

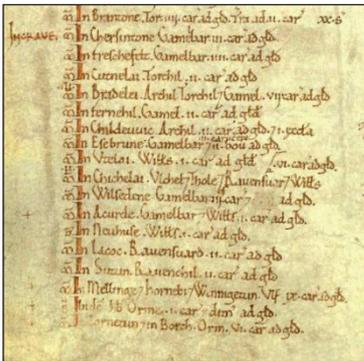


History of Nether Burrow and The Highwayman

Nether Burrow

Nether Burrow is a small hamlet in the Lune Valley of North Lancashire. It is a small settlement on the banks of the River Lune on the A683 between Lancaster and Kirkby Lonsdale. It forms part of the civil parish with the unusual name of Burrow-with-Burrow - a small parish which had a population of 191 recorded in the 2001 census, decreasing to 182 in the 2011 Census.

In 1086, the Domesday Book listed under Craven: Torntun & in Borch, Orm vi curactes ad geld. (Thornton-in-Lonsdale with Burrow-with-Burrow Orm has c720 acres /290ha of plough-land to be taxed). The manor would also have included grazing land but since only arable land was tallied, we can only deduce what the total area would have been. Orm, was one of the family of Norse noblemen who held the most land in northern England.



Burrow-with-Burrow entry in the Domesday Book

Burrow Hall is a large 18th-century country house on an estate to the north of the village. The house is built of sandstone ashlar with a slate roof. The south facing façade is composed of seven bays, three of which project under a pediment. The east facing façade has ten bays. The hall is recorded in the National Heritage List for England as a designated Grade I listed building and the stable block to the rear is listed Grade II*.

The house has a number of impressive, ornate, plaster ceilings, attributed to Italians Francesco Vassalli and Martino Quadry who were also thought to have done work at Towneley Hall also in Lancashire and Shugborough in Staffordshire.

Burrow Hall was built on the site of the Roman fort or forts of GALACUM (also called CALACUM), the earliest of which are of the Flavian period. The principal remains are thought to be under the Main Hall, although archeological work during the renovations in 2014 uncovered no significant evidence of that.

Elsewhere in the area, Roman pavements, altars, inscriptions, urns, and coins have been found, along with a Roman milestone on the road.

The Burrow Hall estate is supposed to have been acquired by the Tatham family around 1650, having been confiscated from the royalist Girlington family. The Tathams built the first house on the site in 1690. The heiresses Jane and Alice Tatham married John Fenwick of Nunriding in 1687 and Thomas Robson of Bishop Auckland in 1686 respectively, Fenwick eventually inheriting the whole estate.

The present house was built by Westby Gill c. 1740 for Robert Fenwick, the son of John and Jane, who was MP for Lancaster. Robert died unmarried and the estate passed to a nephew, John Wilson, who took the surname Fenwick. He died without an heir and the estate passed to his cousin, Nicholas Lambert, who also took the name of Fenwick and died childless.

The estate then passed to his cousin's son, Thomas Lambert, who also changed his name to Fenwick. The estate came down to Sarah Fenwick Bowen who married Edward Matthew Reid, who then also took the surname of Fenwick! Thankfully, ownership then passed down through successive further generations of Fenwicks.

In 2014 the house underwent extensive renovation work including the demolition of a modern glazed link building between the Hall and the Stable Block. In 2016 at the Georgian Group Awards held at the Royal Institute of British Architects headquarters in London, the project was given a commendation in the 'Restoration of a Georgian Country House' category.



Burrow Hall

The Lune

The River Lune runs alongside our pub and is a wonderful place to walk. The river begins as a stream at St. Helen's Well, Newbiggin, in the parish of Ravenstonedale, Cumbria. It passes the remnants of a Roman fort near Low Borrowbridge at the foot of Borrowdale and flows through south Cumbria, meeting the Irish Sea at Plover Scar near Lancaster after a total journey of about 53 miles.

Our Pub

Although we haven't been able to find the exact date the Highwayman came into being, it's reported to have been a coaching inn as early as the 18th century.

The coaching inn was a vital part of Europe's inland transport infrastructure until the development of the railway, providing a resting point for people and horses. The inn served the needs of travellers for food, drink, and rest. The attached stables, staffed by hostlers, cared for the horses including changing a tired team for a fresh one. Coaching inns were used by private travellers in their coaches, the public riding stagecoaches between one town and another, and (in England at least) the mail coach. Just as with roadhouses in other countries, although many survive and some still offer overnight accommodation, in general coaching inns have lost their original function and now operate as pubs, as indeed ours does.

The name attached to it alludes to the treacherous nature of travelling in these times. A highwayman was a robber who stole from travellers by horse as compared to a 'footpad' who travelled and robbed on foot; mounted highwaymen were widely considered to be socially superior to footpads. Such robbers operated in Great Britain from the Elizabethan era until the early 19th century.



Asalto al coche (Robbery of the coach), by Francisco de Goya.

The word "highwayman" is first known to have been used in the year 1617; other euphemisms included "knights of the road" and "gentlemen of the road", quite a romanticism attached to such a dark subject.

The famous demand to "Stand and deliver!" was in use from the 17th century:

"A fellow of a good Name, but poor Condition, and worse Quality, was Convicted for laying an Embargo on a man whom he met on the Road, by bidding him Stand and Deliver, but to little purpose; the treasure he had was a pound of Tobacco, which he civilly surrendered."

The Proceedings of the Old Bailey, 25 April 1677.

The phrase "Your money or your life!" is mentioned in trial reports from the mid-18th century:

Evidence of John Mawson: "As I was coming home, in company with Mr. Andrews, within two fields of the new road that is by the gate-house of Lord Baltimore, we were met by two men. He clapped a bayonet to my breast, and said, with an oath, Your money, or your life! He had on a soldier's waistcoat and breeches. I put the bayonet aside, and gave him my silver, about three or four shillings."

The Proceedings of the Old Bailey, 12 September 1781.

In the 17th century there was a well-documented group of highwaymen operating across a wide area centred on Kirkby Lonsdale. They were known as 'the black and terrible troop'. The band included William Smorthwait from Clapham, Edward Bradrick of Leeds, Richard Hugginson of Burton in Lonsdale and Henry Bateman.

They were involved in coin clipping and burglary as well as highway robbery. Edward Bradrick was described as the "major highway robber" carrying out his robberies "all over the north (of England)".

The amazing thing is that in the year 1677-78 Smorthwait had been appointed High Constable for Lonsdale Ward but had refused to pay public monies over to his successor. This led to his arrest and imprisonment in Appleby gaol in May 1679 until he surrendered the monies.

By 1884 Bradrick had already been found guilty and was to be hanged. Smorthwait was also found guilty and was hanged in Lancaster gaol on 16 August 1684.

It is very likely that these two men operated along the road which now runs past our pub today. Thankfully, your route here is now free of the worry of meeting such characters!

The Highwayman

Burrow • Kirkby Lonsdale • Lancashire • LA6 2RJ

www.highwaymaninn.co.uk