helping trains over Maesbury summit. Shunting engines were also kept at Binegar.

About seven passenger trains daily passed through the station in each direction. Two goods trains arrived daily and departed loaded with road-stone, ballast for the railway, coal, tarmac and lime. A special ramp was used for lime with sidings on either side. The lime was also covered with special sheets to prevent fire. Malt was sent to Bristol from Oakhill Brewery, milk was sent to London, bales of wool went to the Wool Sales at Blandford. Calves were sent even as far as Scotland, sometimes as many as eighty, and arrangements had to be made for them to be fed and watered en route. The vans carrying the animals were usually attached to an afternoon passenger train which became known as the Binegar Calf to railway personnel. There was a cattle dock at the station which must have been very crowded at times.

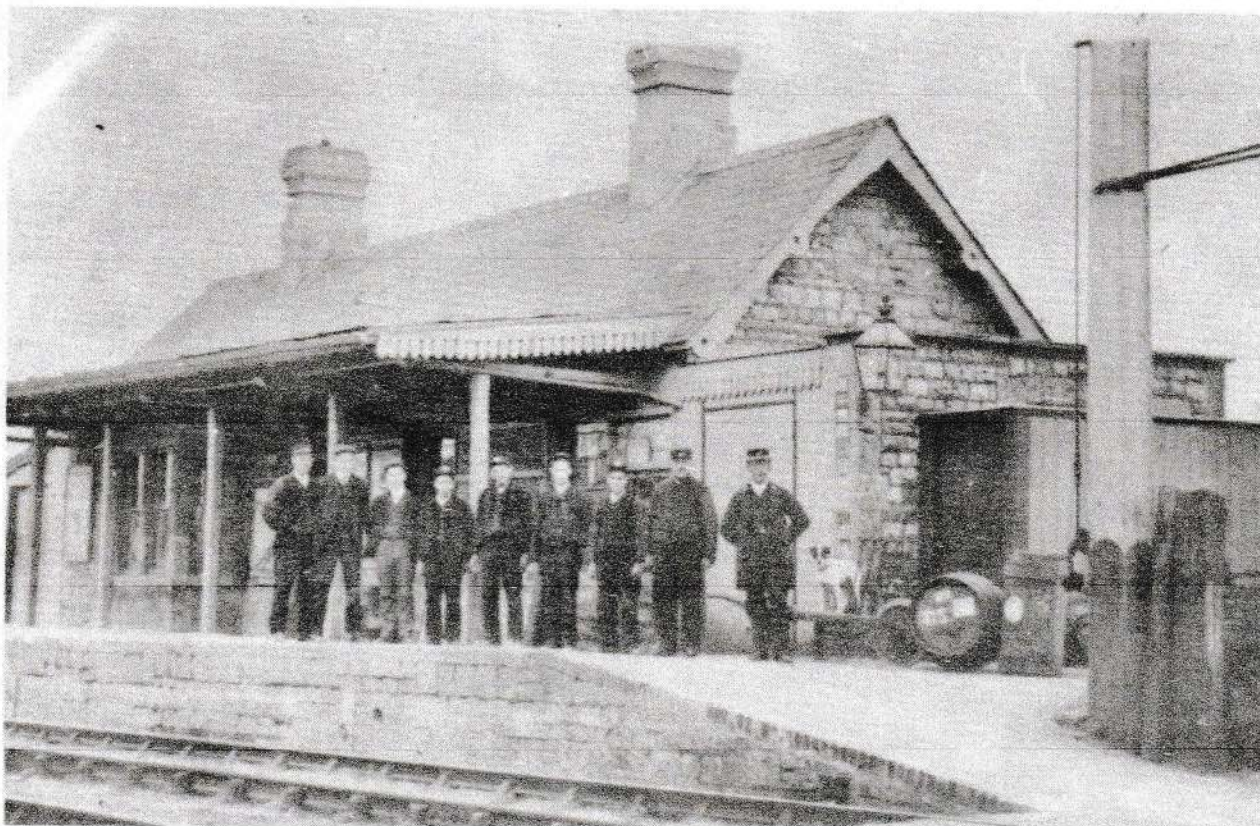
In 1904 the line from Oakhill Brewery to Binegar was opened to carry goods to and from the brewery, and operated for about fifteen years.

Incoming freight included cattle food, agricultural machinery, barley for the brewery, Culm from South Wales (fine coal for lime-burning), wines and spirits in specially sealed vans for the brewery.

In July 1885 there was a collision between two trains at Binegar Station. One person was killed and an enquiry into the accident was held in the school. There was another collision between two trains in 1886. The viaduct

at Shepton Mallet collapsed in February 1946 and buses took passengers from Binegar to Shepton Mallet until single line traffic was resumed across the viaduct.

The hazards of the weather caused problems. Two outstanding occasions were when the line from Binegar was blocked by snowdrifts in March 1891 for two or three days and again in 1962/3 for about a week.



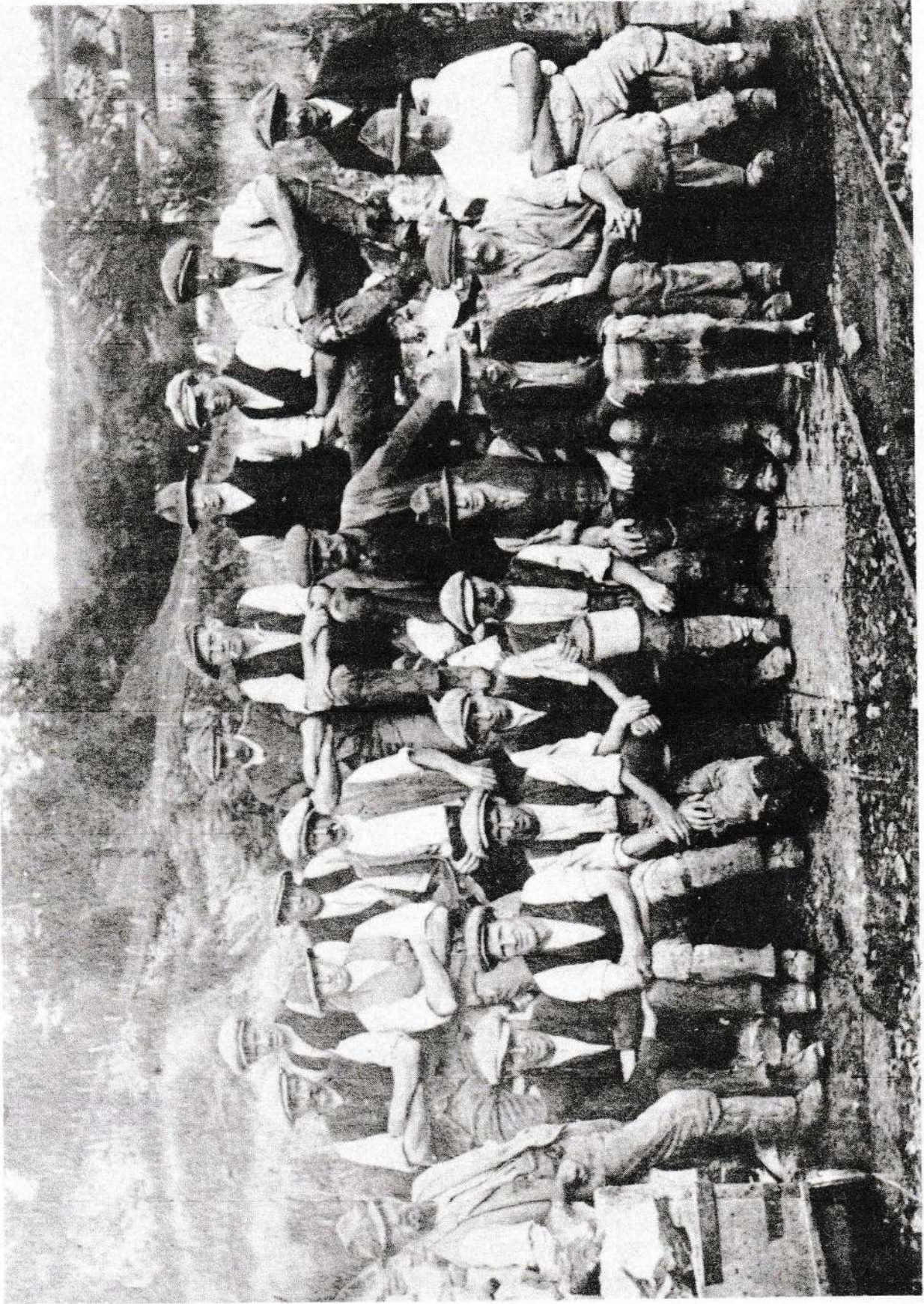
Binegar Station

Among the equipment used at Binegar Station was a Station Handbell which originally belonged to the Central Somerset Railway and is still in the possession of the last station master at Binegar.

From information available it would appear that there have been four station masters at Binegar. When the last one took over, his staff numbered nine—a clerk, three signalmen, two goods guards, one shunter and two porters.

An instructional film on the operation of single line traffic was made for the railway on the Binegar to Shepton Mallet line. For the purpose of the film Binegar was given a fictitious name.

Following the re-structuring of the country's railway system, like many other cross-country services, the line was closed in 1966, and the last train ran on March 6th. The station buildings were demolished and the lines taken up in 1968. The station house is still occupied and the station site is now used as a coal depot.



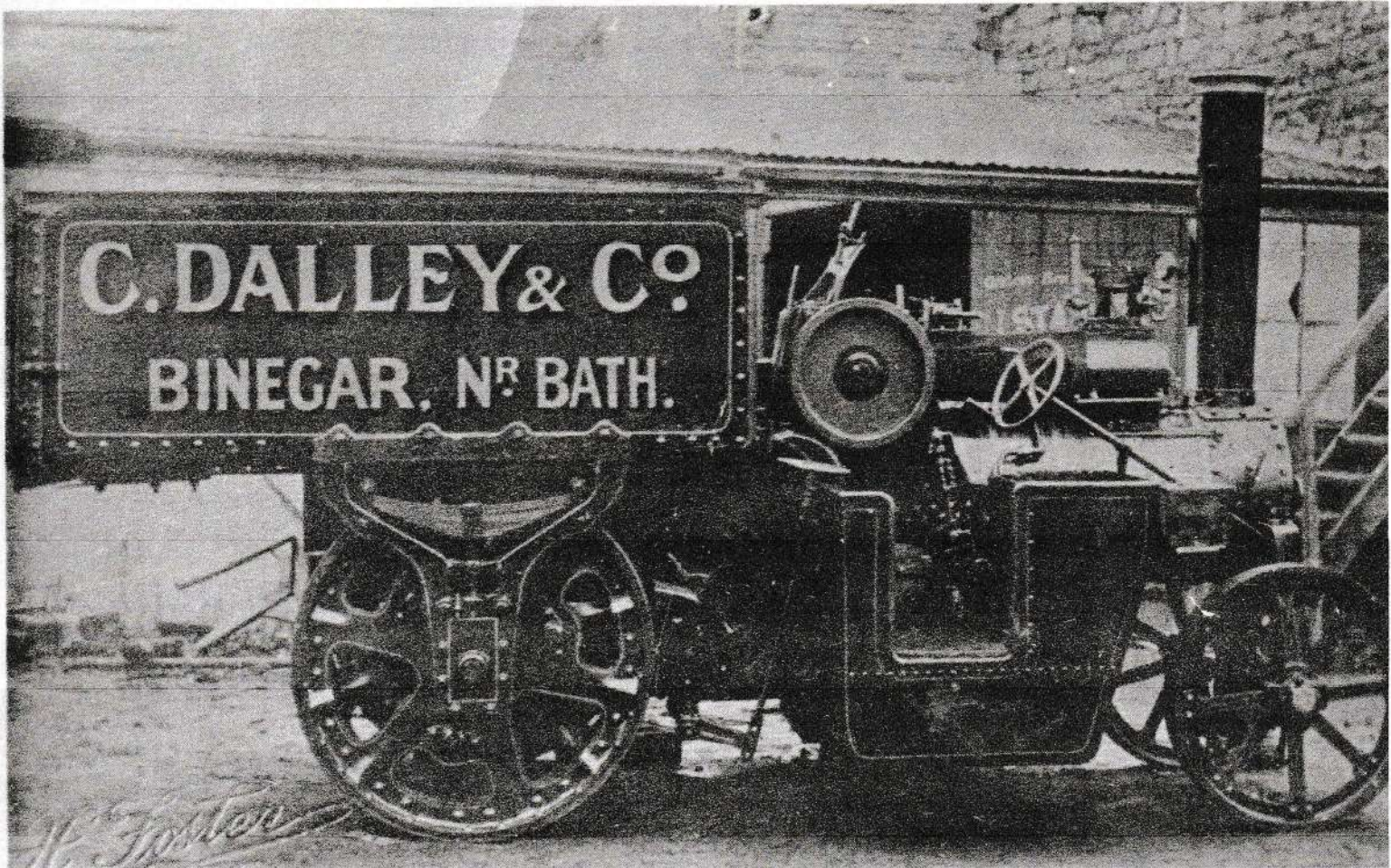
READ & SON'S QUARRYMEN c. 1924-25

QUARRIES AND THE LIME KILNS

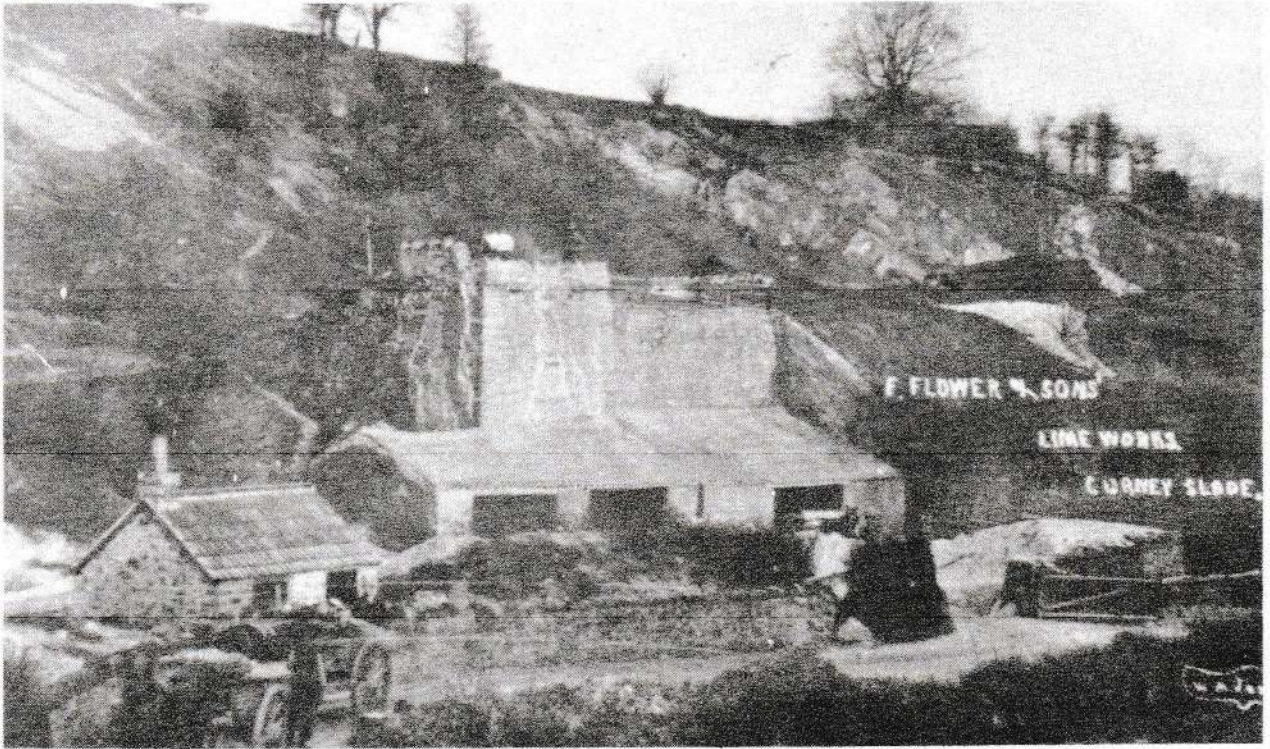
With the increase in road building from the early years of this century onwards there was obviously a demand for stone, and three quarries opened in the village. The first was Read & Sons 1900–1951, which had a crusher and sidings near Binegar Station from where stone was carried to many of the southern counties of England. This was followed by Dalley's quarry at Cockill, 1908–1932. Their stone was first transported to Binegar Station by steamcarts and later by an aerial ropeway from the quarry to the sidings near Moorwood Signal Box. In 1923, H. Matthews & Son opened a quarry adjoining Binegar Bottom which was still producing stone until early in this decade, but the site is now used for producing asphalt.

Gurney Slade quarry was opened in the 1920s by Francis Flower's Lime Works for the sole purpose of providing stone for lime-burning. It changed hands several times and was purchased by Morris & Perry in 1962.

The Lime Works were started in 1873 by Francis Flower and were in production till 1947 when they closed down, but were re-opened again in 1951 and are still working.



Dalley's Steamcart, which carried 5 tons of stone



Gurney Slade Lime Works



Aerial Ropeway
over Emborough
Pond. Later
used by Dalley's
Quarry



Wooden Trolleys in use at 'Flatsheets', Binegar Quarry

WOOLLEN INDUSTRY

In 1508 'Clothman, Henry WHYTOKSMETH of BENANGER' was bequeathed 5 marks in a will—the term 'clothman' indicating that clothmaking was in production in the area at that time, which was certainly the fact at Croscombe and Chewton Mendip, and may well have been true of Binegar itself.

Apart from a reference in the Registers to a wool-comber, one Lazarus Chapman, in 1816, the connection in the village is very tenuous. The last link within living memory was Ellen Ham, who wore a linen bonnet tied with strings and walked to Nettlebridge to the factory warehouse to collect wool which was returned in the form of knitted stockings.

THE CHAPEL 1860-1960

This attractive small chapel had a life of just 100 years and was well attended at one time, with a Sunday School and various social gatherings. The building has now been converted into a dwelling house.

SPORTS

Quoits seem to have been a most popular sport in the early years of this century and it is interesting to learn there is a revival in the area at the present time. There were at least three sites in Gurney Slade—one where Underhill is now, the second the 'bloodground' (the land immediately behind the bus stop in Binegar Lane) and the third and most permanent was where Massey & Willcox's lorry park is situated. The 'bed' was made of a special hard clay with a central iron spike. The quoits were steel or iron rings weighing from 4lb to 14lb or more. The equipment was stored in a small thatched hut near the road.

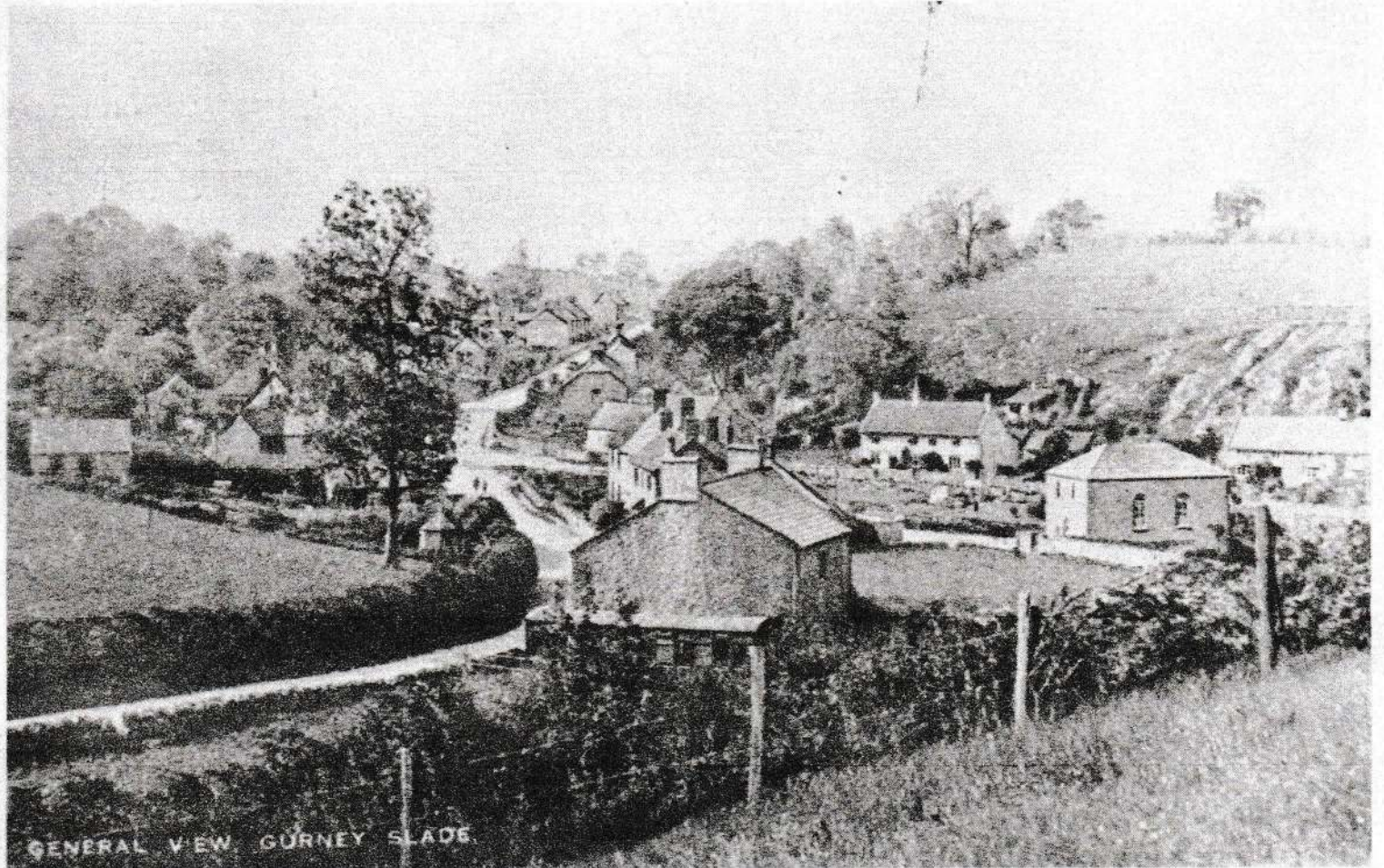
There was strong support for the local football and cricket clubs until some twenty years ago.



A Quoits
Team

FRY'S WELL AND DOWNSIDE WATERWORKS

This spring was of a considerable bore and was an unfailing source of water for farmers and their stock in times of drought, when water was carted



Gurney Slade, early 20th century, looking from Shepton Hill. The railway coach, centre foreground, dates from 1876; a 1st class coach, it ran on the Somerset & Dorset Railway. To left of centre is the Quoits' Hut.

from considerable distances. It also acted as a milk cooler.

In 1883 stand pipes were supplied in Gurney Slade by Shepton Mallet Union Rural Sanitary Authority and from 1900 the Shepton Mallet R.D.C. were trying to extend water supplies to a much wider area by sinking a well and installing pumps at Gurney Slade. In 1903 tenders for the work were invited. However, by 1908 Downside Waterworks appear to have taken over the scheme and it continued under their administration till it was absorbed by Bristol Water Works Co. in 1965.

THE VILLAGE POUND

This walled enclosure for the reception of stray livestock is situated on Marchant's Hill, almost opposite 'The Old Post Office.' The walls still stand, though now overgrown, and the adjoining field is known as Pound Ground.





PARISH RECORDS

These form a history in themselves and are a wonderful background to village history, making people and circumstances come very much alive. It is therefore tempting to quote at length, but, resisting this, there are some salient points that emerge. Reading through the Overseers' and Churchwardens' Accounts, one has the impression of ordinary men, dealing with kindness, patience and forbearance with the various parish matters that arose—and they were certainly many and varied. With little money it could not have been easy.

From the Registers the first items that strike one are the large families and the appalling high rate of infant mortality—small babies living only a few days or months and whole families wiped out in one year. However, having passed adolescence many lived to be 'full of years'—such a one was Henry Parker who died in 1706 aged 108 years, and Solomon Dory who died in 1805 aged 100 years. In the 17th century, to help bolster the woollen cloth trade, it was compulsory that all be buried in a woollen shroud and the churchwardens had to swear to this. The first entry to this effect in Binegar was 1678.

The following is a small selection of typical entries:

1697	For thatching the Widdow More's House	4 - 9
1710	Paid for a dozen of Badger	2 - 0
	[This was for food for the poor of the Parish]	
1728	Expenses at Wells about ye Churchyard walls	1 - 0
1729	2 Blincuts [Blankets] for Thos. Landon	10 - 9
1731	To have Alf. Gullifer out of Bridewell	1 - 0
1734	A considerable amount of money for those times £3 - 16 - 1½ was expended to take one Grace Chisman to Wells and pay for her marriage.	

In addition there are entries for money given to stranded travellers and much help in getting them to their destinations.

One can go on endlessly—suffice it to say that all the Records paint a most vivid picture of the life of their times and lead one to the conclusion that neither the essence of human nature nor the fundamentals of village life has changed radically over the centuries.

Of the following family names mentioned in the Parish Records from c. 1605 onwards, most are, or were within the last decade, to be found in the village or immediate surrounding areas.

Bendel	Frappel	Hippisley	Parfitt
Burr	Gayte	James	Selway
Chard	Gould	Marchant	Target
Feare	Heale	Padfield	Tucker