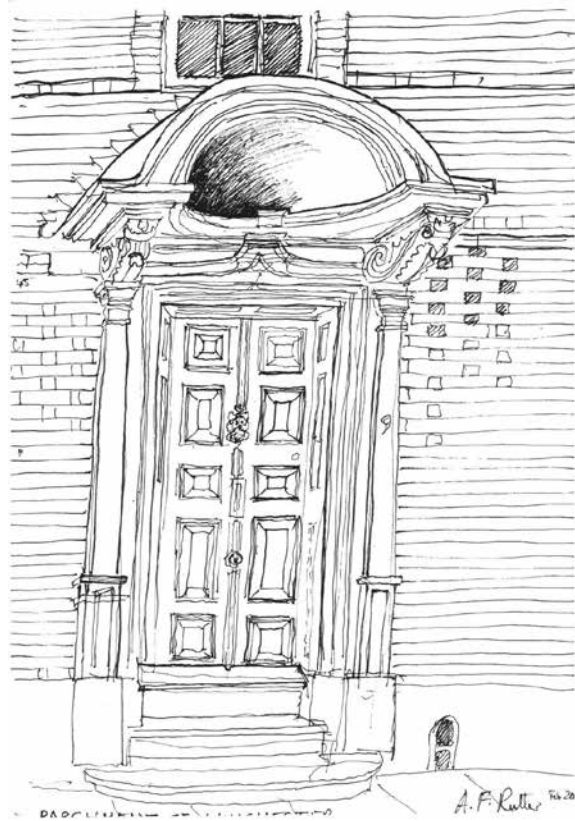


HAMPSHIRE
FIELD CLUB
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ARCHAEOLOGICAL SOCIETY



Front door to No. 9, Parchment Street.

Newsletter 52

Autumn 2009

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ARCHAEOLOGY

LANDSCAPE

LOCAL HISTORY

HISTORIC BUILDINGS

Newsletter 52

Autumn 2009

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Historic Buildings

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Editorial

This year we have tried to make sure that everyone who applies to come on our visits gets a place. This has proved difficult in the past when some visits have been to smaller private houses in which only a limited number of visitors can be accommodated at any one time. Last year, for example, a visit to the fascinating medieval manor house of Bentworth was very oversubscribed, so this spring we arranged two extra visits. Similarly, we arranged two visits to Clarendon Palace, near Salisbury, because there was a high demand to attend the guided tour by Prof. Tom James, the author of standard works on the site. Our AGM was held at Titchfield where the local Historical Society arranged hospitality at the village hall, and local people and the Portsmouth Football Club allowed access to private buildings and spaces. Once again, even though in excess of 40 members applied to attend, no one had to be turned away. We shall try to maintain this policy, although occasionally restricted access may still be unavoidable.



In lovely spring weather, Prof. Tom James expounds the history and archaeology of Clarendon Palace to assembled members. (photo Geoffrey Smith)

9, Parchment Street, Winchester

By Andrew Rutter AA Dipl RIBA, Dip.CD Edin
Retired Conservation Officer, Winchester City Council.

Winchester, as a leading historic town, is disappointing from a visitor's point of view, because it does not have any historic domestic properties that are regularly open to the public. In contrast, Salisbury has the lovely 18th-century "Mompesson House" and its walled garden and stable block in the Cathedral Close. This belongs to the National Trust and, consequently, one can appreciate the distinguished furnished interiors and enjoy lunch, coffee or tea in the garden restaurant.

In Winchester, if you are lucky to pick a "Heritage Open Day" in the autumn, you may gain access to one or two domestic properties like the late 18th century Friends Meeting House in Colebrook Street, but the Grade II* 18th century (1740) Serles House in Southgate Street, now owned by the Hampshire County Council as an office block, with the Royal Hampshire Regiment Museum in the semi-basement, has not yet been included. This is sad because the main entrance in Gar Street leads to a spectacular divided elliptical staircase and a fine set of rooms on the first floor with good views out, probably only appreciated by people invited to "official functions".

No. 9 Parchment Street comes into the same category of office block, having lost its garden in the late 19th century. It is unlikely ever to be open to the public for reasons of confidentiality, which is a shame because it is one of the few late 17th century houses with extensive surviving architectural details north of the High Street to have been spared the extensive demolitions of the 1960s.

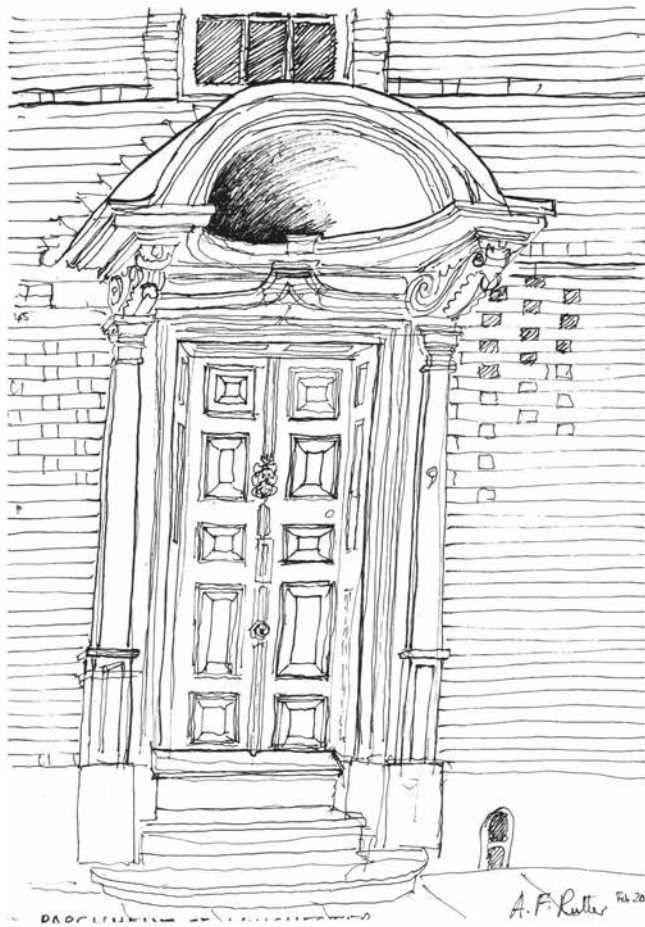
In 1962, the Garton Report was commissioned by the Town Clerk, Robin McCall, from the Central

Government's Retired Chief Investigators of Historic Buildings, "to identify which buildings and streets are crucial to the architectural character of Winchester, and therefore worthy of preservation". He found Area 9, The Brooks, the least rewarding part of Winchester, the interior of the area containing literally nothing that calls for preservation, except the now restored Southern Evening Echo building after the construction of St. George's Street. This was, presumably, because the building group opposite, comprising No. 4 Upper Brook Street, a late 17th century building with a good staircase and fine panelling (that had been occupied by the Waldren family who had been Mayors on 12 occasions), the less pretentious No. 6 and the old Queen's Head, a hostelry with a drive through courtyard, had already been demolished despite the passionate protest of the Winchester Preservation Trust.

Mr. Garton rated St. Peter Street as much more important than Parchment Street. "The latter only possesses one or two buildings of interest, notably No. 9, Godrich & Petman's wine shop, in which large bowed shop front windows have been inserted, not altogether unsuccessfully. This building also possesses one of the finest door hoods of its kind in Winchester which should be preserved. The only other buildings of sufficient architectural consequence possibly to justify preservation are Nos. 12, 13, and 14, a range of three storey town houses." In fact, these had been built for senior medical officers in Winchester's first purpose built hospital on the east side.

Mr. Garton did say, however, that this was a "preliminary report" as he had not had the opportunity

to look inside buildings, which might alter one's judgement. This was most unfortunate as the front elevation of No. 9, made from narrow 17th century bricks in Flemish bond, with very fine rubbed brick details to the windows over the central door, is distinguished.



Front door to No. 9, Parchment Street.

The front door leads into a fine entrance hall containing a round arch and keystone, linked to the substantial cornice on the way to a highly decorative staircase of 1700 date, lighted by a sash window. This has a typical closed string and ramped handrail with twisted carved balusters believed to be made from Spanish walnut. On the ground floor south is a fully panelled room with a fine decorative plaster ceiling of geometric patterns with central rosettes. There are three other rooms with bolection moulded panelling and good fireplace surrounds, and the attic roof was constructed with substantial upper crucks.

In my opinion, this should have been upgraded in the "statutory list" from Grade II category to II*. However, even today, almost 50 years later, the list description is still Grade II, with no mention of interior details or the restoration of the design of the front elevation carried out 28 years ago! According to research undertaken by Arundel House Securities, this house was built about 1700 by Edward Hooker, a Winchester merchant and linen draper, on the site of an earlier building comprising "shoppe, cellar, Sollers chamber rooms, yard garden and appurtenances" traced back to 1550. This had been owned by the hospital of St. Anthony of Vienna in London, passed on to the Dean and Canons of the Chapel of St. George in Windsor. A

slightly lower wing to the north was added in the 18th century, which contained the main access to extensive cellars. By 1768, it had been let to a wide range of tenants and had fallen into disrepair until acquired by Philip Newbolt, a druggist, as a private house and garden. This almost coincided with the building of Winchester's large, handsome three storey classical hospital opposite in 1789. Because of the unsanitary conditions, aggravated by the supply of piped water to the central area without a commensurate drainage system, the hospital was moved up to the new Butterfield building in Romsey Road 100 years later in 1868, and the site was redeveloped on two frontages in Parchment Street and Upper Brook Street. In that same year, No. 9 Parchment Street and its annexe and cellars was sold to Thomas Godrich, a wine merchant. He ended the ownership of the Canons of Windsor by acquiring the freehold from the Church Commissioners.

In 1895, Godrich & Petman, wine merchants, took on the lease until 1921 when they became a subsidiary of the Eldridge & Pope brewery from Blandford in Dorset, who installed the shop windows mentioned by Mr.



Original main staircase of No. 9, Parchment Street, showing the continuation up into the attic and the new firescreen with 'Pyran' glass..

Garton, and continued the business under the original name. By 1987, the whole property had once again fallen into a bad state of repair after the Second World War. The main house was sold to Arundel House Securities so that Eldridge & Pope could concentrate their business in the northern annexe to make it a viable shop with the extensive cellars. They required a shop window (which I had to redesign because their agent was so poor) in place of the high level paired sash windows.

Arundel House Securities of Farnham, who had recently carried out the successful "Lion and Lamb Yard" shopping scheme there, wanted to carry out a prestige refurbishment in Winchester as they had their eye on the potentially lucrative redevelopment of the Barracks.



View of No. 9, Parchment Street from the rear.

At this stage, because the property had lost its garden and Parchment Street was not a "fashionable street" that might have attracted a residential owner with the resources to undertake the necessary building refurbishment, the future was seen to lie in becoming an office block as it had considerable parking space in the tarmacadamed rear yard. Arundel House decided that they could gain valuable rental income by converting the attic into a prime space by extending the staircase (which by now had a painted finish) up another floor, copying its design details exactly. The main problems with this approach were the requirement of fire regulations and the need to add adequate toilet accommodation without compromising the main building and the panelled rooms.

The Reading firm of architects believed it was too nice a building to add on an external fire escape which, apart from being ugly, would increase security problems. Consequently, the fire officers required "double door separation" between the offices and the main staircase, to give all occupants a safe means of escape that could resist a fire for half-an-hour. This could only be achieved by introducing fire-screens using heat resisting Pyran glass and utilising the space taken up by the chimney wall between offices to give room for a new exit door to

the staircase. That, in turn, removed the support for the chimneys, which were remade to the existing design in fibreglass, complete with chimney pots! Extra panelling was made in the rooms to disguise the change.

This compromise was reluctantly accepted by the Conservation Officer as there was nowhere where one could see these chimneys close up, but the Developers were required to add decorative mouldings to the fire screens and reinstate the sash windows, the brickwork, and the interiors on the ground floor to re-establish the dignity of the street elevation and the design of the front rooms. Not long after this refurbishment, the shell hood was damaged by a lorry mounting the pavement in this congested street. It was lovingly repaired by old Mr. Woolford, a local builder, who was a carpenter by training and cared deeply about the character of Winchester's historic buildings. The front door, 10 panels high and apparently made in two sections, is very high for a town house, and one wonders why Mr. Hooker had this requirement in 1700. While the pilasters on either side of the door are fairly 'primitive' in detail, compared with the shell hood which was probably added in the 18th century by Mr. Newbolt, the brackets supporting it are finely carved. They look suspiciously like the brackets used on Wolvesey Palace, as are also the badly painted brackets to the garden entrance of "The Friary" in St. Cross Road. Since a substantial part of Wolvesey Palace was demolished in 1787, one wonders whether some of its architectural features were recycled?

I believe that this is a building whose architectural character should be recorded with a measured drawing and its history, together with the 18th century wing, set out in more detail in the public domain. I believe that the University of Winchester's archaeology department is steadily recording the historic sequence for different central area sites to satisfy the latter requirement, but who is there to produce measured drawings of Winchester's "listed buildings" for the public record, which could also be very useful if there should ever be a fire there?

Acknowledgement

With acknowledgement of material from: Arundel House Securities; Linda Hall, author of *Period House Fixtures and Fittings 1300-1900*; Michael White, RIBA, City Council Conservation Officer; Jeffrey Smith, *Winchester a Fair City*; W.S.P. Group Engineers.

Proposed Building Recording Group

Many counties have Vernacular Buildings Groups. Our neighbours in Surrey have "The Domestic Buildings Research Group" that has been recording smaller domestic architecture for over thirty years. As our own county is rich in early buildings, it is proposed to start a small group in Hampshire. No prior knowledge is required as help and training would be given. The aim in the long term is to produce a detailed record of each

property surveyed that would be lodged in the County Record Office and hopefully in the national archive.

If anyone is interested in and would enjoy furthering our knowledge of this aspect of the county's history, has some time to devote to the setting up of this exciting project and would like to know more, please contact:- Mary Ford 01420 549097

Alresford Bridge and a medieval replanning of New Alresford

John Hare

Peter Symonds' College, Winchester

This is a by-product of the Historic Buildings Section trip in 2007 to Godsfield and Alresford. We ended up with a usually unseen medieval bridge, hidden as it is below the present road surface, as well as a magnificent tea, both by courtesy of Mr and Mrs Perry. This short note seeks to make sense of the building.¹

The motorist driving from New Alresford to Old Alresford will notice that after driving up the wide medieval, market street (Broad Street) the road takes a diversion: a sharp right turn, a short straight, a left turn and then back on to the original alignment (fig1). The pedestrian will notice that the diversion takes the road onto the top of a great earthen bank, built as a dam to create Alresford pond behind it. Despite myths about canals (that the pond was designed to enable the canalisation of the Itchen), the pond was created to provide fresh fish for the bishops of Winchester at their residence of Bishop's Sutton and was probably the work of Bishop Henry of Blois in the mid twelfth century.² Such ponds were characteristic of the medieval landscape and a key part of the diet of the upper classes, and that at Alresford is particularly well documented.

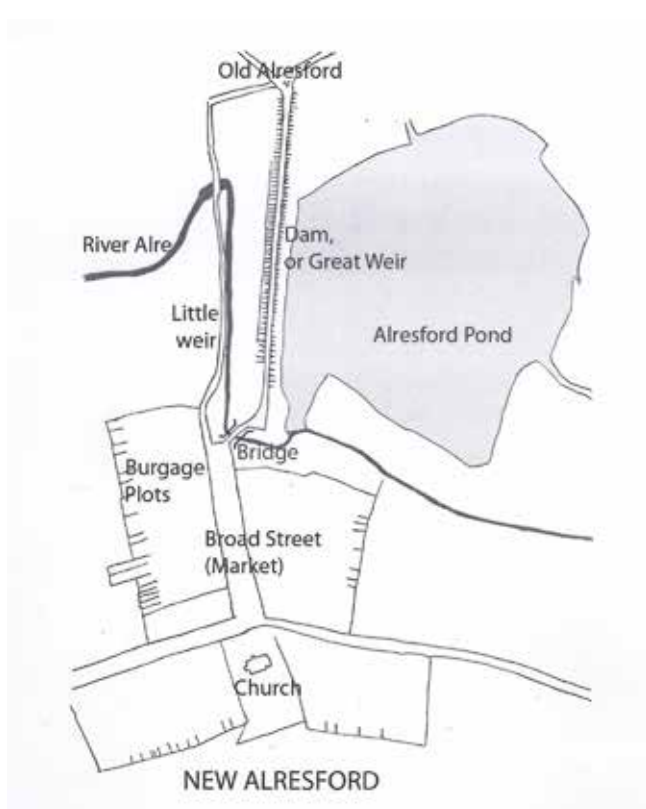


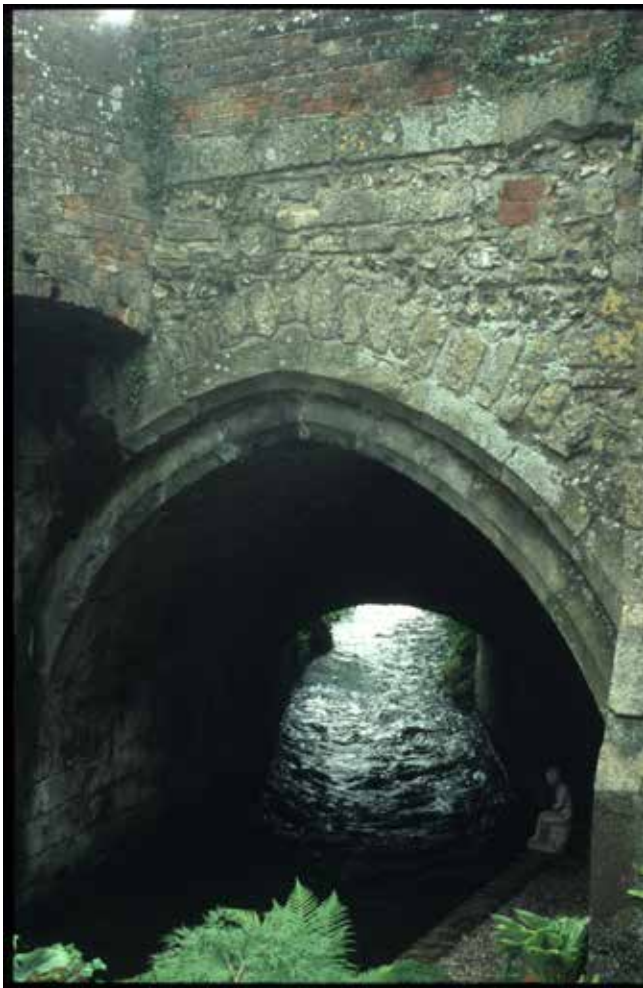
Fig 1

New Alresford, with its long burgess plots running back from the market street, was one of several new towns, created by the bishops of Winchester, in this case by Geoffrey de Lucy. It is clear that the market street was not aligned on the dam, but on a road (now a track called 'the little weir') which continues northwards from the market place, making a sharp descent down to

the river Arre, and then up on the opposite side of the valley to Old Alresford.³ Later the route was changed to create the diversion over the dam that is still with us. It is perhaps an obvious matter of practicality as to why the town created in 1200 did not use the dam as a roadway. Having a road on a recently made up earthen structure would both be difficult for users and likely to damage the structure of the dam itself. But when and why was the route changed?

Here we need to turn to the magnificent pipe rolls of the bishops of Winchester who owned Alresford and created the new town or burgus of Alresford. These records are exceptional both in their completeness and their early date, surviving from 1208-9. The entry for the town in the published account for 1301-2 provides a clue in the unusual item in the entry for decayed rents. Thirteen properties paid no rent as a result of Solomon of Rochester and his fellow justices having pulled them down at the assizes at Winchester because they were a nuisance to the neighbourhood and those passing through.⁴ This means that Solomon had ordered them to be pulled down, or more probably had given the approval of the law to the bishop's plans. Here was evidence of major replanning and it remained permanent. Such was the conservatism of the account rolls that the entries continued to be recorded year after year, as can be seen in the later printed account for 1409-10.⁵ It is suggested that this replanning should be associated with the decision to divert the road onto the dam where it still lies. This would have required some of the properties at the north end of the east side to be removed, in order to provide access from the higher ground of the town to the surface of the dam. The advantage of this loss of rental would be to avoid the sharp descent to (and climb from) the river below and the damp ground around. But just as the account for 1409-10 provides us with long out of date information, so too does that for 1301-2. It tells us that the changes had already taken place not when this had occurred. To determine this we need to turn to earlier accounts. By doing this we can establish that the first time these decayed entries occur was in 1282-3, and that they were not present in the previous surviving account, that for 1277-8.⁶ This would provide a date for the redevelopment of Alresford of 1280 +/- 3.

One of the necessary requirements for this redevelopment was the insertion of a bridge that would maintain the road surface at the horizontal (and avoid the decent to and climb from the river), and would still allow the exit for the water from the pond. (The dam and weir were needed both to control the water level in the fishponds, and to power the mills below the dam.) The repeated references for payment for timber and boards to repair the bridge suggest that it was initially built of wood.⁷ But at some point this was replaced by the present stone bridge, and this can be dated by the pipe rolls to 1307-8 when £12.3.11d was spent on rebuilding the bridge of New Alresford. This included £8.13.4d on the purchase of freestone and on making the bridge, and smaller amounts on the carriage of the



Alresford Bridge (John Hare)

freestone, on lime made and on walling stone collected and brought.⁸ Although the simple nature of the bridge makes it difficult to date it precisely, its design would

fit with the documented date. Although one side of the bridge has been incorporated in a later widening and is lost from view, its south side and underside still survive completely, showing the slots that held the timber centring during construction of the arch.

We are all familiar with the role of the medieval bishops of Winchester in creating town and pond, but the bridge reminds us of the continuing evolution of the medieval town.

- 1 Acknowledgements. My thanks go to Mr and Mrs Perry for their hospitality and access to the bridge. I am grateful to Edward Roberts our guide on the day, who has done so much to clarify our understanding of the medieval town. I have particularly appreciated discussions with him at various stages of this work.
- 2 The canal theory which still seems to remain in popular mythology, was convincingly refuted by Edward Roberts in 'Alresford Pond, a medieval canal reservoir: a tradition reassessed', *Proceedings*, 41, 127-37
- 3 On New Alresford see Edward Roberts, 'Alresford Pond', 'Medieval Alresford revisited', *Proceedings*, 43 (1987), 255-61; 'The reconstruction of a Tudor landscape', *Newsletter*, 14 (1990), 18-20; and 'New Alresford. The topography of a medieval town', *Newsletter*, 49 (2008), 14-7.
See also M. W. Beresford, 'The six new towns of the bishops of Winchester, 1200-55', *Medieval Archaeology* iii (1959), 187-215
- 4 *The pipe roll of the bishopric of Winchester, 1301-2*, ed. M. Page, Winchester 1996, 328-9
- 5 *The pipe roll of the bishopric of Winchester, 1409-10*, ed. M. Page, Winchester 1999, 337-8
- 6 HRO 11M59 B1 41 and 42
- 7 *Pipe Roll, 1301-2*, 329; 11M59/B1/ 61 & 62
- 8 HRO 11M59,/B1/63

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Sheila Millard MBE, *Last Orders, Please!*, The Odiham Society 2008, 36 pp., fully illustrated.

As one of the most attractive small towns in Hampshire, Odiham is fortunate to have Sheila Millard as its acknowledged historian. She has produced several very useful booklets on the history of Odiham and North Warnborough, including the popular *The Parish of Odiham: an Historical Guide* and some well-researched and valuable articles for *The Odiham Society Journal* and the Hampshire Field Club's *Newsletter*. Her most recent publication – *Last Orders Please!* – is an historical review of the inns, public houses and beerhouses of Odiham and North Warnborough, past and present.

A useful introduction outlines the development of brewing in the area since the Middle Ages and – importantly – draws attention to the clear distinction that was made between the functions of inns, taverns and alehouses or beerhouses until at least the 17th century. The effect of the advent of the railways in centralising the brewing industry is discussed, as are the changing social attitudes to drinking.

There follows a comprehensive gazetteer of the inns and beerhouses of Odiham and its near neighbour, North Warnborough. Pride of place goes very properly

to the George Inn, one of the finest late-medieval inns in Hampshire. The George, whose timber frames have been tree-ring dated to 1473/4 and 1486/7, is well-worth a visit in order to see its richly-moulded timbers and ancient doors but, if you are very lucky, you may also be allowed to see the magnificent 17th-century painting of the parliament of fowls in one of the guest bedrooms.

The histories of over two dozen inns and beerhouses have been researched and the findings set out in clear and readable form, well illustrated with old photographs and intriguing advertisements from former times. Especially useful features are maps of both Odiham and North Warnborough, marking the sites of the historic drinking houses. A pleasant and informative day could be spent walking around these two delightful places, Sheila Millard's booklet in hand, discovering the houses that were once places where locals sought refreshment and perhaps stopping for a drink at those inns or beerhouses (we now often fail to make a distinction) still open for business.

Edward Roberts

Copies for £5.00 including p&p from:
The Odiham Society, Drapers Cottage,
93 High Street, Odiham RG29 1LB

book review book review book review book review book review

David W. Lloyd and Nikolaus Pevsner, *The Buildings of England: Isle of Wight*, Yale University Press, New Haven and London, 2006.

The many archaeological delights of the Isle of Wight are described with erudition in this important guide book, which will be an indispensable companion for visitors. No other book on the Island's architectural heritage is as fully comprehensive.

Pevsner's brief gazetteer of 1967 was frustratingly selective and cursory. His continuator and reviser, David Lloyd, has given a great wealth of information, derived from research and site visiting. There is a welcome attention to the historical development of the towns, particularly Ryde and the capital Newport, and of the island generally, especially in the Victorian period when so much was built - from Osborne, the great maritime mansion of Queen Victoria and Prince



RYDE – The church of St. James, Lind Street. Built as a proprietary chapel in 1827 from the design of Greenway Robins of Walworth, London. The exterior before removal of details in the restoration of 1968-9. (Photograph: Rodney Hubbuck).

Albert, to the innumerable small coastal villas. The text is accompanied by interestingly varied illustrations – from 19th-century drawings and engravings to the modern colour photographs in a central block of plates. Lists of further reading and crisply-drawn plans of the towns are also useful.

The admirably concise introduction provides outline accounts of geology, the building stones that are so special to the Island, and a masterly conspectus of the archaeology by Vicky Basford. Good sections follow for later periods of building – especially for the medieval, with due reference to outstanding larger churches at Arreton, Brading, Godshell and Shalfleet. Arreton, with the Island's earliest standing ecclesiastical fabric in the late-Saxon tower arch, has arguably the finest medieval architecture on the Island in its eastern parts, with arcade-end plate-traceried windows of exceptional grace (having, as Mr. Lloyd states, 'stylistic affinities to earlier work in Westminster Abbey'), their quality almost certainly due to the patronage of Isabella de Fortibus.

What must have been her finest architectural legacy – the once exceptionally magnificent, small vaulted, former private chapel of Carisbrooke Castle of c.1270 – had even finer blind arcading, now partly lost together with the vault. A reconstruction drawing by Percy Stone (1891) is most valuable in showing an elevation of the north wall, while a coloured photograph among the plates shows what remains.



Among Mr Lloyd's discoveries is the remarkable early-17th century remodelling of Shorwell church – recognised rightly for the significant Jacobean-Gothic arcades and rare stone pulpit – all of c.1615-30. The church is described at length in the gazetteer, where greater houses are also discussed in detail. There is especially valuable information for Appledurcombe and Osborne and several of the lesser houses, rather overlooked in the first edition, are revealed at greater length; for example, Shorwell, North Court (of c.1615 and later) with its handsome Jacobean east front and Georgian staircase – a hidden delight that deserves to be better known. There is so much more to enjoy in this useful architectural guide.

Rodney Hubbuck

Archaeology

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tel (01962) 826738; email: musmda@hants.gov.uk

Archaeology News David Allen

Behind the Scenes at the Museum

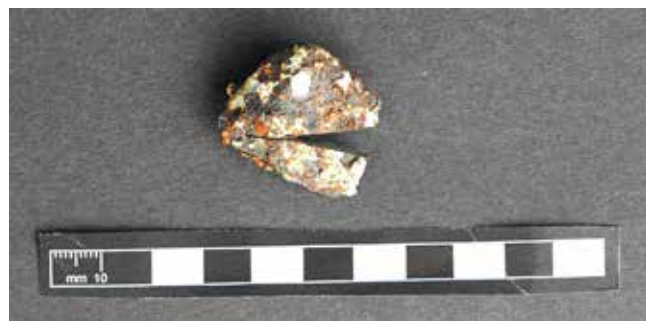
There's quite a lot happening this year with storage and archives – perhaps the less glamorous side of the subject. Winchester City Museums have moved into 'F2', a modern unit on the Bar End Industrial Estate and the protracted move of the Winchester archive from Hyde House is just about complete. Over the road at Chilcomb House, the County Museum Service is reorganising its archaeology stores and one feature of this is 'volunteer Thursday' when a group of up to 10 helpers go along to sort, list, move and study. Anyone interested in assisting should contact Alan Jacobs, Collection Manager, on 01962 826738.

In November, the city is host to the Society of Museum Archaeologists, for their annual get together. The subject of the conference is 'digitisation' but delegates will be offered the chance to look at both sets of storage facilities and, if weather permits, run up St Catherine's Hill.

Danebury's meteoritic fall.

A recent addition to the Chilcomb collections was the 'Danebury meteorite'. I can't count the number of pyrite nodules that have been brought in over the years in the hope that they were voyagers from outer space (rather than crystalline home-grown objects) but the Danbury excavations of 1974 produced a genuine example, found in layer 2, Pit 706. It went off to Oxford for analysis and this elevated it from the status of 'fragment of iron slag' bestowed by the excavators.

The meteorite is very small compared with the largest known examples from England (the Wold Cottage, Yorkshire, meteorite for example, which fell in 1795, weighed in at a hefty 56 lbs or 25 kg) but very



The Danebury meteorite: weight 30 gm. The gaping wound results from analysis carried out in the metallurgy lab as part of the post-excavation process.

rare, as there are only just over a dozen authenticated instances recorded. Anyway, no sooner had the Danebury meteorite landed at Chilcomb than it was whisked away by Professor Colin Pillinger, who plans to study and publish it. The Danebury context would date to the Middle Iron Age and there may well be comparable material from Wiltshire. One surprising fact is that if the meteorite hadn't become buried it would have disappeared in the intervening 2500 years through weathering.

Sadly, there's no evidence that the meteorite was in any special deposit at Danebury, and the Iron Age occupants appear to have been unwitting participants in preserving it for posterity. Professor Pillinger promises some 'stunning photographs' of a thin section and I look forward to seeing this record of one of Danebury's more unusual finds.

Basing House, West Gatehouse Excavation 2009: an interim report David Allen

Excavation of the West Gatehouse approach to the Bailey at Basing House took place between 11-29 May, 2009. Twenty-five volunteers, most of them from the Basingstoke Archaeological & Historical Society contributed a total of 105 days work in the driest and sunniest season for a number of years. The purpose of the operation was to lay bare the plan of the bridge and gate as a prelude to the construction of a new footbridge to facilitate disabled access as part of the Heritage Lottery Fund upgrade for the site.

An area encompassing 26m x 15m was opened, incorporating the known remains of the four-tower gatehouse on the inner (bailey) side and the slightly less apparent footings of the bridge abutment on the outer.

Photographic evidence exists showing that the area was dug into in 1904. The technique employed then was to follow the course of the walls with trenches, the spoil

being heaped up in immediately adjacent areas. These trenches were readily identifiable, as were the roots of the two small trees visible in the picture. The evidence suggests, however, that considerable clearance also took place in the 1970s, soon after the County Council acquired the site. This included the smoothly sculpted area surrounding the southern tower bases and the equally all-embracing exposure of the northern, work presumably deliberately dated by a 1977 2p coin found at the centre of the northeast feature.

The gate passage was far less disturbed, and had been covered by a 200mm depth of stone-free soil which gave the central area a mounded appearance. With this removed, the underlying layers, including spreads of mortar, crushed brick, and small pebbles, were all considered to be road metalling or make-up still in situ.

Perhaps the best clue to the original Tudor/Stuart

ground level was a small patch of flint cobble adjacent to the southeast tower. This is presumed to be the survivor of a much larger spread and had evidence for wheel ruts tracking into the gateway.



Figs 1 and 2 Excavations 2009 and 1904 from the same vantage point

The purpose of the four buttresses, at the inner corners of the towers, was not clear. None survived above the assumed Tudor ground level and the southeast feature had clearly been tracked across by heavy traffic. A trench had been dug between the western examples – searching for a link wall that wasn't there, but this at least allowed a view of the cross-section of road make up and metalling. A compact surface of mixed flint cobble and pebble metalling was revealed in plan and this was also examined between the approach walls to the missing bridge. Wheel ruts, or drainage channels, were visible in this material also.

Cleaning of the slope down into the ditch revealed that an earlier road level existed at a depth of 400mm. This was composed mainly of small flint pebble metalling, covered with distinctive light brown silt. Much of the make-up between the lower and upper surfaces was freshly quarried chalk.

The sequence suggests that this lower road surface also existed between the brick flanking walls, but the disturbance of 1904 did not help in the clarification of this point. At the foot of the slope the brick 'springers' for the bridge were traced across the full width of the abutment.

On the west side of the ditch the flanking walls



Fig 2 Bird's-eye-view of the excavation from the east. The southern tower bases are the best preserved. They sit in a shallow 'dish' which most probably represents a 1970s attempt to make them more visible. The same programme of improvement probably resulted in the clearance of the chalk and brick footings to the north, which survive at a lower level. The gate passage is in situ material and clear layers of metalling and road make-up are visible. Large flint cobble is present beside the southeast tower base (lower left) and on the far side (between the two central figures). No in situ subsoil (chalk, clay with flints) was encountered during the excavation.

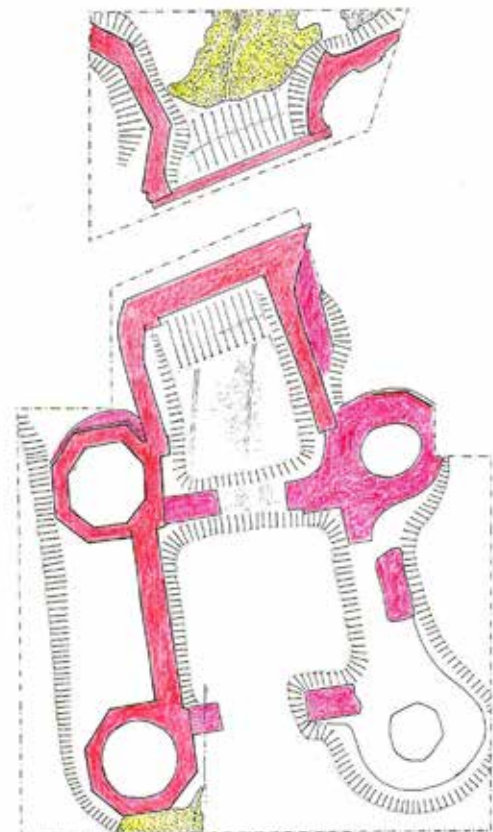


Fig 4 Plan of the excavations, west at the top. The trench is 15m wide at its eastern end.

had again been pursued by Edwardian excavation trenches but the Tudor/Stuart surface in between was well preserved. It consisted of flint cobbles, with wheel ruts and or drainage runnels in evidence. The main route was clearly downhill to the north but parch



Fig 5 Bird's eye view of the western bridge abutment.

marks and other indications suggested that the path also continued uphill to the south, probably through a gateway.

The cobbles had been covered with a substantial layer of silt. Removal of this material revealed a horseshoe, various nails and a square-framed buckle (Fig 6). A fine example of a Tudor copper alloy thimble also came from this area.

Other finds were few. There was a smattering of potsherds and clay pipe fragments, but the generally disturbed nature of things (the Edwardian and 1970s



Fig 5 Finds from the cobbles

work) meant that nearly all of this was redeposited. A small copper alloy buckle plate of probable 14th century date, with the incised decoration of a mythical beast was found unstratified.

More new findings from Damerham

Dr Helen Wickstead MIfA, University of Kingston, London

This year exciting finds from Damerham near Fordingbridge made national and international news. Aerial survey and geophysical work revealed an important new prehistoric monument complex including barrows and circular enclosures. The most remarkable finds were two new long barrows, both of which were still visible as upstanding earthworks. The largest of these was a considerable structure, around 80m long and 1m high. The sites have great scientific value and are very likely to be of national importance.

As this newsletter went to press, members of the Hampshire Field Club and the Avon Valley Archaeological Society had just completed a two week investigation of the Damerham sites. Volunteers learnt the techniques of Gradiometer survey, Earth Resistance survey, Ground Penetrating Radar and earthworks survey. The methods were applied under the guidance of the Damerham Archaeology Project Team.

Startling new findings were immediately apparent in some of the surveys. Defined areas of high and low resistance were clearly visible within the long barrows suggesting possible mortuary structures and cairns. More than 30 hectares was surveyed, revealing the relationships between a round barrow cemetery and field boundaries of as yet unknown date. Data from the surveys are currently being processed by the Damerham Archaeology Project Team. Another report in a future



Earth Resistance Survey in progress on the Damerham Archaeology Project 2009

issue of this newsletter will supply more details of the findings of this year's fieldwork.

There is more on the Damerham Archaeology Project, including details of how to get involved in future work, on the website at: www.damerhamarchaeology.org

Editorial note: The work at Damerham was supported by a grant from the Hampshire Field Club.

Local History

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Some Possible Royal Portraits at the Hospital of St Cross, Winchester Nicholas Riall

A persistent legend claims that the Renaissance frieze and stalls in the chapel of the Hospital of St Cross were originally installed in Wolvesey Palace, the bishop's residence in Winchester. They arrived at St Cross, so the story goes, because one of the medallions in the frieze is supposed to depict Anne Boleyn. This was an embarrassment for the bishop, who was to entertain Henry VIII in Winchester soon after Boleyn's execution in 1536, so the furnishings were hastily dismantled and removed to St Cross.¹ It is now possible to show that the legend has no foundation in fact, and that the stalls and frieze were intended for St Cross from the first. But, by a quirk of irony, the medallion claimed for Anne Boleyn may portray the woman she supplanted in the king's affections: Katherine of Aragon.

The frieze and its setting have been the focus of a substantial research project that began in 1999, the fruits of which have appeared in two papers published in the *Antiquaries Journal*.² The purpose of this note is to highlight for a Hampshire audience the potential presence of a pair of royal portraits that may depict Henry VIII and Katherine of Aragon.

At an early stage in the research project it became apparent that the frieze presented itself as an especially complex jigsaw puzzle, one that would require a great deal of unravelling as there were so many pieces of puzzle missing. In addition to which, it was also recognized

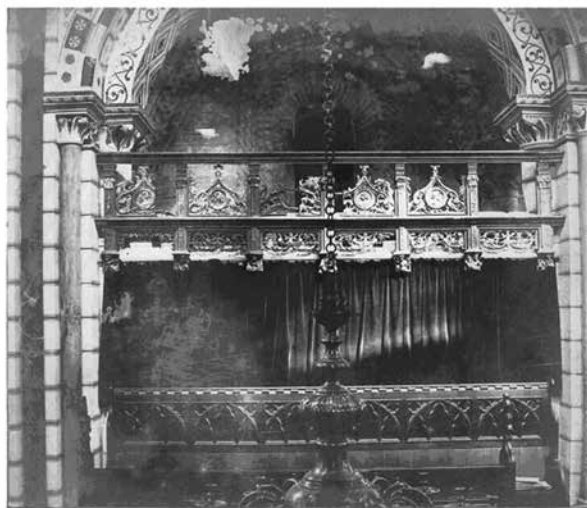


Fig. 1. Hospital of St Cross, Winchester. The north frieze photographed before the restorations carried out in 1878 (HRO, 65M89/Z250/531).

that during the many vicissitudes visited upon these furnishings, the original sequence and arrangement of this work had been seriously dislocated. The emergence in 2007 of a photograph taken in 1878 has enabled a new approach to the frieze to be taken, one that also included exploring in more detail the symmetry of the original design of the Renaissance frieze (Fig. 1).

The base design for the frieze provided a double tier of openwork carving, separated by a single horizontal rail with each bay demarcated by a series of stiles or pilasters. Each of the upper bays featured, in the frieze above the lateral stalls, a medallion supported by grotesque creatures and putti (Fig. 2). It may be noted here that the frieze was originally attached to the top of the stalls and that the top rail seen in the 1878 photograph was a 19th-century addition. The frieze above the return stalls, the fragmentary remains of which are in the south or Morning chapel, appears to have



Fig. 2. Hospital of St Cross, Winchester. The north frieze today

been filled with shields. Most of the surviving medallions feature portraits of men and women in profile, this being a common feature of Renaissance work of this period.

Nine profile portraits survive at St Cross: five men and four women. Five of these are contained in the present south frieze, which is probably still in its original state and has suffered very little damage. The north frieze is more battered. There are four medallions with profile heads in this section of the frieze, but one of these (N3) can readily be seen as being out of place and originally belonged elsewhere (Fig. 2).³ Closer inspection and detailed measurement of this section of the frieze reveals that two more bays of this section of the frieze contain *ex situ* work: bays N4 and N6. It is worth exploring how and why these two panels came to be inserted into the north frieze, as this leads to an interpretation that sees this pair of panels set elsewhere and in a more significant setting.

The frieze and stalls were erected at St Cross sometime c.1517, almost certainly through the patronage of Bishop Richard Fox, whose arms and pelican vulning badge appear several times amongst the carvings.⁴ The chancel

furnishings appear to have survived intact down to the earlier part of the 19th century. They were seen and parts of their carved detail drawn by John Carter in 1788, with a text supplied by the Winchester historian John Milner.⁵ Carter's sketch plan of the furnishings implies that the furnishings were complete in 1788.⁶ This seems to have remained the situation into the 19th century when the chancel furnishings were described in print and featured in an architectural drawing, both dating to 1818.⁷

Although descriptions and sketches of St Cross appeared regularly thereafter, none offer a definitive view of the chancel furnishings until a watercolour sketch that was published in 1858 (Fig. 3). This sketch provides a view from the north-west across the building, looking across the chancel and the south transept. This reveals that the return range had been dismantled by the 1850s and that the south lateral range stood alone.⁸ This watercolour record is quite indistinct inasmuch that it is difficult to discern the exact details of the Renaissance frieze, although this of course is in the nature of this medium. Nevertheless, there is a worrying lack of detail in the frieze; it looks insubstantial and fragmentary when it might be thought that a view of the south stall and frieze would be rather more definitive and solid. So which stall is it? Before answering that, it needs to be mentioned that soon after the Brough sketch was taken a major renovation of the church building was undertaken by William Butterfield. During this work the remains of the stalls and their frieze were taken out of the chancel. The frieze was returned in the 1870s, whilst the stalls were not returned to the chancel until early in the 20th century. In the process the frieze and stalls were returned

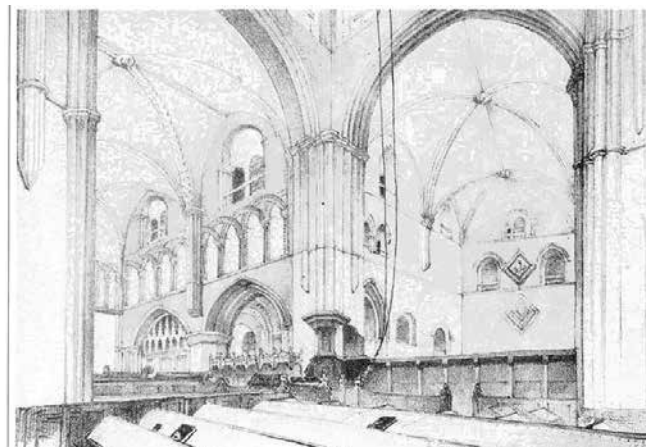


Fig. 3. Hospital of St Cross, Winchester. View of the chancel and south transept from the north-west, from a watercolour sketch by W Brough published in 1858 (HRO, Top Winchester 343/2/124).

to the wrong places; the original south stall and its frieze was set up in the north side of the chancel, and *vice versa*. Thus, the stall and section that Brough portrayed were in fact the furnishings that were originally on the south side of the chancel, but which are now on the north.

The photograph of the north side of the chancel taken in 1878 shows the original south frieze set between the pillars of the chancel west bay, and underneath can be seen the pews that Butterfield commissioned for the chancel. The image is mounted on card and has a brief caption recording that the photograph was taken 'before the restoration in 1878'. There is no record of what form this restoration took, although comparison of the 1878 photograph with the current setting (Fig. 3) shows a number of differences in the

disposition of the frames in the upper tier of the frieze. In 1878 the right hand bay (N6) was empty; the panel in N1 was moved after 1878 to N6; the carved work now in N1 was not illustrated in the 1878 photograph. The medallion in N3 was inserted after 1878, the openwork panels that support this medallion being present in 1878, but these pieces could never have originally fitted here and were not associated with the medallion shown in N3 (Fig. 3). The carved panels in bays N1 and N4 were originally much too large to fit into this section of frieze, and belong elsewhere. It follows therefore that only two panels are potentially *in situ*: N2 and N5. Looking again at Brough's watercolour, this seems to be what he was intent on showing, and that there was very little other than fragmentary remains in the original south frieze; his picture also suggests that panels N2 and N5 were also moved after 1858.

This returns us to the problem of panels N4 and N6. Close examination of these panels reveals that both have lost some carved detail from an external edge, in addition to the obvious loss of carved detail from the other side: in the case of N4 (Fig. 4), the right-hand side has been cut back, whilst the left-hand edge of N6 has been trimmed (Fig. 5). Because the whole frieze was designed around a series of symmetrical arrangements it is possible to calculate the original dimensions of these panels, this producing a width of c.600-625 mm for N4 and N6. The standard width of the bays in the original frieze over the lateral stalls is about 540-550 mm. Clearly N4 and N6 cannot have been fitted above the lateral stalls. If these panels did not belong to the original south frieze, where were they placed?

In the south chapel of the church, the Morning chapel as it is known, is a collection of fragments from the frieze together with three corbel figurines.⁹ These represent the remnants of the return frieze, which appears to have been dominated by a series of shields. The surviving pieces show mostly the badges and arms of Bishop Fox, together with a Tudor rose. There are also a pair of what would appear to have been lions, each originally carrying a putto. The most likely use for these would be as supporters to a display of the royal arms, and as such this would have been the focal point of the series of panels in the frieze over the return stalls. A further point of note is that the remains of this series



Fig. 4 Hospital of St Cross, Winchester. Panel N4, showing a profile portrait of a woman in a medallion with surrounding grotesque carvings. This portrait can be identified as Katherine of Aragon.

of panels feature a specific decorative theme, one that both complements the schemes in the lateral ranges and which is also a contrast to the themes in the lateral stall friezes. Taken together, the return range has a specific decorative style and a use of shields as focal points within each frame; therefore, it seems most unlikely that panels N4 and N6, with their own decorative style and featuring medallioned portraits, would have featured in the return range frieze. A

possible setting for these panels could be on the other side of the return stalls, above the entrance into the chancel and facing down the nave. At this date the chancel would have been divided from the rest of the church by a screen, which would have also served as a back to the return stalls. It is probable that this putative screen predates the Renaissance stalls and it is likely to have had its own decorative details that probably were not replaced when the Renaissance stalls were introduced. However, it is possible that N4 and N6 were set above the entrance into the chancel, a fitting place for what would have been a pair of significant panels.

There are no identifying marks on any of the medallions, nor any attributes, which might point to an identification of who is represented by these medallions. The same is true of many of the corbel figurines that are suspended from the frieze: there are 18 such figures, nine



Fig. 5. Hospital of St Cross, Winchester. Panel N5, showing a profile portrait of a bearded man in a medallion with surrounding grotesque carvings. This portrait can be identified as Henry VIII.

are women and can be identified as sibyls and, from their attributes, can be individually named; the remainder are men and are thought to be figures from the Bible, probably drawn from the Old Testament. One of the medallion portraits, panel S2, depicts a woman wearing an unusual piece of headgear. Strikingly similar portraits can be seen in the choir stalls from the archiepiscopal palace at Gaillon,¹⁰ and in the choir stalls in Amiens cathedral.¹¹ It is thought that this figure represents Anne of Brittany, the queen of Louis XII of France.¹² This possibility helps to support identifying panels N4 and N6 as representing Katherine and Henry. That said, many other series of medallions appeared during this period and it is evident from these that profile portraits set within medallions were favoured as a decorative device. It has also been suggested that the medallions could represent 'worthies' drawn from lists of ancient or modern figures. In other series, the Caesars were represented such as those at Hampton Court and the more profuse series at the Certosa di Pavia in northern Italy.¹³

Bishop Fox is known to have had great affection for Henry and Katherine. Allusions to them feature in especially significant positions in the work he patronized in Winchester cathedral created some years before the stalls at St Cross were created. In particular, one of the corbels that supports the wooden vault over the quire carries the interwoven initials H and K, and there are further references to them amongst the vault bosses. Thus it may be the frieze at St Cross provides further evidence of his affection for them. The profile portraits cannot be construed as offering a true likeness; they are not portraits in the strictest sense. However, the male figure is shown as being bearded, quite apart from being presented as a heroic military figure. In many ways this captures something of the essence of Henry of these years: the man who wanted to be seen as a colossus on the European stage, as well as a Renaissance

prince. That this man is bearded may be significant. Martin Biddle, in his exploration of King Arthur's round table, examined the evidence for Henry's penchant for wearing a beard, and he concluded, 'there is no doubt about it. Henry VIII had a beard by 1519. What we do not know is at what point between April 1515 and July 1519 he grew it'.¹⁴ The frieze at St Cross was created sometime between the years of 1513 and 1520, with a likely date of construction being 1515-17.¹⁵

The stories told about St Cross often asserted that the medallions in the frieze represented kings and queens,¹⁶ and although these were not founded in fact it seems the observers that came up with these observations were perhaps closer to reality than they knew.

Notes

- 1 P Hopewell, *St Cross* (Chichester, 1995).
- 2 A Smith and N Riall, 'Early Tudor Canopywork at the Hospital of St Cross, Winchester', *Antiquaries Journal* 82 (2002), pp.125-56; N Riall, 'The Diffusion of Early Franco-Italian *All'antica* Ornament: The Renaissance Frieze in the Chapel of the Hospital of St Cross, Winchester, and the Gaillon Stalls, now at St Denis, Paris', *Antiquaries Journal* 88 (2008), pp.258-307; see also N Riall, *Bringing the Renaissance to Tudor England: the Role of Richard Fox and his Frieze at St Cross, Winchester* (unpublished PhD thesis, Swansea University, 2005).
- 3 For ease of reference the bays in the two remaining sections of the frieze as it is displayed today are referred to by numbers: N1-N6 for the north frieze, and S1-S6 for the south frieze.
- 4 Smith and Riall, 'Early Tudor Canopywork', pp.143-6; Riall, 'Diffusion', pp.289-94.
- 5 J Carter, *Specimens of Ancient Sculpture and Painting in England* (London, 1790); & see his original sketches, British Library, Add. MS 29928, fos.114-130.
- 6 British Library, Add. MS 29928, fo.120.
- 7 For a printed description, see C Ball, *An Historical Account of Winchester with Descriptive Walks* (Winchester, 1818), pp.229-30. An architectural survey of the church building resulted in a measured composite section of the building drawn by C F Porden and engraved by J Le Keux, published 1 Dec 1818 (HRO, 111M94W/X2/14).
- 8 Set of four views of St Cross by W Brough, 1858 (HRO, Top Winchester 343/2/124).
- 9 One has been stolen, the Tiburtine sibyl, on which see N Riall, 'Taken from the Chapel of the Hospital of St Cross, Winchester: the Tiburtine Sibyl', *HFCAS Newsletter* 50 (2008), pp.25-7.
- 10 These stalls are now in the basilica of St Denis, Paris.
- 11 These are illustrated in Riall, 'Diffusion', figs.24-5.
- 12 I am indebted to the late Elaine Block for her identification of this panel.
- 13 John Milner thought they were 'illustrious Scripture personages'.
- 14 M Biddle, *King Arthur's Round Table* (Woodbridge, 2000), p.313.
- 15 The stallwork at St Cross has no documentary record and dendrochronology cannot provide a close date; the difficulties in assigning a date are discussed in full in Riall, 'Diffusion', pp.291-4.
- 16 Hopewell, *St Cross*, p.69.

The 1934 Survey of Hampshire's Rural Lanes Malcolm Walford

Introduction

On 5 November 1934, Hampshire's county surveyor presented a report about 'unclassified' county roads to the Roads and Bridges Committee. At the end of his report, he laid before the members a series of road books and road maps. This material is held by Hampshire Record Office but, until recently, the books and maps were unrelated in the archive records. This article discusses the reasons for their creation, their content, the probable reason why they were discontinued, and their potential benefits for local historians.

Background

The 1929 Local Government Act had far-reaching effects on the administration of the county's roads, giving county councils additional powers. As from 1 April 1930 rural district councils (RDCs) in England and Wales surrendered their rights as highway authorities to county councils who were made responsible for all roads in rural districts and for Class I (A) and Class II (B) roads outside the county and metropolitan boroughs. The Act permitted delegation of maintenance and repair of unclassified (C) roads back to RDCs or urban authorities. It created larger administrative districts within counties and abolished smaller highway authorities which, it was claimed, were inadequately staffed and whose financial resources were inadequate for their enlarged responsibilities. The newly created Minister of Transport was empowered to arbitrate in disputes between county and rural district councils.

Amongst other things, the Act did away with the 25 per cent grant, which had existed since 1926, towards the maintenance of important unclassified roads which in future would be financed by a block grant. This

grant was not allocated for a specific purpose but became a subsidy towards county council expenditure which would otherwise have to be met out of the rates. This fact influenced the need for a structured approach for the yearly financial estimates prepared by the county surveyor for the maintenance of Hampshire's network of rural lanes. These amounted to about 2,500 miles or about 80 per cent of road mileage maintained by the county.

Twenty-two Hampshire RDCs applied for delegation of highway functions for unclassified roads. Seven were refused as being too small to undertake the work satisfactorily. Hampshire County Council took the opportunity to reduce the number of rural districts from 22 to 11. In the Roads and Bridges Committee minutes dated 3 February 1930 it was reported that the Minister of Transport had upheld the County Council's decision not to delegate the functions for road maintenance and improvement of unclassified roads to the district councils of Christchurch, Fordingbridge, Havant, and Whitchurch, who later withdrew their appeal.

The 11 rural districts empowered to maintain and improve their unclassified roads were Alton, Andover, Basingstoke, Droxford, Hartley Wintney, Kingsclere and Whitchurch, New Forest, Petersfield, Ringwood and Fordingbridge (who decided to give the county direct control), Romsey and Stockbridge, and Winchester.

The Survey

Colonel A C Hughes, Hampshire's county surveyor, was not only an excellent highway engineer, he was also a capable administrator who had recognized the need for a countywide survey and a planned and structured approach for the annual round of costings needed by the

The image shows a page from a handwritten road book. The top header reads 'Road No. 1195 - (Green) Group around Swithford - 1/21 1/2 miles long. Barbrook Heath - Length 2 1/2 miles'. Below this, there are several columns of data. The first column is 'Location of section'. The second column is 'Length' with sub-columns for 'Actual Length' and 'As Surveyed'. The third column is 'Grade' with sub-columns for 'As Surveyed' and 'As Surveyed'. The fourth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The fifth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The sixth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The seventh column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The eighth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The ninth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. The tenth column is 'Remarks' with sub-columns for 'Remarks' and 'Remarks'. 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Fig. 1. Droxford RD road book (HRO, H/SY6/1/34).

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county treasurer. Prior to 1929, road maintenance had been very much a random affair, depending not so much on the needs of the traffic which was rapidly increasing both in volume and in weight² but reacting to the whims of politicians and the financial state of the many RDCs. The Road Traffic Act (1930) which licensed public service vehicles (buses, coaches, charabancs) enabled highway authorities to impose weight restrictions and to dictate routes to be used, with the sanction of the Minister of Transport.

The Roads and Bridges Committee supported Hughes's recommendations that a complete survey of the state of the unclassified road system was required, after which a 12-year costed maintenance programme would be devised, which would ensure regularity and consistency of maintenance and planned upgrades for road safety and traffic volumes. Sometime early in 1933 Hughes met with his district surveyors to explain the need for the survey and the means by which it would be conducted. All unclassified roads had been numbered,

12½ x ¾ inch faint-lined book was issued to each district surveyor. The left and right-hand pages were used to record, as at 1 April 1934: the C road number, its route, its total length in miles to one, sometimes two, decimal places, number of section, its connecting points, and type of surface. Each type of surface was then analyzed into length in yards, average width (a) between fences and (b) carriageway, and estimated life. This information was then totalled for each C road. Finally a 'Remarks' column captured information regarding existing and future traffic use, e.g. farm, local, through route, bus route, military use.

Fig. 1 shows a completed page from the Droxford RD road book for a road in the vicinity of Southwick. Below the totals of the existing surface columns, the district surveyor recorded the proposed surface over the next 12 years. At the completion of all the roads in the district, a summary of the actual surface data was made,⁴ one line per C road, followed by a summary of the proposed surfaces by C road. A series of pages follow

Rural district	Maximum size	No. of panels	HRO map ref.	HRO book ref.
Alton	2.72m x 1.83m	31	H/SY3/7/1	H/SY6/1/31
Andover	3.28m x 2.42m	32	H/SY3/7/2	H/SY6/1/32
Basingstoke (north) ⁵	2.31m x 1.68m	25	H/SY3/7/3	H/SY6/1/33
Basingstoke (south)	2.31m x 1.52m	19	H/SY3/7/4	H/SY6/1/33
Droxford	2.74m x 3.05m	43	H/SY3/7/5	H/SY6/1/34
Hartley Wintney	2.31m x 2.13m	28	H/SY3/7/6	H/SY6/1/35
Kingsclere & Whitchurch	2.31m x 2.13m	32	H/SY3/7/7	H/SY6/1/36
New Forest	2.55m x 2.44m	37	H/SY3/7/8	H/SY6/1/37
Petersfield ⁶	2.31m x 3.70m ⁶	34	H/SY3/7/9	H/SY6/1/38
Ringwood & Fordingbridge	2.31m x 3.05m	38	H/SY3/7/10	H/SY6/1/39
Romsey & Stockbridge	2.31m x 3.05m	43	H/SY3/7/11	H/SY6/1/40
Winchester	2.77m x 2.74m	43	H/SY3/7/12	H/SY6/1/41

with a C prefix, in the 1920s.³ Every C road would be divided into sections which were created where it crossed or was joined by another road. District surveyors would measure the length of each section, and record its average width between fences, its carriageway, and the type of road surface. Furthermore, Hughes instructed them to assess the length of life of the existing surface, its current and future traffic use, road restrictions under the 1920 and 1930 Road Traffic Acts, and their proposals for a systematic but economic upgrading of the roads over a 12-year cycle. He was looking at cost-effective proposals so that the planned surface should be appropriate for the future volume and weight of traffic it would carry. He explained that the RDCs to whom he had written would be given the opportunity to comment on the results of the survey.

The Road Books

Hughes recognized the importance of having the survey data structured in a standard format. He therefore directed how the results and proposals for upgrade, where necessary, should be recorded. A standard 8 x

which show the profiles of the surfaces, colour coded, at one inch to the mile below which are recorded the upgrades and the financial year in which they occurred. At the end of each book is recorded, in pencil, costings per yard, for various types of surface, presumably added by Hughes as they are all in the same hand. Only in one instance is the name of the district surveyor recorded on the inside of the hard cover: Chas E Marchant for Andover RD, dated 14 March 1934.

The Road Maps

These are very large (Fig. 2). Maps were prepared by the county surveyor's headquarter's staff. Sheets of the third edition six-inch Ordnance Survey maps were cut into 46 cm (18 inch) x 30.5 cm (12 inch) rectangles and pasted onto linen, with a 1.5 cm (½ inch) gap between panels. One linen map was prepared for each rural district, except for Basingstoke RD which had two. The boundary for each district was clearly marked and the bridges for which the County Council was responsible were clearly identified, using the number from a register of bridges. Each map had a panel giving the

colour codes to be used (Fig. 3). The maps are folded top to bottom, concertina fashion, and finally from side to side, concertina fashion, to leave the card title page on top, for ease of storage.

The approximate sizes of the maps and the number of



Fig. 2. Droxford RD road map (HRO, H/SY3/7/5).

panels used are given in the table. Reference information that would have appeared on the OS maps has been omitted from these 'doctored' sheets and only the information relating to scale and boundaries has been cut off and glued to the linen. The road numbers were entered by hand on the maps (no roads were numbered until after the 1920 Roads Act). The Basingstoke (north) map cover bears the name 'A C Hughes, BSc. A.M.Inst. CE. County Surveyor' and is dated November 1933. These maps are still robust and were very much used as working documents. There are pencilled notes of district responsibility changes, new C roads added, as well as the colour codings of existing and changed road surfaces.

After the Survey

In his 1935 annual report Colonel Hughes emphasized that the costed 12-year programme (£276,903 per annum) was a minimum one and only allowed for the roads to be resurfaced at their present width and alignment, but on more heavily trafficked roads the carriage width would be widened to a minimum of 16 feet, thereby qualifying for a grant from the Ministry of Transport, and a provision of £3,000 a year, which would also cover improvements of bends and junctions, had been included in the yearly estimate. The annual 12-year cycle started on 1 April 1935 and data in the road books and on the road maps confirm that resurfacing work, based on priorities agreed between the county surveyor and the rural districts, continued until the preparations for war seriously impacted the agreed programme.

In the year 1939/40 only 48 per cent of the planned upgrading was completed. The construction of military camps, airfields, searchlight and anti-aircraft sites, frequently accessed by minor roads, changed priorities; only schemes which had been started or were of military importance were continued. The lack of office staff due to enlistment affected the amount of time spent updating the maps and books. Hampshire County Council took back responsibility for unclassified roads after 1 April 1942, and no doubt the system for recording work done on C roads was integrated into the methods used by the county surveyor for A and B roads.

Conclusion

It is the author's opinion that these maps and books are potentially a useful, but little known, resource for both

local history and landscape researchers. Nowhere else is it possible to find a large-scale OS map, with century-old data, encompassing such a large area, e.g. the Droxford RD map covers an area 18 miles by 20 miles. The road books represent a snapshot of Hampshire's rural network 70 years ago. Whilst the details of road surfacing may be thought of interest only to highway historians, the existence of nearly 10 miles of unmetalled sections on road C 54 in Andover RD, for example, indicate probable routes used by the droving



Fig. 3. Colour key taken from the Winchester RD map (HRO, H/SY3/7/12).

trade. Again, the New Forest still had over 18 miles of gravel road and, in the words of its district surveyor, 'nearly all roads are subjected to holiday traffic. Generally there is an absolute absence of foundation for the most part being built on very soft clay or virgin forest'. The 'Remarks' column contains a wealth of information about road use by the military, country buses, etc. In conclusion, although Hughes did not have local history researchers in mind, he regarded these records as a 'type of Domesday Book of the unclassified roads, and although it has involved an immense amount of labour, it will undoubtedly prove of the greatest value in future'.

Notes

- 1 Colonel (later Brigadier) 'Archie' Hughes, CBE, DL, joined HCC as deputy county surveyor in 1925, and served as county surveyor from 1933 to 1957. He died in June 1961.
- 2 In the UK the number of licensed vehicles increased from 873,700 in 1921 to 2,768,606 in 1936 (216 per cent) but mileage of roads increased only by 1.3 per cent.
- 3 In the county surveyor's report dated 4 November 1935 (HRO, H/CX1/31/17) there is an appendix (pp.3537-49) which lists every Hampshire C road and its route.
- 4 Space does not allow a technical description of the various road surfaces but the following edited extract from Hughes's report (5 Nov. 1934) about the proposed surfaces is given: 'Waterbound gravel, flint or Bargate stone—surface dressed: more economical, taking into account moderate traffic levels, maintains a surface of reasonable standard. Grouted gravel or flint: used where roads are fairly heavily trafficked and local good quality material available. Grouted limestone: reserved for roads of heavy traffic, where local road material was unavailable'. Waterbound: water and binding material applied to macadam materials (limestone, granite), still used today, for example on forestry roads. Surface dressing prevented dust, strengthened the wearing course, formed a waterproof layer of tarmac, and provided a skid resistant surface. Grouting was a method of penetrating the upper course road material with a bituminous material.

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5 Basingstoke RD area is divided north and south of the A30 and B3400.
6 Petersfield RD map included Havant and Hayling Island.

Sources

HRO, HPUB/SY2/1/1 (county surveyor's annual report 1934/5)
HRO, H/CX1/31/15 (Roads and Bridges Committee minute book, vol. V)
HRO, H/CX1/31/16 (Roads and Bridges Committee minute book, vol. VI)

Hampshire Chronicle (obituary of A C Hughes, 3 Jun. 1961)
Goldsmith, H E, Practical Road Engineering (1925)
Hughes, A C, Tar Roads (1938)
Jeffreys, W R, The King's Highway (1949)

Acknowledgements

I wish to record my appreciation for the help given by David Rymill, Hampshire Record Office, for organizing the map photographs, and to Mr J Ekins, former Hampshire county surveyor, for his loan of technical material and his review of this article.

Archives and Local Studies News from Hampshire Record Office David Rymill

Recent additions to the holdings

Upstairs and downstairs

A lease of Preston House, Preston Candover (129A08/E/T1), dated 1751, by the administrators of the estate of William Guidott to John Ambrose, which we received last autumn, appears unremarkable on the surface. What makes it exceptional is the detailed schedule included with the lease, listing every item in each room, from showpiece rooms such as the 'Best Parlour' and the 'Wrought Room', to the servants' quarters, outbuildings, garden, timber loft, dairy, brewhouse, laundry, and cellars. It provides an evocative snapshot of life in the English country house in the 18th century. A full transcript is available in Louis Jebb's book *Preston House: A History* (available in the search room at 728.809).

A collection of papers relating to the Bristow family (134A08) includes a cash book of 'RB' [Robert Bristow] including an account of expenses as Clerk Comptroller of the Board of Green Cloth, 1718-38, and a journal of a journey to Wales, 1797. An account book containing agreements made when taking on servants, especially menservants, 1794-1804, is of particular interest, because records of domestic servants survive for so few households; it gives details of the wages and allowances to be paid: for instance, Benjamin Williams, an upper footman was to receive 22 guineas a year, with travelling board wages of 3s. 6d. per day and board wages when not travelling of 10s. 6d. per week.

Church and parish

In May 1979 a fire which hit St Peter's church in Yateley all but destroyed the church and its contents. We have been given a set of scrapbooks, carefully kept by the former parish archivist, Jean McIlwaine, documenting the church before and after the fire (189A08/1-2). The files contain photocopies, memoranda, correspondence, transcripts, cuttings and some poignant photographs, and represent a goldmine of information, especially given that so much was lost. The files also document the fire itself, and the rebuilding of the church.

An interesting collection of mainly 18th- and 19th-century documents relating to Kingsclere (183A08) sheds light on the working of Higham's Charity, which arranged apprenticeships for poor children from the parish. Seven apprenticeship indentures dated between 1787 and 1853 record local children, mainly aged about 13-15, being placed as apprentices with a variety of craftspeople.

School records

One of the largest recent additions to the holdings of school records reveals more than a century of the history

of St Peter's C of E-aided junior school, Farnborough (99A08). This school traces its origins to a small dame's school run by a Mrs Cook in the 19th century. In the 1960s the school outgrew the 1868 building, and it was moved to the Grade II listed 15th-century manor house, Farnborough Place. The collection includes log books, 1866-1995, and admission registers, 1915-2000, as well as more recent papers such as plans for the conversion of Farnborough Place. The early log books refer to familiar problems of lateness and absenteeism: 28 Nov 1884 'Have had to complain of the late coming of the family of Farmer Hall, after many attempts both with the father and mother who each blamed the other I had to make a public example of them by speaking to them before the whole school in the presence of the Rector—this has given offence and the children have gone to another school'.

Business records

Four additional letter books have been received relating to the building business of A V Francis of Colden Common, covering various years within the period 1902-51 (111A03/A1/2-5). A glance at the 1902-5 volume shows that many of the customers lived in Colden Common and the immediate vicinity, such as General Sir Frederick Forestier Walker of Foulis Court, Fishers Pond, while others lived a little further afield, such as F G Stewart, of Kings Court, Chandlers Ford.

A substantial collection of records (186A07) tells the story of Cox and Hicks, a drapers' and outfitters' shop in the Market Place, Ringwood, which traded for nearly two centuries. The earliest records are title deeds to the premises purchased in 1794 by Barnabas Hicks. In about 1804 John Hicks was joined by his younger brother, Robert, who later took over the business entirely. Robert's widow Eleanor was responsible for the production of an inventory drawn up in 1814 (186A07/1/5) which provides a detailed account of the variety of items in stock. Eleanor was joined by her son Robert in 1826; he died in 1842 and his widow married Charles Cox; the firm then became known as Cox and Hicks. The business was run by the Davis family from 1908 (when it was bought by Ernest Davis, a former apprentice) until its closure in 1989.

An intriguing item of interest to historians in the Ringwood area is a tiny notebook listing about 150 local women in the mid to late 19th century, perhaps glove knitters (186A07/1/7). There was a thriving cottage industry until at least the time of the Second World War making Ringwood Knit Gloves, which Cox and Hicks sold throughout the country; customers included the Metropolitan Police who bought white gloves, ideal for

use when riding because the structure gave a good grip on the reins.

Photographs

A number of interesting group photographs have been received recently. We have received a set of photographs of Fyfield dating from the time when the Revd Evan Reynolds was rector of the parish (1893-1942). In addition to family groups, they include a posed group of children—possibly a Sunday school class—and groups of adults and children, presumably Fyfield parishioners, perhaps including church outings or celebrations for peace or for a coronation or jubilee (143A08). From Burghclere, meanwhile, came three group photographs of Burghclere school pupils and staff, taken by Newbury photographers known to have been active in the 1880s-1900s and 1890s-1920s respectively (111A08/1-3).

Plays and memoirs

Last summer we received an enquiry from Irene Coates of the Isle of Wight, who was seeking a long-term home for her extensive personal papers. Mrs Coates is an artist and author, whose works include an account of the relationship between Virginia Woolf and her husband Leonard. As a result of her enquiry, we have received a copy of Mrs Coates's documentary play *Sweet F. A.*, dramatising events surrounding the murder of Alton schoolgirl Fanny Adams by solicitor's clerk Frederick Baker in August 1867 (136A08/1). Mrs Coates felt a need, in writing the play, to remind modern audiences of the origins of the throw-away phrase so often heard today.

Personal memoirs can give us a glimpse of day-to-day life, and of the lives of some of the individuals we may find listed in registers or directories. Edwardian life at Dogmersfield rectory (now Tundry House) is vividly evoked in a memoir written in 1954 by Katherine Connolly, née Knight, one of the daughters of Revd Francis Knight who was rector of Dogmersfield from 1900 to 1907 (37A08/1; Fig. 1). The memoir describes



Fig. 1. Reproduction of a photograph of Ruth and Katherine Knight of Dogmersfield rectory as children c.1900, courtesy of The National Trust and Teeside Archives (HRO, 37A08/3/3).

the life of the family at the rectory, from the sticky ink of the cyclostyle in Mr Knight's study, used for running off village concert programmes, to the silver wyandotte chickens wandering into the drawing room from the garden and overturning Mrs Knight's waste-

paper basket. Katherine goes on to describe Pilcot village, mentioning a number of residents such as Sarah Lunn who 'did odds and ends of dressmaking ... surrounded by her snippets and her sewing machine' and the Poulterers who 'hired out the rowing boats ... calling at their cottage, for the boat cushions, the oars and rowlocks' for 'that wonderful ever open door, the [Basingstoke] canal'.

Recent catalogues

Recently completed catalogues have included a long series of periodicals, formerly part of the Winchester Local Studies collection. The periodicals, totalling some 64 boxes of local community and business magazines, groups' newsletters, and relevant local and family history publications, are now listed on our online catalogue and accessible in the search room.

Harvesting at Church Crookham and Itchen Stoke

Among the recently-catalogued collections which form part of the Local Studies collection transferred from the Library Service are several evocative groups of photographs. These include photographs of tobacco being cultivated and harvested at Redfields Farm, Church Crookham in the 1920s-30s (139A08), a small collection of copy photographs from the Imperial War Museum including two images of troops stationed in Hampshire in the Second World War (153A08), and more peaceful scenes of harvesters at work near Itchen Stoke (154A08).

Scrapbooks

Also among the items which recently arrived at Sussex Street as part of the Local Studies collection is a scrapbook of the Winchester architects Colson and Son (59A08W/1). It mainly contains press cuttings relating to buildings and archaeology, but of particular interest are two original photographs of the opening in 1896 of the new Ampfield school, designed by J B Colson. Also formerly part of the Local Studies collection is a scrapbook of Crawley Women's Institute, produced in 1951-69 and including earlier photographs (137A08), recording many different aspects of village life.

Also recently catalogued in greater detail were two ledgers kept by John Ring, a Basingstoke auctioneer and furnisher, in the 1780s-90s, giving a wealth of detail about the furnishing of late Georgian houses in northern Hampshire (8M62/14, 8M62/15). Some of his customers were clergy, gentry, and officers, such as the Revd Mr Austen of Steventon (George Austen, Jane's father) who in August 1790 bought 17 yards of Scotch carpeting, and a fender, grate etc, for a total of £5 9s. 6d. Other entries relating to more modest purchases give an insight into the homes of schoolteachers and craftspeople: Mr J Davies of Heckfield school bought a feather bed and bolster for 3 guineas, plus 4s. 6d. for a sheet to wrap it in.

Another new catalogue relates to the papers of Professor Rosalind Hill, whose family owned Stockbridge manor (87M97). The greater part of this collection consists of research papers of her father Sir Norman Hill, who undertook much research into the history of Stockbridge in the 1920s and 1930s. There are also papers of her brother, Dr Gray Hill, whose excavations on Stockbridge Down in the 1930s unearthed a number of early Bronze Age and Iron Age skeletons. Also in the collection are some original Stockbridge documents, including settlement examinations, settlement certificates, removal orders, and bastardy bonds from the 18th century.

Many of you will have noticed that, unfortunately, there are problems with our online catalogue: some descriptions are not shown in full, and some records are not visible at all. We sincerely apologise for the frustration caused. While this is a software problem, two other issues affecting the catalogue were due to external causes. Please be assured that we are working hard to resolve this: the catalogue records are not lost, just not visible. If you are having trouble finding entries, do contact us.

Finally, I have recently handed over to my colleague Mark Pitchforth one of my roles, as membership secretary of Hampshire Archives Trust. The Trust exists to improve public awareness and appreciation of Hampshire's archive heritage. Anyone with an interest in Hampshire history and archives is welcome to join; members receive a newsletter twice a year, full of articles about activities and about discoveries in the archives (now edited by the undersigned!) and have the chance to participate in events such as outings to country houses, museums, and other locations with an archive connection - many of which are not normally open to the public. The Trust also acts as a voice for archives, and helps to ensure the preservation of archives in private hands by undertaking surveys. Membership costs £10 a year, and application forms can be found online at www.hants.gov.uk/archives-trust or contact Mark by email at archives.trust@hants.gov.uk.

Forthcoming events

This is already proving to be a busy year at Hampshire Record Office. One of the highlights later in the year should be the *Hampshire Family History Festival* organised by Hampshire's Culture, Communities and Rural Affairs Department (the new name for the Recreation and Heritage Department), 5 October-28 November, including a family history fair at Winchester Discovery Centre on Saturday 17 October. Between 7 October and 19 November, staff from the Record Office will be giving talks, many of which will be of interest to both local and family historians, on themes from war memorials to the Swing Riots of 1830, at venues around the county, including libraries in Aldershot, Fareham,



Fig. 2. Decorated initial letter from the 1336-7 Winchester pipe roll showing a hare (or fox?) playing a harp (HRO, 11M59/B1/89).

Farnborough, Horndean, Kingsclere, Leigh Park, Totton, and Whitchurch, and also Aldershot Museum, the Red House Museum (Christchurch), the St Barbe Museum (Lymington), and Royal Victoria Country Park.

Exhibitions

Exhibitions are in Hampshire Record Office's foyer unless otherwise stated.

3 Aug-30 Sep 2009: *Threads of history*: images from the archives on a textile theme, displayed alongside original artwork—by Eve Corral, a lace-maker, in August, and by Lin Howard, whose textile art is inspired by medieval buildings, in September—through the New Artists in Libraries scheme.

9 Nov 2009-30 Jan 2010: *On the bishop's manors, 800 years ago*—marking the 800th anniversary of the first of the pipe rolls, the fair-copy estate accounts of the bishops of Winchester, which shed light on daily life on the land in medieval times (Fig. 2).

Lunchtime lectures and archive film shows: last Thursday of each month, 1.15-1.45pm (free, no booking required)

27 Aug: *From Archaeology to Human Powered Flight*:

Hampshire's digital archives - by Heather Needham.

24 Sep: *Home Dressmaking: the culture of sewing* - an oral history presentation by Barbara Burman and Sarah Unitt.

29 Oct: an introduction to family history.

26 Nov: *Medieval People and Places in the Winchester Pipe Rolls* - by Mark Page.

December: no lecture.

28 Jan 2010: *Hampshire's Heritage of Song: George Gardiner and traditional song collecting in Hampshire* - by Bob Askew.

Family activities

Suitable for children aged 6+ who must be accompanied by an adult. Free, but booking essential: please ring 01962 846154

26 and 29 Aug, 10-11am and 2-3pm: *Football Crazy*: film show and exhibition about football in Hampshire.

31 Oct, 10am-12noon and 1-3pm: 'Big Draw'.

12 Dec, 10am-12noon and 1-3pm: Christmas workshop.

Beginners' evenings and *Lunch and Learn*

Our beginners' evenings help new users get started with research, especially using the most popular family history sources. Booking required, £7 per person. Now booking for 23 Sep, 21 Oct and 25 Nov.

Our 'lunch and learn' sessions offer you a chance to try reading old handwriting - and, if you like, to bring along a copy of a document you are having trouble reading, for the group to try (usually 1-2pm on the first Friday of each month, no booking needed).

At *Andover Library*, a member of Hampshire Archives and Local Studies staff will be on hand to answer your questions at the help desk on 19 Aug and 14 Oct, 10am-1pm.

Family and local history workshops and other events, at Winchester Discovery Centre (former Lending Library), Jewry Street unless otherwise stated.

Advanced booking is required: please ring 01962 873603; numbers limited, so please book early.

Uncover your Family History: family history sources available at Hampshire Record Office and the Discovery Centre: 18 Sep, 16 Oct, 20 Nov, 11 Dec, 9.30-11.30am. £10 per person.

For more information about events, please visit www3.hants.gov.uk/archives/whatson-hro.htm or ring 01962 846154

We have recently started a trial allowing researchers to use their own cameras in the search room. This option will be particularly useful for those wishing to take copies of items that cannot be photocopied or of significant amounts of material. There will be a flat-rate fee of £10 per session/day; permits should be purchased at the help desk before you use your camera.

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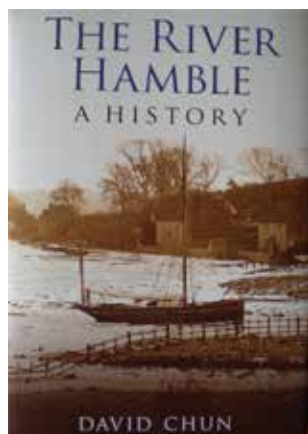
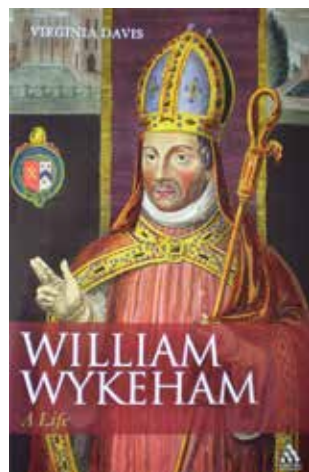
Virginia Davis, *William Wykeham: A Life*, Hambleton Continuum: London, 2007; pp.x+245, £60.

Virginia Davis has written the first full-length biography of William Wykeham, bishop of Winchester (1366-1404), for more than 100 years. Her engaging account effectively covers the main features of his life and career: his origins as the son of a free but non-aristocratic landholder from the Hampshire village of Wickham, his rise in royal service as a supervisor of the king's building works, especially at Windsor Castle, his central role in government and politics during the reigns of Edward III, Richard II and Henry IV, his long tenure of the richest bishopric in England, and—his most lasting legacy—the foundation and endowment of Winchester College and New College, Oxford.

Although the broad outlines of Wykeham's life and achievements are well known, Davis endows her biography with much useful detail and provides a context in which Wykeham's many responsibilities and activities may be judged. Despite the lack of surviving personal writings, she also makes an attempt to understand something of Wykeham's character and personality. A particularly good chapter on the bishop's household circle and friends perhaps comes closest to identifying aspects of his personal life, such as his long-standing interest in music.

Although Davis makes use of a wide range of primary and secondary sources, there is an apparent—and somewhat surprising—omission. The endnotes suggest only the most cursory examination of the 34 Winchester pipe rolls (or bishopric estate accounts) which survive from Wykeham's episcopate. These might be expected to include many interesting details of the bishop's political and religious activities, and those of his friends, servants and associates, recorded among the expenses of those manors where he regularly stayed, including Bishop's Waltham, Farnham and Southwark. Davis gleaned much similar information from the bishop's register, and it may be that she found no additional material in the pipe rolls. If so, it would certainly have been worth emphasizing, if only to demonstrate how the two sources are corroborable. But without any such statement, the nagging doubt remains that some aspects of Wykeham's life and career could have been illuminated still further. The pedantic reader will find rather too many proof-reading errors. Nevertheless, this biography is to be welcomed as a major study of an important figure.

Mark Page



David Chun, *The River Hamble: A History*, Phillimore: Chichester, 2009; pp.x+118, £16.99.

The river Hamble flows for some 12 miles from its source near Bishop's Waltham to its confluence with Southampton Water. In this excellent book, David Chun discusses the river's history from prehistory to the present, providing a vivid account of its many uses and of some of the people who lived and worked there. After a brief introduction characterizing the Hamble valley and its local (and wider) significance, the book is divided into three parts, each focusing upon a different stretch of the river. The first part is concerned with the upper reaches from Bishop's Waltham to Botley. From the Middle Ages much of this area was owned by the bishops of Winchester, whose fishponds were created by impounding the river, and who owned a number of water-powered grist and fulling mills; one of the bishop's tenants there in the late 13th century was called Peter le Fuller. A 17th-century proposal to make this part of the river navigable was never effected, but remained, in the author's words, 'an episcopal pipe dream'.

The second part of the book deals with the stretch from Botley, the Hamble's tidal limit, to Bursledon. A bridge over the river was built at Botley in the late 18th century, and thereby transformed it from 'a place almost deserted' to 'a great thoroughfare' and 'considerable village'. William Cobbett lived nearby in the early 19th century, and no doubt observed the thriving river trade, particularly in flour, timber, and hoops. The hoops, used in barrel-making, were made locally from surrounding coppices and exported as far as the West Indies. They were taken to one of a number of quays or landing places along the river, some of which may be of medieval origin. Medieval historians have only recently become aware of the potential significance of such sites, which are discussed in the collection of essays edited by John Blair on *Waterways and Canal-Building* (2007). The woods of the Hamble valley were important not only for hoop-makers, but also for the region's shipbuilders and local ironworkers. Much of the river-bank is now owned by Hampshire County Council and the National Trust, in part due to the efforts of Hugh Jenkyns (d. 1947), thus ensuring its long-term preservation.

The lower reaches of the river, from Bursledon to Hamble, are discussed in the final part of the book. Shipbuilding was a significant industry there from the Middle Ages: the wreck of Henry V's famous flagship the *Grace Dieu* still lies in the mud-flats near Bursledon. Fishing, salting, ironworking, and brickmaking were also undertaken on a considerable scale until decline in the 19th and 20th centuries. At the mouth of the river on the east bank, the medieval port of Hook has now almost completely disappeared, the settlement migrating northwards to Warsash. However, in the 14th century Hook seems to have been more important than Hamble on the west bank. Its ships carried hides, hurdles, and red wine to Cornwall, as recorded in the Duchy's havener's accounts published by the Devon and Cornwall Record Society in 2001. Hamble's trade continued into later periods, and it was a notable centre for smuggling in the 18th century, but by the 20th the river's economy was increasingly based on yachting and the leisure industry. Both the author and publishers deserve credit for producing such a well-written, beautifully presented book, which includes around 100 illustrations.

Mark Page

Landscape

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Editorial

In the Navy our perception of the local landscape was pretty basic, dividing simply into the animate and the inanimate, and neatly summed up by this advice to recruits: 'If it moves, salute it! If it doesn't, paint it!' At university this became refined into: 'If it moves, count it! If it doesn't, map it!' Today, if it moves, it is probably being bulldozed prior to demolition. If it doesn't, it is probably a recent arrival. The reality today is that we are living in a transient landscape, and one in which the pace of change in recent years has been swift. Therefore, the need to count and map, and record and report is essential. And, as you probably have already rumbled, this is all no more than a commercial to encourage the reporting of recent or ongoing work to the Newsletter. Alternatively, you may wish to raise questions, if you have met an obstacle. George Watts (below) is raising questions for which one of our 500+ members may have the answers. And your work might even stimulate others into a follow on, as Mark Page is indicating (below).

As an illustration of transience in the landscape, 'the inn' has been performing well in this respect since at least the medieval period when a tenement could become an inn as the need arose, then revert back to domestic life when trade and travel slackened, or even experience rebirth in a different role (fig.4 'Alton Walkabout' below).

Some inns have taken change in their stride. The Royal Oak, Fritham, originally probably a herdsman's cottage within a medieval vaccary, is named on the 1759 Taylor map, when it was a drovers' inn. Later in the 19th century it survived as a farm labourer's 'local', in the 20th century as a rambler's staging post, and is currently popular as a lunch outing for the family or the motoring retired. It shows evidence of several periods of building, to cope with the changing demands.

This capacity for adjustment and adaptation to changing circumstances by the inns is impressive. What is not always recorded is the pace of change. One winter evening in the early 1960s, when I needed accommodation, I discovered the Haycock Inn, a former coaching inn on the Great North Road between Stamford and Stilton. I was shown into a room with oak panelled walls, uneven oak floor boards polished by the feet of centuries, a large fire burning in the grate, the whole room dominated by a great four-poster bed, in which I later lay luxuriating in the firelight watching the shadows of the drapery flickering on the ceiling. Some months later, shortly after my marriage, I took my wife off to the Haycock for a second honeymoon, having booked my old room. We were shown in to find.... a fitted carpet, painted walls, central heating and twin beds.

I suspect the Navy had a hand in this.

Some questions arising from W H Hudson's *A Shepherd's Life*.

Re-reading Hudson's *A Shepherd's Life* recently in pursuit of drovers, I came across a passage I hadn't noticed before:

"... down to about 1840, it was customary to burn peat in the cottages... but the cost of its conveyance to the villages of the plain was about five to six shillings per load, as it came from a considerable distance, mostly from the New Forest."

Commercial peat digging in the New Forest? Where are the sites? Can we identify the tracks taken by the wagons? Was Salisbury Plain the only market? This sounds to me like a new topic for the landscape history of Hampshire – but no doubt some Newsletter readers are better informed.

George Watts

Studying Medieval Settlement in Hampshire

Mark Page

In his editorial in the last Newsletter, George Campbell asked whether the methods and findings of the 'Whittlewood Project' might be applied in Hampshire. Whittlewood is the name given to a group of parishes on the borders of Buckinghamshire and Northamptonshire, which were formerly part of Whittlewood Forest. The area was selected for a detailed archaeological and historical investigation into the origins and development of villages, other types of settlement, and their associated landscapes in medieval England (Jones and Page 2006).

For both personal and professional reasons, Hampshire was never far from my thoughts during the project. When the project started I was living first in Winchester and then in Alton, before finally moving closer to the project's base at Leicester University. The mix of compact villages, more loosely structured

settlements, hamlets, and farmsteads, which can be found in the Whittlewood landscape, was familiar to me from several parts of Hampshire, including around Alton. Whittlewood's forest setting, too, has its parallels in Hampshire: the chalk downlands were ringed by medieval forests, including Alice Holt, Bere, Pamber, Woolmer, as well as the New Forest. As early 19th-century Ordnance Survey maps show, the pattern of settlement and landscape on the clays of north Hampshire was not very dissimilar to that found on the clay soils of Whittlewood (Figs. 1 & 2).

Other influences also drew me to Hampshire. The Whittlewood Project grew out of a wider study of medieval settlement in the East Midlands (Lewis, Mitchell-Fox and Dyer 1997). An offshoot of that project was a brief examination of medieval settlement in



Fig. 1 North Hampshire in 1817 (OS Map 1:63360, sheet XII (1817 edn)).



Fig. 2 Whittlewood in 1833 (OS Map 1:63360, sheet XLV (1833 edn)).

Hampshire and the Isle of Wight (Lewis and Mitchell-Fox 1995). A conclusion of that study was that early medieval (pre-11th century) settlement was much less dense on Hampshire's northern clays, in the east Wealden area, and on the heathland around the New Forest than it was on the chalklands. Similarly, in Buckinghamshire and Northamptonshire, evidence of early medieval settlement was more marked in the Vale of Aylesbury or the Nene Valley than it was in Whittlewood. But that does not mean that these apparently less favoured areas were unoccupied in the Saxon period. The early medieval settlements of Whittlewood were small and were only found as a result of intensive fieldwork. In Hampshire, too, recent studies have revealed Saxon settlement off the chalk; for example, at Monk Sherborne in the north of the county, and at Pennington in the south where previous archaeological evidence for occupation was almost non-existent (Teague 2005; Moore, Pine and Taylor 2008). In both Hampshire and Whittlewood, Saxon pottery survives in the ground awaiting discovery.

Another by-product of Lewis and Mitchell-Fox's work was a complete transcription of the 1327 lay subsidy roll for Hampshire, which has recently been passed to me as general editor of Hampshire Record Series. This document includes entries for around 500 settlements in Hampshire and the Isle of Wight and the names of several thousand taxpayers. It was compiled when the medieval population of England was near its height, before the devastation caused by the Black Death. Taxation records such as this provide a useful indication of the spread of settlement and population in a county and may be compared with other sources, including Domesday Book. The Hampshire roll includes the names of a number of places not found in Domesday,

revealing the continued growth of settlement in the 250 years after the Norman Conquest; examples in the north of the county include Newnham, Somershill, and Woodgarston.

The Whittlewood Project combined historical research with a variety of archaeological techniques, including fieldwalking, test-pitting, and surveying. It concluded that both nucleated and dispersed settlements developed in similar ways as a result of dynamic change from the 9th century onwards. In the centuries that followed, a few settlements shrank or were deserted as a result of population change or the actions of lords, but most survived and remain inhabited today. Those methods could be applied and those findings tested in Hampshire, especially in areas of former forest where the settlement pattern (like Whittlewood's) was mixed.

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A Small Market Town of Some Note: Walkabout in Alton led by Tony Cross. George Campbell

If Daniel Defoe had been treated to the Alton town walkabout that we were, one brilliantly sunny May Saturday, he would have realised that it was hardly 'a place of no note'. As Jane Hurst, who accompanied the leader and organiser, Tony Cross, pointed out, Domesday recorded at that early period, that Alton had the biggest provincial market in the country (allowing that some



Fig.1 Tony Cross addressing the group at the first staging post.

larger towns were missing). Tony is Curator of the Allen Gallery and the Curtis Museum; Jane is the author of several books on aspects of the history of Alton.

Tony addressed us first in the delightful garden of the Gallery, explaining the origin of the town on the spring-line at a low point on the 'West Downs' that link the North and South Downs at the western end of



Fig.2 The Market Place, Alton.

the Weald. Then went on to describe how this geology had also influenced the town's social and economic development through the availability of building materials, inns on the important Winchester to London route, and the industries of tanning, brewing and wool. With a group of 30 to navigate the busy streets, Tony



Fig.3 Shops occupying the former front of The George, a medieval inn.

suggested we divide into groups of three and equipped each group with a folder containing a collection of early photographs of key features of the town that we would visit in turn as staging posts in our walkabout. At each point we were invited to observe and identify the changes that had occurred, after which Tony and Jane explained in fascinating detail the sequence of changes and why, and answered questions (fig.1.)

Of the many highlights the inns featured strongly. Of the four medieval inns: the Swan, the White Hart, the George and the Pelican (later the Crown), the George became the main focus of our attention, primarily because of its glorious past as a fine galleried inn. Not much is visible of its former glory; its frontage is now destroyed or concealed behind the fronts of three shops (fig.3), while the remains of one timber framed galleried wing can be viewed along the length of the side overlooking the river (fig.4). In its prime the George had provided a good overnight stop between London and Winchester for those in the appropriate income bracket.

Another highlight was the market, now much smaller than when created, sometime in the Saxon period. Originally it covered a wide area of high ground south

of the river and to the west of the High Street. Then by a gradual process of encroachment and infilling, probably in the late medieval period, it was compressed into a much smaller area. It is clear that by the 17th century infilling was far advanced, as the Town Map of 1666 reveals. The latest stage in its reduction seems to have been reached



Fig.4 The side of one of the former galleries of The George.

by the beginning of the 19th century as it is dominated by the Town Hall on its eastern side, built in 1813. Very recently there has been some building, but at the edge of the Market Place (fig.2).

In their desire to preserve an objective view of this very attractive town, our guides were at pains to disclaim any connections with the famous to which they felt they were not entitled. One locally claimed tradition is that the Elizabethan poet Edmund Spenser spent some time in the town about 1590; his former home having been preserved by the Council as a mark of respect. Subsequent research has revealed that that house could not have been built until sometime after Spenser's death. Furthermore, it seems that not only was he never domiciled in Alton, there is no evidence that he was ever in this area. Nevertheless, the town has preserved an attractive period house.

Although aesthetics were hardly ever mentioned, members frequently commented on the overall impression of attractive and well preserved buildings set in a carefully maintained environment of ancient streets lined with young trees backed up by displays of shrubs on street corners. Clearly a town that conveys a sense of well grounded civic pride, and one of some note.

Chilworth's Missing Manor Houses George Campbell

The historic landscape is littered with the pieces of unfinished jigsaw puzzles. One local puzzle lacking two key interlocking pieces is Chilworth Manor House; the two missing pieces being the medieval moated manor house building adjoining the present farm, and its successor, an E plan Tudor period building (fig.1) that once occupied the site of the present Chilworth Manor House Hotel (fig. 2) on a ridge above Chilworth village (SU404182).

On a lowlying site below the ridge there was a farm in 1305, described as having 'a grange and oxbarn' ¹, the property of Thomas Peverel. At some time before the end of the 14th century the farmhouse was moated (fig.3),

probably by the Peverels, (who also had a moated house at Barton [Peverel]), and rebuilt as a more prestigious residence. The only known record of this medieval moated manor house is contained within 'A Survey of the Manor and Woods of Chilworth', undated, but probably early 17th century:

'A faire house of seven rooms to a floor, diverse of them wainscoted, with two harths and one stable, two barnes and other necessary houses of husbandry, with a convenient farm house for a tennant. Both house and granary in good repaire with 4 acres of ground in gardens

and orchard .. adorned with gravel walks. The house hath a faire Mote about it stored with fish, and there is on the Demesne a large pond stored with fish' ².

So it seems that what had been a farmhouse had become a comfortable well appointed home. The reference to 'a convenient farm house for a tennant' is without doubt a reference to Chilworth Manor Farmhouse, or its predecessor, situated immediately to the north of the moat (fig.4).



Fig. 1 The E-plan building (centre) from the 1755 estate map, with 'garden'.

In 1916 the Southampton Rambling Group gathered at 'Manor Farm, Chilworth', for a talk on the history of Chilworth by a Mrs Suckling. In her introduction Mrs Suckling drew attention to certain features of the farmhouse. '[Manor Farm] is Elizabethan with barns somewhat earlier, and panelling somewhat later,

In 2007, Edward Roberts



Fig. 2 Chilworth Manor House Hotel.

inspected the same house. His notes follow:

'Manor Farm is a much smaller house than one would expect on such a prestigious site. It is only one and a half storeys high and thus the tie beams have been partly cut out to create doorways at first-floor level. The plan was originally lobby-entry, that is, one mostly-destroyed bay on one side of the stack and two bays on the other side. The clasped-purlin roof and short straight braces are typical of the early or mid 17th century.

An extraordinary bay has been added to the two-bay end. This has elements of high-status roof timbers, which have been quite expertly cannibalised to create a unique truss. Where did these high-status timbers come from, and when were they incorporated into the present house?

Could it be that a manor house containing these timbers once stood within the moat, and that, when



Fig. 3 The moat with Chilworth Manor Farmhouse on its north side in 1755.

this manor house was demolished, timbers were salvaged and re-used to extend a much humbler house situated just outside the moat? At all events, these are not ship's timbers, so we have to look for a grand house circa 1600 from which they came.' ⁴

On this evidence, the farmhouse is probably early 17th century but with a later bay incorporating 'high status roof timbers' from 'a grand house'. This, coupled with



Fig. 4 Chilworth Manor Farmhouse today.

Mrs Suckling's observations of 'an Elizabethan house with slightly later panelling', would seem to confirm the two stages of building identified by Edward Roberts. The second building phase occurred probably a little later in the 17th century when the timbers and panelling were salvaged from the adjacent redundant manor house within the moat.

But where was its successor, the new manor house, built? The earliest reference to one appears in the appendix of Jessica Vale's study of Southampton's country houses ⁵ in



Fig. 5 Lower Brockhampton Manor House.



Fig. 6 The Parlour.

which she suggests circa 1780 as the date of the Georgian manor house that was built on a site occupied by the present Chilworth Manor Hotel. While this clearly could not have been the immediate successor to the moated manor house, there is a slender piece of evidence that might locate the former's whereabouts.

On the Chilworth Estate Map of 1755⁶, commissioned by the then lord, Peter Serle, the manor house is represented by an E-shaped outline (fig.1), close to the road and a little south of the site of the later Georgian manor house and its successors. As there is no doubt that the map was accurately surveyed and mapped in detail by William Grantham, it is clear that an E-plan manor house existed there in 1755. It would also seem that the 1665 Hearth Tax Assessment of Sir Edward Hooper, the then lord, on the basis of his twelve hearths, related to this E-plan house. The moated manor house possessed but 'two hearths'. (In 1665, Barton Peverel, another moated house, was taxed on four hearths.)

So, on this evidence is it possible to reconstruct the likely sequence of events and the approximate time when the decision was taken to move from the moated manor house to a new house built on a very different site and in a much grander style?

It is likely that the undated survey of the Manor was commissioned by Richard Douse in 1602 when he inherited the estate, prior to offering it for sale. This he achieved shortly afterwards, the purchaser being John More, serjeant-at-law.⁷ Following his death in 1620 the estate passed to his younger daughter, Anne, wife of Edward Hooper, 'sometime Recorder of Southampton'⁸, in whose family it remained for the next century.

It is possible that the E-plan house was built by the Hoopers shortly after they inherited the estate. It was a prosperous time for a local professional family who had just come into a large estate. The fashion for the E-plan was well established in the country by then. What could be better than building one on a commanding site on the ridge above the village, which also offered a fine view over their estate and beyond to the west and north?

This is mostly conjecture. But what is known is that when Gilbert Serle, the former Italian merchant, purchased the estate 'sometime before 1714'⁹ the E-plan house must still have been in existence, as 40 years later it appeared on the 1755 estate map. With reference to Chilworth Manor Farm, we can assume that 'the high status roof timbers' were salvaged from the redundant moated house along with the 'later panelling'. Where else?

Of the panelling described by Mrs Suckling, none

remains. Mr William Hay, the present owner of Manor Farm, who has lived there for the last fifty years, cannot recall any. Of the moat, only one of the arms remains. To Mr Hay's knowledge no archaeological investigation has taken place during the period of his residence of either the moated house site or the moat. Such an investigation could narrow down the period within which the moated house was abandoned. In addition, as nothing else has come to light about the E-plan house, any information that would assist in completing the jigsaw would be gratefully received and reported.

Postscript:

Visiting Hereford recently, I was drawn to Lower Brockhampton to study its medieval moated manor house (fig.5), which I hoped might give some idea of the appearance of the moated Chilworth Manor House in its later period.

What I found is illustrated above. It is not large, was built between 1380 and 1400, and 'has woodwork of a very high standard'. 'The building is a south facing two bay open hall with a large contemporary east wing. There is archaeological evidence of a similar wing on the west side of the hall. In the 1630s a bedroom floor was inserted in the Great Hall, and a parlour with panelling converted from the front downstairs room in the crosswing' (fig.6). The Gatehouse dates from about 1530. The moat is also well preserved.

It is similar in scale to the Chilworth moated site, has high standard timberwork, diverse rooms, two hearths (hall and parlour), and fine panelling (parlour). It is unlikely that Chilworth possessed a gatehouse. Being an important status symbol, a gatehouse would not have been excluded from the early 17th century survey.

References:

1. *Calendar of Inquisitions* 34, Edward I;
2. HRO 3 M49/8a-c;
3. Mrs Suckling, *Old Time Hampshire: The Story of Chilworth*, p.2, 1916;
4. Edward Roberts, *Notes on Manor Farmhouse, Chilworth*, 2007;
5. Jessica Vale, *The Country Houses of Southampton*, *HFC Proc.* 39 pp. 171-190, 1963;
6. A Map of the Manor of Chilworth, 1755, copy in the possession of Mr George Watts;
7. VCH Vol. 3, p.468, 1911;
8. Suckling, *ibid.* p.13;
9. VCH *ibid.* p.468;

All information on Lower Brockhampton Manor House, Herefordshire, has been extracted from the National Trust Guide, undated.

The Titchfield Canal – a matter of interpretation?

John Mitchell

Introduction

There is a man-made watercourse to the west of the River Meon in Hampshire, known generally today as The Titchfield Canal, which links the village of Titchfield to the northern shore of the Solent. Many publications, websites and even Fareham Borough Council documents claim that it "...is one of the oldest canals in the country..."⁽¹⁾ and reiterate the local tradition that it was constructed around 1611 for the 3rd Earl of Southampton. There is a further local tradition that a Dutch engineer was brought in to carry out the

work. The canal was deemed to have been a failure and was later used to feed water meadows. Despite decades of research by local historians, no information has come to light regarding the construction of this feature.

There are however several documents in existence which are of interest in relation to this matter but they are, based upon the currently accepted interpretation, mutually incompatible and do not support the locally held traditional views. They are the Titchfield Parish Record for 1589 – 1634⁽²⁾, the Indenture of 1620 setting

up the original Earl of Southampton's Trust⁽³⁾ and the transcript of the subsequent court case of 1742, Attorney General v William Churcher⁽⁴⁾. The incompatibility may be removed by a reinterpretation of the meaning of the remark in the Parish Record. This, together with later literary and cartographic evidence leads to the conclusion that the watercourse may well have been constructed as much as a century later and for a different purpose than generally supposed.

The Parish Register

The comment in the Titchfield Parish Register for the 24 June 1611 that:

"the same day Titchfield Haven was shut out by one Richard Tallbotts industrie under gods permision at the costs of the right honourable the Earle of Southampton" is the one piece of evidence which underpins the whole of the story, which has become accepted as fact, regarding the construction of a canal. This comment has always been taken to mean that the mouth of the estuary of the river was shut off from the sea as regards navigation by coastal trading vessels. An assumption followed that the watercourse to the west of the river must have been a canal constructed by the 3rd Earl of Southampton at about the same time in order to maintain a waterborne transport link between Titchfield and the Solent. This is not borne out by the contents of the Indenture of 1620 and is totally contradictory to the contents of the transcript of the court case of 1742, both of which will be examined in due course. An alternative interpretation can be made which does accord with these later sources. The Parish Register comment stating that "... Titchfield Haven was shut out ..." is a strange way of conveying the meaning which has been assigned to it, but it becomes a very simple, clear statement if the location which was called "Titchfield Haven", at that time, was different from the region so named today.

A reduced scale copy was published by Hampshire

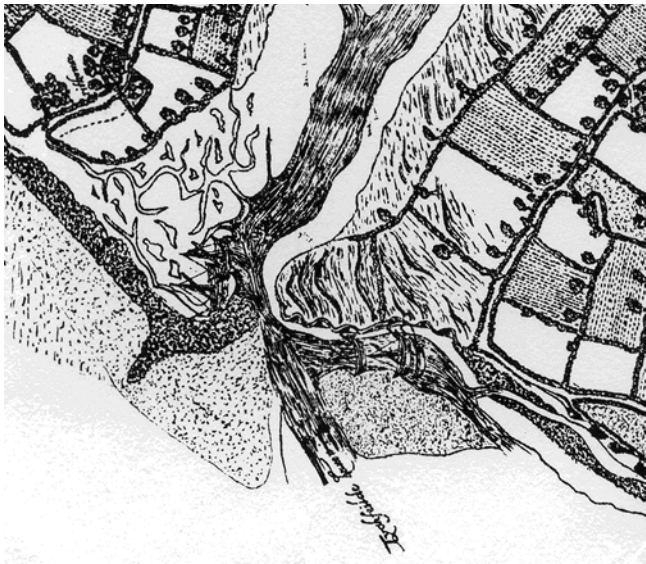


Fig. 1. Portion of Titchfield Estate Map

Field Club of a tracing by Wilberforce Cobbett in 1894 of the Titchfield Estate Map⁽⁵⁾. The date of the original map is often stated as 1610 although it is now thought that the date could have been at any time between 1605-10 since it refers to an area as "The coppes felled in Anno 1605". The relevant section of this map, (figure1), indicates a bifurcation of the exit from the estuary with a generally east-going channel in which there are depictions of two

single-masted coasting vessels of the time, which also appear elsewhere on the map and have been taken to indicate locations of wharves or mooring areas, and a more south-going channel. The east-going branch would be the main river outlet, deflected by the prevailing longshore drift which has built up a spit on the seaward side. The south-going branch is probably a breach in the spit caused by scour during periods of high discharge in the river during the winter months; during dry-weather flows in the summer the onshore and longshore movement of gravel by wave action would tend to form a bar at the seaward end which would be scoured away during the next winter. Whilst this variability in depth would preclude the use of this branch for reliable access to the river it could have provided a useful, sheltered mooring area off the main navigable channel, i.e. a haven. These two branches still exist at the lower end of the river valley although the south-going one has been blocked by the dyke carrying the road along the back of the beach.

The Estate Map specifically refers to the south-going branch as "Titchfield Haven". Later maps apply this designation to the whole of the region upstream of the tidal gates. It appears that the bank or dam which the 3rd Earl had constructed was not at the seaward end but was some distance upstream where the two exit channels divided. A sketch plan in the Hampshire Records Office of unknown date, but thought to be mid 18th century, indicates this location with a dotted line and the remark "The Bank before the Breach was made"⁽⁶⁾: this breach may have been made in the great storm of 26 November 1703. The statement in the Parish Register now becomes very clear and precise: the south-going branch, known at the time as "Titchfield Haven", was shut out (from the river) thus concentrating the whole flow of the river through the east-going branch. There are several possible reasons for doing this: reclamation, fisheries and to alleviate sedimentation at the entrance.

A reason which has been given for the Earl's alleged actions was an assumption that the estuary was silting up. This seems unlikely since chalk streams such as the Meon carry negligible sediment loads into their estuaries and the waters of the Solent are also low in suspended sediment content. There may have been a reduction in mean sea level associated with the long term lowering of temperatures during the "Little Ice Age" but it is likely that the greatest problem affecting navigation in the estuary was, as is still the case today, a partial blockage of the entrance due to continuing extension of the river spit. Closing off the south-going exit would concentrate all flow through the east going channel and would maximise the scouring effect of the out-going flow, to maintain the largest possible channel cross-section to facilitate navigation.

There is a dearth of names relating to fluvial features on the Estate Map: "Titchfield Haven" is one of very few exceptions and relates to a relatively insignificant feature. Since this map was drawn up only a very few years prior to the completion of the works, the 3rd Earl must already have formulated his plans and started on preparations for the work. It seems likely that the identification of this particular feature was a very conscious action.

Richard Tallbotts, who was identified in the Parish Register entry, was apparently from a local family, other members of which appear in the Parish Register. He continued to live within the community, married a local

girl in February 1625 and died in April 1629, apparently of natural causes: he was still referred to as "... the Sirvayer of Water Woorkes at Meenelane end...". He was clearly not a Dutchman but, if the construction of the watercourse was much later, Dutch influence could be a possibility.

There are a number of references in Estate account books held in Hampshire Record Office to works carried out on unspecified sluices in the area during the latter half of the 17th century. Sluices and other water engineering works would be essential in land drainage and reclamation; they do not indicate the presence of a canal.

It is worth noting that there is no reference, direct or indirect, in the Parish Register to the construction of a canal or to any of the many labourers who would have worked on it.

Earl of Southampton's Trust

Under an Indenture dated 18 May 1620 made between the 3rd Earl and a group of Trustees, all inhabitants of Titchfield, properties were leased to the Trustees for 500 years with the intention that they should be utilised in support of employment of the poor in a woollen cloth industry for which "... The Town being situate near the Sea Coast was very commodious...".

It seems inconceivable that he would have made such an investment if, only nine years previously he had been responsible for the closure of the estuary for navigation, and equally improbable that, had he spent huge sums of money on the construction of an innovative canal, he would not have advertised the fact!

Although provision was made in the agreement for replacing the original trustees when they died, this did not appear to take place and so the leaseholds eventually devolved to the last surviving trustee, Robert Churcher, and then through a series of his and his descendants' executors to his great-grandson, William Churcher.

Attorney General v William Churcher

On the 9th July 1742, a court action was brought by the Attorney General against William Churcher before the Master of the Rolls.

The Defendant was required to account for the fact that the properties leased by the 3rd Earl had been within the trusteeship of several generations of his family without any of the monies derived from their usage being passed on to the Overseers of the Poor of the Town. At two points in the transcription it states, unequivocally, that the river remained navigable from the town to the sea and was thereby useful in carrying on the woollen trade to advantage at the demise of the Earl and until the death of his great-grandfather Robert Churcher. He states that at some time after the death of his great-grandfather the river was diverted by the Earl's heirs or assigns "for their benefit" and the consequent loss of the river brought about the rapid and total loss of the woollen trade and a collapse in the revenues derived from it. At no point in his testimony, which covers the period from 1620 to 1742, does he mention the existence of a canal facilitating waterborne transport between the town and the sea. This testimony was given under oath and accepted by the two leading judicial officers in the country.

The 3rd Earl of Southampton died 10 November 1624 and Robert Churcher was buried on 4 June 1643; this would put the earliest possible date for the diversion

of the river in the second half of the 17th century.

It is strange that the date and the name of the perpetrator of this action were not specified: a possible reason is that his son was still lord of the manor and there was no wish to cause offence by naming him. This would suggest that it was the 1st Duke of Portland and that the construction of the watercourse was after 1704 when he took possession of part of the estate through his marriage to Elizabeth Noel. The charts of Greenville Collins (1693)⁽⁷⁾ and Dummer & Wiltshaw (1698)⁽⁸⁾ do not show the presence of a canal but indicate that the entrance to the estuary was still open and navigable. The earliest confirmed existence of this channel, so far discovered, is a chart by Joseph Avery in 1731⁽⁹⁾, which clearly shows the watercourse, but does not name it, with the *Breech* and the original river exit to the East closed off. The watercourse is first named in 1740 in a letter from Clement Walcot, the Receiver to the Duke of Portland for his Hampshire Estates, to John Lucas of the Inner Temple, London, concerning land boundaries, where there is a reference to the *New River* ⁽¹⁰⁾, not the *Canal*.

Conclusions

The 3rd Earl of Southampton was not responsible for shutting off the mouth of the Meon from the sea, thus causing the cessation of maritime trade to the town of Titchfield, nor for the construction of a canal. His action, reported in the Register for 1611, was to facilitate reclamation within the estuary of the river and possibly to maintain the main navigable channel. Evidence indicates that the river remained navigable from Titchfield to the sea up until at least the second half of the 17th century. The reason that considerable effort by many local historians has failed to unearth any evidence relating to a canal constructed for the 3rd Earl is simply that no such canal ever existed; it is probable that this watercourse, called *The New River*, was constructed early in the 18th century to convert the reclaimed pastures, on the western side of the estuary, to extensive water meadows.

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2. Hayward, K.ed., 1998. *Titchfield Parish Register 1589-1634*. Titchfield History Society.
3. Earl of Southamptons Grant of Severall Lands &c to the Towne of Titchfield for 500 years dated 18th May 1620. Archives of Earl of Southampton's Trust.
4. Copy of Order on Hearing of Attorney General against Churcher dated 9th July 1742. Archives of Earl of Southampton's Trust.
5. Hampshire Field Club, 1894. *The Titchfield Estate, From A XVIIth Century Map*. Reprinted 1983. Winchester: Hampshire Field Club.
6. Hampshire Record Office 1M46/1. *Plan of Titchfield Haven, 18th Century*.
7. Collins, Capt. Greenville. 1693. *Chart of the Solent, including the coast of Hampshire and the Isle of Wight in Great Britain's Coasting Pilot*.
8. Dummer, E. and Wiltshaw, Capt. T., 1698. *Chart of The River of Southampton in A Survey of Ports on the Southwest Coast of England from Dover to the Lands-end*.
9. Avery, J. 1731. *Chart of The Sea Coasts from Arundel to St Albans, including The Solent and coast of Hampshire*.
10. Hampshire Record Office 5M53/1110/9.

In the back

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Jean Main

Thank you to all those who wrote to tell me about the initials JM in the HFC logo. A succinct summary came from Anthony Pasmore, who wrote,

"Jean Main was the professional name of Mrs Jean Cobb, the renowned artist, co-founder of the New Forest Section and later at different times its secretary and chairman. She was also the scourge of the more reactionary elements of the Field Club. A leading member of the Club once said of her (in her hearing), "There are people in the Hampshire Field Club today that I choose not to meet!" It was a comment which gave Jean a great deal of fun in repeating on many occasions. Her death a few years ago was a very great loss to the Forest."

Jude James, a past-President, wrote with more information,

"She was born in Scotland in 1916, the daughter of a Royal Navy captain. Much of her education was at Portsmouth Grammar School after which she became a professional artist and designer, working in a variety of media including wood carving and, notably, glass engraving. She moved with her husband, a renowned marine artist, into the New Forest in the later 1950s and was a member of the Field Club by 1958. I remember her showing me the logo she designed for the Field Club in either 1962 or 1963. As far as I am aware it first appeared on the cover of Newsletter, Vol 1, No. 1, May 1965.

"Jean was always an active member of the Field Club intimately involved in the New Forest Section, which she was fundamental in establishing and of which she was the first honorary secretary. She was a key player in a number of major conservation issues connected with the preservation of the New Forest. She died at her home in Setley, Brockenhurst in May 1998. An appreciation by the late A.H. Pasmore appeared in Newsletter 30, Autumn 1998 and a fuller account by his son, Anthony, in the New Forest Section Report, No. 36, which appeared in Newsletter, 31, Spring 1999. This article concludes by stating, "The Club's logo bears the tiny initials 'JM' - her professional name - Jean Main"."

An obituary of Lord Malmesbury in the Daily Telegraph says that when he was Official Verderer of the New Forest from 1966 to 1974,

"... the Verderers' Court came under attack from some inhabitants of the New Forest who considered that it had not adequately

opposed the Forestry Commission's practice of replacing hardwoods with conifers. When Malmesbury retired as Official Verderer he was presented with a goblet engraved with an oak tree. The artist, Jean Cobb, had been one of the Court's principal scourges over the management of the New Forest."

Once again, thank you to all the others who also wrote and emailed. We have still not been able to track down the original drawing for the logo, and Council has agreed that, after nearly fifty years' hard use, the logo should be re-drawn to be more compatible with modern technology. New designs will be presented to Council in September and the results should be in the next newsletter.

Technology Gremlins

Technology was responsible for a number of small, but very irritating problems, with the last newsletter. A combination of a new editor, a new printer and initial teething problems between the editor's computer software and that at the printers meant that there were one or two infelicities in typography. We have our fingers crossed that we should have ironed out most of the problems this time. (And I can't tell you how difficult it is to type with crossed fingers.) The reproduction of two maps to the wrong scale was a misunderstanding and an erratum sheet is included in this issue.

Children's history

The Folio Society have just issued an edition of Rosemary Sutcliff's *The Silver Branch*, the second book in The Eagle of the Ninth trilogy of children's stories set in Roman and immediate post-Roman Britain. I wonder how many of us were first excited by history by the wide range of children's writers producing historical material in the 50s and 60s? Cynthia Harnett (whose *The Woolpack* was set in Hampshire in 1493), Geoffrey Trease and Henry Treece are three more who presented me with huge areas of history without my being really aware that it was the same stuff that I was being taught in school. Many of their works are out of print, and while Harry Potter is fun and Phillip Pullman is challenging, I am not aware of any modern writers producing quality history for children.

Adults are far better served, by, amongst others, the surge of historical detective novels, triggered by Caedfal and including ancient Rome (Lindsay Davies) and Henry VII's England (C. J. Sansom), the battle dominated series by Bernard Cornwell (Alfred, Hundred Years War, American Revolution and Napoleonic Wars all seem to have the same basic fighting man) and of course the many seafaring authors, dominated by Patrick O'Brian. And of course main stream historical fiction continues to survive.

So why not more children's material?

PROGRAMME OF EVENTS

September 2009 –January 2010

9th September WEDNESDAY	Archaeology Section , evening visit to the University of Winchester excavations on the site of St Mary Magdalen Leper Hospital, Winchester, 6.15pm.
12th September SATURDAY	Historic Buildings outing to New Forest churches, to be led by Frank Green.
10th October SATURDAY	Local History Section , Conference & AGM, Odiham.
31st October SATURDAY	Landscape Section , Conference & AGM, venue to be confirmed; Theme: Market Towns in North Hampshire
21st November SATURDAY	Archaeology Section : Conference & AGM
29th January FRIDAY	Local History Section , Annual Lecture, Dr John Chandler, ‘‘Roades Very Stony, Narrow and Steep’’: Early Travellers to Hampshire’, Hampshire Record Office, 7.30 for 8.00 p.m.