

A History of Waterlooville and District



Waterlooville circa 1906. *C H T Marshall.*

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John Reger

John was educated at the Royal Naval College at Dartmouth and served in the navy until 1951 when he was invalided out with the rank of lieutenant.

He then obtained a second class Honours Degree in history at Cambridge.

He joined the Hampshire County Council Education Service and was appointed to Warblington School where he became senior history teacher.

John was a diligent researcher and he contributed much to our understanding of local history.

Before he died in 2006 he gave many of his papers, including this article on the History of Waterlooville and District, to the Havant Museum.

It was written in the 1960/70s.

Ralph Cousins
July 2015

A History of Waterlooville and District

A J C (John) Reger. MA, MBE

The district which is today called Waterloo or Waterlooville is of very recent origin. It is perhaps not the least important task of the local historian to explain why this is the case, especially as neighbouring settlements can claim continuous occupation for some 2,000 years and an intermittent occupation for yet another 2,000 years before that.

There is only one real reason why mankind settles down anywhere, and that is because he finds such a settlement to his advantage. If he is a farmer, (and the earliest settled men were all farmers), he wants water, preferably from springs but a clear stream will do, and also he wants a nice light, easily tilled soil. More sophisticated settlers require accommodation, or work in a factory, while the real opportunists require mineral wealth, preferably a gold mine, or an oil well. Because it was singularly lacking in spring water, good soil, and mineral wealth, the settlement of the Waterloo/Cowplain area had to wait until men had ceased being entirely primary producers.

The secret of the geological structure is fairly easy to understand once it is realised that the area is the heart of what is called the Hampshire Basin. The foundations for this geological feature are made of chalk. This dips to form a vast concave trough the northern edge of which is the South Down Ridge. The southern edge, or what remains of it, is the chalk ridge in the centre of the Isle of Wight.

On top of the chalk, half filling the trough, are two layers of clay. The upper layer, called the London clay, is 200 to 300 feet thick, and is the subsoil of the greater part of the area. Beneath this lies the Reading clay which only appears round the edge of the London clay, cropping out between it and the chalk. The Reading clay is about 100 feet thick, and the outcrops form narrow belts, rarely more than a mile, to half a mile wide. Where the Reading clay outcrops occur, the soil is very red, hence such names as Redhill in Rowlands Castle, and Redlands Lane in the north of Emsworth. It is the Reading clay too, which has been used for brickmaking at Padnell, Bedhampton and Fareham.

To be more precise, our trough has a cross section more like a 'W' than a 'U', the centre apex being the chalk ridge of Portsdown Hill. This geological structure is the cause of the importance today of Bedhampton and Havant. The downs are fairly high, and sparsely populated. Rain which falls on the downs sinks into the chalk without being diverted into storm water drains. The water then runs south, under the belts of clay. The water level in the chalk is above sea level. Where the clay ends, namely along the edge of the Reading beds from Emsworth to Bedhampton, is the spring line. The most copious springs are in Brockhampton, and the springs of this place, Bedhampton and Havant supply the daily requirements of a quarter of a million people, the greatest single unit which draws its water supply from such a source in the whole of the British Isles, if not the world.

What is good for Portsmouth, was not really good for Waterlooville. The clay which sealed the water in the chalk was 300 to 400 feet thick; too thick for there to be a fault where a spring might force its way through. The clay itself was so impermeable that even rain water tended to run straight off it into the upper reaches of the watercourses which flowed into the harbours. Thus between Horndean and Bedhampton there was almost a desert, so far as water supply is concerned. This is one reason why no one settled in Waterloo (or Waterless) until the 19th century.

In all the desert there was one spot where water flowed. The area of the Bagshot sands around Purbrook was not impermeable. The rain which fell on the heath and the surrounding clays, sank in here, and wells could be dug. At one spot there was, and still is, a spring, where the water which has collected in the sands seeps out again into the 'Purbrook' – the brook of the Water Sprite – aptly named, for it is the only spring water for many miles around.

The soil of the two areas is equally infertile but for totally different reasons. The clay is hard and stiff, sour for cereals, but well able to grow great trees, and so the woodlands which formed after the ending of the ice age have not been cleared in the claylands. Not so at Purbrook. The Bagshot sands are light. They cannot support trees, and can only be coaxed to grow grain with patience, hard work and marl. Heathland it always was, and half of it still is.

Lacking water with an intractable soil, the area was to remain unsettled forest land, the abode of wild beasts and outlaws, visited only by hunters, by charcoal burners, and the occasional potter, until a better use could be found for the land itself. This was the Forest of Bere.

The Forest of Bere.

To trace the origins of the Forest of Bere we must go back into the past some 30,000 years, until we find ourselves in the last few millenia of the fourth (and up to now the final) ice age. In those days the northern ice cap stretched far to the south; in the centre of Europe it reached into Switzerland; it covered most of what is now Germany and Southern Russia; in this country the ice itself stretched as far south as the Midlands, and the climate of south Hampshire was arctic to say the least. On the downs and plains little grew but mosses and lichens, and they were scant. Over the face of the countryside swept a freezing wind, whipping the clay from the surface of the future downs, laying bare the chalk, and building up a rich deposit of brickearth along the coastal plains.

With so much of the free water on the earth's surface locked up in the ice sheet, the level of the oceans had fallen to some 200 feet below the present datum. In consequence the shallow seas, which today separate England from the continent, were dry land. There was no English Channel, no North Sea.

Sometime after 20,000 BC the gradual thaw was becoming more apparent. The seas began to fill and with the definite increase in warmth vegetation slowly spread across the face of south England. With the spread of plant life the beasts too moved north; at first there were herds of elk and reindeer, then wild oxen and horses; preying on them were the wolves, the cats and the rodents, and not least important in the scheme of things, man.

Depending on the soil, the subsoil, the drainage pattern and climatic changes different species of vegetation flourished in different places at different times. There was however one general rule that is, the downlands and sandy soils and gravels carried the lighter covering, whilst the clay lands fed the heavier trees.

By 10,000 BC birch had come to dominate the landscape. The few Mesolithic folk who then occupied this island built their economy on the

birch, as the people of Hiawatha were to do in the days when we in this country were enjoying the civilised luxury of the Wars of the Roses.

As the ice receded still further the birch with its silver trunk and light green leaves gave way to the sombre majesty of the pine. This in its turn was replaced by thickets of hazel, and by the present natural dominance of oak, lime, beech and elm. From 5,000 BC until modern times this mixture formed the main part of the woodlands of the Forest of Bere. The present superfluity of conifers is not natural but results from a deliberate planting policy.

With the great forest well established on the claylands, stretching across the whole of south-east Hampshire from the Winchester uplands to where the south downs meet the sea, the early agriculturists turned their attention to the areas on either side. Thus the earliest traces of the pastoral folk who followed the hunters are to be seen on the south downs, on Portsdown and in the coastal plain, and on the whole this pattern was continued through Roman times and well into the modern period.

During all this time the greatest problem was not to 'tame' the forest, and bring it under cultivation but to find a way through it. In this part of the forest there were in point of fact only two natural breaks, which connected the downs with the coastal plain, and these must have been used from the very earliest times. The first is the fine of the Meon Valley, from Titchfield to Soberton, the second, and probably the more important during pre-historic times, was the line of the Lavant Stream through Havant, Rowlands Castle, Finchdean and Idsworth, and the dry valley to the north which leads through to Buriton and the downs. There appears to have been no route on a direct line through the forested area that is today Waterlooville until comparatively recent times. Both Horndean and Purbrook owed their later importance to having been 'guide centres' for people going from London to Portsmouth, and vice-versa, who chose to take the short-cut through the Forest of Bere rather than the longer way round via Chichester or Arundel.

By Saxon times the majority of both the downland and the coastland settlements had been made; most can be identified in the Domesday Survey. The remainder, such as Farlington appear by the 12th century.

In the years after the Norman Conquest the Forest of Bere was established as one of the royal forests of Hampshire. It had its own court of Verderers,

who enforced the forest law, but unlike the New Forest its boundaries appear to have been indeterminate, and it contained many and varied separate rights and franchises, which made it of far less importance to the Crown.

A forest as established by the Normans differed from the rest of the country not by reason of the amount of timber that grew there, but because in that area the law of the forest, and not the law of England, prevailed. It was, in the crudest sense a 'National Park' where the deer which the Norman Kings preferred to their own relations, let alone Saxon peasants could breed and prosper with only the King, or his minions to harry them. In one way it is as well that the forest laws were as severe as they were; without some such regulation the fauna of this country would have been exterminated a long time ago.

The protected animals were of two kinds, the 'beasts of the chase' that is the members of the deer family, and the 'beasts of the warren', the rabbits, hares and lesser sporting fry.

Within the forests in general, and the Forest of Bere in particular there could be many separate rights and franchises which allowed ordinary individuals to exercise on their own lands, within the forest or without, prerogatives normally reserved for the Crown. In this district there are a great many examples of this, and the lands which actually belonged to the Crown in the Forest of Bere appear to have been a relatively small proportion of the whole, when due regard has been made for all the rights in the forest enjoyed by various subjects.

In the 13th century the Forest of East or South Bere, also known as the Forest of Portchester, stretched from Winchester to Southampton, passed just to the north of Tichfield, and ended only at the Sussex border.

Within these bounds the following private rights were exercised:

The whole of the district around Bishop's Waltham was known as Waltham Chase; there by royal licence the Bishop of Winchester had the right to the deer, as he did too in Havant Thicket, also considered a part of the forest. The part of the forest which lay in Bedhampton manor and parish was the private park of the lord of the manor of Bedhampton.

The difference between a chase and a park was that a chase was open whilst a park was enclosed by a pale.

In the records of the Middle Ages there are a number of references to persons who broke into this park and attempted to take deer unlawfully. In addition to this the lords of the manors of Warblington and Chalton had rights of warren; that is they could take the lesser game in that part of the forest that lay within their manors.

At the time of the conquest both Hugh de Port, who held Bedhampton, and Roger de Montgomery, of Warblington and Chalton had the right to hunt in Bere; to safeguard their interests they built a number of guardhouses, miniature castles, one of these is Rowlands Castle, another is at Motley in Idsworth, a third on the road to Southwick, on the north of Portsdown Hill, and a fourth in Southwick Park.

Henry II amongst other Kings hunted in Bere Forest, staying at Rowlands Castle to do so Charles I was at Southwick House to hunt in the Forest of Bere, when 'Steenie', his beloved George Villiers, Duke of Buckingham, was stabbed by Fenton in Portsmouth High Street.

The forest itself was open, that is, within the forest except for such lands as were emparked, there were no fences. There was however a general hedge or fence around the whole, at least by the 18th century. All roads which entered the forest had a gate where they passed through and although it is over 150 years since the forest was abolished several of these gates are still mentioned on the map, and more can be found in the surviving historical records.

In the first category come Forest Gate, in Denmead, and Eastland Gate, south of Lovedean. In the second come Bondfields Gate, which used to stand at the south-west corner of Havant Thicket, and various gates in the parishes of Blendworth and Catherington which, in the 18th century, the copyholders had to repair extremely often, if the court books are to be believed. One of these gates was near Pyle Farm in Blendworth.

By about 1800 there were about 16,000 acres in Bere Forest, of which some 10,000 were 'open forest'. In 1810 the whole was disafforested. Today the last remnants of the ancient hunting grounds of the Kings of England are

some 1,500 acres of timber in two 'walks'. The larger West Walk is near Wickham, the smaller East or Little Creech Walk is to the north of Southwick.

The Portsmouth Road

It is most likely that travellers from Portsmouth to London did not travel through the Forest of Bere along the line of the present A3 much before the 17th century; most local traffic probably followed the ancient British and Roman trackway north from Havant through Rowlands Castle and the Lavant Valley to Buriton and Petersfield. It was only after Portsmouth became an important naval port in the reign of Henry VIII that a more direct route between there and the capital was felt to be necessary.

There are three small scraps of evidence from the years before 1710 which throw some light on the Portsmouth Road as it was before the turnpike was set up. Firstly, the evidence of one traveller, Samuel Pepys, Clerk of the Acts to Charles I's Navy Board. In April 1662 Pepys travelled to Portsmouth, spending two days on the journey, and sleeping at Guildford. On the 23rd his diary records:

Up early, and to Petersfield; and thence got a countryman to guide us by Havant, to avoid going through the forest; but he carried us much out of our way.

The second piece of evidence is in a book on the roads written by a man called Ogilby in 1698. He is very careful to warn travellers that if they are going from London to Portsmouth, on leaving Horndean they have to be very careful to take the 'middle, broad way' through the forest, a fairly good indication that even by the standards of the time the road was not a very good one.

Lastly, in the pre-ambule of the Act of Parliament which created the Portsmouth-Sheet Bridge Turnpike Trust in 1710, it is stated that the 'highway' between Portsmouth and Petersfield was impassable for 'nine months of the year'. Not really an admirable road even by the execrable standards of the time.

The reason for this is fairly simple. In the old days before the turnpike idea had been developed, it was the responsibility of the people of a parish to

repair their own roads. For this they were expected to contribute so many days labour, or to pay the so-called Highway Rate. Such money was paid to an official called the Waywarden. He was an unpaid volunteer, and his main object in life during his year of office was usually to avoid making his neighbours work too hard, or pay too much.

The parishes through which the Portsmouth Road ran on its way from Cosham to Petersfield were sparsely inhabited. The road ran through the outskirts, or well away from, the villages. In addition the area of the Forest of Bere was outside the organisation of the parish. It had few or no inhabitants, and within its limits there was no one either responsible for or prepared to undertake the upkeep of one square inch of any road whatsoever.

Because of the rapidly growing importance of Portsmouth as a naval port in 1710 a Turnpike Trust to be responsible for the repair of the road between Portsmouth and Sheet Bridge, on the outskirts of Petersfield, was constituted. By this a number of local grandees, termed in this Act, The commissioners, were appointed more for their status in the county than for any knowledge they might have had concerning the making of roads. Voluntary, unpaid, sometimes not even meant to attend any meetings which actually ran the turnpike, they are merely another instance of that typical British Institution, the 'public spirited citizen who gets things done'.

As the 18th century was one in which aristocracy' was to the fore the list is duly headed by a number of aristocrats whose status was probably more Honorary than anything else. At the top of the list comes Charles, 2nd Duke of Bolton. In 1710 he was the leading Hampshire nobleman. He was Lord Lieutenant of the County from 1699 to 1710, and again from 1714 to 1722. Another important figure was Henry Somerset, 2nd Duke of Beaufort, Lord Lieutenant from 1710 to 1714 he had a somewhat greater interest in this turnpike than the Paulets, in so far that he was lord of the manor of Chalton. Two other Paulets figure on the list. The first is Charles, son and heir apparent of the Duke of Bolton, Marquis of Winchester, Lord Lieutenant from 1722 to 1733 and from 1741 to 1754, when he had succeeded his father and was the 3rd Duke. The other was the Duke of Bolton's brother, Lord William Paulet.

Next in importance came the governors of Portsmouth and the Isle of Wight, showing how much the Government was interested in the project; two other officials, albeit of somewhat lesser importance were the Mayors of Portsmouth and Petersfield 'for the time being'.

The remaining Trustees included many local magistrates and lords of the manor; later Gibbon the historian, lord of the manor of Buriton, found himself on the panel. All in all there were some 40 named persons on the list including Thomas Smith of 'Perbeck Heath', who was lord of the manor of Farlington and who also founded a Portsmouth Water Company. In addition all Hampshire magistrates were ex-officio commissioners.

The commissioners, or any seven of them who were prepared to come to a meeting, were to meet alternately in various inns in Petersfield and Portsmouth. The first meeting was held at Petersfield on 7 June 1711 at the Green Dragon Inn; the second meeting was held at the Blue Posts Tavern at the Point at Portsmouth, perhaps the best known of the old hostleries of the City. In 1711 it was 'kept' by a certain Fabian Cole. Other inns which were favoured by the Trustees, were the Three Tuns Inn in Portsmouth, kept by Henry Waldron, and the Red Lion Inn at Petersfield where the innkeeper was Richard Eames.

The Annual General Meeting was to be held on the first Wednesday after 10th October, again alternately in Petersfield and Portsmouth. On the whole there seem to have been from seven to a dozen commissioners who attended on these occasions. On the 17 August 1715, for example ten of them met at the Red Lion Inn. They were, Lewis Buckle, Richard Cowper, Edward Rookes, Thomas Andrews, Robert Bettesworth, William Lowfield, John Heather, Alexander Robinson and two other gentlemen with indecipherable signatures. At this meeting at least it would appear that the persons who attended were all 'lesser folk', the grandees were too busy for a casual meeting about a minor turnpike road.

The commissioners only met every so often. At first they seem to have done their best to meet every two months, but later meetings were quarterly, and sometimes they did not meet for six to eight months at a time. The actual running of the turnpike was in the hands of certain officers, appointed by the commissioners at their first meeting. These officers were the clerk, and later

his assistant, who were only part-time, and the surveyors, who were responsible for all collection of tolls and maintenance work on the road itself. In our day and age, when the qualified engineer is a commonplace it is difficult to imagine a time when there were no such things as an engineer outside the army. The first survey of the Portsmouth-Sheet Bridge Turnpike seems at first sight an odd choice. They were, Roger Goldring, a tavern keeper of Petersfield, at whose hostelry, the Red Lion Inn, the commissioners often met, John Woolgar of Petersfield, a grocer, and William Bromley and William Austine of Portsmouth both 'house carpenters'. Yet the choice was probably a good one. The surveyors had to be men of substance, depositing a bond of £250 with the commissioners in case they should abscond with the tolls. They seem frequently to have spent their own money on the necessary repairs, and to have been paid back only after the money had been paid in, the annual accounts settled and loans raised from the general public. Woolgar the grocer was possibly just the business brains of the quartet, and probably only in as a sleeping partner; he appears to have collected less money from the toll-collector than the others, and to have performed less work. He remained a surveyor for only a few years, and was not replaced.

Bromley and Austine, the house carpenters were responsible for the Portsmouth end of the turnpike in particular, but William Bromley seems to have been in charge of the actual construction of much of the road. The choice of house carpenter might also seem a strange one, but house carpenter meant 'building contractor' in all probability, and both Austine and Bromley seem to have spent much of their funds on employing men to carry loads of stone to repair the road. Like Woolgar, Austine soon dropped out, and the two remaining surveyors carried on alone until in 1719 William Bromley died.

In the account book of the commissioners of the Portsmouth-Sheet Bridge Turnpike from which much of this information has been taken, this event is marked by a black ink 'skull and crossbones' in the margin, and the letters R.I.P.

The last of the four first surveyors was probably the most important. Roger Goldring appears to have been no mere inn keeper, but one of the chief citizens of Petersfield. During 1717 he temporarily resigned from his

position of surveyor as he was mayor of Petersfield and for the period during which he held that office, and was consequently a commissioner, a certain Edward Hunt acted as surveyor 'gratis'. During the 1720s Roger Goldring was back as surveyor at the Petersfield end of the road, whilst Michael Atkins, Bromley's successor, looked after the southern section. All these surveyors were paid £20 per annum, which wasn't very much, but they usually were voted a bonus at the annual general meeting, which was sometimes higher than their salary.

The surveyors worked on the road intermittently for a fee of £20 per annum, but appear to have followed their normal occupations when they could. The clerk was somewhat more fortunate; a part-timer like the surveyors, he too was paid £20 per annum. Out of this admittedly he had to pay his assistant, but his work was far less arduous, and appears to have consisted more or less in keeping the minutes of the meetings of the commissioners, and auditing the surveyors' accounts. Both William Haman of Petersfield, the clerk, and James Mosscroft, his assistant, were appointed at the first meeting of the board.

The only whole-time officials of the Turnpike Trust were the two collectors. One of these was stationed at each of the gates which were built at either end of the turnpiked way, one at Sheet and the other at first on Portsbridge, then later in Cosham High Street. Without the full co-operation of these people the turnpike could never have functioned at all, as it is one is left with the impression that most of the inhabitants of Portsmouth and the surrounding countryside cheated the turnpike at some time in their lives, and some of them were persistent offenders. (The art of travelling first class on 'our' railways, with the aid of a platform ticket and bluff is merely a modern interpretation of a well-established ideal.)

At first the toll-collectors were Thomas Willard, who worked at Sheet Bridge, and John Keate, who operated on Portsbridge. Willard was to be provided with a house, and had a salary of 10s. 6d. per week 'payed out of the first money the surveyor shall collect'. There was no house at first, so he was paid 3s. 6d. extra in lieu. John Keate had no house, and was only paid 7s. which was not much better than a labourer's wage. He tried to better himself at the expense of the Trust. This had set up its gates on the 25 June 1711; by

15 January 1712, despite his bond for £20 as surety for good and honest behaviour, John Keate had 'been negligent', and was guilty of fraud. He was dismissed on the spot. His successor was John Gardener; to encourage him from going the same way as Keate the new keeper's salary was to be 14s. per week. It was on this occasion that the turnpike was moved from Portsbridge to Cosham.

In order to find out exactly how much work they had to do, the surveyors made an estimate of the sums of money various sections of the road would cost to repair. From Sheet Bridge to Butser would require £2,147; from Petersfield via Nursted to Buriton Hill £1,429 18s. 0d.; from Horndean, through the forest to Wait Lane End, £2,816; from there to Portsmouth, £2,489 11s. was required. All in all the amount of money needed was rather less than £9,000.

It might be thought that the matter was a very simple one. The promoters of the Trust were evidently of that opinion, for the first Act which brought the Trust into being was only to run for 21 years, and if before that time the road had been repaired the Trust was to be dissolved and the road thrown open to the travelling public free of tolls.

The first meeting of the commissioners authorised the surveyors to take up £1,000 'to repair, the said ruinous places' in the road. The lenders were to be paid interest at six per cent and repayment was guaranteed out of the tolls.

To give some idea of what this meant, and of how important it was to have a little money of your own if you were a surveyor, the first audit, held in October 1711 showed the following:

William Bromley had collected £76 and expended £300. William Austine had collected £65 and expended £83. Goldring and Woolgar between them £29 and expended £100.

This meant that the Trust was in debt over the first four months somewhat more than £350. When the expense of obtaining the Act of Parliament was added, the total debt over this period was £526 5s. 2d. Whilst the annual revenue appears never to have exceeded £500 in the first few years, it was obviously going to be far harder than it was at first thought, to make the

turnpike pay its way. The original Act was extended in 1722, bringing the final date to 1741. In that year another Act (due to expire in 1762) extended the life of the turnpike indefinitely, as a sum of £409 still had to be paid off and the road was still not in really good repair.

Up to 1762 the tolls in force remained those laid down in the original Act. They were as follows:

Horse and Rider – 1d.

Coach with four horses – 1s.

Four wheel wagon with five or more horses – 1s.

Coach with two horses – 6d.

All other carts – 6d.

Oxen, the score – 10d.

Sheep, the score – 5d.

Hogs, the score – 5d.

There were however a whole string of exceptions to this, with the following persons being exempt from toll. First and most important was or were the 'mail rider' with His Majesty's Mails. Next came soldiers in uniform proceeding on their lawful occasions in His Majesty's Service. This freedom could even be extended to their 'baggages' which in the widest term embraced their families travelling in the regimental carts.

Carts carrying road metal for the turnpike, or any other roads in the vicinity were also toll free. Lastly came purely local traffic. England in those days lived more by agriculture than anything else. In a last resort nothing must be allowed to interfere with the husbandman. He must be allowed to carry his harvest to his barns without paying toll, provided that his fields and his house were all within one parish. Nor must there be a toll upon dung, or any other fertiliser. Ploughs, harrows and other implements of husbandry were to be taken along the turnpike for nothing. These provisions appear to have been common to many such turnpikes. Later Acts of Parliament quote them with the same wording time after time like the well-tried formulae that they were.

There were too a whole list of penalties for people who tried to fake short cuts across the field in order to defraud the turnpike; the account and minute

book gives numerous examples. One of the earliest was John Goldring, who in July 1713 made a road at Sheet Bridge whereby waggons could avoid the gate, and so not pay toll. Whilst the last entry in the book concerns a certain William Tull of Petersfield who in October 1754 allowed men and cattle to pass through the grounds of his house to enable them to avoid paying toll. Another trick was apparently to have five or six horse waggon on the road, take off two of the horses before you came to the gate and pass two of these through as single nags at a 1d. each. A four horse waggon cost 6d. one with five or more horses 1s. a net saving 4d. No wonder the turnpike was never really out of debt for most of its existence.

Perhaps the most simple way to show how the money went is to quote in full the account of one of the surveyors given at an annual audit.

SUM COLLECTED	£126 15 7½
EXPENDED as follows to :-	
John Wheeler coals and cartage	2 0 0
William Bromley for a bill	10 0 0
Thomas Hunt, carting stones	2 15 0
John Smith, carting stones	2 12 0
Richard Marshall	8 9 0
William Wassole	2 8 0
Peter Adams	18 0
Dinner for commissioners	6 19 9
R. Goldring	14 14 11
Salary W. Austine	14 14 11
Salary J. Mosscroft	1 10 0
Salary William Bromley	21 0 0
Robert Davis for work	11 0
John Gardener wages 26 weeks	13 0 0
John Hooks, carpenter	5 0
A bill for John Gardener	12 8
In hand £24 5 4½	<hr/> <hr/> £102 10 3

The Surveyor was William Austine, who collected at Cosham, and who rendered this account in October, 1716.

The whole is typical of the 18th century, especially the item concerning the commissioners' dinner. Roughly half the money collected went on administration and salaries. One tenth on interest, and only 40 per cent on work done to the road.

The reference to coals is in itself a reflection on the state of the road. In 1715 it was established that the collectors were to be paid as follows:

Thomas Brewer at Petersfield had a House, 7s. per week, 100 faggots and one cord of wood for fuel. John Gardener had no house (though they later built him a shelter) 10s. per week, and 1½ chaldrons of coal.

The road was too bad to take coal from Portsmouth to Petersfield with any amount of ease, so the collector at Sheet Bridge had wood for fuel. Conversely it was cheaper to fetch coal to Portsmouth by sea from the Tyne, than bring wood from inland.

Owing to the scarcity of records information about the development of the Portsmouth-Sheet Bridge Turnpike after 1760 is slight, but there is an indication that between that date and the reign of Queen Victoria the surface of the road was improved somewhat for the time taken for the coaches to go from Portsmouth to London was considerably shortened.

In the 1770s the Royal Mail which started from the Blue Posts Tavern on the Point, left at 2 p.m. daily, and reached London at 6 a.m. the next day. Some 15 years later the celebrated Flying Machine left the King's Arms Inn at 10 p.m. and took somewhat over 12 hours. It left Portsmouth on Monday, Wednesday and Friday, and returned from London on alternate nights.

By 1805 there were a number of Portsmouth to London coaches and the journey time had been cut to between nine and ten hours. The traveller could take his choice from the Royal Mail, from the George Inn, the Nelson from the Blue Posts Tavern, the Hero from the Fountain Inn.

Speediest of all was the Rocket run by Vicat and Co., leaving from the Quebec Tavern it reached London in just on nine hours. Vicat in later years was one of the most celebrated whips on the route, and apparently changed

horses at the Heroes of Waterloo from the very first as did two other famous coachmen, Faulkner and Scarlett.

The fares were extremely high if we compare them with the wage of the average labourer or serviceman of the period. The former earned between 10s. and 20s. depending on the season of the year. The latter received 1s. per day and rations.

An 'inside' ticket on the Portsmouth to London stage in about the year of Trafalgar, 1805, cost a guinea. 'Outside' passengers paid 12s. 6d. To travel 'inside' on one of the heavily laden 'stage-waggons' was 6s. 6d. These travelled at roughly four miles an hour, but they could take a whole 24 hours to make the journey to the capital.

On ascending a steep hill the rule seems to have been 'inside passengers get out and walk, outside passengers get out and push'.

We next can trace the turnpike in 1821. In that year there was a general report on all the Turnpike Trusts in the country. The figures for the Portsmouth-Sheet Bridge Turnpike are as follows:

Annual income – £2,186

Debt on Mortgage – £1,600

Debt (floating) – £153

Annual Expenditure – £2,042

From which it appears that the concern was fairly flourishing. In addition there was a sum of £545 'due to the trust'; this appears to have been the 'cash-in-hand' of the surveyors which they were using for the day to day running of the road.

What the tolls were at this period is hard to discover, but they were probably in line with those on the Chichester to Cosham Road; these were roughly 2s. per gate for heavy traffic, and proportionately less for light traffic, with a proviso that no one paid at more than two gates in one day, and included an automatic right of return free.

By the 1840s the annual income was dropping slightly; probably due to, the coming of the railway. In 1845 the Brighton line reached Chichester. In 1846 the South Western got to Gosport. By 1847/8 both had penetrated to

Portsmouth. It was not until 1849 however that the mails came to Portsmouth via the railway.

At some time in the late 18th or early 19th centuries two extra gates were set up on the turnpike; one was at Horndean, the other at Purbrook.

In 1845 the accounts of the concern show the following sums were collected:

At Portsbridge Gate (presumably in Cosham) £922 15s. 3d.; at Purbrook Gate £231 8s. 6d.; at Horndean Gate £281 7s. 2d.; at Sheet Gate £195 18s. 0d.

At this time the debt had been reduced to £800. £800 was being spent on maintenance; £320 on salaries; £170 on watering the road to lay the dust; a similar sum on 'Law Charges', and only £50 on interest on the loan.

By the 1850s the turnpike was 'decayed', traffic was reduced to what the locals themselves required. The last coaches ceased to run. By 1878 there were only carriers carts and farm waggons on the Portsmouth Road; the 'quality' travelled by rail.

This was not the end of coaching for the Rocket coach was put on again, and provided its nine hour service between Portsmouth and London for a number of years at the end of the 19th century.

In 1878 White's *Hampshire Directory* notes the following means of communication from Waterlooville to the outside world:

Firstly there was an omnibus to Hambledon, then there were the following carriers, G F Wadham ran to Portsmouth daily, Messrs May and Thompson ran their cart through from Hambledon to Portsmouth, May and Saxon ran through from Horndean. Mr Silvester also ran from Waterloo.

In the 1880s there was a plan to try to bring the horse trams then running in Portsmouth 'over the hill' and perhaps in to Hambledon; unfortunately the scheme fell through as did another one a few years later, but by 1896 a summer service of horse-drawn omnibuses was begun between Cosham and Waterlooville.

In the years before 1897 the Portsmouth tramways had been operated by a private company, a subsidiary of Provincial Tramways which ran four or

five tram services in various parts of the country, and operated the Gosport and Fareham Omnibus Company until 1983. In the 1890s the firm had made plans to electrify the whole of its system in Portsmouth, but before it could do so the Corporation decided to acquire the undertaking, and the private company was bought out. It had now the opportunity and the capital for expansion in a new area.

In 1898 a Light Railway Order was made by the President of the Board of Trade authorising the construction of a tramway from Cosham to Horndean despite objections that the terminus at Horndean was almost opposite the chapel, and so might constitute a nuisance on Sundays.

It was however five years before the first trams of the Portsdown and Horndean Light Railway first went 'over the hill'. This was due in part to the difficulty in arranging a supply of electricity from the Corporation of Portsmouth, and even more by the fact that the Portsmouth Tramways Committee took a long time to decide what gauge the newly electrified system was to have. In the end both systems adopted the gauge of 4ft 7½ins.

As originally planned, the line began at Cosham and ran along its own private track for most of the way to the George Inn at the summit of Portsdown Hill. Shortly after leaving the terminus this line ran along an embankment to the west of the Portsmouth Road. Traces of this embankment and steps to the halt still remain, the last vestiges of the light railway.

Just before the George Inn was reached the tram tracks debouched onto the main road, and then the line became an ordinary street tramway. This did not continue all the way to Horndean, North of Purbrook much of the line ran on a reserved track beside the road. The whole was single track, though there were passing loops, and after 1923 these were controlled by automatic signals.

The company's cars were painted in emerald green and cream, and were known colloquially as the 'Green Cars'.

Fares charged in the earliest days compare favourably with those today; in 1906 for example it cost 1d. to go up the hill from Cosham to the George Inn; 2d. from Cosham to Purbrook; 4d. to Cowplain; 5d. to Horndean. The return fare for the whole journey was 8d.

The main depot and repair shops of the company were at Cowplain, these buildings have since been demolished. Here not only was all the routine maintenance done, but the cars were rebuilt or modified as necessary.

The Portsdown and Horndean Light Railway had been thought of as a feeder to the Corporation services, but the arrangement was really not very well understood by both parties, and quarrels between the two over interchangeability of tickets, and more important the supply of current where the Corporation over-charged the company shamefully, continued for much of the brief life of the light railway.

Eventually, faced by competition from private motor omnibus companies in the 1920s the two drew closer together, and during the last ten years of its life Green Cars penetrated into the heart of Portsmouth, and after 1927 appeared at both South Parade and Clarence Piers.

There is no doubt at all that the coming of the light railway contributed very greatly to the growth of Waterloo, Purbrook and Cowplain in the years after 1900; it was this lack of communication as much as anything else which had kept the area relatively unspoilt in the 1880s and 90s.

In 1934 Portsmouth Corporation decided to abandon its tramways, and introduce trolley buses. The light railway sold out to the Southdown Bus Company; the tracks were removed and another chapter in the history of the Portsmouth Road was closed. Throughout its existence the Green Cars carried the mail; now Post Office Red was added to the growing traffic of the A3. Today the northern wards have an existence in their own right; they grew up however because they lay 'on the Portsmouth Road'.

The Parish of Waterloo.

The boundaries of the civil parish of Waterloo, as formed in 1858, were roughly as follows. From the Waterlooville crossroads, the line ran almost due east; after it crossed the Hulbert Road (not built in 1858), it followed the stream flowing east towards Leigh Park for about half a mile. At the point where Hulbert Road turns sharply towards the south the boundary turned the opposite way, running almost due north towards the south-east corner of the Queen's enclosure. The southern boundary of the enclosure was the

northern limit of the parish of Waterloo. When this line crossed the London Road it continued in a rather uncertain fashion towards the west. At a spot roughly where the road to Denmead crossed the upper reaches of the Wallington Stream the boundary turned south, leaving Old Park to the west, and followed the stream for about a mile. From there it ran south for a hundred yards or so, to join the footpath shown on the ordnance survey map going from Cutler's Farm towards Waterlooville. This footpath formed most of the remaining boundary which then came back to the crossroads at which it started.

The area so circumscribed had been a part of the Forest of Bere from time immemorial. It was classed as extra-parochial, which meant to all intents and purposes it was outside the structure of local government as it existed previous to the reforms of the 19th century; its inhabitants, if any, paid no rates to maintain the poor or the roads and contributed nothing to the upkeep of the bridges and the county gaol.

Part of the land had belonged to the Crown, the rest to various lords of the manors; for example some had belonged to the lord of Farlington, a part to the Crown, whilst Hurst Wood had oddly enough been an outlying possession of the lord of the manor of Warblington. The earliest mention of Hurst Wood appears to be in the reign of Edward II, when a wood called 'La Hurste in the Forest of Portchester' is listed as part of the manor of Warblington in the post mortem inquest on Mathew, son of John Ude, the deceased lord of the manor.

When the Lady Margaret, Countess of Salisbury, Aunt of Henry VIII, and guardian (until she literally lost her head) of the Lady Mary Tudor, was building her fine new house at Warblington in 1518, some of the timber for the 'castle' was cut in 'La Hurste' and brought down to Warblington by waggon. In June of that year Will David of Catherington and Will Foster of Bedhampton are mentioned as engaged on this task at 16d. a day which obviously included the use of their waggons and teams, as the labourer's wage was 4d. and the skilled men only received 8d. a day at this time.

In 1810 the Forest of Bere was officially disafforested, the Crown lands in the extra-parochial area to be Waterloo were sold as building plots, and for the reason that no rates were payable the site was fairly popular, although

the rate of development by modern standards was very slow. By 1815 there were apparently five buildings to the north of the crossroads in the extra-parochial area.

To the south of the crossroads lay the district known as Wait Lane End, a name still commemorated by Wait Lane End Farm. There have been many alternative spellings down the ages, including Whateland End, Waitland End, and Wheatland End. A considerable amount of speculation has existed as to why the place has been so named, and what is the origin. The earliest reference to it appears to be a document in the Hampshire Record Office, which dates from 1690. In this occurs the phrase 'the road from Cosham to the Forest of Bere, commonly called Wayte Lane'. Wayte Lane End would be where the lane ended and the Forest Gate stood. The Waytes were the family which up to the reign of Queen Elizabeth I owned land in Denmead and Cosham. Wait Lane End always meant the land south of the crossroads; it was not an earlier name for Waterlooville.

In 1815 a new inn was opened to the north of the crossroads, and was named presumably in commemoration of a recent event either 'The Heroes of Waterloo' or else the logical 'Waterloo Inn'. The first landlady was apparently a Mrs Anderson. It would appear that before 1815 the stage coaches between Portsmouth and Petersfield changed horses at Horndean, or Purbrook, or ran through without any change at all, but from the first Waterloo became a more popular stop for the coachmen, and many famous whips changed their teams at the inn.

Just to the north of the Waterloo Inn four cottages were built. These were more particularly homes for retired people who were indulging in the new fancy of 'getting away from it all and living in the country', which in the 19th century replaced the older idea of living in a country town on one's retirement. The names of the four householders, the first known permanent inhabitants of Waterloo after the innkeeper, were apparently a Mr Smith, Mr Paul, Colonel Gauntlett and Doctor Powell.

During the 1820s sufficient people came to live in what became known as Waterloo after the inn, and in the neighbouring district of 'Wheatlands End' to justify the building of a small church. Funds were raised by public subscription, the chief collector and moving spirit being a retired naval

Captain. Work was begun about 1829; by 1831 the Church of St George was built and consecrated. The burial register begins in September, 1831. The first baptism was in January, 1832. The Church was licensed for the celebration of marriage in 1850. It may surprise its present congregation to hear that it cost £1,400 to erect.

So far as the name of the district is concerned, some-time after 1831 the whole village which clustered around the crossroads began to be called 'Waterloo-ville', Wait End Lane being still used to define the southern part of Waterlooville village.

In 1858 there was an official change. The 19th century was becoming tidy – old anomalies were swept away. Before 1857 there were in Hampshire a considerable number of extra-parochial areas, but in that year an Act of Parliament was passed making provision for their abolition. Accordingly in 1858 all but two of these areas, and they had few or no inhabitants, became official civil parishes. The name given to the former part of the Forest of Bere was 'The parish of Waterloo'. Unfortunately, though perhaps understandably, the 'planners' then added Waterloo, not to the Havant Union, to which Farlington belonged, but to the Catherington Union, which was administered from Horndean. In 1858 this seemed logical. Waterloo was nearer to Horndean than Havant, and fewer people lived in Wait Lane End. The decision was to have certain rather awkward consequence in future, for the boundary effectively bisected the village at the crossroads and when after 1895 the two unions became separate rural districts, it became rather difficult to organise such combined activities as lighting and drainage. In the 1900s there were two separate small sewage plants to deal with this one not very large village simply because of this incident of planning. So inconsequential was the boundary that the premises which are now the National Provincial Bank were in both parishes, the line running through one of the rooms.

The Baptist Church in Waterloo was founded in 1854 in what now still called Chapel Lane. The present building is more recent, dating from 1882.

In the 1870s Waterlooville was very rural, and the majority of the population were engaged in agricultural pursuits, but according to White's *Hampshire Directory* of 1878 in the summer many people left Portsmouth to

enjoy the peace, quiet, good air and rural surroundings of the village. There were too a number of 'gentry' who had 'seats' on the surrounding district, and whose custom was probably responsible for the well-being of such tradesmen as Mrs Mary Edwards, milliner and dressmaker, Mr Walter Feben, watchmaker and jeweller, Mr Joseph Guy, Professor of Music and pianoforte tuner, and his wife, Mrs Zoe Guy, who kept a Ladies' Day School.

Some idea of the change in our habits of trade may be gauged by the fact that the village could boast its own bootmakers, Isaac Hayward and Thomas Godwin; its ironmonger and blacksmith, William Miles, Mr Stapley Chase, its carpenter and wheelwright. The victualler and posting house keeper of the Wellington Inn was William Harris; Edward Greentree kept the Waterloo Hotel; there were two or three beer houses. All for this for a population in Waterloo, Wait Lane End and Stakes of about 350; 283 of these lived in the parish of Waterloo in 1871.

In those days there was no drainage, apart from one or two semi-open sewers, no lighting in the streets, and in front of the old Waterloo Inn there was a wide stretch of green which extended up the London Road for some way. On this the Old Waterloo Club and Fair was held. It is a far cry to the busy shopping centre of today.

The population of the civil parish or extra-parochial district of Waterloo grew in the following way:

1841	1851	1861	1871	1881	1891	1901
175	195	243	283	346	436	609
1911	1921	1931				
887	1033	1250				

Cowplain and the North

Immediately to the north of the parish of Waterloo lay the parish of Catherington. Whereas Waterloo contained a bare 652 acres, Catherington comprised 5,279 and so was one of the largest of the local parishes. Notwithstanding this the population probably did not exceed a few score before 1710, when one can gather from a survey taken by the Duke of Beaufort that roughly 100 persons must have lived on the Beaufort lands in parish of Catherington; it is unlikely that very many more lived on the other estates, and an estimated population of 200 for the whole parish would be likely to err on the generous side. By 1801 the population of Catherington had increased to 559. By 1851 it was over 1,000, and by 1901 almost 1,400.

If we compare these figures with those of the other parishes in the manor of Chalton we find that in 1710 Blendworth, Chalton, and Clanfield had all a population of roughly 100 persons, putting them in much the same category as Catherington which had twice the area of each of the others. In 1801 the population of Chalton was 127, of Clanfield 153, and of Blendworth 174. In all these cases the rate of growth was far smaller than was the case with Catherington. In 1901 the difference was even more marked. Chalton had 202 inhabitants, Blendworth 268, and Clanfield 213. The reason why Catherington's population increased so much more quickly than those of the others is that the Portsmouth Road passed through the parish, and Horndean, which lay within the parish of Catherington was developing for this reason. The principal area of growth in the parish during the 19th century was in Horndean and on the road between Horndean and Waterloo, a district later to be called Cowplain.

There can be little doubt that had the 'Direct Road' not run through the parish of Catherington the development and growth of population in the area would have been as slow as that of Chalton was in fact; whilst if the turnpike had been built through Chalton, as it might well have been, that village would have been the one to develop.

The parish of Catherington stretched all the way from Hyden Wood to the Forest of Bere. The northern part was downland, with isolated settlements; for the most part it was unenclosed, and used as sheep pasture until the early

Havant Borough History Booklets



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19th century. Catherington itself, although much of the land surrounding lay on the upper chalk, had been built on a patch of rather richer soil, geologically termed 'clay with flints'. This is the broken down residue of the clays, which once covered the chalk, mixed with the decomposed chalk itself. This gives a soil that is somewhat heavier than chalky soil, more easily turned than heavy clay. Because of this in 1710, when the survey already mentioned was made, the parish of Blendworth (also on the clay with flints) was valued more highly than the parish of Chalton, which is merely on the chalk.

The lower part of the parish of Catherington was clayland, and was a part of the Forest of Bere until the 19th century. It remains wooded in places even today. The south-eastern limit of the parish was formed by the so-called Queen's Enclosure; who the Queen was it is difficult to discover. The men of the parish of Catherington had certain rights in the forest and certain duties to perform. In the court book of the manor of Chalton we can discover what these rights and duties were.

Thus in April 1693 we read that the inhabitants of Catherington had to make up the 'forest gates' against the 'common of forest' upon default of 5s. 'each man so offending'. Here it must be recalled that at this time around the whole Forest of Bere there was a hedge, and that where ever a road, ride or path went into the forest a gate was fixed. The object of this was threefold:

Firstly there were deer in the forest; if they got out into the fields they could cause a good deal of damage to the farmer, and the lord would be annoyed because 'his deer' had been lost.

Secondly the Commoners, that is the inhabitants of the parish of Catherington, had their right to turn loose their cattle in the forest, and the same applied to them, as to the deer. The open fields in Catherington had almost disappeared, but cattle wandering in the lanes were frowned on; the owners could be fined, and the cattle put into the pound until the fine was paid.

Lastly it prevented animals which should not be in the Forest from straying into it; this too could earn the owner a fine. In particular, we read in the Court Book, sheep were not allowed in the forest from Lady Day to

Michaelmas (i.e. in the summer); if any one allowed his sheep into the forest then he could be fined 6d. per score.

That the attractions of the forest and all that it might mean were not lost on at least one of the locals is proved by another entry in the Court Book, this time for 1707. In April of that year the Jury of the Court Baron presented that one Galley Binsted of Catherington was in the habit of keeping a dog and a gun, was a Common Poacher and a disturber of game 'not being qualified for it'. As a result Galley Binsted was threatened with a fine in the future of 20s. each time he was caught. There is no further record to indicate that he was, and he does not appear to have been the type of person to pay much attention to the desires of his betters.

In addition to the grazing rights in the forest the Commoners of Catherington had certain other rights; the standing timber in the 'common forest' belonged to the lord. This was of course the usual custom, and one that was universal in this country, but in the manor of Chalton the tenants were entitled to timber from the forest to repair their implements; in 1692 for example, it was presented by the Court Jury that the tenants had a right to timber 'for the plow heads and cart head'. If they required this they had to apply to the bailiff of the manor who had to give it them.

Apart from the main settlement around All Saints Church, other hamlets, villages and manors grew up in the parish of Catherington over the years; some of these were within the manor of Chalton; others merely held under the manor of Chalton; yet others completely separate, with different lords, rights and customs.

The most important place after Catherington itself was Horndean. During the 19th century it came to eclipse Catherington, and to be the most populous place in the whole of the old manor of Chalton. Horndean is built right on what was the edge of the forest, where the Reading clay ends, and the chalk begins. It is probably first mentioned in the 14th century when a charter states that the men of the manor of Chalton have the right to pasture their beasts in the Forest of Bere from Rolokscastel to Dene.

It is almost certain that Horndean grew up where the Direct Road from Portsmouth to Petersfield emerged from the Forest of Bere, in the same way

that the other side of the woodland and heath the little hamlet of Purbrook developed.

After Horndean and Catherington the next most important settlement was Hinton Daubeney. This emerged as a separate holding within the manor of Chalton as early as the reign of King John. In 1204 it was held by a Norman called Ralph of Cambray. In that year all the lands of the Normans in England were seized by the Crown because Phillip Augustus, King of France had just deprived John of his overseas possessions in Normandy. All of his subjects who had lands in both England and France were given the option of losing either the one or the other; John would not allow his subjects to hold land in Normandy so long as he was not allowed to be Duke. Some men chose to give up their English lands and keep these in France; others the reverse. The Crown gained a considerable amount of land which in the late Middle Ages was termed 'Land of the Normans' and treated rather differently to the normal royal estates, for there were always the implied promise by John that should he regain Normandy these lands would be handed back to their original owners or their heirs at law. Henry III when he came to the throne gave Ralph's lands to a member of the Daubeney family, and Hinton Daubeney it has been ever since. It was always held 'separately' from the lands of the manor of Chalton, that lay in the parish of Catherington, so much so indeed that in the Court Book of Chalton in the 17th century we read that men of the Tithing of Hinton Daubeney were forbidden to pasture their beasts in the Forest of Bere; this right was expressly reserved to the Chalton men.

Other places in the parish were also associated with the Daubeney holding; they were manors which at one time or another had hived off from the parent and then returned. Such children of Hinton Daubeney were Hinton Markaunt, Hinton Barrant, Anmore and Hormer.

Belonging to the manor of Chalton was the separate estate of Catherington Fivehides, or Fiveheads, now represented by Fiveheads Farm in Catherington. An estate which developed relatively lately was that of Hart Plain. Originally it was the land that lay around Hart Plain House. This was sold in 1910 for building. Cowplain grew up around the Spotted Cow Inn; as late as 1910 there was little there but the inn, one shop and a few houses.

Population Table.

1801	1811	1821	1831	1841	1851	1861
559	607	798	844	1003	1094	1151
1871	1881	1891	1901	1911	1921	1931
1293	1321	1413	1356	1663	2101	3833

The Parish of Catherington including Horndean and Cowplain.

As Catherington was one tithing of the large and important manor of Chalton, and as Cowplain, and the northern part of the Urban District of Havant and Waterloo formed a part of that manor no brief history of this area would be complete without a mention of the various lords who at one time and another held the manor of Chalton.

Before the Norman Conquest Chalton belonged to the Godwin family, whose most famous son died as King of the English on the hill at Senlac. Because of this at the Conquest Chalton immediately came into the possession of William of Normandy by 'Right of Conquest'. He had taken the manor as part of the spoils of war; what he had taken he was free to give.

The next holder of the manor was William FitzOsborn, Earl of Hereford, whose task it was to defend the new won kingdom from raids by the South Welsh. FitzOsborn in his turn gave the estate to his fellow 'Marcher' baron, Roger de Montgomery, Earl of Shrewsbury, whose other local manors included both Warblington and Westbourne. Earl Roger held Chalton in 1086 the time of the Domesday Survey when the estate was entered for the first and last time as Captune. It is mentioned at this time that there 'were churches' in the manor, and one of these was probably that at Catherington.

Roger's son Hugh inherited from him all his lands in England, but he died rather messily in the invasion of the Isle of Anglesey, and was succeeded by a rather unpleasant person called Robert of Belesne, or Robert the Devil, who was his elder brother. Robert rebelled against Henry I in 1102, was deprived of his lands and died in prison, which was a better fate than he deserved. Five years later Henry gave Chalton to Robert de Beaumont, Earl of Leicester, and the Beaumonts held until 1204 when the last of the line, also a Robert, died.

His sister was married to a certain Frenchman called Simon de Montfort, and so in 1204 Simon inherited Chalton.

Almost at once he quarrelled with King John, or rather he joined in the quarrel which that monarch was enjoying with the King of France, one Philip Augustus. Foolishly he took the side of the Frenchman, so he lost the manor of Chalton for the time being. Instead Simon went to France and in 1208 took part in, and in fact led, the so-called Albigensian Crusade, when a peculiar form of heresy in the south of France was exterminated.

It must not be considered too stringent a criticism of Simon's character when it is pointed out that the chief protector of the Albigensians was then the Count of Toulouse, and the reason why Simon raged so hot against the heretics was partly because he thought that he had as much right to certain lands in the south of France as did the Count. The Crusade was bloody; Simon did not manage to gain any lands in France, but he did make his peace with John on his death bed, and his infant son, also Simon de Montfort, was allowed to inherit his lands and the English title of Earl of Leicester. It is this Simon who is thought of as being the father of the English House of Commons.

In 1265, when he was engaged in a political struggle with Henry III, he summoned knights from each shire, and men from each town to his Council. Shortly after this Edward, son of Henry III and later to be King Edward I, caught Simon and slew him, and the manor reverted to the Crown.

Between 1268 and the 16th century various lords held Chalton under the Crown, latterly as a part of the Duchy of Lancaster, but not until the estate was given to Lady Margaret Pole, Countess of Salisbury and Aunt of Henry VIII, was the holder of the manor of more than local importance.

It was Margaret who built Warblington Castle in the years between 1513 and 1523. The daughter of 'poor perjured Clarence', (the middle of the three sons of Richard Duke of York and brother of Edward IV and Richard III) Margaret could be said to be a better Plantagenet than Henry VIII, and to have almost as good a claim to the throne; indeed as the marriage of Edward IV to Elizabeth Woodville had always been frowned on in Yorkist circles it could be said indeed that she was the true Yorkist claimant should the Wars of the Roses break out once more. Henry himself tried to forget this; his

father had had Margaret's brother executed 'for trying to escape'; Henry made Margaret a Countess in her own right as a sop to his conscience for his father's sake, then made Margaret his daughter Mary's governess; they quarrelled over the question of religion, and the divorce of Katherine; so the arrest, the questioning and the block followed in logical sequence. 'Stone dead hath no fellow', at least not when the stability of Henry's England depended in the opinion of the ruler, on death to all possible 'Pretenders'.

In the 17th century in the reign of Charles I the manor was held by three lords, one of whom was Henry Somerset, Earl of Worcester. As a supporter of the Crown he had much of his lands taken from him, whilst Chalton itself was made part of the estate of Cromwell in order that the Lord Protector should be able to maintain a certain amount of 'state'. After 1660 Chalton was claimed by the Somersets, now Marquises of Worcester. The Marquis who actually succeeded was one of the more interesting members of the English aristocracy, sufficiently eccentric to be able to make a 'fire engine' which used the properties of condensation of steam to make a pump which actually worked. The Dukes of Beaufort, as they later became, held the manor of Chalton until the Clerk-Jervoise family purchased the estate in the late 18th century.

In addition to this catalogue of men who held the manor of Chalton one must also consider the lesser lords in the various 'sub-manors' held in the parish of Catherington. The first of these to be considered is Hinton Daubeney. This we may recall owes its name to the fact that Henry III gave the estate to the wife of William Daubeney. The Daubeney family held the manor for just over a century. Then in 1383 the last male Daubeney died, and was succeeded by his daughter Elizabeth. This young woman achieved a certain amount of notoriety, as she arranged her husband's murder in 1388. The actual culprits were her Chaplain, Robert Blake, and one John Ball; the crime was discovered, all the culprits traced, and Elizabeth was burned for the crime of petty treason.

In the 17th century Hinton Daubeney was in the possession of Sir Nicholas Hyde. He was a very important man in his day, being Lord Chief Justice of England. He died in 1631. He was the uncle of Lord Chancellor Edward Hyde, later Earl of Clarendon and Charles II's first chief minister. Clarendon's

daughter was the so-called 'ugly Anne Hyde'. She was the first wife of James II, when Duke of York, and the mother of Queens Mary II and Anne. It has been said that the marriage of James to Anne Hyde, which was at first a secret affair, was celebrated in Hinton Daubeney manor house, but the matter is obscure. Sir Nicholas Hyde lies beneath a rather splendid tomb in Catherington Church.

Catherington Church is dedicated to All Saints, whereby hangs a tale. This original dedication was lost during the 17th and 18th Centuries. In the latter part of the 18th century saint's names again became respectable, and at the same time the local gentry began to wonder why the places in which they lived had the names they did. So Catherington was thought to be St Catherine's Town, and the church to be dedicated to St Catherine.

In time it was discovered that there are a number of 16th-century documents surviving which give the dedication of the church as 'All Saints'; in the early years of this century, some 20 years after the truth had been found the old dedication was quietly restored. This having been done, some explanation for the name Catherington had to be offered. At one period in the Middle Ages the village had been called Caderington, and the modern explanation is that the name derives from the British Caeder or Hill Fort; that is Catherington is either 'The Village' or 'Ton' by the Hill Fort, or 'The Village' or 'Ton' of those who live by the Hill Fort.

The church itself, as people before remarked, is probably one of those standing in the manor of Chalton in 1086. The arcades of the nave are in the Norman style and date from the 12th century, but much of the building has been restored, an ominous word. In the nave there is a fragment of the old cross, which apparently used to stand in the churchyard. The tower was rebuilt in brick in the 18th century.

In the churchyard are the graves of Edmund Kean, the tragic actor who at one time lived at Keydell House, and Admiral Sir Charles Napier, whose seat was at Merchistoun Hall near Horndean. The latter was the hero of his day and age. He was born ten years too late to be a Flag Officer in the Napoleonic Wars, although he did reach the rank of Captain, and was thought to be the most promising of the young Captains coming up the list. In 1815, at the end of the war, he went on half pay, and for 40 years he only served

intermittently, and never gained any experience of handling large fleets. During this time he experimented with steam ships, commanded a Portuguese Squadron during a revolution, and wrote his memoirs at great length. In the Crimean War he was given command of the Baltic Squadron. He promised miracles and achieved nothing. He retired to Merchistoun Hall became an MP, an experimental farmer, bad tempered and addicted to whiskey and snuff. He died in 1860.

Farlington and the South

There were, within the parish of Farlington as it existed up to the year 1932, some 2,426 acres of land. Within this area lay the chief manor of Farlington, and the sub-manors of Drayton, Bemonds (or Beaumont) and Stakes. Despite the relatively large area covered, although admittedly some of this was tidal water, the population remained scattered and scanty until comparatively modern times.

The boundaries of this parish of Farlington were as follows:

That to the north cut through the centre of the Waterlooville crossroads; that on the east was a prolongation of the present day division between the Borough of Havant and the City of Portsmouth, from Ports Creek to Portsdown Hill; to the west the boundary was that of the Borough from Waterloo to Purbrook Heath Road, from there it swung to the south-east for half a mile, turned and ran south and met the shore just south of the railway junction at Farlington; the southern boundary was formed by the channel of Ports Creek.

Little is known of the early history of the district; there were barrows on Portsdown Hill which lay within the parish, but Saxon penetration south of the hill may have been slow, whilst north of the down the nature of the soil was far from inviting to the early English farmers.

Geologically the district varies from the hardest and lightest of soils, to some of the best land in the whole country. The northern part of the parish, the district later to be known as Wait Lane End has a subsoil of good honest impermeable London clay; this was still fairly well wooded as late as the 18th century, and traces of this woodland still remain today. South of the

clay, and lying on top of it, are the Bagshott sands of Purbrook Heath; this as its name implies, never supported anything more impressive than thin scrub and brambles, and is some of the poorest and lightest soil found in England. Portsdown Hill itself is chalk; in the past the northern slope and the ridge were used extensively for grazing, the southern slope, where the sun is warmer and growth more rapid, was given over to corn. Between the down and the harbour lies a tract of gravel and brickearth; it is likely that this remained uncleared of forest until the Saxon period; the Roman road runs north of Portsdown Hill; this would tend to isolate the coastal strip between Cosham and Bedhampton. So far as it is known the only Roman site is at Wymering, which is very likely an outpost of Portchester, connected with the fort and the other villas south of the road between Chichester and Havant by water, rather than the last of a line of settlements from Bedhampton to the west.

There is no mention of Farlington in the Domesday Survey.

Little indeed is known of Farlington up to the end of the 12th century, when we know that the land and lordship was held by a family called De Curcy. These had also come into the possession of the manor of Warblington sometime after 1104. In 1187 William de Curcy was holding Farlington, and by 1200 a lawsuit concerning the Church was in process between one Roger de Scures and Robert de Curcy. The former claimed that William de Curcy had given the manor to his father, William de Scures, and to his uncle also a Roger de Scures. Both had died and he, Roger the Second was their legal heir. The outcome of the lawsuit is not known, but it was no doubt ended somewhat arbitrarily by King John in 1204. In that year the lands of the Normans in England were seized into the King's hands as King Philip Augustus of France had just driven John from Normandy. John decreed that from that time until he had reconquered the Duchy no man might hold land in both England and Normandy. Robert de Curcy we know from the records of the manor of Warblington to have been a Norman, so from 1204 Farlington was 'In the King's Gift', as a part of the 'Land of the Normans', and the King could give it to whom he pleased subject to the one proviso, that should the Lands of the Normans and of the English again become common the original Norman owner would get it back. John as is known never

reconquered Normandy, and the 'Terrae Normanorum' remained to plague the amateur historians of the 19th century who found that they did not fit into the tidy scheme they envisaged for the Middle Ages.

In the middle of the 13th century the lord of the manor was one Roger de Merlay; when his daughter Alice married Nicholas de Gimieses in 1248 he gave her £20 worth of land in Farlington; from later evidence it appears that this was then considered to be the value of the whole manor.

Alice managed to hold on to the estate, but her son John gave it to someone else. In 1312 Farlington was said to be held 'of Robert le Ewere' a favourite of Edward II who had also been given the manor of Warblington. Although Robert was the 'Tenant in Chief' holding Farlington of the Crown, he had a tenant there who held of him in a similar fashion. In 1320 the holder of Farlington was Hugh le Despenser, another favourite, and one who held Bedhampton among other local manors. One of the 'New Men' of the 14th century and disliked and distrusted as such by the Barons, Hugh was blamed partly for the mistakes made by Edward II, but more for his own haughty temper. In 1327 he was disgraced and executed, his lands were confiscated, and his master did not long outlive him. From the reign of Edward III Farlington was owned by the Prior and Convent of Southwick, and the Priory owned the manor until the dissolution of the monasteries.

Southwick Priory was a small House of Augustinian Canons founded by Henry I in 1133. Its original home had been inside Portchester Castle, where the Church of Our Lady, originally the Priory Church still stands. By 1153, perhaps because they felt that Portchester was too exposed to French attacks, or perhaps because the Crown did not wish to have monks in, what was, a fairly important strategic port, the Canons had moved out to Southwick. The remains of their Priory were in the south-west corner of the Park. Henry VI married Margaret of Anjou there, and at the dissolution of the monasteries the buildings were not pulled down, but were converted into a Tudor mansion. In time they fell down, and in the early 19th century a new house was built on the same spot. This was destroyed by fire in 1838. The next Southwick House was built nearer to the centre of the park; for many years the whole area was a naval establishment. During the Second World War it was the D-Day Headquarters of General Eisenhower.

In 1540 Farlington was granted to William Pound of Bemonds who farmed the manor for the Prior of Southwick. Parts of the brass of one Anthony Pound of Drayton can still be seen in the Church of St Andrew at Farlington; this shows the family coat of arms. The Pounds, notorious in their day as Recusants, remained in possession of the lordship until the late 17th century, when Henry Pound sold out to Thomas Smith.

This personage was one of two very interesting 18th-century lords of the manor of Farlington. Thomas Smith, Gent. was in everything, and did everything. He purchased Farlington in 1684 and at once his presence was made known. One of the first innovations of Thomas Smith was to move 'over the hill', the first lord of Farlington to do so. He was interested in the Portsmouth Water Company, planning a supply of fresh spring water to be delivered to the city through elm-tree pipes from the springs in Farlington Marshes. He was also one of the original commissioners of the Portsmouth-Sheet Bridge Turnpike. The preamble of the Act which set up this Trust refers to him as living at 'Purbeck Heath'.

In the late 17th-century Farlington was very small. A census organised by Bishop Compton of London in 1676 gives the following figures for Farlington for all those who were 16 or over at the time:

Conformists – 46

Papists – 7

Non-conformists – 2

This gives a total of 55 persons; if we add 40 per cent to this, the usually accepted figure, to give the number of all those under 16 we can assume that the total population of the whole parish at this time was about 80; under 20 families in fact. Now this is only slightly smaller than the figures at this time for Bedhampton, but whilst the inhabitants of Bedhampton lived in one central village, in Farlington the population was spread out in three or more settlements and several outlying farms. Farlington contained the Church and one farm and a few cottages; Drayton two farms; Crookhorn existed; there were a few houses at Stakes and Purbrook; and perhaps a cottage at Wait Land End. The whole area then must have been very empty.

The Church of St Andrew of Farlington is first mentioned in the lawsuit of 1204. It was almost entirely rebuilt in 1875, although the Pound's memorial mentioned above was retained together with another dedicated to Thomas Smith, who died in 1742: *Lord of the manor of Farlington and Drayton, and Patron of this Church*.

Farlington means the 'Ferny Place', or the place of: 'The people who live in the fern covered clearing or by the ferny hill'. Even when the population of the parish began to increase enormously, it was not to Farlington that the influx came, as late as before the First World War 'Old Farlington' merely contained the church, the rectory, two large houses and a farm.

The south-west corner of the parish of Farlington contained the manor and hamlet of Drayton. Situated on the brickearth and gravel plain between the chalk of Portsdown, and the marshes, this area is a part of what the radical agriculturalist William Cobbett writing in 1820 called 'the finest corn-growing county in the south of England'. By the 19th century, and as late as the 1880s Drayton consisted of two farms, Upper Drayton Farm and Lower Drayton Farm and their accompanying cottages, but by the turn of the century the rash of houses spreading out from Portsmouth had begun to engulf the fields, and today Cobbett's corn country bears a perennial crop of bricks and mortar. It is not just London which is the 'Wen' today.

The name Drayton appears to have evolved from the Saxon word 'Dreag' meaning a place where something has had to be pulled along. What was so dragged in the past it is of course impossible to say; but one can of course guess. It may be that the name originates from Drayton's being the place where in the past the 'Long Pull' up the hill started. This is possible, but on the other hand, the obvious place to start going up Portsdown is from Cosham, the diagonal course of today up to the George Inn. It is not impossible, however, to think that perhaps during Saxon times, when the waters had receded somewhat from the level they had reached in Roman days and have again reached today, to suppose that the channel between Portsmouth and Langstone Harbours had run so shallow, that the only way to get a boat through was to 'drag' it along the shore south of Drayton, either through or over the mud or perhaps along an especially built causeway of tree-trunks.

The name first appears in the records in the reign of Henry III when that monarch gave some land there to Robert de Merlay who was then lord of the manor of Farlington. By the 1260s land there had come into the possession of one Henry Wade. Henry was the King's Sergeant Cook. In 1268 he had a minor windfall. William, son of Ellis le Fevre of Emsworth had committed a felony. He omitted to come to trial when summoned to do so, left the country and was declared an outlaw. The property of all such persons could be seized by the Crown and then the King could do what he liked with it though Magna Carta said that the land ought to revert to the heirs after one year. Henry the King, generous as usual with other people's possessions, gave a house in Portsmouth, which had belonged to William, to his Sergeant Cook.

In 1316 the lands in Drayton were held by a certain Thomas de Sandford. Later they passed to a family called Pagham. Laurence de Pagham died in 1361; at his death he was said to hold Drayton for One Eighth Part of a Knight's Fee: 'By the service of finding a man in time of War to guard the East Gate of Portchester Castle for fifteen days'.

The Pagham family died out in 1442. Thereafter the estate was held by the Pounds of Farlington. In the 16th century Anthony Pound sold the manor of Drayton to the celebrated William Wayte of Denmead. Wayte died in 1561, and the lands were divided amongst six co-heiresses and their husbands. Denmead went to Honora who was married to Henry Ratcliffe Earl of Sussex a descendant of that Ratcliffe who had held power in the reign of Richard III. That monarch had had a boar's head as his crest; his other chief 'hatchet men' had been Catesby and Lovell. This gives rise to the rhyme:

The Cat the Rat and Lovell our Dog, Rule all England under the Hogg.

Henry Ratcliffe also held the manor of Eastoke, Northstoke and Westney in Hayling Island. He and his successor sold most of their local lands; Drayton went to the Garth family. Then later in the 17th century it was re-united with the manor of Farlington under the lordship of Thomas Smith.

It was in Drayton that the chief development in the civil parish took place in the early 20th century; some idea of how the parish grew can be got from studying the census figures taken every ten years between 1801 and 1931. After that date the parish as such ceased to be one unit, and comparisons are

rather difficult. From an estimated population of 80 in 1676 the growth was as follows:

1801	302	1811	453
1821	553	1831	778
1841	793	1851	812
1861	931	1871	1,218
1881	1,223	1891	1,374

After 1891 Farlington was included in the Havant Rural District. The population of which was 3,833 in 1901, 5,795 in 1911, 6,044 in 1921 and 11,860 in 1931; the majority of these lived in the parish of Farlington.

The remaining settlements and presumed manors within the manor and parish of Farlington were: Stakes or Frenstaple; Creuquer or Crookhorn; Purbrook, which will be dealt with more fully later; and Bemonds or Beaumont.

Stakes is first mentioned by implication when in 1248 Roger de Merlay, lord of the manor of Farlington, gave to William, son of Alan de Stake, and his wife Ellen about 180 acres of land in the manor of Farlington worth 7s. per year in rents. For the use of this and other lands in Farlington William paid to his lord the 'peppercorn rent' of one pair of gild spurs annually.

Incidentally this is the service for which the manor of Emsworth (so-called) was held in the Middle Ages. The name 'Stakes' is informative; it is most likely derived from the stakes which had been used to enclose an 'assart' in the woodland of the Forest of Bere; we may then guess that this was made by Alan in the 13th century. As the 13th century is one of great land hunger when much new soil was put under the plough we are quite likely to have guessed correctly. As a commentary on this the old name for Southleigh Farm in the parish of Warblington was 'East Leigh of Stakes'; that land too was nearest to the old unenclosed Emsworth Common.

By the 17th century Stakes had passed to the lords of the manor of Racton, the Gunter or Gounter family. It was Colonel Gounter who was largely instrumental in enabling Charles II to escape to France after the Battle of Worcester. He rode with him from Hambledon south and eastwards into

Sussex through the Forest of Bere and what is now the northern part of the borough before seeing him on to the ship that took him to France.

The settlement at Stakes was probably placed there for the reason that here there was a chance of obtaining water of relative purity rare in the forests. Stakes Hill itself is situated on an outlying spur of Bagshot sand lying on the top of the clay. The sand is about 40 feet thick at this point. Elsewhere on the claylands rain water failed to sink in, and ran off quickly into the local streams; here the sand kept the water trapped on top of the clay, and wells could be sunk. Three of these, the medieval remains of the hamlet, are still shown on the 2½ inch Ordnance Survey Map.

In the 19th century the lordship of the manor of Stakes came into the hands of the Hulbert family. It was in 1881 that the Vestries of the Havant Union met to consider an offer by George Alexander Hulbert to construct the road which still bears his family name. The previous route between Bedhampton and Waterlooville had been Scratchface Lane, but this was not a public highway, but a private one maintained by the frontagers. Within the manor of Farlington this meant the tenant of Crookhorn Farm. At one point along its length the lane was provided with a bar which could be padlocked into position, and at times it had been the custom of the farmer to lock this to emphasise that the road was private, and not public. Scratchface Lane itself had originally grown up as the boundary of the lord's park at Bedhampton.

Perhaps one of the most interesting persons to have lived at Stakes was the other Sir Charles Napier. The first, the Admiral, we have already met at Merchistoun Hall near Horndean. General Sir Charles Napier lived for a time at Oaklands where he died in 1853. He had made a name for himself in India, both as a soldier and as a punster. Given command in the Punjab and ordered to conquer the territory he was soon successful. Another name for the Punjab was 'Scind' (pronounced sinned). Sir Charles announced his victory in one laconic telegraphed word 'Peccavi'. The translation of the Latin is literally 'I have sinned'; in the time of classical education this was perhaps a better joke than it appears to be today.

Crookhorn Farm may well have been the small 14th-century sub-manor of Farlington called Creuguer; the origin of the name is obscure.

Bemonds, or Beamonds, which was somewhere in Drayton apparently has a less obscure place name. It is obviously Norman-French in origin, and means Beautiful Hill; the view from the southern slope of Portsdown would still confirm the justice of this. In 1316 Bemonds was held by a certain John Beaumont. It is not quite certain which gave the name to what. By the 16th century the manor of Bemonds was held by the Pounds, and was merged into Drayton.

Purbrook

The settlement of Purbrook seems to have had little recorded history before the 17th century, but the locality was named 'Pukebrook' by the 13th century, and in 1710 was called Purbeck Heath. This name means 'the Brook of the Water Sprite', and it is probable that the present village takes its name from an area rather than a settlement, that is Purbrook, the land around the Purbrook, was so-called before there were people actually living there.

The origin of the brook and the springs is to be found in the light sandy deposit of the Bagshot sands, which here overlie the London clay. Rain falling on Purbrook Heath sinks into the sand until it meets the clay floor; the water then runs down into the natural drainage pattern of that floor, and the brook and springs are the result.

The real importance of Purbrook as a settlement seems to have stemmed from the fact that the Portsmouth-Sheet Bridge Turnpike road, as formed in the early 18th century, came through by the line of the present A3. In addition to this the then lord of the manor of Farlington had taken up residence 'over the hill', whilst the fact that there was ready 'free water' in wells by reason of the sandy soil was an added inducement, and helped the settlement to grow as one catering for travellers on the Portsmouth road. Before the turnpike was made too, when the road through the Forest of Bere was still unmarked, Purbrook and Horndean seem to have been where one hired a local yokel to act as a guide on the rather difficult journey through the forest.

The lord of the manor of Farlington who made the change from south to north of the hill was probably Captain Thomas Smith. He was one of the commissioners of the turnpike, and may well have started some of the

agricultural innovations in the district. The preamble of the 1710 Act describes him as being 'of Purbeck Heath'. The exact location of his house is not known, but it appears to have been to the east of the road, and to the north of the present village. The captain lost much of his money in the South Sea Bubble, and the estate was heavily in debt when inherited by his son, Colonel Thomas Smith. The latter planned to revive the family fortunes by carrying out various improvements and reclaiming land from the waste and the sea, but to what extent he succeeded we cannot be absolutely sure. He died in 1742 and his memorial is in Farlington Church.

Just before he died, in 1741 to be precise, Thomas Smith obtained an Act of Parliament to authorise him to form a company to supply Portsmouth with water from Farlington Marshes, a fairly sound idea. This right is believed to have been granted to him in return for his having built the sea wall around them. Whether Colonel Smith did this or one of his successors has not been definitely established, but someone certainly did build such a wall in the years between 1725 and 1755 if we interpret contemporary maps correctly, and it could have been the colonel.

The later Smiths held the manor as lords until they sold out to Peter Taylor in 1769. Taylor was a personage of consequence in Portsmouth, one who is known to have improved the farming techniques of the district, who virtually made Purbrook by increasing its rental and prosperity by introducing new methods of husbandry, and one who revived the old idea of supplying water to Portsmouth. Instead of using the springs in Farlington Marshes, however, he tried to dig a tunnel from Crookhorn under Portsdown Hill. He deserved to lose the money he did. Peter Taylor also built the first Purbrook Park House, not so very far from the site of the present building. At his death without an heir the estate was in debt and was administered by trustees; so successfully had Taylor planned, however, that the debts were paid off, the new techniques of high farming brought in rich rewards, and when the estate was sold during the Napoleonic Wars the principal legatee and beneficiary, C W Taylor, prospered exceedingly. Needless to say, he did not reside in the district. From 1801, apparently, Purbrook House was occupied by a Mr Moore, who ran it as a seminary for young ladies.

From 1803 to 1806 the local person of importance was Lord Ennis who lived at Purbrook Heath House. Then in 1806 he sold the house to Lord Keith, who was to 'reign' in the locality for about a dozen years.

In 1812, when the prices of agricultural land were at a premium, C W Taylor had seized his opportunity and sold.

In a copy of the *Courier* newspaper, dated Saturday, July 25th, 1812, apart from a continental despatch to the effect that Napoleon Bonaparte was about to leave Poland in order to invade Russia, the chief item of news for the locals was that Purbrook Park House, with 700 acres of land, was to be sold. Of the land, 315 acres were 'in hand', the rest on leases, and the total annual revenue was £1,400, exclusive of the house. This is described in the advertisement as having six large public rooms and seven principal bedrooms. There were also many other outbuildings and stables for 17 horses.

Lord Keith bought the house and the estate and lordship of the manor, but not all of the farms, which went to other proprietors. For example, the great farm at Drayton fetched £24,000. In addition seven acres of grassland at Purbrook went for £200 each; probably building was intended.

His lordship only moved into Purbrook House from the Purbrook Heath House in 1814 and stayed there for only four years, during which time his rather elderly unmarried daughter was the belle of the local balls, having perhaps the largest fortune of any spinster in England.

In 1818 a Mr John Walker purchased the Purbrook Estate from Lord Keith, but it was not the manor of Farlington and Drayton as left by Peter Taylor. There is reason to believe that Walker paid an inflated price. He is called 'of Purbrook House' in a portrait painted of him shortly after his purchase, but he was never on the spot regularly; the Purbrook Estate was mismanaged and by 1829 Walker was bankrupt. The estate was sold in small parcels to various other proprietors and Peter Taylor's mansion was dismantled, the materials being sold for what he could get for them.

The bulk of the Purbrook Park lands were acquired by John Deverall, who was living in the district by the 1830s, and in 1838 commenced the second Purbrook Park House, which still stands. In 1857 he acquired the lordship of the manor, but of course as he was the actual owner of only a minor part of

the land in the parish of Farlington he could not run the district in the way the Smiths and Peter Taylor had done. Moreover, his pre-eminence was almost entirely confined to the district 'over the hill'; he was indeed the first lord of Purbrook, as opposed to lord of the whole manor of Farlington.

The Deveralls continued at Purbrook Park until 1919, when they sold the estate. It is an interesting commentary in the relative change of land values and rents in the 107 years between 1812 and 1919 to point out that in the former year 700 acres grossed rents of £1,400, or roughly £2 per acre. In 1919 the average rental was half this or less. Crookhorn Farm, for example, paid £85 per annum on 121 acres. The Home Farm of 200 acres paid £163. Most of the land now, too, was down to grass, not corn. This is what Free Trade meant to British farming.

One of the new developments in Purbrook in the early years of the 19th century was the building of a windmill on the top of the hill just to the north of the village. It is not known when exactly this was built, but it was not there in 1803. In the autumn of that year a complete inventory of every seaside parish was drawn up on the orders of the Lord Lieutenant of the county to enable proper dispositions to be made in the event of a Napoleonic invasion. This, of course, never came: most of the returns have been lost or destroyed. That of Farlington remains. One of the entries concerns the number of millers in the parish. There was no mill in Farlington in 1803.

This new mill must have been a great boon to the farmers north of the hill, as previously they would have had to take their grain further afield, to the Widley Mill or the others on the top of Portsdown, or even to the many mills of Havant, Bedhampton and Emsworth, where since the late 17th century the chief occupation of the farmers and merchants had been large-scale corn growing and milling for the London market, the meal going up to town by sea in numerous small brigs and other coasting craft.

Despite the fact that by the early 19th century most of the population of the parish of Farlington lived in Purbrook or in the other districts north of Portsdown, the only church in the parish was at Farlington, in the south-east corner, and thither on Sundays the faithful were expected to repair. This stringency was not so strong as it had been in earlier years when absence from church on a Sunday could lead to a fine, but it must have been very

inconvenient in the days before public transport for someone to have to walk several miles to church over muddy trackways in the middle of winter. By the 1870s Farlington Church was almost derelict and had to be rebuilt almost entirely.

Waterloo had its church by 1830, and we read in the local paper for that year a letter commending the residents in the Forest of Bere for their endeavours and a plea for a similar facility in Purbrook. It was not until 1843, however, that the little Church of St John the Baptist was started. It was not completed or consecrated until 1858. The building apparently cost about £1,500 to erect. John Deverall never really approved of the first vicar, which is one of the reasons why the church took so long to build.

More Recent Developments

One of the chief obstacles to progress in and around Waterlooville in the latter years of the last century was the fact that the district was divided into so many different authorities, and that only the parish of Waterloo was the centre of the parish it represented, for Wait Lane End, and Cowplain were both minor outposts in other parishes which thought less of their limbs than they did of their own centres at Purbrook, Catherington and Horndean respectively.

Nevertheless progress was made, especially in the field of education where the first link-up of the areas of Cowplain, Waterlooville and Purbrook was achieved. The 19th century was when education came back into fashion with the nobility and clergy of this country, and they all rallied around to try to provide some sort of schooling for the ordinary people. The first school in Purbrook provided for everybody was built in 1844 by John Deverall Esq., the local personage, re-builder of Purbrook Park, and later lord of the manor. Seven years later a school was built in association with the Church of St John at Purbrook and Squire Deverall's building became the reading and lecture room.

Also founded by John Deverall was the Purbrook Industrial School in Stakes Road; this came into being in 1869; White's *Hampshire Directory* of 1878 states that 60 to 70 boys were accommodated there. The instructors included a shoemaker, a tailor and a blacksmith who also taught the boys the

'use of the mast and yard'. It may interest present day ratepayers to learn that Squire Deveral built the school himself, gave it six acres of grounds to stand in, and even provided a chapel. In 1876 apparently it cost just over £1,000 per year to run. If contemporary wages for school teachers at Havant are any guide the average wage for each male instructor per year would have been from £40 to £50.

That is half the money must have gone on wages, leaving £500 for all other expenses including feeding the boys, for the school was residential.

At the turn of the century the boys of this school would march behind their band to Christ Church, Portsdown Hill, also built by John Deverall, for the Sunday morning service.

A school was built for Waterlooville near St George's Church shortly after the Purbrook area possessed one, but the Education Act of 1870 empowered areas where schooling was insufficient to set up School Boards entitled to raise a rate and to provide schools with the proceeds; such a School Board was set up for the parishes of Farlington and Waterloo with Catherington as a contributing parish, and came into being in 1876.

After 1902 all school boards were abolished and their work was taken over by the county councils. The original schools continued in use, and further county schools were built to cope with the increasing population. The greatest advance was of course the setting up of a Grammar School in Purbrook Park House in the 1920s; this as a school was really a development of the training college for pupil teachers which existed for a short time at Cosham, and which had always taken senior pupils for certificate courses. When Cosham went into Portsmouth the county wished to keep its grammar school in its own territory, and re-established it at Purbrook Park.

Another development, and one of great importance to us today was the building of the senior schools at Cowplain in the 1930s; for the first time in this part of Hampshire senior pupils over the age of 11 were taken away from the elementary schools, where the emphasis was on the whole largely concentrated on the basic skills of reading, writing and arithmetic, and were given rather more advanced work and more technical training than the older type of school could provide. This sort of education was the introduction to

the even more advanced work which is now being carried out by all the Hampshire secondary schools with such good results.

From the point of view of local government the 1920s found the old scheme of things too inefficient. From 1895 the parishes of the Havant and Catherington Rural Districts had been responsible for their own affairs, but they were governed by elected parish councils whose powers were really insufficient for the services they were called upon to provide. The fact that the boundary of the rural districts bisected Waterlooville was an added complication.

Thus in this period there were a number of attempts and suggestions to try to unite the parishes of Farlington and Waterloo into one Urban District with its own officers and its centre, presumably, at Purbrook. Whilst Purbrook and Drayton seemed to be in favour of this Waterloo was not, and the scheme came to naught.

In 1932 the great reshuffle began. It had been obvious for some time that the old arrangement would have to go, for the Farlington part of the Havant Rural District was itself larger than the Urban Districts of Havant and Warblington. There was also big brother Portsmouth, huffing and puffing and very interested indeed in taking as much extra territory as it could. With this situation a compromise solution had to be found. Portsmouth took all of the old parish of Farlington which lay south of Portsdown Hill. North of the hill a new ward or district called Purbrook was formed, to be a part of the new urban district centred on Havant. It had been hoped in Waterloo that the boundary of Purbrook ward would have been well to the south of the crossroads, but the old boundary was retained.

To the north of Farlington the parish of Waterloo was brought into the new urban district, whilst the southern part of the parish of Catherington – Cowplain – was detached and also included in the new authority. To compensate the Rural District of Petersfield, which had absorbed the old Catherington Rural District, for its loss of territory the parish of North Havant – which meant Rowlands Castle – was added to the southern part of Idsworth Chapelry and the northern part of Warblington Urban District Council to form the new parish of Rowlands Castle in the Petersfield Rural District Council.

To the west of Waterloo another development occurred. The old tail of the parish of Waterloo went to the parish of Southwick and Widley – north of that the parish of Denmead was formed out of the southern part of Hambledon.

The name Denmead is fairly old. It means probably the meadow in the valley and consists of farming land to the north of the Forest of Bere. From the earliest times the parish of Hambledon belonged as a manor to the Bishops of Winchester; during the later middle-ages some parts of Hambledon were let out to tenants who by reason of their gentle birth decided to think of their estates as manors.

By the 15th century Denmead was held by William Wayte; Denmead itself was really an estate of various lands, rather than a place; the modern Denmead, the hub of the village, was called Barn Green. The Waytes held Denmead until William Wayte's death in 1561 when the lands descended to various of his six co-heiresses. By the 19th century the land was once more in the possession of the church, in the shape of the Ecclesiastical Commissioners.

Another old manor within Hambledon and now part of the parish of Denmead is Ervil's Exton, whose name first appears in the 14th century. The Exton probably 'means the ox farm'. By the 19th century it too as a manor had disappeared. Anmore, a third place name in Denmead, at one time belonged to the parish of Catherington. The name means 'Duck Mere', and was originally 'ende-mere'. In the reign of Henry III it formed a part of the manor of Hinton Daubeney, and is described in an early deed as containing:

30 acres of land on the west of the road leading from Anmore to Hinton, and 10 acres on the east of the road next Anmore.

Later Anmore came into the possession of the Priors of Southwick who were granted a further 30 acres of land from Hinton Daubeney manor. In 1381 the Canons at Southwick owned in Anmore:

20 acres of arable land worth 3s. 4d. per annum; 20 acres pasture worth 20s. per annum, and underwood worth 3d. per annum.

By the 17th century Anmore had been re-absorbed into Hinton Daubeney.

During the late 19th century the extra-parochial area of the Forest of Bere, called the Creech Walk, was joined on to Hambledon, the parish with which it had the longest common boundary. In 1888 Denmead was formed into a separate Ecclesiastical district, and the church at Barn Green was built. Then in 1932 the whole area was made a separate civil parish under the Hampshire Review Order of that year, as already mentioned.

From 1932 onwards the Waterloo part of the Borough of Havant has grown in population perhaps more, certainly as much, as any other area. New schools have been built, more are building, still more will be needed. A new shopping centre has been developed. There is a flourishing Ratepayers' Association, and a Community Centre has been opened and run by a Community Association.

Historically Waterlooville is the youngest part of the local community, but in all ways 'over the hill' is developing in a very healthy way.

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