Hampshire Field Club & Archaeological Society

Newsletter

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Barry Cunliffe, John Beckett, Chris Woolgar and Maurice Howard (Clockwise from top left) address the 125th Anniversary Conference. Photo: Steve Taylor

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Newsletter

Contents

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Local History

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An Intolerable Nuisance

Malcolm Walford

The title of this article is taken from a petition raised by the householders of Twyford and presented to Hampshire County Council in April 1912. The nuisance was road dust and this article charts the problems of many Hampshire residents who lived next to main roads in the early 1900s and the various attempts to address the problem.

The condition of the main roads in Hampshire, as in much of Britain, which had reached their peak during the 'golden days' of coaching in the 1830s, had suffered from neglect for half a century. The advent of the railways in the 1840s caused a sudden reduction of toll income for the various turnpike trusts. Long-distance coaches could not compete with the cheapness and speed of rail travel, and though a reduced revenue obtained from local traffic accessing the nearest market town or railway station kept some trusts solvent until the 1870s, the money spent on road repair dwindled.[1] The trusts gradually went into liquidation and main roads became 'disturnpiked', becoming the responsibility of highway boards or sanitary districts. The condition of the roads had

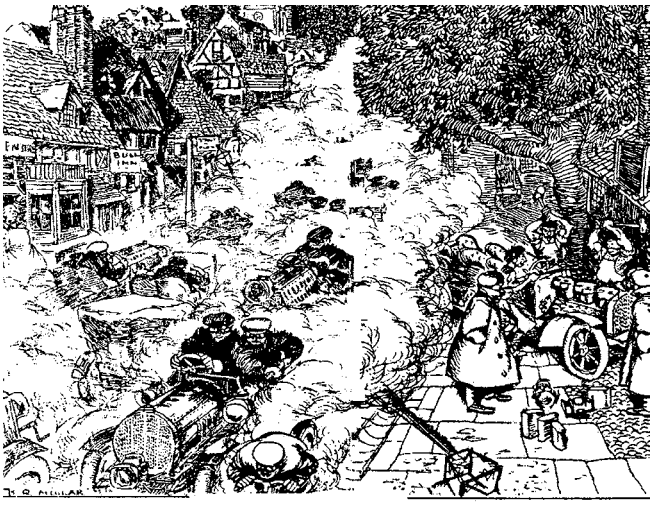

Fig. 1. Cartoon by Harry Tate, 1909

been ignored by the Home Office; almost as bad was the Local Government Board, one of the first quangos, which took over maintenance of them under the Public Health Act of 1872 (35 & 38 Vic. c.79).[2] This neglect of the main roads, outside boroughs, mattered little when the rural routes were used only by slow-moving farmers' wagons, the country gentleman in his carriage, or the lumbering steam locomotive restricted to 4 miles an hour. The only sign of road maintenance was the lonely figure of the road-mender working on heaps of stone by the side of the road. By the late 1880s bicycling was enjoying a socially acceptable vogue and grumbles about the condition of the road surfaces began to be voiced. The invention, about 1885, of the light internal combustion engine by Daimler and Benz and Butler heralded an altogether different road user: the motorist. To quote Brendon, 'the automobile has had a shattering social impact, causing accidents, pollution and congestion'.

Rees Jeffreys wrote in 1949 that 'the present generation cannot conceive how unpleasant life became in the first decade of the 20th century for those living by the side of important roads as motor traffic increased on roads unprepared for them' (*Fig. 1*). The *Hampshire Chronicle* of 26 April 1902 reported the annual parish meeting at Whitchurch, situated at a busy crossroads. Councillor Flint, a grocer and wine-merchant in Church Street, complained about the great inconvenience and unpleasantness arising from inefficient street watering. It was, he said, an almost intolerable nuisance. In 1903 the same paper reported that the County Surveyor had reported that granite had been used for the first time on the Botley and Shawford roads at Twyford to try to improve the dust problem; the difficulties for Twyford which continued for many years will be covered later in this article. In July of the same year, the Farnborough Division asked the county council to agree to the watering of the Farnham, Bagshot and London roads for both sanitary and highway purposes.

All over Hampshire, parishes on the main through-roads tried to cope with the dry summer weather which brought the problem of clouds of road dust created by passing motorists. Watering committees were formed in places like Bishop's Waltham; in 1905 Hartley Wintney parish council, having created a Dust Fund, paid £40 to tar half a mile of main road through Hartley Row. Applications to the county council for water-carts were received from Major-General Magrath and Rear-Admiral Gibson of Blackwater, who complained about traffic dust aggravated by the use of limestone as road surfacing material. This, as well as many other applications for highways staff to water the roads, was rejected on the grounds that the Highways and Bridges Act of 1891 only permitted the cost of watering for road maintenance; it was therefore a matter for the sanitary authorities. However, the county council was able to make a contribution towards the cost of watering. Thus, in July 1905, when applications were received from the Street Watering Committee at Waterlooville to renew the £20 grant to water a mile length of the main London to Portsmouth road two or three times a day in the summer months, it was readily granted.

In 1903 the Motor Car Act (3 Edw. VII. c.36) was passed. This allowed motor vehicles to drive at speeds up to 20 mph, although the Local Government Board, on application from a local authority, could lower the limit to 10 mph.[3] Road surfaces, adequate for slow-moving iron-tyred vehicles which pulverised the road material to fill the interstices, were quite unsuitable for the sucking action of pneumatic tyres of fast-moving motor vehicles. A county surveyor's problems were about to get worse.

Towards a solution

W J Taylor, Hampshire's second county surveyor, made a report to the the Roads and Bridges Committee about an experiment carried out in September 1902. Oil

had been applied to a section of the Farnham, Bagshot and London road. The trial had been monitored for six months. In dry weather there had been no perceptible traffic dust from the oiled portion but in wet or damp weather mud on the surface became a problem; at the end of six months the oil had largely disappeared.

Complaints about traffic dust were increasing as the number of vehicles and speeds increased; the breaking of speed limits was a regular feature of court reports in the *Hampshire Chronicle.* The Automobile Club was well aware of the problems of 'scorchers' and 'motor-cads', a rogue element who believed it was their birthright to travel at speed, regardless of other road users.[4] The AA was formed in 1905 by a breakway group of club members who resented the Club's attempts to placate growing public outrage against motorists by asking members to drive responsibly. The RAC conducted anti-dust trials in 1908 and supported efforts to improve the design of cars to reduce dust pollution.

Taylor conducted further experiments. He was permitted to spend £40 on experiments with tar on a 680 yard section of the Basingstoke-Bagshot-London road at Hartley Row. At South Stoneham, it was reported that house owners on the Southampton-London road had watered, at their own expense, the road surface with 'Westrumite', a commercial mixture of tallow, turpentine and water, which only worked for a short time. An exceptionally dry season and ever increasing speeds were blamed for the abnormal damage to the county's roads. In 1907, following numerous applications from parish councils for help in laying dust, Taylor was authorized to spend money on the Winchester-Basingstoke road at Kings Worthy and on the Winchester-Botley road at Twyford. He used a highly distilled tar known as 'Tarvia'. He employed different surfacing techniques at both sites and in October 1907 reported that the lengths treated had, at that time, shown no defects and were free from dust, except where it had been imported from non-treated surfaces.

In May 1909 Hampshire County Council issued a circular to all local authorities stating that £1,000 had been allocated as a contribution towards the cost of tar-spraying main roads in 'populous' places. However, following questions raised by district councils, it appeared that the Local Government Board had expressed the opinion that the tarring of roads was not an improvement within the meaning of the Highways and Bridges Act of 1891 and that the cost of tarring could not be charged to the benefitting parishes. Nevertheless, counsel had suggested that, under Section 11(4) of the 1888 Local Government Act, a county council could contract with a district council to maintain a main road and that a shared cost of tarring would be a legitimate expense for the rural district. It seemed that a solution to the dust problem had been found.

But, no sooner had Taylor's workforce started tar spraying, than complaints were being received from the owners of fisheries or fishing rights. In July 1911 a letter was received from the land agent for Lord Northcliffe alleging pollution of the trout fishery on the River Lyde between Nately Scures bridge and Tylney, but no tar was found in the samples taken. Taylor wrote to district councils pointing out the risk to fisheries by the use of crude or impure tar. In January 1912 Major Berkley accused the council of destroying fish at his Rookesbury Mill trout hatchery near Andover. Again the allegation was rejected: pollution was probably caused by gas lime unloaded at the nearby railway sidings. At Alresford, Mr H H Walford complained about injuries to his fish on the River Arle. In June 1912 a letter was published from Mr E Ferry of Kings Worthy, one of three lessees of 'very valuable trout fishing', expressing concern about the proposal to tar spray the road between Abbots Worthy and Itchen Abbas. It was decided that, until such time that the Road Board could suggest a viable solution, the work of tarring main roads close to Hampshire's river fisheries would be halted.[5] Although surface watering was deemed destructive, as it quickly caused roads to become corrugated and pot-holed, it was the only treatment available if tarring, although cheaper in the long term, was not an alternative.

On 19 May 1911 Taylor wrote to the Road Board that from 1 April 1912 the county council was taking direct control of main road maintenance. This prompted a rash of claims from various parish and district councils for busy roads in their areas to be 'mained'. These claims were supported by a traffic census from which can be seen the problems associated with road dust.

Alresford reported that, in the week ending 18 November 1911, 339 cattle and 115 sheep and pigs were among the many horse-drawn and motor vehicles that had passed through the town on the Kings Worthy road. Again, Fareham Rural District Council took a census (in the week ending 2 August 1913) which reported that 53 horses, led or ridden, 914 horse-drawn light vehicles, 373 horse-drawn heavy vehicles, and 20 sheep and pigs had used the 2¼-mile section of the Titchfield-Park Gate road. Thus, as well as dust from mud and gravel, powder from animal droppings was being blown into houses, shops, and into the lungs of adults and children. This caused many ailments and diseases to the eyes, nose, and throat. Punch magazine, a keen observer of social attitudes, carried cartoons of goggled male motorists, wearing full length dust-costs and scarves, their lady companions being suitably veiled and hatted against dust which penetrated the open cars.

Fig. 2. Twyford in 1860

The announcement that the county was taking responsibility for main roads immediately prompted a string of complaints about the unacceptable condition of the roads. In 1913 Cosham parish council wrote about the condition of the High Street which was 'a source of annoyance to residents and pedestrians through dust, mud and excrement—the result of the enormous traffic which passes over the roads'. Complaints in a similar vein were received from Sutton Scotney, Kings Worthy, and Yateley, to name a few.

The Case of Twyford

Twyford's dust problems were well documented in county council and parish council minutes. The village is

situated above the flood plain of the River Itchen on the Winchester-Botley main road and is crossed by the road from Morestead to Shawford with its railway station. Houses, shops, and two public houses lined the main road (Fig. 2). On 15 April 1912 the following petition was presented by local inhabitants:

'We, the undersigned, beg to bring to the notice of Twyford Parish Council the urgent necessity of a water cart for the use of the parish, and earnestly request that steps be taken as soon as possible to provide for the watering of the roads and streets. Now that tarring the roads has ceased, the dust caused by motors and vehicles has become an intolerable nuisance and the damage to shops and houses is enormous'. This was signed by Colonel F Yorke and 55 other householders and was passed to the county council. This produced a reply from the county surveyor to the effect that he had no power to water roads, except for road maintenance of water-bound surfaces.

Two years later the Earl of Northbrook wrote to the Main Roads and Bridges Committee complaining about the inconvenience suffered by residents owing to the main road through Twyford being untarred. Taylor was asked to prepare a scheme. In July 1914 he reported that 1,100 yards (1,005 m) of the main road and 350 yards (320 m) of the side road to Shawford had not been tarred because the water from the roads drained into the River Itchen. The branch road crossed the river and sloped towards it in each direction. The cost of a scheme to resurface these roads and provide drains and gullies was quoted at approximately £500, excluding the cost of land acquisition. No decision was taken. A fortnight later war was declared.

In 1916 another petition signed by the Revd C T Wickham and 118 ratepayers was received by Hampshire County Council. Their complaint was the lack of tarring through Twyford, though other parts of the Botley road had been treated, and that for five successive years they had had to endure great discomfort and damage to property because of priority given to the rights of a minority of fishing owners. This complaint was echoed in another letter from Mr L Herbert of West Downs School, which bordered the main road. 'Dust is at times appalling and there is no doubt it poisons the throats of children. The question is what is the greatest risk—certain pollution from the air or possible pollution of the River Itchen?'

Three years later, correspondence and meetings between representatives of interested parties continued with no immediate solution in sight. The government had appointed a committee in 1919 to inquire into the question of river pollution by surface tarring of roads and Taylor was waiting for the results before incurring heavy expenditure on constructing filters. The National Physical Laboratory was addressing the problem. On 20 January 1920 Admiral Sir Mostyn Field called a public meeting regarding unsatisfactory replies he had received from the county and this resulted in another deputation from the parish council, urging the Main Roads and Bridges Committee to authorize the construction of catch-pits and treat the main road through Twyford for a distance of 1,200 yards (1,097 m). Again nothing happened. Finally, after nearly 20 years, at the parish meeting held on 18 July 1922, the long-suffering villagers heard that the parish clerk was to write to Mr Taylor expressing their thanks for the surfacing of a new road with bitumen through their village; it was a great improvement and had ridded them of the dust nuisance.[6]

Conclusion

The Webbs, Rees Jeffreys, and Lipman have commented on Parliament's ineffectual management of the nation's highways until a Ministry of Transport was created in 1920. The majority landowning members of the Houses of Parliament fought a prolonged rearguard action to protect both their local influence from a centralized roads authority and their investments in railways. Better roads encouraged more competition from road transport. The issues surrounding car ownership in the Edwardian era have strong overtones of a class battle between the privileged few, the owners of cars and fishing rights, and the rest; the majority had to experience quite insufferable conditions so that the minority could pursue their hobbies. The social make-up of the Main Roads and Bridges Committee, which included Lord Montagu of Beaulieu, the Earl of Malmesbury, Sir William Portal, Lord Basing, Lord Robert Brudenell-Bruce, chaired by W H Deverell Esq of Rookesbury Park, suggests that a number of these and their circle of friends were car owners. The minutes of the Committee's meetings only provide researchers with an expurgated summary of discussions, but it would seem that the life of the county surveyor was a very difficult one. He was responsible for but powerless to improve road surfaces at the pace demanded by the local representatives of the people, whose lives were blighted by ever increasing road traffic. Parliament had not planned for this growth. Financial resources and centralized administration were lacking until the passing of the Transport Bill, after which Sir Henry Maybury was appointed Director-General of Roads and the 1920 Finance Act (10 & 11 Geo. V c.18) empowered county councils to collect duties on 'mechanically-propelled vehicles'.

Notes

1 The Portsmouth to Sheet Bridge turnpike trust was wound up in 1871, but in the same year adverts were still appearing in the Hampshire Telegraph for 'toll-farmers' on the Titchfield-Botley and the Petersfield-Farnham turnpikes.

2 The Local Government Board was not a government highway department or ministry and therefore no minister was answerable to Parliament for anything directly connected to roads until a Ministry of Transport was created.

3 Under Section 8 of the Act speed restrictions could be imposed where the road width, between fences or the boundaries of the highway, did not exceed 16 feet or where motor car traffic would be especially dangerous.

4 The Automobile Club, formed in 1897, became the Royal Automobile Club in 1907, thanks to the patronage of Edward VII, an enthusiast of motoring.

5 The Road Board, formed in 1910 under the Development and Road Improvements Funds Act 1909 (9 Edw. VII c.47-8), was able to provide grants towards the cost of maintainance of main roads. Section 8 (5) stated that 'improvement of roads' included 'the treatment of roads for mitigating the nuisance of dust'.

6 It took many years for all the county's classified roads to be tarmacadamed. Surface dressings of both hot and cold bitumen, in winter conditions, were used where there was drainage into fisheries.

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The Agricultural Revolution: Changes in Agriculture and Silviculture in Hampshire 1660-1830

Sharon Noviss

This article is concerned with the many innovations in agriculture and silviculture in Hampshire between 1660 and 1830. The chief changes to be examined are the cultivation of more land and new systems of water supplies, as well as the changes in terms of arable farming and livestock. Other areas to be covered include innovations in agricultural methods and the enclosure movement. A higher importance was placed on silviculture during this period. Silviculture is concerned with the relationship of a forest to its environment and involves the development, care, and reproduction of timber.

A gradual process which continued into the 17th century and beyond was the cultivation of more land, particularly during the Napoleonic Wars when the price of corn and other crops rose and production became more intense (Mingay 1989, 37). Chalk downland and wasteland was taken over for farming and existing farms became larger (Thirsk 1984, 332). There was an increase in arable farming which led Daniel Defoe to comment on the extensive transformation from sheep rearing to the growing of wheat as the primary farming method. His claim concerning the increase in wheat production is supported by information gleaned from the 1801 Crop Return and it describes a change taking place throughout England in general, not just Hampshire (Mingay 1989, 37).

J H Bettey asserts that the most significant change in agriculture occurred between 1640 and 1750 in the form of the emergence of watermeadows which were supplied by the rivers Itchen and Test in Hampshire. They consisted of a connection of channels and openings which would replenish the meadows with water from chalk streams before draining off, thereby supplying the meadows with a continuous flow of water at a stable temperature. This served as a means of guarding grass against frost and supplying it with chalky sediment which would enable early growth and provide cattle with an abundance of food when hay stocks had expired at the end of the year (Bettey 1987, 26). Additionally, Hampshire's water has a good supply of lime so the watermeadows provided vital nutrients for the grass and this method meant that crops would be unaffected by any possible droughts as the water was sourced directly from a river. These advantages were exemplified in 1669 by John Worlidge from Petersfield, who commended the use of watermeadows (Bettey 1986, 203). Hampshire's watermeadows were also important in supplying larger sheep flocks after 1640. However, although watermeadows improved agriculture to a considerable extent, they did not constitute a crucial change because they could only be constructed near a permanent water source and they had little importance nationally. There were also disadvantages accompanying watermeadows, including high expense and the requirement of skilled expertise (Bettey 1987, 26). An example of a watermeadow still in existence is the Winnall watermeadow at Winchester.

New methods emerging in Hampshire and elsewhere during this period adhere to the contemporary interest in producing larger amounts of produce and more profit. This was a response to the need to provide food for an ever-growing population and to counteract major economic problems caused by the Napoleonic Wars which resulted in a blockage of trade. The main method of increasing production was the planting of a greater variety of crops. A Hampshire farmer named Edward Lisle wrote that he had introduced several new crops to his fields, including rye-grass, clover, and sainfoin. Elsewhere, existing crops such as turnips, cabbages, and carrots were grown more extensively and potatoes were more universally grown, becoming a staple diet for people, particularly farm labourers. The new methods of increasing crop fertility permitted the growing of more varied crops both for human and non-human consumption. Daniel Defoe wrote about the method of folding in which the sheep folds were moved every night in order for the land to recover from grazing, thereby increasing the fertility of the grass. There was a greater use of leguminous plants such as clover and the application of a greater variety of fertilizers such as marl, ashes, soot, and tanning refuse. This was a particularly important innovation in Hampshire because of its characteristic chalky soil which was often detrimental to the growth of crops. There was also an introduction of effective crop rotation schemes in which the crops were permitted to grow for a year until they decayed, returning a plentiful supply of nitrates into the soil.

This increase in arable farming and the cultivation of new crops affected livestock in that larger flocks were required to produce more fertilizer. During the 1700s and 1800s a major change taking place in Hampshire, and elsewhere throughout England, was the development of selective breeding. Hampshire witnessed the emergence of the larger Down breeds of sheep specially selected for their folding qualities and their thick woolly coats. They acquired their nutrition and water from the grass on the downlands they grazed on during the day, meaning that they required little supplementary water—an advantage in an area which had few wells and streams (Thirsk 1984, 329). Other changes concerning livestock included the adoption of large horses over oxen and an increase in pig-breeding (Mingay 1989, 44). These improvements in crops and livestock, in turn, created more changes in the sense that barns and stables became larger in order to store more crops and larger animals. Improvements were made to barns and stables, which were increasingly constructed from brick and timber, such as those at Hurstbourne Tarrant and Compton Manor farm in Romsey. Also testament to the changes in agriculture in this period was the creation of agricultural societies whose aim was to inform farm-owners on the improvements in agriculture (Bettey 1987, 33). Both the Odiham Agricultural Society near Basingstoke and the Hampshire Agricultural Society were founded in the later part of the 1700s (Bettey 1986, 198).

There was, too, an improvement in agricultural equipment in the first half of the 19th century. Wooden ploughs were replaced with iron, and threshing and winnowing machines became more efficient (Bettey 1987, 31). Clay piping was adopted due to its cheap price and its ability to enable better systems of land-drainage. Clay piping was particularly advantageous to Hampshire, where clay was readily available in the local soil (Stapleton & Thomas 1989, 74). The introduction of farming

machinery and the less laborious sheep husbandry meant that the employment of farm labourers inevitably declined as fewer men were needed and operating the machinery required specialized skills (Afton 1987, 243). This was a major problem since there was very little work available aside from farming. This widespread unemployment, along with low wages, high rents, and an unsatisfactory system of poor relief, led to the 1830 Agricultual Revolt in the south. The first act began in Kent when mobs of farm labourers and owners of minor farms started fires and destroyed agricultural machinery, particularly threshing machines, to express their grievances over the situation (Afton 1987, 243). The event lasted for 10 days in Hampshire, during which factories producing machinery were damaged and a mill specializing in sack weaving and flax spinning near Fordingbridge had its machinery badly damaged (Afton 1987, 238). The parish register of Amport describes the events on 21 November 1830, and reports the destruction of threshing machines and other agricultural implements (Afton 1987, 239).

Some changes in the agriculture of Hampshire were part of an ongoing process, such as enclosure, in which land was enclosed into square fields of manageable size. This was governed by the parliamentary enclosure movement which, alongside Parliament's hidden aims of obtaining land for potential building, was an attempt to increase production in arable farming (Mingay 1989, 45). As well as farms, enclosure was introduced into silviculture, particularly in the New Forest which had long since changed from a royal hunting ground to a resource for economic purposes. Several bills were proposed demanding the enclosure of parts of the New Forest, and a publication from 1787 by John St John entitled Observations on the Land Revenues of the Crown greatly extolled the proposed enclosures of the forest as being 'so evidently beneficial … both as it respects the revenue of the Crown, and the wealth of the nation' (Stagg 1991, 132). In 1792 William Pitt proposed The New Forest Bill which demanded the enclosure of 20,000 acres of forest to protect the supply of timber to be grown for the royal navy (Stagg 1991, 133). Enclosure was an effective method of protecting saplings from animal grazing at a time when whole tracts of ancient forests were consistently cleared for timber supplies. This widespread clearance of forests, as well as deer grazing, and failure to replenish forests by means of replanting, led to too few timber supplies for naval dockyards. William Marshall commented on the destruction of the forests and his claims were supported by a government commission set up in 1787 to monitor the destruction of royal forests (Mingay 1989, 69). By enclosing large parts of the New Forest, Hampshire did not share this fate.

To summarize, the chief changes with respect to agriculture in Hampshire between 1660 and 1830 include the cultivation of more land and an increase in arable farming. New methods of farming were introduced, such as the creation of watermeadows, the use of more efficient agricultural equipment, and selective breeding. A greater variety of crops and new methods of increasing crop fertility improved agricultural output, and enclosure was introduced to protect land and timber supplies.

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Clarifying the Link between Bedwork Watermeadows and the Sheep and Corn System on the English South Central Chalks in the 17th and 18th Centuries

Gavin Bowie

The south central chalks are defined as the chalk downlands and vales of east Dorset, Hampshire, and south Wiltshire. The author has written about bedwork watermeadows and sheep management systems on the south central chalks, concentrating on the links between the two in the period 1790-1850. A watermeadow may best be described as an irrigated permanent ley.[1]

It has been generally assumed until now that the practice of folding ewes and their lambs on watermeadows during the day, and on the barley fallows at night, existed since the introduction of bedwork watermeadows in the 17th century. This is where from about mid-March and throughout April, 500 'couples' (500 breeding ewes and their lambs, about 1,000 sheep) to the acre were folded on a watermeadow during the day, and then walked to and folded on an acre of barley fallow for the night.[2]

However, recent research into the development of sheep management systems on the south central chalks in the 17th and 18th centuries shows that wether sheep (castrated males, 15 months-4/6 years old) actually provided the spring barley fold until nearly the end of the 18th century. Edward Lisle, who farmed at Crux Easton on the northern edge of the Hampshire downs in the first few years of the 18th century, explains how this system worked. He writes that the 'principal value' of the wether flock was for folding on the fallows in preparation for sowing spring barley: 'You may have the benefit of the fold for barley when it does most good … on the fallows between the latter end of February and the middle of April, when the ewes cannot be folded'. He reminds us that the ewes needed a 'clean layer at lambing time, which the fallows do not provide', and also that the lambs needed fresh pasture and feed rather than be pastured on stale arable fallows.[3]

Bedwork watermeadows provided both a reliable hay crop in mid-late June and an early spring grass growth, or 'bite', during March-April. This early grass growth provided a much needed, and highly valued, feed

crop for ewes and their young lambs; for example in the late 18th century this feed was rented at 6-8d. per 'couple' per week.[4] However, it can be shown that this spring bite was used in a different way to that described in the second paragraph above. Lambing was generally organized for mid-March to mid-April on most parts of the south central chalks. In the latter case the ewes and their lambs were simply pastured on the early bite at the rate of 4-5 couples

Fig. 1 A Dorset Horn ewe and lamb in March 1985. The Dorset Horn is the closest remaining relative of the extinct West Country sheep breed. Photograph courtesy of the Hampshire County Museum Service.

to the acre, and not folded—the couples might be drawn off to an adjacent dry layer overnight, but otherwise there was no connection with arable farming.[5]

Whatever the origins of the watermeadow/spring barley fold system, it is probable that the link between the early spring grass 'bite' and the arable barley fold was not made generally on the south central chalks until the late 18th century. Thomas Davis snr makes the first published reference to it in south Wiltshire in the first generation of the county General Views: 'when folding the water meadows the sheep are penned on the barley land'. However, the authors of the General Views of Dorset (1793) and Hampshire (1794) only describe the traditional practice of pasturing a few couples to the acre on watermeadows, and do not connect this with the fold for spring barley. This suggests that the watermeadow/spring barley fold system originated in south Wiltshire and spread from there.[6]

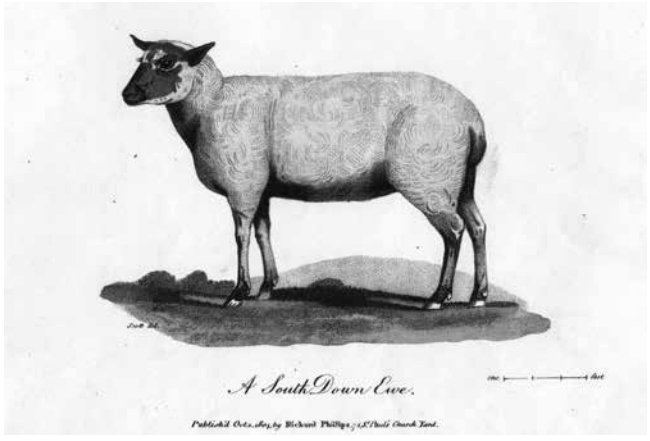

Fig. 2 The hornless Southdown breed was introduced on the English south central chalks in the 1790s. This illustration of a Southdown ewe, taken from an engraving of 1804, shows what the breed looked like at this time..

This development had been driven by the increased profit that could be made from providing 'forward' (more mature) lambs to be 'finished' elsewhere for the meat market. This reflects an increased concern with the production of sheep meat after about 1750. The 'smaller sort' of the native West Country Sheep breed of the south central chalks was said to 'furnish the butcher with the joints of mutton that best answer the service of a private family [for a] hot joint of meat every day'.[7]

It has been shown that the traditional and general practice on the south central chalks was to lamb between mid-March and mid-April. However, the change to using ewes and their lambs to provide the spring barley fold necessitated a shift to lambing between Christmas and the end of January. The lambs had to be at least 6 weeks old when the early bite became available, and thus strong and sturdy enough to withstand being folded on and walked between the two folds. In practical terms this meant tupping (when the ram was let in with the ewes) between mid-August and mid-September so that the last lambs born were 6 weeks old by the end of the second week in March, the time that most watermeadows were available for pasture/folding. Thomas Davis explains that the flock was put into the watermeadows 'as soon as the lambs are able to travel with the ewes'.[8]

The couples provided a better quality of manure than wether sheep, principally because they were fed on such lush watermeadow pasture during the day and made relatively more urine/nitrogen. It was claimed that

Fig. 3 A flock of Hampshire Down sheep is kept by Henry Edmunds of Cholderton, north Hampshire. Photograph of a ewe and lamb in spring 2009, courtesy of the Cholderton Estate.

such couples fed on watermeadows provided 8 bushels extra of barley per acre compared with a wether fold, and it can be assumed that wether flocks were replaced in the provision of the spring barley fold where watermeadows were available.[9]

The native West Country Down sheep were noted for their 'hardihood of constitution', for possessing 'early maturity of growth', and for the ewe's ability to take the tup from about July onwards. Meanwhile the Southdown sheep breed, introduced on the south central chalks in about 1790, had a better conversion rate (feed-lean meat), and a higher stocking rate (ratio of 3 to 2), than the native sheep.[10]

The problem with the Southdown was that the ewe would not take the tup until late October/early November, which gave lambs much too late for the watermeadow/barley fold system. This led breeders to try and fix a cross-bred sheep which retained the desirable characteristics of both the native West Country Down

sheep and the Southdown. The Hampshire Down breed that was eventually established by the 1840s can best be described as a modified Southdown suited to the needs of the watermeadow/barley fold system—'early' tupping/lambing, the ability to walk the distances between folds and tolerate close folding, and where the ewes gave a single lamb which matured rapidly when properly fed.[11]

To conclude, the use of bedwork watermeadows between their introduction in the early 17th century and the late 18th century has been outlined, and it has been shown that the link with the spring barley fold was not generally made on the south central chalks until the late 18th century. Also that this change of use can be linked with the development of a cross-bred sheep which was later to be described as the Hampshire Down breed.

Notes

1. G Bowie, 'New Sheep for Old: Changes in Sheep Farming in Hampshire, 1792-1879', *Agricultural History Review* **35**.1 (1987), 18; G Bowie, 'Watermeadows in Wessex: A Re-evaluation for the Period 1640-1850', *Agricultural History Review* **35**.2 (1987), 151-8; G Bowie, 'Northern Wolds and Wessex Downlands: Contrasts in Sheep Husbandry and Farming Practice, 1770-1850', *Agricultural History Review* **38**.2 (1990), 120-1.
2. E Kerridge, 'The Sheepfold in Wiltshire and the Floating of the Watermeadows', *Economic History Review* **6** (1953), 287-8.
3. E Lisle, *Observations in Husbandry* (1757), 179, 181-3.
4. Bowie, 'Watermeadows in Wessex', 152-3.
5. J Claridge, *General View of the Agriculture of Dorset* (1793), 34-5; A & W Driver, *General View of the Agriculture of Hampshire* (1794), 19.
6 Thomas Davis snr, *General View of the Agriculture of Wiltshire* (1794), 17.
7 William Ellis, *The Shepherd's Sure Guide* (1749), 41-2.
8 Davis, General View of Wiltshire, 68-9; Bowie, 'Northern Wolds and Wessex Downlands', 120-1.
9 Davis, General View of Wiltshire, 38-9.
10 Bowie, 'New Sheep for Old', 15-17; E P Squarey, 'A Short Account of the Hampshire or West Country Down Sheep', *JB&W*, 3rd ser., 1.1 (1869), 50; Thomas Hale, *A Compleat Body of Husbandry* (1756), 224-5.
11 Squarey, 'Short Account', 48-9.

Archives and Local Studies News from Hampshire Record Office

David Rymill

Exhibitions

(in Hampshire Record Office's foyer except as stated)

6 Sep-15 Oct: Florence Nightingale and Hampshire

19 Oct-31 Dec: 900 years of Hyde, Winchester

At the St Barbe Museum and Art Gallery, Lymington, 11 Sep-13 Nov: Hampshire Treasures: another chance to see this mouth-watering selection of objects from the Hampshire County Council's Museums and Archives collections, this time with additional items of New Forest interest.

At Eastleigh Museum, 23 Nov-24 Dec: Los Niños: child exiles of the Spanish Civil War: exhibition about a project to record the memories of survivors from the near-4000 Basque refugee children who arrived at Southampton in May 1937 and were accommodated in a camp at North Stoneham Park, near Eastleigh, before being sent to colonies around the United Kingdom.

We are now making plans for an exhibition at the Record Office and other venues in early 2011 marking the centenary of the birth of Ursula Moray Williams, a children's author and illustrator linked with Petersfield, North Stoneham Park, and Winchester School of Art, in conjunction with Colin Davison, author of a forthcoming biography.

Lunchtime lectures or archive film shows (Last Thursday of each month, 1.15-1.45pm; free, no need to book)

30 Sep: 'Rifles in Motion': military films from Wessex Film & Sound Archive, presented by David Lee

28 Oct: to be announced

25 Nov: Hyde in Living Memory: the Hyde900 oral history project—by Madelaine Key

No lecture in December—the series will resume on 27 Jan 2011.

Florence Nightingale centenary dramatic performance

Tues 28 Sep, 7.30pm: 'Florence: the story of Florence Nightingale', specially written for 2010 by Vera Hughes, and performed by Chester House Productions. The action centres on the relationship between Florence and her cousin, Henry Bonham Carter, long-serving secretary to the Nightingale Fund. £7 including a glass of fruit juice (booking essential, on 01962 846154).

Beginners' evenings and Lunch and Learn

Our beginners' evenings help you start family history research. Booking required, £7 each. Now booking for Wednesdays 13 Oct, 10 Nov, and 8 Dec.

Our 'lunch and learn' sessions offer you a chance to try reading old handwriting in English documents—and, if you like, to bring along a copy of a document you are having trouble reading, for the group to try (no booking needed). 1-2pm on the first Friday of each month: 1 Oct, 5 Nov (Latin special), and 3 Dec.

A member of our staff should be on hand to answer your questions at the Andover Library help desk on 22 Sep and 17 Nov, 10am-1pm.

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

book reviews book reviews book reviews book reviews book reviews

Lookback at Andover, vol. 2, no. 10, 2009; pp.48, £3 +50p p&p from *Mill Pound Cottage, Monxton, Andover SP11 8AW.*

Andover History and Archaeology Society's annual journal includes Jenny Stevens's account of the mosaic of the Roman god Mars from the villa at Fullerton, now installed at Andover Museum. Laura Sykes outlines the life and career of Anthony Purver (1702-77), a shoemaker born at St Mary Bourne, who became a Quaker and translated the Bible from Hebrew to English. Purver's descendants may still live in the area. In 1862 a mechanics' institute was established at Andover in the former Catherine Wheel inn. Andrew Jackson's article shows that it was bedevilled by characteristically patronizing Victorian class relations and attitudes to women, squabbles over money, and falling membership. The building was bought by the local council in 1897 and re-opened as a free library. Judy Fleming traces the history of the Mist family of Abbotts Ann and nearby villages from the 18th to early 20th century, demonstrating the impact on agricultural workers of enclosure, the poor law system, education, agricultural depression, and migration to London and the New World. Diana Coldicott discusses William Cobbett's rural rides near Andover in the 1820s, with plentiful quotations from his published works, while David Borrett adds a short note about the Andover bandstand, built in 1931 and demolished in 2009—a useful record of a lost landmark.

Mark Page

Historic Buildings

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Summer Days

From time to time members send me photos of past Historic Buildings Section field trips. The idyllic luncheon scene at Lutyens's Marsh Court in 1984 was kindly provided by Grahame Soffe who may be seen in the picture with Karen Parker, Nick Molyneux, John Crook and Frank Green. The other photo shows the Section outing this June to another Arts and Crafts house at Upton Grey.

Edward Roberts

The farm mill attached to the Manor Farm staddle barn, Broughton, Hampshire downlands.

Gavin Bowie

Introduction

Manor Farm is located just to the north of the village of Broughton, in the Y-fork where 2 roads branch, the one north-west to Stockbridge and the other north to the Wallops, NGR SU 309335.

Farm mills are not common in this part of the country, but this is an excellent early example, virtually complete, in a specially built extension to an earlier barn. The staddle barn is described as "newly erected … with two threshing floors, standing on 52 stavel [staddle] stones and caps", in a 21 year lease dated 24 October 1791 (HRO 5M50 / 2343). The 767 acre Manor Farm had been created as one of the results of the parliamentary enclosure of the parish of Broughton in 1789-90, and a farmhouse and other farm buildings had also been built on the site by the time of the start of the lease. Local tradition has it that the watermill was added in 1810.

Staddle barns seem to be confined in place to Hampshire and to parts of the contiguous counties to the north and west; and in time to the period in and around the Napoleonic Wars when corn was at a premium. Apart from being erected on staddle stones, their structure differs little from most contemporary barns in having threshing floors and opposed wagon porches. The barn at Broughton is distinguished in being perhaps the largest to survive – larger even than the staddle barn at Michelmersh Manor Farm which, it had once been claimed, was possibly the largest in England. (J McCann, 'The Influence of Rodents on the Design and Construction of Farm Buildings', Journal of the Historic Farm Buildings Group, 1996).

Broughton Barn is nine bays long with two threshing bays. It is made of a good deal of re-used and rough timbers so that any description of the original design has to be tentative. It is unaisled and while the basic roof trusses of principal rafters and tie beams supported by braces from the posts are generally of fair quality, the collar beams and queen struts are poles that have been simply nailed on. It thus appears that in their original form the trusses had no internal framing, and that the secondary timbers were added when it became clear that they were of inadequate strength. The staggered rectangular butt-purlins are set vertically, with tusk tenons, rather than in the plane of the roof. The outer walls are made of thin studs and boarding. While the quality of the materials gives the impression that timber was scarce, its great size gives the barn a certain grandeur.

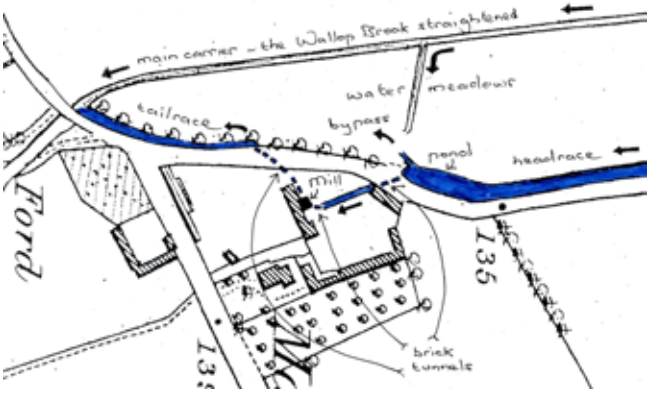

Fig. 1. Broughton Manor Farm: the water supply to the mill attached to the staddle barn.

The water supply to the mill

This is complicated by the fact that the Wallop Brook also fed adjacent bedwork water meadows. The Wallop Brook water meadows had

been built prior to 1789-90, and the main feeder for the part of the system adjacent to the new Manor Farm was adapted to also be the headrace for the new watermill. The course of the headrace and tailrace is evident from

Fig. 2. The staddle barn from the south-east. (photo: Bill Fergie)

the 1859 6" map, and the surviving brick tunnels and retaining walls in the site area.

The headrace took its water from springs about a third of a mile upstream; these form an area of boggy ground which interrupts the series of water meadows along Wallop Brook. The main spring occupies the site of a former Southern Water Authority pumping station, now disused. The waterfeed from this to the mill was kept separate from the Wallop Brook and crossed it via an aqueduct (of which there are fragmentary remains), before making a right hand bend into the headrace proper; the headrace was formed into a small millpond at its bottom end. All the above watercourses have either dried up or been filled in. However the bypass

Fig. 3. The barn interior: roof trusses. (photo: Bill Fergie)

arrangement for the millpond remains intact and largely complete; essentially, any excess water in the millpond was directed into the feeder channels of the water meadow system downstream.

The waterfeed for the mill was taken through a brick arch tunnel under the road (which is recognisable as there is a hump in the road), passed along an open leat until near the mill itself, then diverted about 45 degrees through a brick arch tunnel to the waterwheel's pen-trough. The leat has been filled in, but the latter tunnel section survives, complete but dry.

The tailrace begins with a brick arch tunnel about 60 yards long – this carried the tailwater under the farmyard and adjacent road (again, there is a hump in the road) to exhaust into an open leat which continued downstream at the side of the road to rejoin the Wallop Brook just above Manor Farm bridge. This tunnel survives, complete but dry and blocked at its lower end, but the leat has been filled in.

The functions of the mill

The watermill was built to drive a fixed threshing

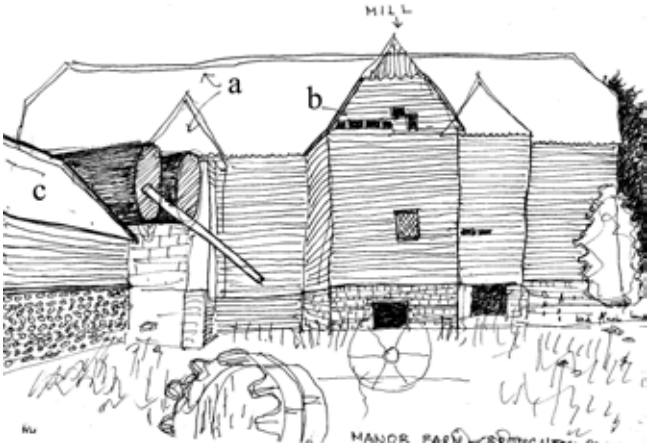

Fig. 4. The mill attached to the staddle barn seen from the west. (Andrew Rutter)
Key: a - Corrugated iron
b - Black painted boards
c - Slate

machine in the adjacent barn, and a single pair of millstones to make animal feed / provender. The drive to the threshing drum was taken from the great spurwheel of the mill's main gearing and this remains,

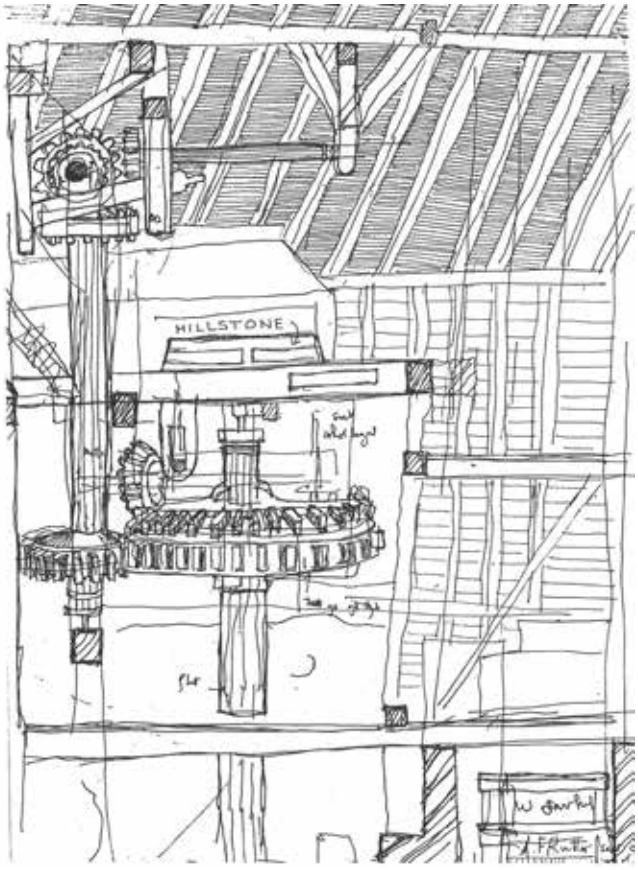

Fig. 5. The three levels of the mill: undercroft, hurst frame floor and millstone floor or top loft. (Andrew Rutter)

its shaft cut off at the point where it enters the barn. Nothing remains of the threshing machine itself.

Inside the mill

The mill building has three levels – the undercroft, the hurst floor (the main gear room of the mill), and the millstone floor. The latter can also be described as the top loft – it contains the drive shafts for the sack-hoist and other ancillary machinery.

In the wheelpit of the undercroft a compass arm waterwheel (where each arm goes through the wheelshaft) survives in remarkably good condition; a massive wooden sluicegate or hatch remains, which gave a mid-breast waterfeed – ie. the waterfeed was supplied at about the same level as the wheelshaft. The waterwheel is completely wooden, on a massive oak shaft or axle which carries two sets of six compass arms. The starts (the supports for the floats or paddles of the waterwheel) were originally fixed with wooden pegs, but about half of them have been renewed, the later ones being each held by an iron nail. Apart from these, and presumably some of the floats and sole-boards, there is no apparent evidence of any alteration or replacement having been carried out.

The style of the waterwheel is typical of the 18th and early 19th centuries. The wheelshaft is well finished, with 12 facets, changing to square where it carries the pitwheel, and its felloes (the curved sections of timber which form the perimeter of the waterwheel) have carpenters' marks. These, and other, features are consistent with the waterwheel and shaft being the original ones. The oak shaft is supported by a brick pillar which has been built in the wheelwell (now dry); this was probably built soon after the waterwheel went out of use.

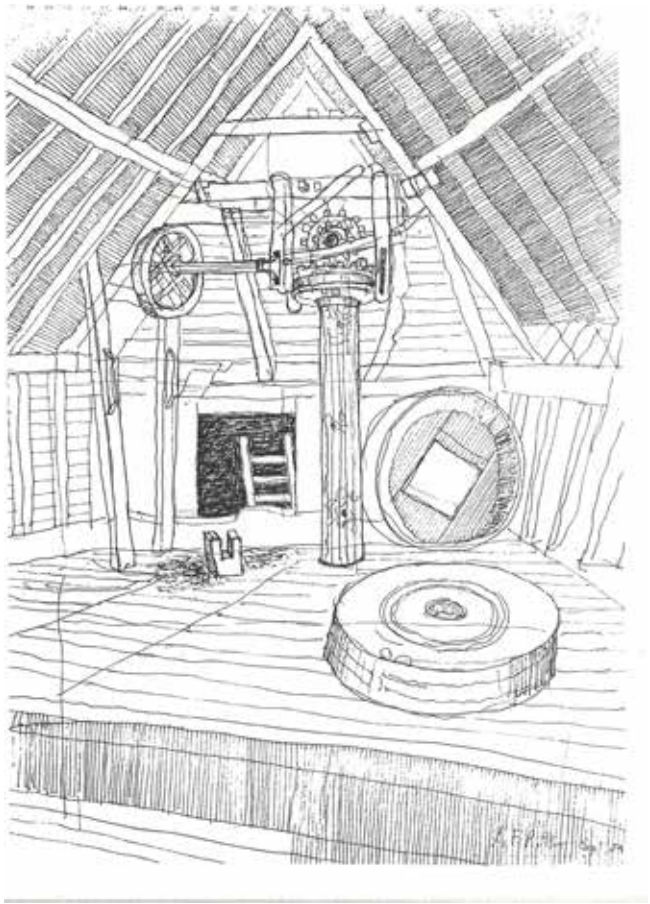

Fig. 6. Detail of the millstone floor level or top loft. (Andrew Rutter)

The pitwheel and the wallower (the latter is fixed to the lower end of the main upright shaft) are of cast-iron. The style of the castings, the profile of the wallower teeth, and, most important of all, the 3½ in. pitch of the gears, are all typical of about 1810. The cast-iron arched support for the footstep bearing of the main upright shaft is also consistent with this date.

The mill gearing is of the conventional 2-step great spurwheel type, where the main gearing of the mill is supported by, and contained within, a wooden frame known as a hurst.The main upright shaft and the great spurwheel are fine wooden examples, typical of late 18th, or early 19th, century work. This spurwheel is outstanding, with its extra, but original, set of bevelled cogs on the upper face. These engage a cast-iron gear on an iron lay-shaft which has been cut off; it was installed to drive the fixed threshing machine in the adjacent barn.

The great spurwheel also drove a single set of millstones through a wooden stone nut / pinion. The latter is fitted with 3 removable slip cogs which were used to engage or disengage the drive to the millstones. As the stone nut is all made in wood, a date any later than 1810 is unlikely. The two sets of cogs on the spurwheel are original features, so the gear must have been designed to drive both the threshing machine and the set of millstones. The pitches of the two sets of cogs, 2½ and 2¼ ins. are both consistent with the suggested installation date.

The millstone floor or top loft has a low platform above the main gearing beneath, and the one pair of millstones is located on it; no stones' furniture remains, except a wooden tun. The single pair of stones comprises a French burr runner stone and a fixed conglomerate bedstone. Burr stone was quarried in the limestone hills surrounding Paris, and was generally used for milling wheat. The runner stone has no balance boxes, merely pieces of lead let into the plaster backing, suggesting the stone was neither made by a major millstone-producing firm, nor intended for flour-milling use. The use of a conglomerate bedstone indicates an early date, and its source may have been the Wye Valley. The combined evidence would be consistent with the suggested date of about 1805-1810.

Around the back of the main spurwheel, but necessarily offset because of the presence of the drive to the fixed threshing machine in the barn, is a large wooden spur pinion mounted on a secondary wooden upright shaft serving the millstone floor or top loft above. At the top of this shaft is a small crownwheel with two wooden pinions on wooden lay-shafts, one shaft acting as a sack-hoist bollard (of which more later), and the other carrying a belt-wheel. The complexity of the arrangement, and a subtle difference in texture and colour of the wood-work, suggest this part of the gear train is secondary. This is also evident because the framing for the gears at the top end of the shaft is suspended from the roof timbers in a way which implies it may not have been part of the original design. In addition, the timber used in all this framing is imported softwood, as distinct from oak. The marked change occurs at the level of the top of the hurst frame - only oak was used for the primary gear, and only softwood for the secondary one.

However, a major horizontal softwood timber along the top of the rear of the hurst frame appears to be mortised and pegged into tenons from below, which must be of oak. This apparently contemporaneous use

of these two woods at the point which separates their exclusive use suggests that the whole installation was of a single phase. If this was so, softwood was presumably used in the upper part as it was well out of the way of the dampness from below. The need for this secondary or ancillary drive would have been evident before the installation of the primary gear was complete, so it would have been installed very soon afterwards. The general quality and condition of the timbers of both types is exceptionally good.

The secondary upright shaft is of pitch pine, meticulously finished, with a small face-geared crown wheel of 2½ ins. pitch, complete with pinions and lay-shafts, all in wood. One of the lay-shafts carries a wooden belt-wheel, and it is presumed that this was to drive any other barn machinery which might be required – such as a chaff-cutter or root-pulper. The other lay-shaft constitutes the bollard or windlass of the sack-hoist, which was fitted with a rope instead of the usual chain for lifting the sacks of grain. The hoist was set in motion by the 'crash gear' of the pinion dropping into mesh with the upward-facing crownwheel cogs. This operation was controlled by two cords, one of which released a ratchet which kept the pinion out of gear when the hoist was not in use. This assembly is most unlikely to be any later than 1810. In fact, it would have been an anachronism by that time.

Conclusion

It can be concluded that the watermill was added to the existing staddle barn by 1810 and that all the working parts of the mill are near contemporaneous and do not appear to have been altered since its construction. The compass arm waterwheel constitutes a remarkable survival of considerable importance, and great care is required to conserve it for the future. The survival of this waterwheel, over such a long period in apparently damp conditions, is remarkable. If any major replacement has occurred, the work appears to have respected good traditional millwrighting techniques and details.

Acknowledgements

Edward Roberts and Bill Fergie of the Historic Buildings Section of the Hampshire Field Club assessed the staddle barn, and Alan Stoyel of the SPAB Mills Section analysed and dated the mill's internal machinery.

Upper Wyke Manor House

Edward Roberts

The manor of Hurstbourne Priors, including the tithing of Upper Wyke, was a possession of the Cathedral Priory of Winchester from before the Conquest until the Dissolution in the 1530s.[1] The Prior had his country residence at Hurstbourne Priors and it is unlikely that there would have been a need for anything more than a farmhouse at Upper Wyke.[2] After the Dissolution in the late 1530s, Upper Wyke with Hurstbourne Priors passed through several hands before eventually being purchased by Sir Robert Oxenbridge in 1558. Sir Robert (1508/9-1574), who was an M.P. and sheriff of Hampshire, also held land in Sussex but chose to make his home at Hurstbourne.[3] The house at Hurstbourne had been described as "a fayre manor house" when he acquired it in 1558 and Queen Elizabeth spent the night there in 1569.[4]

Fig. 1. Part of Upper Wyke Manor House with its Elizabethan chimney stack.

When the first Sir Robert died in 1574, he was buried in Hurstbourne church.[5] His son, also Sir Robert, died in 1591 and the Lay Subsidy of the following year records his widow, Mrs Barbara Oxenbridge, occupying Upper Wyke, while her son, the third Sir Robert, lived at Hurstbourne Priors.[6] Clearly Upper Wyke was now a dower house for a gentlewoman and this implies that the medieval farmhouse had been considerably upgraded (fig 1.) Such upgrading is likely to have included the rebuilding of the present hall range with the first-floor fireplace that bears the initials 'R O'– presumably for Robert Oxenbridge (Fig. 2). Also likely would have been the insertion of wainscot and woodcarving in the better rooms, the existence of which is implied by the statement made in 1888 that "during the late Mr William Longman's occupation of Week (Upper Wyke) a carved mantelpiece was removed from an upstairs room bearing the letters 'R O'".[7] During the first part

Fig. 2. A first-floor fireplace with the initials 'R' (see inset) and 'O' in the spandrels, signifying Sir Robert Oxenbridge.

of the 17th century, the house was leased out to various tenants and in the will of the third Sir Robert in 1616, his farm at Upper Wyke was rented out while his house and household stuff was at Hurstbourne Priors.[8] Thus it seems that after the elevation to gentry status in Elizabeth's reign, Upper Wyke had again reverted to the status of a farmhouse. This position was cemented by the purchase of the Hurstbourne estate in 1636 by Sir Henry Wallop, whose family retained the property for several centuries but whose family seat was at Farleigh Wallop.[9]

The Hampshire Hearth Tax Assessment 1665 recorded that the house at Hurstbourne was charged for 26 hearths while the main house at Upper Wyke – almost certainly the manor – was charged for 11 hearths, indicating a house of a considerable size.[10] Joseph Leech, who was then the occupier, was probably a tenant farmer. The modernisation of the house in the 18th century was appropriate to a substantial farmhouse but certainly not a gentry house and it seems that, over the course of the centuries, any superior decoration from the house's Elizabethan heyday has been stripped away, with the exception of the fine fireplaces which are an integral part of its structure.

Acknowledgements.
Bob Edward & Alison Deveson are thanked for their assistance.

Notes

1. *VCH Hants* iv, 288.
2. E Roberts 1993, 'A Prior's Mansion at Michelmersh', *Hampshire Studies* **48**,107-8.
3. *History of Parliament: House of Commons, 1509-1558,* vol. iii, p.144.
4. A Deveson 2004, 'Hurstbourne Park: Image and Reality' *Hampshire Studies* **59**, 198.
5. *ibid.*
6. Joseph Stevens 1888, *A Parochial History of St. Mary Bourne*, 144, 274.
7. Stevens, *op cit.*, 275.
8. Stevens, *op. cit.*,144; Deveson, *op. cit.*, 198.
9. Stevens, *op. cit.*,288-9; Deveson, *op. cit.*, 198.
10. E Hughes and P White (eds.) 1991, *The Hampshire Hearth Tax Assessments 1665*, 197 & 200.

Celebrating 125 years by winning awards

Dick Selwood

As an added bonus to the Field Club's 125th anniversary the Field Club publication's were awarded no less than two awards at the British Association for Local History's Annual General Meeting in June. To quote the BALH website:

> *One or more certificates may be awarded each year for published work presenting sound original research in well written form. To be eligible a piece of work, of any length, must appear in a journal, newsletter or similar publication produced by a local voluntary body.*

This year there were five awards, and we won two. The first was to Graham Hendy, for *A pretty easy way of dawdling away one's time: the canons of Winchester in the long eighteenth century* that appeared in Hampshire Studies in 2008 while prolific contributor to the Newsletter, Malcolm Walford, received a special short article award for *The 1934 survey of Hampshire's rural lanes* from Autumn 2009. Malcolm couldn't attend the meeting, so I accepted the award on his, the Newsletter's and the Field Club's behalf.

This year the annual lecture was given by Adam Longcrof of UEA and the founder chair of Norfolk Historic Buildings Group, who spoke on *New insights into vernacular architecture*. This reported on a number of research projects in Norfolk, a county very different to Hampshire, except for the presence of flint.

The annual lecture was preceded by a number of shorter presentations, including a session on the use of the Internet for local history (BALH have a very interesting booklet on the subject) and a talk by Bamber Gasgoine. Bamber has set up a website giving timelines for world history (*www.Historyworld.net*) which is, in itself, fascinating. But of particular relevance was a site he has created for Richmond-upon-Thames. (*http://www.historyworld.net/placesinhistory/placesrichmond.asp*) This uses the enormous flexibility in the hyperlinks of the WorldWide Web to create a really superb way of looking at the borough, its history and buildings.


BRITISH ASSOCIATION FOR LOCAL HISTORY
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THE LOCAL HISTORY AWARD

Research and Publication (short article)

2010

MALCOLM WALFORD

'the 1934 survey of Hampshire's rural lanes'

Hampshire Field Club and Archaeological Society Letter no.52 (Autumn 2009)

Professor Claire Cross, Chairman

Presented at The Local History Day
Imperial War Museum, Lambeth Road, London
5 June 2010

Designed as a pilot for local history across the UK, or even further afield, it is currently on hold, pending his finding a way to fund future developments. It would be of immense value to all local historians should he find a way forward.

Landscape

Editor: George Campbell, 10 Church Lane, Highfield, Southampton, SO17 1SZ
e-mail: georgecampbell@supanet.com

Among the well-known giants of landscape research in the county: Heywood Sumner, O. G. S. Crawford, Barry Cunliffe, etc., are smaller figures, who, because of their little known but valuable work, deserve larger pedestals. Two of the three articles that follow draw heavily in quite different ways from the pioneer work of two individuals who cared passionately for the local landscape and made important contributions to our understanding and appreciation of it, yet are virtually unknown.

The first is Dr Wilfred Fox, the creator of Winkworth Arboretum and founder, between the wars, of a national organisation, the Roads Beautifying Association. His primary objective was to offset the impact on the landscape of the inter-war road building programme by the creation of aesthetically pleasing borders to the new roads, which we still enjoy.

The second is Edward H. Lane Poole, a former colonial servant, who retired to Hampshire just after World War II, and was so taken with the attractiveness of the remoter parishes of Damerham and Martin that he researched their histories with zeal, and compiled scholarly notes that after his death were edited and published by his friends. His work, as he acknowledged, rested on the foundations of Oxford University libraries, in particular the library of his younger brother, Austin Lane Poole, then President of St. John's College.

Sheila Millard's researches on the origins and evolution of Odiham's Royal Deer Park, while dealing with the specifics of that particular one, contain much that throws light on the fortunes of deer parks generally. Additionally, but not included in this paper, she has reported in detail on the park's internal divisions, its organisation, specific roles and activities under the headings of: the park-keeper, deer, the hunt, horses, dogs, the garden and timber; a useful starting point for wider study. She can be contacted on: sheila.millard@btinternet.com

Richard Reeves, commenting on the Canterton article (Newsletter 53), reports having observed the rare small-leafed lime near Coalmeer Gutter. This rarity was highlighted in Roger Clooney's article: The History of West Walk in the Forest of Bere, (Newsletter 53). Richard also underlines its significance in the New Forest: 'as it became largely extinct in the open forest in Saxon times, although a few still occur'. He has also identified another ancient road leading south from the pronounced right-angled bend (fig.4) 'to open heath near the Walter Tyrell pub where formerly it widened into a funnel, now lost under later encroachment.'

'A Glorious Opportunity'
Beautifying Hampshire Roads between the Wars

Malcolm Walford

A major feature in the modern landscape is the arterial road. Sometimes a new road winding its way across the hills and valleys is an attractive addition to the scene but in many situations it could be regarded as a raw scar. What actions did the Highways Authority take to enhance the sides of new roads being constructed across Hampshire? This article looks at the role of Hampshire's county surveyor's department and the Roads Beautifying Association (RBA) in softening the impact of new roads through the county's green field sites in the 1930s and 1940s.

In 1925 the Roads Improvement Act had been passed. This allowed local authorities to buy land adjacent to highways for planting and improving its amenity value. In June 1929 Ramsey MacDonald formed the first Labour government. Herbert Morrison, the new Minister of Transport, initiated a Five Year road-building programme to provide work for thousands of unemployed men from the " Distressed Areas " of mining and heavy industry. Local authorities were invited to submit road improvement schemes for which they would receive a substantial grant, dependant upon the percentage of unemployed men used. Hampshire's County Surveyor (CS) submitted eleven schemes, which included nine by-passes that had previously been identified as very necessary improvements to be started when funds were available.

The Roads Beautifying Association

The RBA was originally set up in 1928 by Dr Wilfred Fox, creator of the Winkworth Arboretum, on the invitation of Colonel Wilfred Ashley, the Conservative Minister of Transport, with the brief to advise local authorities on roadside planting. Ashley became its first president and Fox its honorary secretary. It had the support of the AA[1] and the Royal Horticultural Society as well as two leading horticulturalists in Hampshire, Edwin L Hillier[2] and Lionel de Rothschild, who was chairman of the RBA. In 1930 the Technical Sub-committee of the Association published a book, 'Roadside Planting'. This book, the draft of which had been extensively reviewed by Mr de Rothschild and Mr Bean[3], also included material on planting schemes on 'parkways' from the US Dept. of Agriculture. Its authors recommended that, space permitting, avenues should be avoided and trees grouped in informal clumps, the landowners encouraged to plant in hedgerows in country roads, and distant views framed. The book not only provided advice to local authorities on the selection of trees and shrubs, according to the geology and character of the situation, but also warned them what to avoid; neither the horse chestnut nor the London plane should be planted at the roadside

because of their heavy leaves which, in autumn, could increase the slipperiness of the road surface. In the book, the unidentified authors uniquely identified a road in Hampshire as a fine example of the use of the copper beech; this was at Bramdean, on the A 272,

Fig. 1 Mature cherry and horse chestnut trees, north side of the Titchfield by-pass.

between Winchester and Petersfield, and more than 70 years later, they still look very fine! However there were dangers in planting trees or shrubs which might infect or injure agriculture; for example, fruit trees which might harbour American silver leaf blight and also attract children to dangerous roads were to be avoided.

Much emphasis was given both to thorough ground preparation for the planting of 'good sturdy trees', and the necessity of firm staking and aftercare, which omission had been the reason for many expensive losses in the past. Finally, in the book (the authors referred to it as a pamphlet - it runs to 165 pages!) mention was made of a suggestion by Mrs Wilfrid Ashley, the Minister of Transport's wife, that Lombardy poplars should be planted near all cross-roads to give motorists early warning of side roads[4]. This suggestion was adopted by the Ministry of Transport who were going to use the black poplar. It is not known when this use of poplars was started in the county, but the CS report for 1947/48 stated 'the practice of planting Lombardy poplars to indicate cross-roads and junctions - four for cross roads and two for junctions - has been started again'. Dawyck beeches were used on chalky soils.

Roadside planting schemes in Hampshire

In 1927, Hampshire's Highway Authority was already planting trees. It is recorded that authorisation was given by the County Roads and Bridges Committee (CRBC) for the planting of trees on Lord Northbrooke's property alongside the Winchester - Blackwater road where trees had been felled to allow road widening. In 1929 the number of trees planted alongside county

Fig. 2 Row of lime trees, south side of the Titchfield by-pass.

roads was 590 and a further 600 in 1930; the planting was usually done in clumps to preserve a rural appearance. In his report for the year ended 31 March 1934 the CS noted that the only trees planted were 27 at Iford Bridge, near Christchurch, due to lack of funds even though there were a number of bare lengths, due to road widening in the county. The shortage of money for trees and shrubs continued throughout the following financial year although beeches had been planted on the A 338 and A 336 in the New Forest, and silver birches on the A 31 between Four Marks and Chawton. Money had been ear-marked for generous planting beside the new Titchfield by-pass. Avenues of Cornish Elms and limes, together with groups of flowering cherries, horse chestnuts *(see Fig. 1*), mountain ash and willows were increased by donations of a number of young trees from Major Sloane Stanley and Sir Dymoke White, members of the CRBC. These were planted by lengthmen[5] in the ordinary course of their duties. Mr Townsend Rose of Bursledon also donated a number of oaks to be planted on the Bursledon Bridge Road.

It was during 1933/4 that mention is first made about the 'most valuable assistance and advice' given by the RBA. This related to the Titchfield, Romsey and Basingstoke by-passes; the site at Romsey was to be provided with an avenue of double white cherries[6], with groups of cherries, maples and a line of Lombardy

poplars to match trees already on the site. The RBA also raised £175 from local subscriptions to preserve a belt of oak trees, beside the Farnham - Odiham road, that had been sold by the Dogmersfield Estate to timber merchants. Further donations continued to be made by an increasingly environmentally conscious public. In December 1934, the CS recorded that trees for the Romsey and Titchfield by-passes had been given by Mr J J Crosfield of Embely Park, Romsey, Mrs Perry Knox-Gore of " Westward ", Warsash and Mr F R S Balfour, a member of the RBA.

It is worth noting the increased scale of planting in 1935 when the County Surveyor tried to make up for the previous shortfall: 750 trees and 530 shrubs had been established. These included 77 young trees given by Major General Sir Herbert Powell for the A 32 and the A 333 at Wickham. These works also included trees selected for their autumn colour at Crampmoor beside the A 31 and between Upham and Bishop's Waltham, next to the A 333. 200 coloured willows had clothed the bare slopes of the new embankments at Iford, and, in the east of the county, groups of Japanese cherries, flowering shrubs, coloured willows as well as plantings of gorse and broom had been added on land next to the A 3 at Sheet bridge and the River Rother. In 1937, following the construction of a road bridge over the railway at Havant, the RBA produced a scheme for three of the new linking roads. This included an avenue of poplars, of which only one side survives (see photo 2) due to the loss of the other when the Horndean road was 'dualled' in later years.

The RBA had drawn up a comprehensive plan for the Winchester by-pass (7), and on the slopes of the cutting between the Guildford and Petersfield roads, a start had been made by using amelanchiers and maples. In 1937 Lionel de Rothschild donated six dozen shrubs for the section betwen Compton railway bridge and the Hockley viaduct and also lent the assistance of his gardeners in planting 560 shrubs on this length.

On occasion, HCC had to do some hard bargaining with landowners. Along the Straight Mile on the A 31 between Crampmoor and Ampfield the owner wanted to develop land adjoining the road. This would have involved the destruction of 'a considerable number of beautiful trees', the timber having been sold off to timber merchants. Negotiations in 1936 resulted in the developer giving up 15 metres (50 ft.) wide strips of land either side of the highway, including timber in hand, on condition that HCC funded and constructed service roads to the development. In the meantime the RBA had raised £425, sufficient to compensate the timber merchants. By the 1930s a car owning middle-class were increasingly supporting the RBA's local emergency appeals for money.

Roadside tree planting ceased after 1938. After the war in late 1945, inspections of various sites were made by Dr Fox of the RBA and Mr A Cotton of Kew. Recommendations were made concerning Odiham's Oak Avenue, the Basingstoke by-pass island and the Winchester by-pass, where shrubs had grown too big and were interfering with sight-lines for motorists. The inspectors were also concerned about the poor standard of pruning by council workmen and offered to arrange pruning demonstrations at the RHS garden, Wisley. Early in 1946, the two men visited Ampfield's Straight Mile and Ringwood, Romsey and Totton by-passes to inspect pre-war plantings. The summer of 1946 and the winter of 1947 produced extremes of temperature over a prolonged period[8] which killed off a large number of trees and shrubs that had been recently planted on the Winchester by-pass to replace those destroyed during the war when the by-pass was used as a tank repair depot and testing ground. Later in the year, inspections and advice by the RBA included an ancient hollow elm at South Warnborough and the historic oak, associated with Jane Austen, at Chawton. It was noted that agreement had been reached with Lord Mountbatten's agent that where black poplars had been felled at the Winchester end of the Romsey by-pass, 15 Lombardy poplars should replace them so as to continue the existing line of this species.

Late in 1946, the county council, realising that they now owned many fine trees and plantations at roadsides, appointed a horticultural superintendent to advise woodmen and divisional surveyors.

Undoubtedly a number of original plantings have been lost due to later road-widening, storm damage or age but the concept of beautifying our roads and, later, on roundabouts, lives on and has added immeasurably to the visual pleasure of motoring. Tree planting also helped to stabilise new embankments and cuttings and prevented erosion, as well as providing wildlife habitats. Brigadier Hughes[9] and his colleagues of the pre-war years were, it would seem, as environmentally aware as their successors are today. They and members of the RBA would have been pleased to learn that planting of suitable species of trees and shrubs to harmonise with existing tree growth is policy on Britain's new motorways, a good example being the mature groupings beside the M 27 near the River Hamble.

In 1930, the RBA stated 'We have a glorious opportunity, which will not recur in the future as far as we can see, of planting the roads of England on a comprehensive scale, and, therefore, it behoves us to hand down to posterity a scheme which shows that at any rate someone at this date did take sufficient interest to think out beautiful ways of planting . . .'

Acknowledgements.

The author would like to acknowledge the help provided by Mr J. Ekins, Mrs Anne Palmer and the staff of the Hampshire Record Office.

Notes.

1) The RBA later collaborated with the AA to produce a booklet, 'The Highway Beautiful' (1937).
2) Edwin Hillier, the father of Harold G who donated Hillier's Gardens and Arboretum to the county, was a close friend of Dr Wilfrid Fox. The HRO hold two personal letters from the latter. Typed lists of trees and shrubs to be grown, almost certainly by Hilliers Nursery, to meet the future requirements of the RBA are held in the HRO.(74M94/7)
3) This has to be W J Bean who produced '*Trees and Shrubs hardy in the British Isles*' (3 volumes).
4) This is another interesting use of tall trees to indicate certain locations to travellers. The Scots Pine was used extensively to notify drovers of overnight 'stances' and to identify the site of the entrance to a landowner's property. There are still a number of mature Scots Pines scattered about the county indicating the latter use, some long after the site had been redeveloped for housing.
5) A lengthman looked after four to five miles of main road; bonuses were awarded annually for the best-kept sections.
6) A visit by the RBA in 1946 recorded the loss of 10 of these cherry trees due to petrol fumes from tankers assembled on the by-pass before D-Day.
7) Winchester was the first local branch of the RBA, & the County Surveyor, at an RBA meeting in London, received praise for their support.

8) Maximum summer temperature was 99 F on 12.7.1946 and severe and continuous frost between 24.1 and 10.3.1947 with lowest temp. of 5 F on 24. 2. 1947. Avg. depth of frost was 36 cm (14 in.).
9) Brigadier A C Hughes' hobbies were birdwatching and country walking and in 1947/48, before the National Parks and Countryside Act (1949), directed the rural district councils to identify and record their public rights of way.

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Reconstructing the Former Landscapes of Martin

George Campbell

Martin is Hampshire's remotest parish, in the far west, bordered by Wiltshire and Dorset. It is almost entirely chalk downland dissected by dry valleys. Along one valley intermittently occupied by the Upper Allen, straggle the cottages of the linear village of Martin (figs.1 and 2), originally dependent on the spring-line for its water supply . The parish is criss-crossed by trackways, many of which in view of the evidence of fairly dense predominantly Bronze Age settlement on the downs, must date from the earliest times. Some trackways, perhaps from a more recent period seem destined for either Sarum/Salisbury or the Avon Valley and beyond. Its boundaries include the ramparts of Bokerley Dike in the west, and in the north the Roman road from Old Sarum to Dorchester.

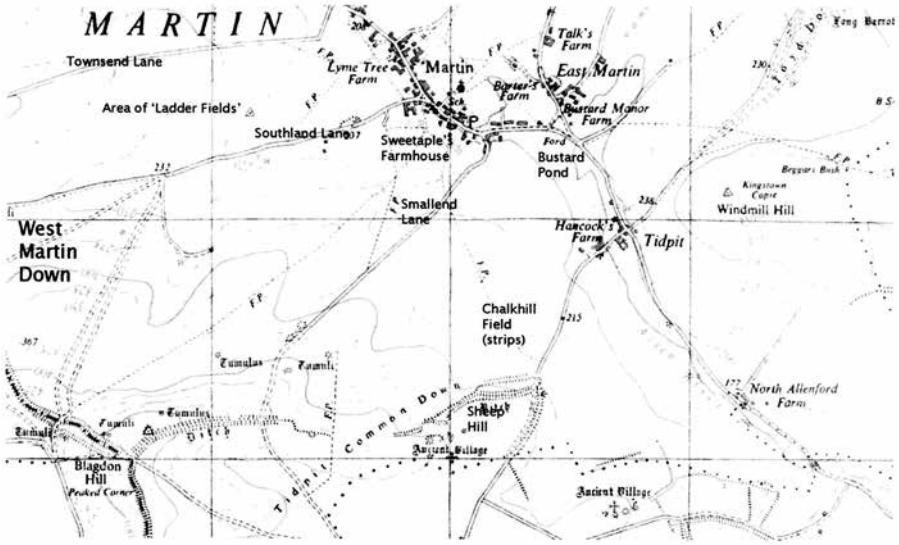

Fig.1 Martin village and surrounding area, c.1950, showing places named in the text.

In addition to these features, the current 1:25000 map reveals a number of long curvilinear field boundaries that are reminiscent of the furlongs that formerly enclosed bundles of open field strips. One example is the succession of three roughly parallel north-west to south-east trending boundaries in the north of the parish, descending the slope of the downs from below Toyd Clump (SU089230) to the southernmost point on East Martin Drove. Another example is the four parallel drove lanes Middle, Townsend, Southland (or Sillen), and Smallend, all leading to West Martin Down, which enfold three sets of small fields, their boundaries resembling the rungs of a ladder as the fields ascend to the downs. In historic landscape analysis, this pattern of boundaries is termed 'regular ladder fields' and is associated with enclosures by agreement (1) (fig.3). There are none of the geometric landscapes associated with parliamentary enclosure boundaries.

Fig.2. Martin, the village street.

Fig.3. 'Ladder fields', associated with 'agreed enclosure'

To assist in the process of reconstructing Martin's former landscapes, there are in addition to the Ordnance Survey maps, a tithe award map of 1846 (2) and an estate map of 1788 (3). In addition, the pioneer work of John Chapman in uncovering the enclosure history of the county parishes has confirmed that no parliamentary enclosure award exists for Martin. '[The common fields] were apparently closed by informal means' (4), probably over a period of many years. The 1788 estate map is very informative on boundaries, landowners,

tenants, field names and their acreages. Its most prominent feature is the boundary between the unenclosed downs and the fields; a boundary that closely coincides with today's, indicating that the expansion of the cultivated area and enclosure of the downs had by 1788 reached its limit. But further examination reveals much of historic interest, in particular the survival of many 'bundles' of strips, survivors of the medieval open fields, (fig.4) although it is evident also that enclosure of most of the parish was by this time already well advanced.

Fig.4. The remains of medieval strips in Tidpit tithing, surveyed 1788. The crescent shaped plot bordering the open down is probably the 6 acre croft rented by Robert Sweetaple (sic) in 1569.

Researching Martin is less straightforward than most other parishes of the county, in that from the time that the Saxon Queen Aethelflaeda, in her will (c.945), transferred the combined manors of Damerham and Martin to Glastonbury Abbey, Martin has been lumped in with Damerham and so had no separate recorded identity. For instance it does not appear in Domesday, and makes only three appearances in writing until the 13th century[5]. Furthermore, it was not a part of Hampshire until 1895, when, with Damerham, it was transferred from Wiltshire. But, the researches of Edward Lane Poole, and in particular his work on the records of Glastonbury Abbey, tell us much. Firstly, that the original Saxon manor of Martin consisted of three tithings: West Martin, East Martin and Tidpit, and that these were inherited by the Abbey who continued to treat them as separate units to simplify administration. Their clearly defined boundaries significantly converged on Bustard Pond to enable the water to be shared in this predominantly chalk country (fig.5). The Abbey continued in its adoption of the manorial system until the Dissolution. East Martin was the Abbey's demesne farm; the site of the former manor house is now occupied by Bustard Farm; first named as such in 1739. Toyd Farm, Tidpit and Allenford Farm were out-farms of the demesne[6]. From manorial times there would have been a sheep-corn economy of interdependent agriculture and livestock; and it is apparent that the local drove roads, Middle, Townsend, Southland/Sillen and Smallend, by which the flocks were driven up to the downs, doubled as access roads to the cultivated strips (fig.6). This arrangement also suggests some degree of planning by the Abbey: their field system fitting in with the pre-existing roads.

Fig.5. Bustard Pond, meeting point of the three tithing boundaries (blue lines).

The tithings of West Martin and Tidpit developed separately to the extent of each having its own chapel and common fields. Tidpit's chapel has gone, although its site can be traced (SU075188). West Martin's All Saints has become the parish church. West Martin and East Martin both were granted market charters in 1332, although neither market is recorded in the Letters survey[7], and there is no evidence that they prospered.

The Abbey's meticulous supervision of its estates and efficient book-keeping meant that details of its surveys and other manorial information exist from the 11th century onwards. Evidence of the high regard in which the manor was held is revealed n the Abbey's claim (c.1200) that 'Damerham [including Martin] is our richest manor'[8]. When one studies the medieval evidence one can see why. 'In Damerham and Martin over four thousand sheep were grazing on the chalk downs in 1225'[9]. In addition, agriculturally, there were three field systems operating in all three tithings, and it is evident that the valleys and lower downs were being intensively farmed. In the Terrier of Abbot Beere, a survey of 1518, the total number of open field strips being worked was more than fifteen hundred[10]. the principal crops being wheat and barley The zig-zag boundary between West Martin's East Field and East Martin's West Field, revealed by the tithing boundary, persists to this day, preserved in a footpath (fig.7). It reveals that cultivation here had taken in more of the downs to an altitude of over 100 metres (SU061212). Furthermore, the strips that remained in Tidpit Tithing recorded on the Estate Map in 1788 in two of its three fields: Allingford and Chalk Hill, give a good idea of

Fig.6. Sillen (formerly Southland) Lane; hollow way and drove road to the downs.

the intensity of cultivation in medieval times (fig.4). In 1518, although the strips numbered approximately 1,500, after the period of rapid enclosure between 1518 and 1606, and subsequent periods, the strips recorded in 1788 numbered merely 180. Although it is evident that in the

Fig.7. The tithing boundary between East and West Matin, and distant right-angled bend.

period between the drawing up of the Estate Map and the Tithe Award Map fifty years later, there had been further consolidation of these remaining strips into larger, more economic units; a reduction from 180 strips in 1788 to 80 in 1840, and a landscape of ladder fields.

A close examination of the bundle of strips, 'Furlong to the Down' (fig.8) reveals some consolidation before 1788. A comparison of strip sizes reveals anomalies; for example, no.567 of 4.0.32 acres was by 1788 many times the size of no.566, its neighbour. A close examination of all the remaining strips reveals much evidence of consolidation; few of the original strips remain. What is also evident is that these consolidations were mainly the work of 18th century newcomers: George Bagus, William Talk, Thomas Waters and Thomas Bound, new tenants of Lady Coote,

Fig.8. Enlargement of part of the bundle of strips within 'Furlong to the Down'.

who held the manor under the Bishop of Salisbury. Fifty years later, the Tithe Award recorded little change in the pattern of consolidation, but big changes in the tenancies. Thus the Bagus strips were unchanged, but the tenant was now William Street. Similarly, Talk's farm (fig.9) had been taken over by the Waters family. At this point in the 1840s there were only six tenants farming the entire tithing. The trend to consolidate gained such momentum in the following fifty years, that by the end of the 19th century all strips had disappeared, and the tithing was in the hands of one farmer (11).

As to the high concentration of strips remaining in Tidpit Tithing in 1788, an obvious question must be, why the disparity between the three tithings? All the strips were located in Tidpit; there were none in either East or West Martin. Part of the answer must lie in the retention by the Abbey of East Martin Tithing as its demesne. In this way it could be operated in large units, and explains why in the1518 survey, John Storke was recorded as holding 278 of the 480 acres of the tithing, including the 230 acres of the demesne. He was the principal tenant, and although when he acquired his holding it had been in strips (12), he no doubt soon enclosed them. Moreover, the remaining 200 acres were shared by only five other tenants. When the smallest strips had been less than one third of an acre it is apparent that there had been a considerable building up and concentration of holdings, in line with a more efficient and profitable use of the land, utilising the manure of the increased sheep population. West Martin provides sparse evidence of open field strips, an indication that enclosure must have started at an early date. One family, the Herries, was represented by three tenants of that name in the 1518 Survey. Together they held 83 of the tithing's 999 acres. Moreover, William Herries, the principal holder of 50 acres, is known to have held only 'one strip of less than one acre in each of the three fields', presumably so that he could claim commoning rights in all three. (13). Tidpit appears not to have experienced anything similar.

Up until the Dissolution, the Abbey records continued to reveal changes in the landscape in keeping with changes in the wider economy; one of the most marked being the response to the rise of the cloth industry

Fig.9. Talk's Farm, on the edge of the village. (William Talk was an 18c.'newcomer'.)

and the increasing demand for wool. However, although this demand reached a peak in the 16th and 17th centuries it is evident that it was having an influence on the local economy and the landscape from a much earlier date. Records show that in 1235 there were approximately eighty four customary tenants in Martin, all owing labour services. In 1518 there were only thirty six tenants, but all paying rent (14). When one recalls the sheep population reported by Hoskins (above), it is little wonder that informal agreements for strip consolidation and larger and more economic farming units was already underway to provide agricultural and pastoral back-up for the downs grazing. This had an inevitable knock-on effect of a reduction in the numbers needed to support what had become a predominantly large scale pastoral industry, but one concentrated in fewer hands. What is unknown is the contribution to population decline in this area caused by the succession of bad harvests in the early 1300s, the Back Death in 1349, and the periodic epidemics that followed

until the late 17th century.

With the expansion of sheep rearing and the desire of the farmers to increase their flocks came more pressures on grazing. From the earliest times the dangers of overgrazing must have been recognised and regulated to protect the local economy. The Tithe Award, includes after each farm's total acreage, the right to graze so many sheep on a specifically named down, along with the accompanying right to graze so many horses or cows on a particular mead; a survival of the medieval 'stint'. The grazing allowance was in direct proportion to the acreage of agricultural land held. Thus, in 1846, Sweetapple's allocation was 'right of commons for 60 sheep on West Martin Down'; Bagus' 180 sheep on Tidpit Down and for 20 horses or cows in Toyd Mead' (15). Even today former farmhouses in the village still retain their grazing rights in their title deeds.

The Dissolution had resulted in an influx of profit-seeking farmers on to the Abbey's former estates. Their arrival also coincided with a dramatic increase in enclosure of the common fields and of the downs: Rotherdown, Lodge Down and part of Bustard Down were enclosed in the period 1518 to 1606 (16). As well as the newcomers, were former tenants of the Abbey, those already established members of the village community, who seized their opportunity to improve their position economically and socially, and whose former homes in the centre of the village still bear their names. Three of them were named in the 1518 Survey: John Garrett (Garrett's Farmhouse), Thomas Prynce (Prince's Farm), and John Swetapulle (fig.10). All of them represent farming families probably dating from much earlier times, along with other farmers whose names have not been preserved; and all probably involved in negotiating agreements to enclose.

The Sweetapple farming family seems to have survived longest, from its first mention in 1518, when John farmed 46 acres in West Martin, until the death of Martin Sweetapple Friend, farmer and vicar's warden, in 1891.

Fig.10. Sweetapple's Farmhouse and Cottage in the centre of the village.

The family name appears often enough in the records to indicate a degree of enterprise and prosperity. In the Pembroke Survey of 1569, Robert Sweetaple (sic) was renting a croft of 6 acres at Tidpit 'for sowing where the lord's swethers graze and are folded'[17]; evidence that rotation was being practised. The family evidently prospered as there was a John Sweetapple monument in the church dated 1731, later removed. The 1788 Estate Map records a John Sweetapple as a tenant of Lady Coote and of Edward Hooper. In 1846, the Tithe Award identified the owner of the Sweetapple farmhouse as Martin Sweetapple Friend who had acquired it from Amelia Sweetapple. Friend also owned the adjoining house plot and orchard, and farmed fairly extensively in the parish. However, there is evidence that their fortunes may also have waned, as there are five fields and a copse that in 1846 were within the North Blagdon Farm property (now Kite's Nest Farm), and which still bear Sweetapple titles[18]. Robert in 1569, (above), on the other hand, appeared to be extending cultivation beyond the margins, as Lane Poole tentatively identified his 6 acre Tidpit croft as 'Lordiscrofte' in the 1518 Survey (above), and with Sheep Hill, as it was later known. This unusual crescent shaped area lies in the SE corner of fig.3 (SU077180). Both 1788 and1846 maps identify the area as 6 acres of common as it is today. So, was this subsequent 'retreat from the margins', of abandoning the Sweetapple croft, brought about by a fall in the local population after the Black Death or the absence of the manure of the lord's enfolded wethers?

As Lane Poole observed, by the end of the 19th century most of the cultivable land was in the hands of one farmer (above). This was in all probability, William Street, described in Kelly's 1885 Directory as 'farmer and landowner.' In the 1518 Survey, one of the seven Abbey tenants of Tidpit was a John Strete. No Street was recorded in 1788, but by 1846 a William Street was farming extensively. This William Street is undoubtedly connected with the 1885 one, if not the same person. But could there be a link between these Streets and the 1518 John Strete? If so, the Sweetapple record of +373 years of farming may be endangered.

Much more of Martin's landscape history awaits discovery, analysis and interpretation: the management of its slender water resources for its livestock in former times; the carefully regulated grazing rights on the commons; the impact of the Horsey family, lords of the manor in Tudor times; the roads and tracks, and so on. In addition, all researchers will have a ready to hand springboard in the pioneer studies of E H Lane Poole.

Acknowledgements:

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Odiham's Royal Deer Park

Sheila Millard

Odiham's Deer Park is a rare example of an ancient former royal deer park. An oak tree known as 'Seint Edwardesok' (sic) blown down in the 13th century suggests that Edward the Confessor was perhaps the last of the Saxon Kings to have hunted here.

Centred on SU739523, the park's distinctive oval shape with kinks to the north, south, east and west, denoting former gates[1], is clearly distinguishable on large scale maps, aerial photographs and Google Earth (Figs. 1 and 2). It extends northwards to the M3 for 2 km from the burgess plots to the rear of the houses on the north side of Odiham High Street, and 1.206 km east-west from Poland Lane to North Warnborough. The perimeter can still be traced as a continuous line of hedgerow and field boundaries[2]. The park is criss-crossed by footpaths, several of which centre on Lodge Farmhouse – the former

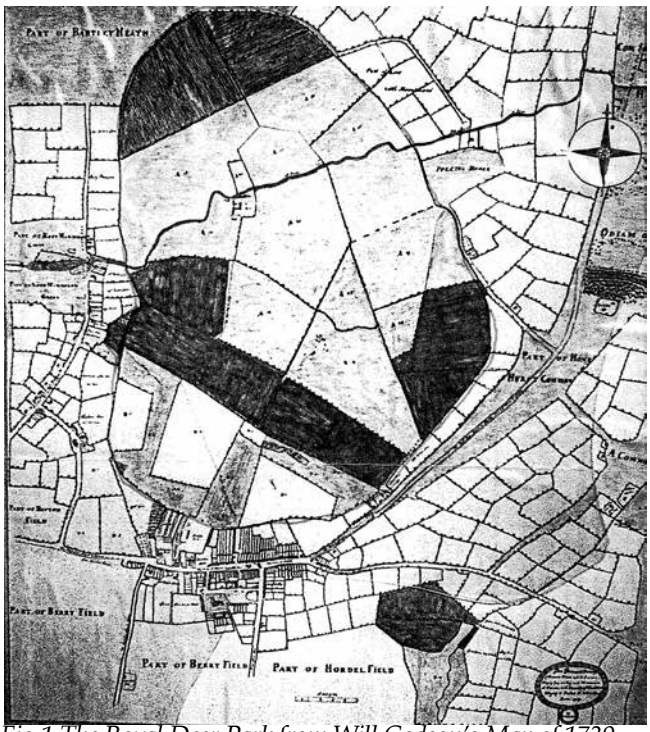

Fig.1 The Royal Deer Park from Will Godson's Map of 1739. (Photo: Barry Stapleton)

Parker's lodge - a rare and perhaps unique survival of a medieval royal park 'loge' rebuilt 1368/9[3].

A public inquiry was held in April 1969 into a proposal to extract gravel from the River Whitewater at Lodge Farm. One of the objections raised was the detrimental effect this would have on 'Odiham's ancient royal park'[4]. The existence of 'Hugh the Parker' in 1130[5], confirms the presence of a park prior to Odiham Castle, built c 1207 by King John 'pour lui deporter' and to enjoy the hunting. Odiham was a royal manor in 1086 and the castle and park were frequently leased separately by the monarch. The Angevin Kings, Henrys I and II, were very keen huntsmen and King John inherited their enthusiasm. Henry III did not share this enthusiasm but maintained large hunting establishments in his various parks that supplied venison to the royal household[6]. King John's daughter Eleanor was given the castle and the Manor of Odiham by her brother Henry III in 1236, and the following year he included the park and its hunting rights. Eleanor and her husband Simon de Montfort were regularly resident at the castle 1238-65. They entertained frequently and lavishly, and hunting would have featured prominently. Simon had a road built from the castle to the park in 1260.

The park was included in the dower of the wives of Edwards I, II and III. Edward III was the last monarch to have stayed at the castle for any length of time, and it and the park declined in importance as royal visits became increasingly infrequent. Inquiries were held in 1395 and 1400 into the waste and decay that had occurred to the castle and its hunting rights during the tenure of recent Constables and Keepers. Henry IV in 1402 stated, 'Our castle and the lodge situated in our park are very ruinous, and our park itself submerged by rising of the water at certain times of the winter'[7]. Drainage appears to have been an ongoing problem as records show. Drainage ditches had been used in 1276 to enclose a meadow, and in 1670 a ditch measuring 200 ft by 3 ft 4in was dug to drain the land[8].

In the 15th century more repairs were carried out in the park than to the castle. Pale posts were strengthened, a deerhouse repaired and the northern gate replaced in 1441. However, a subsequent constable, appointed in 1463, was exonerated from repairs to the castle, lodge, fencing etc. 'which were very ruinous and in great need of repair.' There is no mention of the castle in the grants by Henry VIII in 1541 to John Jenyns[9], and in 1545 to Chidiock Paulet of the Lordship of the Manor of Odiham which included 'Keeper of the parke and the herbage of the saidparke.' It was assigned in 1575 to Sir Francis Walsingham and granted by Queen Elizabeth I to him in 1585. He was also warden of Odiham Park 'with the herbage there.' This grant under the same terms was assigned in 1587 to Edward More (later Sir Edward)[10]. Queen Elizabeth I spent two days in 1591 as his guest [11], prior to attending an 'Entertainment' in her honour at Elvetham. It is recorded that the Earl of Hertford rode 'accompanied by a retinue of some 200 servants from Elvetham to the edge of Odiham Park leaving his train and companie orderlie placed to attend Her Majesties coming out of Odiham Parke'[12], while he 'himself went to meet the Queen at Odiham House' [13].

The grant in 1603 by James I to John Earl of Mar included the castle and it was also included in his demise to Edward Lord Zouch in 1617 which was later confirmed by the grant by James I in 1618. This grant included 'Odyham Parke with its universal appurtences'[14]. Records show that James I had taken pleasure in Odiham Park[15]. A subsequent valuation of the Manor of Odiham in 1630 describes the park covering 513 acres (208 hectares)[16]. There is a discrepancy here between modern and 17th century calculations as 25 inch to the mile O.S. maps show the park covers 580 acres (235 hectares)[17].

Disparking

By the end of the 16th century disparking by conversion into pasture and arable land had become common practice. Former parks became part of demesne agriculture and were leased to manorial tenants. An increasing population had created a demand for more agricultural land, and improved farming methods, e.g. the marling of heavy clay, enabled the use of land not previously suitable. During the Civil War, parks were confiscated from the Crown, and landowners often

penalised for their loyalties or actions and forced to convert their parks into farmland. Law and order broke down; deer parks were vandalised and the deer that had not escaped through damaged park pales were killed by marauding Puritan soldiers for food or by local anarchists who were against hunting as a sport.

Colonel James Zouch, Lord of the Manor of Odiham during the Civil War, was a staunch royalist and had 'raised horse and foot at his own charge and pledged his real and personal estate to late majesty' [18]. He had also transferred 'rents and profits' from his real estate to his wife Beatrice. Colonel Zouch was killed in 1643/4 and his lands were 'laid waste' forcing his widow to 'borrow and take up good sums at interest' [19]. She was unable to pay

Fig.2 Aerial Photo of 'kink' in Deer Park boundary denoting former southern gate at Palace Gate, Odiham (Photo: John Asteraki, c. 1930.)

the contributions levied on her to support the garrison at Basing House[20]. In 1646 the park and lodge were leased to Jonathan Mapleton, yeoman of Reading[21]. Jonathan had married the daughter of a local yeoman farmer in 1639 and he and his descendants were to remain manorial tenant farmers of the former royal deer park for more than 100 years. In 1673 James Zouch Jnr mortgaged a considerable amount of the manorial land including 'that part of Odiham Parke called The Towne Lawne' that was estimated to cover some 100 acres[22]. This, the southern area, immediately north of the High Street was described as The Little Park 'inclosed' covering 83 acres in a Particular of the Manor of Odiham 1736/7. It comprised 33 acres of 'the best meadow in all this county', 12 acres of 'excellent pasture' and 38 acres of 'very good arable'. The northern section was described as 'The Great Park', a farm of 438 acres, 'all inclosed' of 'the best arable and pasture and of meadow in all this county', Lodge Farm[23].

Will Godson's detailed map of Odiham Park, 1739, names and gives the usage of the 37 fields described as 'Further and Heither Odiham Park'[24]. The Tithe map of c1843 shows further division into 48 fields then divided between Lodge Farm and Palace Gate Farm, one of which belonging to the latter and measuring 15 ½ acres was named The Park[25]. The Manor of Odiham including the park had been purchased out of Chancery in 1742 by Paulet St John. His descendants changed their name to Mildmay and it remained with the family until 1920 when the estate was sold and the tenants of Lodge Farm and Palace Gate Farm purchased their holdings[26].

Deer Parks

In the middle ages the creation of a deer park was the king's prerogative and only granted by him to his most influential and wealthiest subjects. Deer parks were primarily recreational hunting grounds for the nobility and the church, and provided venison for special feasts and often salted for subsequent use. However, the high maintenance costs of deer parks ensured venison remained a luxury food. The parks included a wide range of different terrains necessary for the deer and their upkeep, as well as for the hunt, and were usually located in wooded areas on the edge of a settlement. Dense woodland, wood pasture and undergrowth which provided cover, lairs, browsing and foraging for the deer and excitement in the hunt, and pasture or launds for grazing were essential parts of this landscape. Meadows providing hay for winter feed were also needed, as were managed areas of woodland, e.g. coppices and young saplings fenced to protect them from browsing deer. An adequate supply of water was essential, and in Odiham Deer Park the River Whitewater flows in a north-easterly direction through the northern section, and vestiges of fishponds still remain in the south. To protect the deer from poachers, deer parks were surrounded by a pale, a high bank of earth surmounted by a fence of wooden stakes (occasionally by a quickthorn hedge), and a deep internal ditch to prevent the deer escaping. Remains of the pale survive at Colt Hill and Poland Lane [27].

The Romans are believed to have farmed deer, continuing to use prehistoric enclosures from the Bronze Age into which deer were driven prior to culling. In the Anglo Saxon Chronicles these were described as deerfolds. It is interesting to speculate whether the Romans and the Saxons farmed Odiham Deer Park given the remains of a 17-roomed Roman villa and bathhouse [28] on the opposite side of the river from the still extant park keeper's lodge, Lodge Farm House. A former Roman road from London to Winchester (now a footpath), passes through the park in an east-west direction[29].

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125th Anniversary Conference

Dick Selwood

The 125th Anniversary of the Field Club provided an unusual opportunity for all sections to contribute to a single event, a conference at St Swithun's School on May 22nd. The contributions were by experts in their fields. Sir Barry Cunliffe, Emeritus Professor of European Archaeology, University of Oxford, covered *Archaeology and Archaeologists in Hampshire.* Professor Chris Woolgar, Head of Special Collections, University of Southampton Library and Honorary Librarian to the Field Club, covered *Archives and the landscape: describing town and country.* Professor Maurice Howard who is Professor of Art History, University of Sussex and was elected President of the Society of Antiquaries of London only a month earlier, talked on *William Sandys, a Tudor courtier at The Vyne and Mottisfont: houses and possessions.* And Professor John Beckett, Director of the Victoria County History, wrapped up with *Writing Hampshire's History: the VCH 1899-1912*.

Dame Mary Fagan

The meeting was well attended, with Field Club members, several previous presidents, and representatives of our neighbouring societies in Dorset and Surrey. It was opened by Dame Mary Fagan, Lord Lieutenant of Hampshire, who spoke with authority on the highlights of the Society's history and its reputation for serious and scholarly work.

Archaeology and Archaeologists.

Barry Cunliffe, an ex-secretary of the Field Club, wove together the threads of the history of the development of "modern" archaeology in Hampshire, the history of the Field Club and the stories of the very strong characters who influenced archaeology not just in Hampshire but worldwide. The whole talk was fascinating and all I can do is pull out some plums.

The early Field Club, in tune with the times was good at compiling lists. Fungal forays and other field trips produced long reports in the proceedings. One of the first archaeological activities was a survey of Clausentum in advance of the development of Bitterne, which was the starting point of a series of Field Club organised digs and surveys, including activities at Hengistbury Head.

The section on Roman Hampshire in the VCH was written by Francis Haverfield in 1909 Cunliffe's opinion is that, "It is still the prime source – there has been nothing better since."

Heywood Sumner, a multi-faceted man "good at everything" moved to Hampshire in 1897 and settled at Cuckoo Hill in the New Forest, where he gave up his arts and crafts activities to very energetically embrace archaeology, creating the foundation for much of our knowledge of the Forest.

Barry Cunliffe

A major contribution to the development of a discipline of field archaeology was J. P. Williams-Freeman who published *Field Archaeology as Illustrated by Hampshire* in 1915, after walking through great areas of Hampshire. A collaborator with Williams-Freeman was O. G. S. Crawford, another great pioneer.

The early part of the 20th century saw the start of aviation. Crawford, before the First World War, "longed for the use of an aeroplane", something which he achieved in the 1920s and established aerial photography for archaeological interpretation.

The between-the-wars period saw, among other activities, the development of studies of hill forts, such as St Catherine's Hill, Worthy Down, Meon Hill, and Twyford Down

Post-war highlights of Hampshire archaeology have included Southampton in the 1960s, the massive amount of work in Winchester, Hengistbury Head, Portchester, Danebury and the Danebury environs projects and the Mary Rose.

Amongst all this work there are elements of continuity. Soon after the Field Club was founded, the massive excavation of the whole of Silchester began. This was a nineteen year project from 1890 to 1909. Today there is a regular summer visit to Silchester, where Mike Fulford has been excavating Insula IX since 1974.

To sum up, I can only quote Barry Cunliffe's closing remarks, "No other county has such an archaeological collection as Hampshire."

Archives and the landscape

Chris Woolgar discussed how "understanding archival records is vital to our understanding of the landscape (and townscape)." Maps only came into use in the 16th century, before that, from the 12th century onwards, legal conveyances used written descriptions of the boundaries of property. At the time of the Black Death, the deaths of many landowners generated many changes of ownership, and a standard written framework for conveyancing evolved. The descriptions became more and more detailed, giving a great deal of information on the landscape of the period. The

written attempt to visualise the land was a formalisation of the discipline of walking and memorising boundaries. The memory of witnesses became so important that treatises on developing memory skills included large sections on memorising landscape. The ritual of beating the bounds is another aspect of approaching the same issue.

Land leases, such as those of Oxford and Cambridge colleges, again contained written descriptions, not maps, and it was regarded as good practice that at each renewal of the lease there was a new visual survey.

The late 16th century saw the growth of map making. Some earlier maps, such as one commissioned by Henry VII of Hampshire and the Isle of Wight, do exist, but it is only with Saxton and his contemporaries that map-making became wide spread. As well as maps for sale to the general public this period also saw the use of estate maps, intended to assist in estate management. There were also maps drawn up to resolve issues of controversy, where the old open-field system had produced complex scattering of land. And the enclosure period saw many maps produced to resolve boundary issues. Alongside maps are the account books of the estates, which contain considerable detail.

Chris Woolgar

Moving rapidly to the 19th century, there was an explosion in local guides and descriptions by antiquarians, where antiquities, natural history and landscape description sit hand in hand.

In summary, and risking a travesty of Chris Woolgar's argument, in the archives are a range of resources which, through descriptions, maps and management records provide a wealth of information on the evolution of the landscape.

William Sandys

Maurice Howard looked at the activities of William Sandys as a window into Hampshire's 16th century past. Sandys was one of those who used the social turmoil of Henry VIII's reign to rise in the world and then used his wealth to create houses that reflected his new status. He was a conservative in the changing world of England and remained a staunch catholic. His career included posts in Calais, a significant role at the field of the Cloth of Gold, and a period as Lord Chamberlain at Henry's court.

Others who rose at the time also built. The notorious Sir Richard Rich, born in Basingstoke, built or rebuilt several houses in Essex and, at a lower level, John Williams of Thame built the great house at Rycote.

Sandys was born at Sherborne St John. As he advanced his career, he first added the Holy Trinity Chapel to the Chapel of the Holy Ghost in Basingstoke, and then turned his mind to house building. The result was The Vyne. What we see today is the result of later works in the 17th and 18th centuries and significant "improvements" in the 19th century. It was big, as were many 16th century houses, and Maurice Howard suggested that it was on the scale of Compton Wynyates in Warwickshire. Sandys also took over Mottisfont (when the priory was dissolved) and again carried out significant building works, also obscured by 18th century work. Mottisfont was one of the first examples of turning the nave into a two floored building.

Maurice Howard

Sandys died before he had fully moved in to his two houses, and his inventory showed he had been energetically collecting luxury goods to furnish them. It is difficult to point at many of the moveable objects today, but woodwork in The Vyne is clearly of his period, and the tiles in the chapel there, which are Dutch from the 1520s, have been assembled from around the house. The glass in the chapel, also made in the low countries in the 1520s, probably was originally in the Basingstoke chapel.

There were also massive tapestries. In particular ten tapestries of the life of King David of wool, silk and gold wrapped thread, and now in France, were valued at the enormous sum of £1,548. By contrast, a similar set at Mottisfont was only valued at £57. 6s. 8d.

Sandys and his contemporaries, by building houses on a large scale, rather than castles, were the turning point for large buildings in England.

VCH in Hampshire

Anyone working on history at a local level is familiar with the big red books of the Victoria County History, so it is a slight shock to realise that it was only in 1900 that the first volume was published. And that first volume was on Hampshire. In fact Hampshire was a guinea pig for the entire venture, a laboratory where the theories of how a county history should be compiled and published came face to face with the hard facts of what was needed to do this.

John Beckett is the Director of the VCH and the author of The Little Big Red Book, a history of the VCH, so is well placed to tell the story of the early days. In the dying days of the nineteenth century there was mounting concern that there was not a detailed local history of Britain. This was clearly unacceptable for the greatest country in the world, so work began on compiling it. The decision was taken to carry out the work on a county by county basis, and then by parishes within the county. For Hampshire the starting point was to create a committee of the great and the good to provide prestige and support in talking to landowners about their archives. The Hampshire committee had 70 members, plus a further 17 for the Isle of Wight. They appear to have had only one full meeting, in London in May 1899.

The work was to be funded by subscriptions (six guineas) and the prospectus said that the work would be in 5 volumes. Vol 1 is the History of the County (although one review sourly remarked that it was only on the "400th page we emerge into history proper.") Vol 2 covers ecclesiastic and monastic history followed by two volumes of topography, arranged by hundreds and then parishes,

John Beckett

with the final volume covering the Isle of Wight and Industry. Later counties were arranged differently.

The intention was that the local clergy would write their parish history, with material supplied from the Public Record Office by young lady researchers, all recent graduates. There were, over time, 50 researchers, of whom 21 worked on Hampshire. They were individually acknowledged in the printed volumes, a breakthrough for the period.

A cut of Presidents: Sarah Lewin and five past presidents cut the anniversary cake,

The first chief editor was H Arthur Doubleday, the clergy input was to be co-ordinated by the Rev Hendey Gotley and the records work was supervised by W J Hardy

As with all these projects, the execution was not as simple as the plan suggested, and the correspondence between different members of the team was often acrimonious. The plan for local clergy to be involved fell by the wayside and the writing was taken in house, originally to be undertaken by Gotley. This also caused problems and relations became so strained that the second volume, included in its preface

"With the exception of a few local investigations the present volume does not contain any contributions by the Rev. G. H. Gotley, who was originally appointed joint topographical editor with Mr. W. J. Hardy. Mr. Gotley's connection with the Victoria History was severed before any portion of the topography of Alton Hundred was completed."

Despite all the hard work, there were many mistakes, including those that would have been avoidable had the authors visited the sites they were writing about. The Field Club regularly pointed out these mistakes, some of which have been corrected.

The VCH for England was never completed, and today the revision is taking a different tack, with significant local involvement and the publication of many small specialist volumes. Hampshire again is deeply involved, with a team working on Basingstoke, coordinated by Field Club members.

Cake and Wine

Following the formal part of the afternoon, a group of past presidents of the Society gathered to cut the magnificent anniversary cakes, which were accompanied by wine. And this is probably a good time to thank those who were active behind the scenes in making the day the success it was. Council Member Julia Sandison bore the weight of the work, including commissioning the cakes, and led a team of volunteers acting as stewards in the hall and car park marshals in the grounds. She even organised bright sunny weather. St Swithun's School's Performing Arts Centre was a comfortable venue. And special thanks must go to the speakers for providing four highly individual, thought provoking and deeply interesting lectures that reflected the different aspects of the Hampshire Field Club and Archaeological Society's current activities. Our successors celebrating 150 years have been set a very high benchmark.

In the back

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Cover titles and dates

If you are confused to receive another copy of the Newsletter called Autumn 2010, please just go by the numbers. No 53 should have been, as you probably realised, Spring 2010.

Legacy

The Council wants to record publically its great thanks for the gift of £1500 "from the estate of Mrs Moira Grant". Moira was a long-standing member of the Field Club, and such generosity is particularly valuable when low interests rates are not helping the finances.

If you would like to remember the Field Club in your will, please contact Sandy McKenzie, who will advise you on how this should best be worded.

Logo

Following earlier information on the Field Club Logo, I have recently come across further background. In 1898, The Hampshire Field Club changed its name to The Hampshire Field Club and Archaeological Society to reflect its interest in antiquarian subjects. In 1906 it adopted a new "device or seal", abandoning an eschutcheon as "my friend, Mr. Everard Green, F.S.A. Rouge Dragon of the Herald's College, assures me that counties have no arms and consequently no right to bear a shield." The new device was based on a cast of a seal "deposited in the Winchester Museum by Mr. Alderman W. H. Jacobs", probably from the reign of Charles I and was designed by Mr. N. C. H. Nisbett, A.R.I.B.A. All this, with a lot more detail on roses, was lovingly set out on pages 224-228 of the Proceedings for 1906, by Rev. G. W. Minns, LL.B., F.S.A.

Hampshire Field Club & Archaeological Society

Newsletter

Programme of Events

September 2010 - January 2011

2010

4th September - Saturday - Landscape Section
New Forest sites of special archaeological interest. Visit to be led by Frank Green.

8th September – Wednesday- Archaeology Section
Evening visit to excavations at Magdalen Hill Leper Hospital, Winchester. Tour 6.15 at the site.

2nd October - Saturday - Local History Section
Conference & AGM at Headley

5th October – Tuesday - Historic Buildings Section
Evening lectures on and in the hall of St Cross, Winchester

23rd October - Saturday - Historic Buildings Section
Boldre Grange and Walhampton House. A visit with a Richard Norman Shaw theme.

30th October - Saturday - Landscape Section
Boom & Bust in the Hampshire Landscape. Conference & AGM venue to be confirmed.

November - Saturday - Archaeology Section
Conference & AGM at Peter Symonds College - exact date to be confirmed

27 November – Saturday - Archaeology Section
Annual Conference and AGM. *New Thoughts about Late Roman Britain*, Science Lecture Theatre, Peter Symonds College, Winchester

2011

21st January - Friday - Local History Section
Annual Lecture: R E Foster, *Florence Nightingale: a Hampshire life and death*, 7.30 for 8.00 at Hampshire Record Office.

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Information about the Society, its activities and other publications can be found at www.fieldclub.hants.org