

# *Havant & Bedhampton Past & Present*

*Havant. St. Faith's Church.*



The Wrench Series, No. 9202

St Faith's Church in the early 1900s. Note the horse trough and drinking-water fountain.

*The story of the people and their achievements*

A J C Reger



£5





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1926-2006

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Early in his teaching career he decided to make history more interesting thinking it was better to use local examples to illustrate national events and developments, but he found no suitable books about the locality of Havant and Bedhampton and so began to write his own.

In writing this history he wishes to acknowledge with thanks the contributions and help in correcting proofs which he received from members of the Bosmere Hundred Society, especially Mrs. Marshall and her colleagues. Also Mr. Hawkins, Mr. Pilkington and members of the Town Hall staff, particularly Mr. Hitchcock.



## Borough of Havant History Booklet No. 104

This history was written by John Reger in 1975 and is reproduced here in its original form and only amended where landmarks have changed or further information has emerged.

Before he died John gave the Friends of Havant Museum permission to use any of his material.

The editor is pleased to acknowledge the important contribution by Dr Susan Kelly of a new translation of the bounds of a 10th century estate at Havant. This largely supersedes the work of Dr G B Grundy in *Archaeological Journal* for 1926 on which John Reger based his commentary, though it should be said that Grundy's work should not be dismissed entirely.

Many of the topics mentioned have been enlarged upon by members of the Friends of Havant Museum in the Havant Borough History Booklets series. Copies of these may be obtained at the Spring Arts and Heritage Centre, East street, HAVANT, or may be read on line at: [thespring/heritage/local-history-booklets/](http://thespring/heritage/local-history-booklets/)

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Past & Present  
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CHAPTER 1

The Place of the Spring

The casual traveller who approaches Havant from the north by road or rail might perhaps be justified if he thought that he had come to a 'New Town'; this is indeed essentially what 'Leigh Park' has become, but there is much other new building on its flanks to demonstrate that this is an entirely contemporary community.

Should our traveller take the By-pass he will see nothing of the old Havant at all; and even if he drives into Havant, and then takes the old A27 road through Bedhampton, he will not see the ancient core of that village with its church and dozen or so period houses nestling at the junction of the Lower Road, Brookside and King's Croft Lane.

The old town of Havant was built, in the form of a Cross; the four principal roads are still named after the Cardinal Points of the Compass. In the angle between West Street and South Street stands the Parish Church; a building dedicated to St Faith, which has stood on this site for at least 900 years, and possibly for some two or three hundred years longer.

Havant itself must have been settled by the Saxons sometime in the seventh century but the name contains the Romano-British element 'Funta' or spring and this may mean a continuous occupation since Roman times. The earliest recorded spelling is 'Haman Funta' which can be variously translated as 'The Place of the Covered Spring' or 'The Place of the Cricket's Spring' or more simply, 'Hama's Spring'.

The spring which almost certainly was the Haman Funta is not very far from the South West corner of the Church yard, at the foot of the road

called Homewell, and its 'modern' name is Homewell Spring, or the Homewell. It has also been called 'Hamwell'. It has rarely been known to fail while left in its natural state; the temperature of the water is a constant 50° F, and it has been suggested that on average 1,000,000 gallons are discharged every day. In the middle ages and down to the early nineteenth century it was the chief source of water for the township, the local Court Leet having a certain amount of trouble in enforcing minimum sanitary regulations. The actual records of this court existed in the 19th century, but have since been lost; extracts are quoted in the *Hundred of Bosmere, a History of Havant*, written over a century ago by C. J. Longcroft, a local solicitor and Steward of most of the local manors. Thus, from an entry which is probably dated in the 17th century we read that the Jury presented:

*Joseph Barkett for allowing hys wife to wash children's clouts and other things in the head of Homewell Spring' .... and also 'Sarah Bratton for washing of linen, tubs dishes, and other things in the head of the said spring.*

*If any person committed a similar offence he would be fined 40 shillings (£2).*

In those days this was a considerable sum: a working man's wages might be no more than 5 shillings (25p) a week.

The original buildings which have been converted into houses and the Springwell development adjacent to the Homewell Spring, was, until 1935, the workshops and yard where Havant parchment, was made. It is said the parchment, upon which the Treaty of Versailles was signed, was made here. The pits where the membranes were soaked in Homewell water still exist under the present floors.

The 'Back Lanes' in the south-east Quarter of the town still exist in the form of a footpath which runs from Town Hall Road to Spring Gardens and Grove Road, and has two connecting alleys with the south side of East Street. The back lane to the East of North Street became Prince George Street probably in the reign of Queen Anne, whose consort he was: the

surviving houses appear to date from the early 18th century. The back lane to the north of East Street is now called the East Pallant, which brings us to the 'Pallant' itself.

No one really knows the origin of this name. Longcroft suggested that the street was so called because at one time the Bishop of Winchester had a 'Palace' there; now although Havant Rectory was a 'peculiar' of the Bishop there is no evidence that any Bishop ever lived in the town, or even maintained a residence here. Chichester too has Pallants; but they are on the opposite side of the city to the Cathedral and there the name would appear to come more from the shape of the four streets than anything else, for the 'Pallium' was the 'Y' shaped garment worn by Bishops in the middle ages, and in heraldry given to any 'Y' shaped device on a shield.

[It is clear, from a careful reading of A. Mawer and F. M. Stenton, *The Place-Names of Sussex*, vol. 6, pt. 1, p. 13, Cambridge University Press, 1929 that the Chichester Pallant was probably an area over which, in this case, the Archbishop of Canterbury had special 'palatine' rights, and that the name does not necessarily imply the existence of a palace or residence. This may well be the case with Havant where the Bishop of Winchester had special privileges. *John Pile*.]

The 'Pallant' still contains one building of considerable interest. This is the old Independent church built in the early 18th century and now converted into flats. On the north side of the Pallant there are one or two surviving 18th century buildings. Where the Pallant and Prince George Street meet used to be 'the Fair Field' where the annual fair was held; this event is still commemorated by the name 'Fairfield Road'. In the 17th century this was apparently Common Waste of the Manor. After the Restoration Havant Manor was returned to the Bishop of Winchester, (for the Commonwealth had Nationalised all Church lands and sold them to support Cromwell's army); in order to prevent any repetition, the Lordship of Havant was then leased and the new 'Lords for the time being' took over this corner of the waste, enclosed it and built on it their Manor House, hence the name 'Manor Close' given to the group of houses built on the site of the old house.

Nearby just to the east marks the site of the old Manorial Pound, where all animals found straying in the town were 'impounded' by the Pindar and or Hayward. That the 'parking problem' in Havant was also found in the 18th century may be gathered from the following two extracts from the Court Leet Rolls:

*The Jury do present as a Common nuisance, many do tie their horses in the streets on the market days to the great danger of children passing by. It is therefore ordered by this Court that the crier after publication made thereof the next market day shall from time to time put all such horses into the common pound, and the offender shall pay for every time so offending 12d. (5p) per horse.*

*We present that if any person shall permit or suffer any waggon, cart roller or any implement of husbandry to be left in the streets of Havant after it is dark, every such person shall forfeit and pay the sum of twenty shillings (£1) for every such offence.*

Two legged offenders were kept in the Cage, which was a small lock-up situated under the old Market House in South Street alongside of the church, and if they were to be held up as a warning to others they wore penned in the stocks or pillory, or given a whipping.

We should mention here some buildings of note:

Hall Place in South Street was built in 1795 for the Longcroft family, the mesne Lords of the Manor of Hall Place, *a parcel of lands and houses held of the principal Lord of Havant.*

The present Denvilles House, which was once a school, was built on the site of the Manor House owned by the Lords of Wade, while the older building at Wade Court itself was enlarged in about 1915 by a London businessman who subsequently landscaped the ground and gardens surrounding the old mill-pond which he widened to make it into an ornamental lake.

The Old House at Home, with its beautiful timbered beams, situated in South Street adjacent to the church dates back to the 16th century, and

the Bear Hotel in East Street – since enlarged and modernised – was formerly a coaching inn.

Magnolia House, also in East Street, demonstrates the typical architecture of an old Hampshire town with its ornate Ogee Summer house, still to be seen from the Bear Hotel car park.

Another significant building is the two-hundred-year old Bon Baquette café in West Street which literally leans out on to the pavement and reminds the visitor of the early timbered buildings which were destroyed by fire in the 18th century. The buildings in this part of West Street virtually formed an arch across the narrow street, and if they had remained standing would have prevented the coaches, which were later brought into service between Portsmouth and Brighton, from passing through this street.

## CHAPTER 2

### Early Days in Havant

Until quite recently, when modern transport enabled us to live in one town and work in another, men settled in one spot for the very simple reason that there they found it relatively easy to live. Some eight-thousand-years ago the inhabitants of these islands lived by hunting and food gathering. The first semi-permanent hunting camps in the Havant area were built because the nomadic food-gatherers found that the harbours were full of shell fish, which could easily be gathered, and wild fowl whose eggs in season made a good addition to the diet. By exerting a little more effort fish and fowl could be taken in snares and traps. Thus the living was relatively easy.

As man becomes more sophisticated, as he turns from wandering to the life of the simple farmer his main requirements are good soil and fresh running water. If the water is spring water, and the spring is situated at a crossroads, he is that much more likely to settle. Havant has springs, as we have seen and crossroads which until the coming of the by-pass were notorious as a bottle-neck. One local Historian T. W. Shore, who wrote in 1892, suggested that this crossroads was some four-thousand-years old: it may even be older than that.

Essentially, Havant marks the place where the road or trackway which followed the head of the coastal inlets from the Arum to join the Portsdown Hill ridgeway at Bedhampton, crossed the north-south track from 'the Harbours' to the Downs. The reason why this route went from Hayling Island rather than from Portsea is because the slope of Portsdown Hill was an added difficulty on the western route, and also because north of Portsdown there still stretches a great belt of heavy clay. In prehistoric, and even in historic times this was heavily forested; as late as the 18th century it was thought to be impassable for nine months of the year. From Havant a gravel valley, the bed of a prehistoric river or estuary, leads through the forest at the place where it is narrowest, to emerge on the chalk downs at Rowlands Castle. This route was of historic

significance until the end of the middle ages, and is today significantly the route followed by the Inter City Portsmouth to London railway.

There is considerable evidence of local occupation by the farming cultures of the Stone, Bronze and Iron ages, but it is not really until Roman times that we are definitely able to say that there was permanent human occupation at Havant for a considerable space of time.

The Roman settlement was obviously of some importance. Their new highways did not follow exactly the routes of the trackways, but they went in the same directions for similar reasons. The Roman road from Chichester appears to have followed the line of the old main road from Emsworth to Havant; Roman coins and other materials have been found from time to time by workmen clearing out the ditches and laying drains and cables in the vicinity.

At Havant opposite the Bear Hotel, the alignment of the road changed and if we stand outside the Bear we can still see this today. Instead of going over the Portsdown ridgeway, the Roman road ran in a straight line to the north of the hill; traces of the 'agger' can still be seen in the area around Crookhorn Farm, and one stretch of road, that over Purbrook Heath follows the Roman Road for a mile or two. Its preservation may well be due to the fact that this was a part of the original Parish Boundary.

Whilst the east-west road was a Roman 'main road', it would appear that the North-South road was only local or 'Via Terrena'. It appears to have come from the Wadeway, and then followed the footpath from Langstone Mill to the west of the Lymbourne Stream to cross the main road approximately in front of the Bear, where the alignment changes, before going north over Prospect Hill; Prospect Lane may well follow the line of the Roman road, whilst the footpath over Rowlands Hill from Whicher's Gate to the Green certainly does. This footpath too marked the Parish boundary between Havant and Warblington and is mentioned in a tenth century Saxon Charter as 'a highway'.

[It is believed that no archaeological evidence for the 'main' Roman road has been found in Havant, but the straight alignment of the section from Chichester passes immediately south of St Faith's church and that from the Southampton direction meets it at a point only a few metres west of the Robin Hood public house. There is no good reason to believe that the existing east to west roads through Havant represent the course of the Roman road as is suggested. The line of the Roman Road from a point near St Faith's church to Rowlands Castle has, as far is known, to have been proved by excavation at only one point in the grounds of the former Oak Park School in Leigh Road near to the Lavant Stream. Projected in a straight line to the north, this would lie to the west of both Prospect Lane and the footpath from Whichers Gate to Rowlands Castle Green that is referred to. There is no archaeological evidence to suggest that the road follows the footpath. *John Pile.*]

As already mentioned, occupation of Havant could well have been continuous from Roman times until today. The Saxons, however, may not have arrived until after the foundation of Warblington and well after the first settlements at Hayling Island. The last Saxon settlements locally were at Bedhampton, and Brockhampton whilst just before the Conquest a hamlet grew up on the Lymbourne called Newtimber.

We know little about the area in the so-called dark ages, but in the tenth century a little light begins to creep in. We know for example that the Danes had ravaged Bedhampton sometime in the ninth century, and that Bishop Denewulf of Winchester about A.D. 900 stocked the farms with cattle and 'then there were men there'.

[This often quoted document refers not to Bedhampton but to Beddington in Surrey. It is a lease of that estate by Denewulf, bishop of Winchester, to King Edward the Elder (899-908) a translation of which is printed in Dorothy Whitelock (ed), *English Historical Documents c. 500-1042*, London: Eyre & Spottiswoode, 1955, p. 501. *John Pile.*]

We know too that the basic boundaries of Havant, which were to remain until the rearrangement of the local parishes in 1902, were already

recognised in the tenth century when two successive charters of Havant refer to 'Seven Hides of Land" there and give boundary directions which can still be traced on the map, and with one or two detours on foot as well.

The second of these gave the land at Havant to the Old Monastery at Winchester. The monks held Havant at the time of Domesday, and continued to hold the manor until the 13th century when as part of their bargain with the Bishop, Havant amongst other places became a part of the Bishop's estates.

The bounds of the Seven Hides obviously at this time included all that was subsequently known as Brockhampton. In true Anglo-Saxon style they start at the South West corner and work clockwise round the compass. The Boundary starts:

[The following translation (in italics) appears to be based on Dr George Beardoe Grundy's translation of the bounds in *Archaeological Journal* (1926), vol. 83, pp. 118-125, and the identification of the landmarks, although deserving consideration, conveys a sense of certainty where a more cautious approach would be better. See Appendix for a new translation. *John Pile.*]

*Where the Ochre Burn meets the sea.* Now there is only one stream in the Havant area which merits this description; it is the Hermitage Stream which drains Leigh Park and becomes discoloured with the runoff of the clay lands north of the town; all the others have their origins in springs breaking out to the south of the main road and are perfectly clear. Thus we can start our perambulation where the bridge on the by-pass crosses this stream just to the east of the Broadmarsh roundabout.

*Then up the Ocre Burn to Holy Marsh* which is Shadwell in Bedhampton, at the foot of King's Croft Lane (Shadwell is a corruption of St Chad's Well, and the ground hereabouts is still very marshy).

*Then over the Street at Whitlar's Bridge,* this is the so-called Hermitage Bridge to the East of the railway level crossing.

From there the boundary went to Stockheath:

*The place where the White Stake stands to follow the highway which may be Rider's Lane to the: Knotted Stake beside Dunna's Burn (which gives its name to Dunsbury Hill, and Dunsbury Way).*

North from the *Knotted Stake* the boundary was marked by a *Hagan* or Bank and Ditch and this, or its medieval successor can still be traced in Havant Thicket for a part of its way, and is particularly clear from the *Lady Oak*, the most northerly point of Havant Parish to Rowlands Castle (Called 'Clayhurst' in the Charter).

From an *ivy covered stake* on what was obviously Rowlands Castle Green one went *South by the Straight Way* which is the footpath from the Green to Whicher's Gate already mentioned, along the road to Emsworth where the bank and ditch can still be seen in the fields just to the west of the road, through Comley, Barton's Wood and the fields of East Leigh until the corner of East Leigh Road and the South Leigh Road *by the White Hazel*.

*Then along the Greenway* which is the Southleigh Road, *until the corner of the land* which is the start of Denvilles. The Denvilles area was in Warblington Parish, and the boundary went west to where the railway and cemetery are now situated and then south past the end of Warblington School playing fields. Then *along the hedge row to the Limbourne spring*. Lastly, *along the Limbourne out to sea*. The Limbourne indeed means the boundary stream.

Sometime in the 10th century a part of Brockhampton became detached from Havant manor. After the Conquest this land was given to a third party; later it was inherited by the Lord of the Manor of Bedhampton and from that time onwards became to all intents and purposes a part of the Manor and Parish of Bedhampton.

By the time of Domesday Book in 1086, we can trace the pattern of local settlements in Havant and Bedhampton quite accurately. Havant had a population of about 100 people, with that of Bedhampton slightly less.

At Havant there were 4 plough-lands (land under arable); they probably

each comprised some 60 acres at the time; but the area of the plough-land varied with the type and condition of the soil. The 20 peasant families with the 6 plough teams were quite well off even though the land was a little light. As there was no 'Demesne' they must have paid the rent in cash or kind, and free from the demands of feudal day work they had much more freedom than those who had to work for their Lord two or three days a week.

## CHAPTER 3

### The Middle Ages

Because they did not have to work for a Lord, Havant folk turned to making things fairly early in the Middle Ages; the wood to the north of the town provided timber, especially the oak-bark. There was plenty of pure water available and salt could easily be had for the curing of skins. Soon, tanning and possibly parchment making must have developed for the raw materials were at hand, and time and incentives were there.

Havant became a market town in 1200 when the Winchester monks obtained from King John at the cost of 20 marks (£13.67) and a palfry, the right to hold a weekly market there on a Tuesday.

In 1284 Havant was transferred from the Monks of Winchester to the Bishop in settlement of certain claims but the town appears to have continued to flourish.

In the 14th century there are numerous references to trade from Havant at the port of Langstone, customs officers being regularly appointed. The trade appears to have included the import of wine and the export of wool or woollen cloth. Even after the Black Death progress seems to have continued. Indeed in one respect the Black Death may have contributed to the town's prosperity. It would appear that the population of the surrounding villages, including Bedhampton, suffered severely. The result of this was that the local Lords of the manor changed from corn growing to sheep-rearing with the resultant increase in availability of raw materials for processing into parchment, cloth or leather.

By the end of the 14th century a successful cloth industry had been established.

A fulling mill had been built at Bedhampton to process cloth at least as early as 1286.

The first recorded instance of a weaver in Havant is in the court rolls for the year 1300 when one 'William le Webbe' was fined, among others, for

trying to corner the local grain market. By 1400 records of the Winchester Aulnager, the Royal Official whose duty it was to inspect and certify every piece of cloth made in the region, indicate that there were at least fourteen cloth-workers in Havant, four women and ten men. The most productive was the fuller John Gosselyn who produced fourteen pieces for inspection; of the women Joan Frensshe would appear to have been an alien; Mary Mengehams perhaps came from Hayling Island.

In the middle of the 15th century Havant was obviously making further progress for in 1451 King Henry VI granted:

*Of Special Grace and sure science to William, Bishop of Winchester and his successors of a weekly market on Saturday at their town of Havant Hants, and a yearly fair there on the Vigil and Feast of St Faith.*

The grant of King John was also confirmed so that Havant had two market days a week, Tuesday and Saturday. St Faith's Day is 6 October, but from the eighteenth century this Fair Day was held on 17 October. The date was advanced eleven days when the national calendar was changed in 1752. A second fair was also celebrated in Havant in the 19th century. It was held on 22 June; allowing for the 11 day rule it must originally have been held on the 11th, which is St Barnabas Day; there is no record of any charter for this Fair, which may have developed from a Church Wake. It was always held in and around the Churchyard whilst the October Fair was held on 'The Fair Field', where the Infants School now stands.

The Havant Cloth industry seems to have remained of some importance until the reign of Queen Elizabeth I when, not for the last time, governmental interference in the interests of bureaucratic tidiness seems to have hastened its decline. Dating from some time in the 1570s there is a note in the House of Lords' Journal to the effect that Havant among other 'cloth towns' in Hampshire, Sussex and Surrey had made 'white kersies' (a form of coarse cloth) of a certain length, and that these had normally been sold abroad. The Government in its wisdom ordered that all kersies throughout England should be the same length; it simplified the taxation system. Havant now had to make its cloths longer, but no one

would buy them and the town was 'distressed'.

The last known cloth-worker in Havant was Stephen Palmer whose will was entered for Probate at the Prerogative court of the Archbishop of Canterbury in 1656. Other wills listed in the Calendar of Wills for the Prerogative Court of Canterbury indicate that gloving and tanning were also carried on.

In the 16th century the Militia returns for Havant Parish in 1574 give a figure of 141 adult males of military age; this might indicate a total population of about 600. The Hearth Tax returns of 1665/6 give about 200 households. At an average of 4 persons per household perhaps some 800 people lived in Havant at that time.

By 1730 the court book of Havant would contain the entry that a new corn mill had been built at 'a place where a fulling mill had once stood'. The cloth trade in Havant was now a thing of the past.

## CHAPTER 4

### Havant Churches

Havant Parish Church is not mentioned in the Domesday Book but it certainly stood at that time, and was already dedicated to St Faith, for in the Register of the *Regnum Anglo-Normanorum* dating from about 1100 in the reign of Henry I there are two entries, one refers to the Church at Havant which is to be *quit of all customs and plaints as it was in the reign of King William I*, the other says that all priests *who hold churches on the Demesne lands of the monks of Winchester particularly St Faith's Havant* are to pay their taxes promptly.

When this church was built we do not know but in the middle of the 12th century it was replaced and the Crossing and the oldest part of the present building, albeit reconstructed and heavily restored, dates from about 1150. The arches were in fact taken down in the restoration of 1874 but were then re-erected with great care being taken to maintain the old style. This is early English Gothic, and if it is original one of the earliest examples of this style in England. The new nave was apparently built westwards from the crossing and was of three bays similar in general style to the present chancel.

This chancel was the last part of the Gothic church to be built and dates from about 1250; apparently the roof groining and vaulting and a part of the walls are 'restored' original work. There were north and south transepts and a low tower over the crossing to complete the building. It had taken a century to construct and although there were several additions, this was the core of the building which continued in use until about 1830.

The windows of this structure were apparently narrow lancets, and one of these was filled in when the vestry was added to the north western wall of the chancel in the 14th century. It has now been restored. The other windows in the chancel are more recent; two date from the 14th and 15th centuries; the East window is a not very successful 19th century

attempt to reproduce the original triple lancet. It dates from the second 19th century restoration and replaced a 15th century perpendicular window which was apparently much decayed. In the last decade of the 14th century when Thomas Aylward was Rector, the vestry was built and an extra storey was added to the tower. This latter proved to be too heavy for the arches of the crossing and by the 19th century these were showing signs of strain.

The last medieval addition to the church was an aisle to the west of the north transept which served as the tomb and chantry of Sir Richard Dalyngrigge who died in 1470. Sir Richard was the direct descendant of Sir Edward Dalyngrigge who built Bodiam Castle, which he himself owned at the time of his death.

During the 18th century little was done to St Faith's except to fill the body of the nave and the transepts with galleries to accommodate a population which by the end of the century was over 1600. By 1832 it was felt that the church was too small and that the nave was unsafe. It was thus pulled down, the arches of the crossing were strengthened and a new nave was built. At this time, traces of a Roman building were found at the foot of the pillars of the crossing. The present nave and aisle to the south transept, was built 1874/75 and access to the church and churchyard was from a gate in the churchyard wall in South Street. Later, the North door became the day-to-day access to the church.

In the middle of the 19th century the condition of the churchyard began to cause concern; up to this time all burials in Havant had been in St Faith's churchyard, but by 1850 the population was over 2,000 and the number of annual interments was excessive whilst the surface of the ground was some four feet higher than the streets nearby. A new cemetery to the north of the town was brought into use. The acre or more of ground was given by the then Lord of the Manor Sir George Staunton. The walls of the graveyard and the mortuary chapel built there cost the Parish some £400.

In the north transept hangs the colour of the Havant Volunteers a force

formed in 1799 to act as a Home Guard during the French Revolutionary and Napoleonic Wars. This colour was first presented to the Volunteers at a parade on the 22 February 1799, and is said to have been painted by 'the ladies of the Town'. In that year returns for the Havant Corps give John Butler, Captain. J.F. Longcroft, Lieutenant, G. Knight, Ensign, 74 privates. The force eventually stood down together with all similar purely local Volunteers in August 1809. The Colour is almost unique.

The Catholic church of St Joseph in West Street was built in 1875, and the following churches should be mentioned: The primitive Methodist Church built adjacent to the Bedhampton level crossing in 1878. (although Methodists had been worshipping in a small chapel in North Street, Bedhampton since 1872) and the Wesleyan Church in West Street, opposite the Brockhampton Lane, are now occupied by commercial firms. There was an 'Iron Church' at the corner of Selbourne Road and Brockhampton Lane. The Congregational Church, now the United Reformed Church, in Elm Lane was built in 1890 replacing the building previously situated in The Pallant. The Masonic Hall in Waterloo Road was built in 1876.

Methodists now worship in a churches in Petersfield Road and Hulbert Road; their former church in Botley Drive is now used by the Community Church. Baptists worship in a modern church in Stockheath Road, Leigh Park, funds for the building of which were provided by the Lake Road Baptist Church, Portsmouth, which was destroyed by enemy action during the Second World War.

The Catholic Church of St Michaels and All Angels was built in Leigh Park at the end of the 1960s; it was later struck by lightning and had to be rebuilt. Church of England parishioners of Leigh Park now have the choice of three places of worship – St. Francis, Riders Lane; St Albans, West Leigh and St Clare's, Warren Park, having been obliged to worship in a room at former Cricketers Inn in Riders Lane while their new churches were being built. There is also a Free Church in Dunsbury Way.

## CHAPTER 5

### People and Personalities

A Local History ought to be able to tell us something of the people who lived in a place. Unfortunately whilst we very often can discover something about the rich it is almost impossible to discover anything about the poor or the ordinary folk in the middle, and such records as we do possess, being mostly accidental survivals, give us a very unbalanced account; indeed as most are court records they are biased as well as being unbalanced.

Tragedy and humanity, these we always have with us; one such instance was recorded in the reign of Henry III:

*Pardon to Geoffrey de Fevre of Havant who is not ten years old, for the death of John son of Henry le Mouner (Miller); as it appears by inquisition made by John de Bottele and the coroners of the county of Southampton that whilst playing with those of his own age, he killed him by chance at Havant'.*

A bald little record from the Patent Rolls which tells us very little and yet gives quite an insight into the Medieval mind.

We would like to know more about the children and their parents; how did Geoffrey feel after the death of his friend? what was the reaction of the Miller's family? These will never be answered. What we can see however is Justice and Compassion. Here a judicial inquiry has been made by men determined to reach a fair verdict, whilst the doctrine of diminished responsibility by a child and the emphasis of 'accident' have been used to justify this particular royal pardon without condoning the deed itself.

Further instances that the people of Havant in the past have been all too human come from the records of the Leet Court already mentioned. In the reign of Queen Elizabeth I we learn that Elena Barram (or Barron) wife of Humphrey Barram the local barber was a 'Common Scold' and on a number of occasions she ended up in 'the tumbrel'; this was the 'cucking',

or 'ducking' stool, an ingenious device in which the too talkative woman was strapped into a chair pivoted at the end of a long beam. This was set at the edge of some convenient sheet of water, in Havant's case no doubt the mill pond (now crossed by Park Road South) was used, and the unfortunate female was dunked under the water until she was half drowned. It was shortly after Elena was first sentenced that the whole town was ordered to pay 10/- (50p) per household to provide one of these interesting appliances.

On another occasion Robert Dudman, described as a habitual drunkard, was accused of wounding Humphrey Barram with a stick; one wonders what part the redoubtable Elena had played in the fracas.

In the reign of Henry VIII games of chance had been forbidden by law, as had football, because they took people's minds off the important task of learning how to use the longbow. After the introduction of firearms one might have thought that the Statute had become obsolete, but the Reformation had now taken place and there was a general feeling that such things were not to be encouraged, so the Statutes were continued. Few people indeed paid much attention to them, but from time to time the law felt it had to do something and so, late in the 16th century, or early in the 17th we read that:

*William Woolgar, Philip Mitchell. Nicholas Wyngham and others permit and each one of them permits, unlawful games in each one of their houses therefore they are each fined 2/6d. Further Robert Woods and Nicholas Godfrey were also cited for playing cards in the house of Arthur Woolgar.*

They were only fined 12d. (5p).

In 1538 there is no doubt who was the most important local personage; she was Margaret Countess of Salisbury who lived at Warblington Castle: Henry VIII's Cousin, and in her own estimation a better Plantagenet than the King would ever be, she had been the friend of Catherine of Aragon, and was the mother of Cardinal Pole who resided at Rome. Why Henry allowed her to live as long as he did is a bit of a mystery, but perhaps he

felt he owed his father something by way of expiation for Henry VII's judicial murder of Margaret's brother the Earl of Warwick. In 1538 Margaret was arrested. One of the men who gave evidence against her was apparently her steward Gervasse Tyndall, a tiresome fellow who had taken to the new learning. This latter was interviewed by the local Curate and the Havant Constable, an honest fellow by the name of Bowcher.

Exasperated by the Steward's attitude to someone whom he obviously liked and respected the Constable burst out with:

*... for it was merry in this country before such fellows came which find such faults with our honest Priests.*

An outburst which was duly reported to the Royal Council fortunately for us, or otherwise it would have gone unrecorded. Whether or not it was unfortunate for Bowcher the records do not say.

That riots and general misbehaviour were common in the 18th century is borne out by the record of one William Harris. Harris was a Tithingman or voluntary Petty Constable, one of three appointed from the ratepayers every year from the 'Liberty of Havant' official title of the town and parish.

On the 13 October 1757 he was:

*Called out of his bed . . ., about 11 o'clock ... to quash a riot at the house of Moses Smith, bearing the sign of the Old Starr in Havant. He was there insulted by Sergeant Cornall who drew his sword and threatened his life and took from him by violence the staff of his office.*

The staff in question was the normal constables badge of office; painted red or blue, usually the latter; it would have on it the Royal Arms, to show that the Constable claimed to be acting in the name of the Crown, and often the name of the constable as well as the Parish, Tithing or Liberty he represented.

The word Tithing is of Saxon Origin, and represented a group of Ten Families bound together under a Tithingman to keep the law. Tithings were grouped together in Hundreds, and groups of Hundreds formed a

Shire. The head of the Hundred was a High Constable: the chief of the police in a Shire, the Sheriff. There were three Tithings in Havant Parish and Liberty; Leigh, Havant and Brockhampton. Havant was called a Liberty because in the 13th century it had been declared free of the Hundred of Bosmere. This meant that it was the responsibility of the Bishop of Winchester the absentee landlord to 'view the Frankpledge' that is see that everyone was 'bound' in a Tithing to keep the peace, and the Sheriff had no jurisdiction in the town.

Because this landlord was an absentee, there was no one family or person described as 'belonging' to the town until the manor was leased to private persons in the late 17th and 18th century.

In the time of troubles in the middle of the 17th century two names immediately come to the fore. The first of these is Francis Ringstead, Rector from 1627-44. He was the local King's man who tried to organise supplies for Colonel Goring at the time of the siege of Portsmouth which the latter was holding for the King in the Autumn of 1642. Portsmouth fell, and Ringstead's waggon loads of provisions were seized before they reached the beleaguered town. For the next two years he continued to be a thorn in the flesh of the local Parliamentary Commissioner, Colonel 'Idle Dick' Norton of Southwick House, who retaliated by quartering soldiers on the Havant Rector with instructions to forget their manners. It must have been with some relish that in late December Ringstead heard of General Hopton's advance to the relief of Arundel Castle, the two columns moving to the east, one through Petersfield the other through Havant. An unexpected Christmas present was the complete rout of Norton's troop in a skirmish at Havant cross-roads on Christmas day 1643. Ringstead's 'Te Deum' was premature.

Delayed by the garrison of Warblington Castle the advance petered out and Arundel fell. The Royal Armies retreated to Winchester and 'Idle Dick' came back. The result for Ringstead was deprivation of his living.

If anyone in Havant deserves a mention it is Henry Arnold Olivier, the Rector for four years from 1870. A Great Uncle of the actor, he was

responsible not only for the remodelling of St Faith's Church but also for the building and reorganisation of the Church Schools in the years immediately after the 1870 Education Act.

But it was not only clergy of the established church who made names for themselves locally. In the reign of George III, perhaps the most notorious cleric in Havant was the Reverend David Morgan. In the seventeenth century the Catholic Faith had been officially proscribed by the various Test Acts despite the efforts of Charles II to prevent this. In the 18th century although the Catholics were tolerated they had certain grave disadvantages apart from the more obvious ones of not being allowed to vote, to hold municipal office and to hold offices of profit under the crown. Two further disadvantages were the facts that Catholic Priests had to dress as laymen, and Catholic Chapels could not pretend to be, or even look like, churches. Havant had apparently always been a centre of the old religion, largely because of the protection afforded by the Cottons of Warblington Castle. At first they were supposed to have had some kind of a Chapel in the upper storey of three cottages at Langstone; in the early 18th century the meeting place was changed to Eastokc Cottage in Brookside, Brockhampton, a property owned later by the well-known Havant Catholic family of West.

David Morgan, who called himself 'Pelagius' (the only native British Heretic of the time of the early church) as a sort of wry comment to his status in the society of the time came to take the cure of Catholic souls in south Hampshire some time before 1750, and almost at once decided that a chapel and meeting place was needed. In February 1750 he came to the Manor court of John Moody and became the copyholder of 87 rods (square perches - of which there were 160 to the acre) of land:

*... lying and being at Brockhampton within the said manor late in the occupation of Robert Bold and having the lands of Edward Bayley Doctor of Physic in the South, a land leading to a lane called Broad Lane on the East, the King's Highway (Brookside Road) on the North and Brockhampton river on the west thereof...*

Here he proceeded to build a chapel and presbytery which looked rather more like a small farm with its out buildings, than anything else. The chapel itself was the upper floor of what looked from the outside a large barn; beneath there were stables, for the congregation had to ride many miles to come to the services, this being the only place of Catholic worship between Southampton and Arundel. There were other apartments in the Presbytery where those who came from the furthest afield could if necessary spend the night.

David Morgan's chapel remained the centre of the Catholic religion until the 1870s. By that time the penal laws had been repealed, and the Catholics could worship openly; Brockhampton had been ideal when concealment was necessary but now it became a disadvantage because it was so far from the centre of the town, and the new Catholic Church, St Joseph's was built in West Street on land given by Joseph West. The old church was sold, and then went through a number of hands before it finally burned down in the 1920s. Today the site is an electricity substation, but part of the boundary wall, erected in the 19th century, remains.

During the Civil War Parliament sequestrated the possessions of all the Bishops and their lands were sold. Havant was sold to William Woolgar one of the more important inhabitants of the town. In 1660 the grants were annulled, and the Bishop was restored; nevertheless he allowed William Woolgar to keep the Manor on lease for a term of five lives whilst now retaining certain over-riding rights in the soil of the 'wastes' or common land, and in the woodlands. William Woolgar died unmarried in 1680; his sisters inherited the lease, but they and their husbands were all dead by 1710 when the lease fell in and the Bishops once more came into possession. It had now been established that Havant was a 'manor at lease' and shortly afterwards Havant was leased to Isaac Moody who also lived in Havant. Apparently, he first lived in the Manor House on the site of what is now Manor Close.

Isaac Moody died in 1728 aged 55, and he and his first wife Rebecca were buried in the chancel of Havant church; their memorial can still be seen in

the south transept. That he was a person of consequence can be gathered from the burial registers. In those days by law every corpse had to be buried in a woollen shroud, a regulation designed to help the woollen cloth industry. If you were buried in any other fashion it had to be noted in the burial register, and a fine paid. Isaac Moody was 'Buried in Linnen'.

His son John Moody was Lord of the Manor at lease for the next 36 years dying in July 1764, and also being buried at Havant. He left no direct heirs. There was considerable litigation during his time with regard to land settlement in the Manor of Havant, and after his death there was a rather complicated series of leases and inheritances until 1827, when the Bishop sold the Lordship and all surviving rights to the then leasehold occupier Sir George Staunton who had purchased the lease and had lived on the estate since 1820. The annual rent paid to the Bishop for the Lordship had only been just over £42, not a princely sum. The final sale was for £2,075.

Sir George Staunton had come to settle in Havant from half a world away. He had bought Leigh Park House, a pleasant Regency structure with an impressive semi-circular porch, from the then owner William Garratt, and had settled down to the life of a Member of Parliament and local Squire. This first Leigh Park house was demolished in 1863. The old house was to the south of Middle Park Way and all that remains of it are the walled garden and the shell of the octagonal gothic library that Sir George designed himself to house his important collection of Chinese books.

He had spent his early life in China and was the first Englishman to transcribe some of the Chinese classics. A Whig in politics, he was a friend of Canning and erected an obelisk in his memory in Leigh Park on the latter's death in 1828. In 1823 he was co-founder of the Royal Asiatic Society. He was Member of Parliament for the Cornish Boroughs of St Michaels, (1820-6), and Heytesbury (1830-1832). He voted for the Reform Bill in 1832, and in the General Election of that year fought on the new franchise wresting one of the South Hampshire county seats from the Tories. He was not re-elected in 1835, but managed to find an alternative seat at Portsmouth which he held until 1852, always being

returned unopposed. During the Irish Famine in 1845/6 he remitted all the rents of his Irish tenants for two years. In 1852 he decided not to contest Portsmouth in the general election and more or less retired from public life. He was unmarried, and an eccentric in the great traditions of English eccentrics. Locally he has given his name to the Staunton Arms at Rowlands Castle, and to Staunton Road in Havant.

It is said that he built New Road from Bedhampton level crossing to Stockheath Lane to avoid having to traverse two level crossings to travel from Leigh Park House to Portsmouth, this was after the railway had been built in 1846. [While no doubt he used this route as a short cut as he owned the land, a sales document from when William Stone sold the estate indicated that in fact Stone built the road.] He died in 1859 and his heirs sold the estate to W. H. Stone.

The last real Lord of the Manor was General Sir Frederick Fitzwygram.

## CHAPTER 6

### Bedhampton, Its Church and People

The Manor and Parish of Bedhampton like that of Havant was long and narrow containing some 2,400 acres. It was an almost perfect rectangle with the narrow sides running east-west, the longer sides running north-south. The total area included the Binness Islands in Langstonc Harbour. The eastern boundary with Havant was somewhat complicated owing to the absorption of a part of the *vill* of Brockhampton in the early middle ages as mentioned earlier. The northern boundary ran almost due east-west from Padnell Farm to the boundary of the Thicket. On the west the line ran slightly west of south from Padnell to the present boundary between Portsmouth and the Borough of Havant on the old main road at Farlington.

These lines were almost certainly established early in the middle ages, and remained the boundary of the Civil Parish until 1902 when the first local boundary adjustments were made. Until this date the Civil Parish, the Ecclesiastical Parish and the Manor all coincided.

The great feature of Bedhampton in the middle ages was its Park; the property of the Lord of the Manor, and almost certainly created by Hugh de Port in the years immediately after the Conquest by virtue of his hunting rights in the Forest of Bere. It was surrounded by a fence 8 miles in circumference until it was turned over to arable cultivation in the early 18th century. A Park was a great luxury, and not every nobleman had the right to own one. Normally in a Royal Forest, the King alone had the right to take deer and the other lesser beasts of the chase, even if the land in the forest belonged to other lords.

[The figure of 8 miles for the circumference of Bedhampton Park has been taken from *The Hampshire Repository*, Vol. 2 (1801), p. 153 but this figure is based upon customary rather than statute measure. The true circumference of the park was about 6 miles. A survey of the manor of Bedhampton dated 1632 shows that Bedhampton Park had been disparked by this date and was divided into individual farms. *John Pile.*]

Sometimes, as in the case of Warblington, the Lord was allowed the right of 'Warren'; that is to take lesser game, in that part of the forest of Bere which lay within the manor of Warblington, and which is now called 'Emsworth Common' or 'Southleigh Forest' depending on the age of the map you use. But the Lord of Bedhampton had the absolute right to take everything, deer included, and this right was guarded jealously, especially by Reginald FitzPeter who died in 1286 and was Lord in the previous quarter century.

[The Forest of Bere extended eastward from the River Meon as far as the Bedhampton/Havant parish boundary and included Padnell Common but not Bedhampton Park. It did not extend into Warblington and therefore did not include Emsworth Common. *John Pile.*]

The presence of the Park determined the course of two local roads; both Scratchface Lane, where as late as 1948 a point-to-point race meeting was held and Park Lane, Bedhampton grew up as paths following the outer edge of the Park fence.

[Scratchface Lane, a medieval track, followed part of the southern boundary of the park, but Park Lane was an access road into the park and followed a course through the centre of the park from Bidbury to Padnell Common in the north of the parish. There was another lane on the eastern boundary of the park, represented today by Riders Lane, part of Swanmore Road and the track to the west of Staunton Country Park. *John Pile.*]

In Havant, it is difficult to trace the outlines of the old Open Fields which must at one time have existed. In Bedhampton it is comparatively easy to do so; this is because we know the exact area of the Park from the Tithe Commission map of the early 19th century, and because from certain Medieval documents we know where the 'closes' or hedged fields were, and so can guess the approximated area of the Open Fields.

Basically Bedhampton Manor can be divided into five areas; firstly were the two Open Fields which lay on either side of the Lower Road - the old main road from Farlington to the village. Secondly there was the area on

either side of the Portsdown ridgeway; this formed the common grazing of the Manor. Another 'common' was the 'Mill More' which lay to the south of the fields along the shore; this too was used for grazing. The fourth area was that between the village, the Park and the Havant Boundary; here the land already called 'the Hooks' is said to be still 'Pasture'. In Brockhampton there was apparently a small enclosed farm. The last area was of course the Park.

Because Bedhampton had a lay lord it is rather more easy to discover certain details than it is for Havant; this is because every time a Tenant in Chief died there was an Inquest, held by the Crown, to find out 'what he was worth'; thus on the death of such a person we get a full account of the manor with the value of the rents and the lands. For Bedhampton this series of Inquests Post Mortem is particularly comprehensive, and as they have been both transcribed and translated the information is easy to come by.

It was on the occasion of one of the later Inquests that the population of Bedhampton was shown to be much higher than the 25 families of Domesday book. In 1327 on the death of the then Earl of Kent we get the following information. There were 13 Free Tenants, paying between them a sum of £5 3s. 5¼d., together with 2 arrows, 2 roses and 3 clove gillyflowers. There were also 32 customary tenants. Perhaps half of the Free men did not live on the manor, but one might guess that there were now some 35-40 families who did, an increase of total population of some 50% since Domesday.

The effect of the Black Death of 1348/9 is also quite clearly shown. In 1331 the value of the manor is given as over £67; in 1353 it has been reduced to £33. Later inquests in 1411 and 1434 still give values of under £40.

There is a story which most of the older inhabitants of Bedhampton like to recount that the manor house was once the site of a nunnery.

This is not true; there was never a Convent of any sort at Bedhampton, but the reason why the story is told is interesting.

In 1352 the young John, Earl of Kent died; he had recently been married to the young Elizabeth Juleres, who was left a childless widow at an age when many young girls today are still at school. Elizabeth was left Bedhampton as her 'Dower' estate, came to live here and rebuilt the manor house. Whether it was the pleasant or the unpleasant memories of her young husband which inspired her we do not know, but she announced outright that under no circumstances would she marry again. In the words of the time she 'took the veil' and resolved to live a single and holy life in her own house at Bedhampton: perhaps not so much a nunnery as 'a nun's house'.

[Elisabeth de Juliers (not Juleres) was the French form of her name which was Elisabeth von Jülich, Jülich being a duchy of the Holy Roman Empire between Aachen and Cologne, and John, Earl of Kent's marriage to her was probably arranged as part of a plan to gain the support of the strategically important counts and margraves of the Low Countries and Germany in Edward III's wars against the French (Hundred Years War). *John Pile.*]

Later Elizabeth appears to have repented of her impulse. Amongst the gentlemen of Hampshire none was more dashing and debonaire than Sir Eustace D'Abrihecourt. One day when out on a ride Elizabeth spied this splendid figure; away went the veil, away the resolutions to stay single, and eventually perhaps to enter a convent. The two were married, and so far as is known they lived happily ever after. There was just one snag; Elizabeth had taken a vow, even though at the time she had not perhaps reached the years of discretion. However a friendly cleric soon set this to rights, prescribing a penance which she had to undergo: how 'once a year' she had to:

*Go on foot to Canterbury on Pilgrimage, and once a week to take no food but Bread and Drink and a mess of Pottage - wearing no smock, and especially in the absence of her husband.*

She lived until 1411, when she died at Bedhampton some 59 years after her first widowhood and the impulsive decision to withdraw from the

world. She must have been well over 70, a great age for that time.

Bedhampton church is mentioned in the Domesday book, and a church has probably been on the same site since at least the time of Bishop Denewulfs resettlement. The present building dates from three main periods. Firstly in the 12th century, the old Saxon building was replaced by a church in the Norman style, a great part of which survives. This was enlarged and improved in the 14th century, and finally in the mid-19th century came a new restoration and the addition of the north aisle.

The Norman church was built in the mid-12th century and is thus contemporary with that at Havant, but whilst the latter was built in the new 'Early English' style of Gothic, Bedhampton, poorer than Havant, was content with the older and heavier type of architecture. The main survivor from this period is the Chancel Arch, dating from about 1140; it is semi-circular, massive in appearance and has a span of 11 feet. Its western side carries considerable decoration which it is thought was carved after the arch was in place.

It is thought that the chancel of this church ended in a semi-circular apse, the normal design at this time. In about 1360-70 this chancel was pulled down; the south wall was rebuilt in line with the nave, that on the north re-erected on the line of the old foundations, with the exception that the new east end was square. All the windows in the chancel date from this re-building which coincides with the period when Elizabeth Juleres was Lady of the Manor and 'owner' of the Church. Low down at the western end of the south wall of the chancel is a 'low side window'. There are several instances of this feature, the reasons for which are unknown, in local churches. They may have served as 'squints' to enable those who were forbidden to enter the church to watch the service, or at least to glimpse the Host at the altar.

The south and west walls of the nave also stand on the 12th century foundations; here the 14th century improvement has been confined to replacing the original windows with those seen today. Two of these, just to the west of the chancel arch are very narrow, and placed one above the

other, a unique feature. It is thought that the upper was designed to provide light for the rood loft, whilst the lower illuminated an altar set against southern side of the chancel arch, or the western end of the south wall, where the laity, forbidden to enter the chancel, took their communion.

The two other windows in the south wall date from the 14th century. The south door has a plain late 14th century arch with continuous mouldings, whilst the porch is 14th century work much restored.

During the incumbency of the Reverend Edward Thomas Daubeney a much needed restoration and enlargement was carried out. This gentleman arrived in 1865, and left in 1884. His predecessor the Revd St John Alder had resided for 42 years, dying at Bedhampton. He had restarted the services and recommenced pastoral care after almost a century of absenteeism by Rectors who were often learned and worthy men but who found that this remote and poor

Hampshire parish offered neither scope for their talents nor sufficient income for their needs. They included the Revd Edward Tew (1780-1818) Provost of Eton, where he lived during most of his incumbency.

The Revd Daubeney's restoration involved the removal of the west end gallery and the box pews which had previously filled the church. This resulted in a net loss of seats, thus a north aisle was built in a style intended to harmonise with the original church, the original north side windows having apparently been re-used to help in this respect.

In addition to the structural improvements this Rector left his mark on the church in another and more subtle way. In the middle ages the dedication of the Church had apparently been to St Nicholas, and the Winchester Probate Court Book records that Geoffrey Smerthwait (Rector 1525-1558) is to be buried 'in the Churchyard of St Nicholas of Bedhampton'. After the Reformation and during the many years of neglect the dedication was forgotten. In the early 19th century no dedication is recorded for the church at all, but by the time Daubeney had left, his Church had acquired the title of St Thomas the Apostle.

There are one or two external points of interest; the oldest is the 'mass-clock' or sundial carved on the southern buttress by the chancel arch. The other is the relatively modern bell turret on the western gable, presumably a reconstruction of an earlier model. The single bell was apparently made by Clement Tozier in 1689.

## CHAPTER 7

### The Eighteenth Century

For both Parishes the 18th century was one of prosperity and expansion; the population of Havant increased from the estimated 800 from 205 families in 1665 to an established 1670 from 340 families in 1801; in Bedhampton there was a larger increase in population of just over 100 from 26 families at the earlier date to an established 305 from 57 families at the later date. Yet we must be careful to note that during the century and a half between the two surveys it is estimated that the population of England and Wales increased by some fifty per cent, so that all in all Havant was not very much ahead of the national average increase.

The reason for the prosperity was the change in the type of farming pursued. Up until the end of the 16th century the lands around Havant had been given over to sheep rearing and grazing, and this persisted until well into the 17th century. Because of this, the trade in wool, cloth and the manufacture of cloth, parchment and leather developed in the Town. From the mid seventeenth century a change set in; in about 1628 the Lord's park at Warblington, created on the deserted fields of the old village some time during the Wars of the Roses, was put under the plough; the Civil War seems to have delayed the change, and the Court Books of Bedhampton from the reign of Charles II give the impression of an area in which sheep were the only important yield, and show that in those days the summer pasturing of these animals was carried out not only on the land to the north of the old main road, that is the area around Hooks Lane, but also in the Binness Islands, which must have been somewhat drier in those days than they are now.

In the early 18th Century Defoe could write in his *Tour through England and Wales* of the great trade in corn which had grown up around Chichester and Langstone Harbours, where the whole countryside was given over to the growing of corn which was ground in the local mills and shipped in the meal 'by long sea to London'. In order to bring more land into cultivation locally the Park at Bedhampton was ploughed up and

divided into farms. This increase in arable farming and the enclosure of the park made a tremendous difference to the value of the estate. In 1714 the total return to the Lord of the Manor was just over £500; at the end of the century there were ten farms in the lordship; the largest let for £350 and the total rent roll was about five times what it had been a century before. At this time there was a considerable amount of corn grown, but on the marshes, and on the slope of Portsdown Hill cattle and sheep were extensively grazed and fattened for the Portsmouth market and many of them destined to end up in the 'harness casks' of the fleet.

It is certain that the one time Open Common fields of both Havant and Bedhampton were turned into enclosed fields by common agreement at a comparatively early stage. The whereabouts of those at Bedhampton have already been described; in Havant it is much more difficult to pin-point the earlier arrangement, but it is probable that again there were two fields, one to the south, the other to the north of the town, with a separate enclosed farm at Brockhampton established as such by the Bishops of Winchester as early as the 14th century. The chief feature of the agriculture of Havant Parish, which comprised just under 2,800 acres was the 1,000 acre extent of the Thicket which in the 18th century was still unenclosed 'open grazing'.

To deal with the corn grown locally mills were built; there were traditionally two corn mills and a fulling mill at Bedhampton; the fulling mill fell into disuse long before the 18th century but the two mills were very important and were largely rebuilt during this period. The mill and millers house of the Upper Mill have long since disappeared, pulled down by the water company, but the mill stream and mill pond can still be traced, on the eastern side of the railway where it passes the corner of Kings Croft Lane. The lower mill too has disappeared, but the Mill House can still be seen not far from the new by-pass by the banks of the 'Ochre Burn'; at the end of the 18th century the Miller was John Snook who rented many of the local mills and lived in the Lower Mill house. He had literary tastes and in January 1819 he was visited by the poet Keats who stayed there from the 23 January until the 4 February writing the rough

draft of his poem *The Eve of St Agnes* which contains 'scenes' from Chichester and Stansted Chapel.

The largest Mill was that of Brockhampton, driven by the stream which rises in the grounds of the water company's works and pumping station: it had been continuously in use since Domesday. In Havant, the Mill was to the south of the town and; traces of the race and buildings can be seen beside the northern carriageway of the by-pass about fifty yards to the west of the Langstone roundabout. A part of the mill pond can still be seen to the east of Park Road South opposite Solent Road and a replica water wheel stands in the original mill-race. Three new mills were also built at this time; one is the 'West Mill' at Langstone, where the Havant Mill Stream enters Langstone Harbour. It was built towards the end of the 18th century by one John Smith Lane. Two other mills, a water mill and a wind mill were built at the mouth of the Lymbourne Stream at about the same time.

At the end of the 18th century the inhabitants of Havant were said to comprise:

*10 farmers, 8 mealmen, 10 innkeepers, 7 maltsters. 5 masons,  
4 painters and glaziers, 5 carpenters, 5 shoemakers, 7 mercers,  
3 butchers, 2 brewers, 2 smiths, 2 tanners, 5 grocers, 3 bakers,  
3 gardeners.*

This accounted for 83 families. There were a further 18 miscellaneous tradesmen. The remaining 190 families were 'fishermen and labourers'.

At Langstone, the port of Havant there were some half dozen fishing vessels; and a similar number of trading sloops used the quay. They were of some 30-70 tons and carried corn away from the town. The chief import was coal, of which some 14 to 18 hundred chaldrons (roughly a ton, but a measure of volume not weight) were brought from Sunderland and the Tyne every year.

The Innkeepers are a significant reminder that Havant has always been an important communications centre, but in the 18th century this factor

must have reached its nadir. The main road from Chichester to Portsmouth or Southampton when it passed through Havant was narrow and the overhanging upper storeys of the houses rendering difficult the passage of any waggon of any size. Further, the streets were not paved in any way until 1786, except for the main road, and that was only set in hand after 1760. It was perhaps fortunate for travellers that the fire of the mid-18th century did take place for the new buildings must have been set further back from the road. If the road was bad in Havant, it was worse elsewhere; the only public conveyance between Portsmouth and Chichester was a stage waggon which ran each way twice a week and took the whole day to make a single journey. One man admitted that he went to Portsmouth with a two horse cart, 'often', that is twice a week. His average load was under one ton. In 1751 the road through the Parish of Bedhampton was 'cited' at the Hampshire Quarter Sessions, and the village was ordered to carry out its statutory duty of repairing the road which ran through it, a duty which it found very difficult to perform because of the small number of inhabitants.

The eventual result was the setting up of the Cosham to Chichester Turnpike Trust which came into being in 1762. There were gates at intervals along this road, one of them being where the Bedhampton level railway crossing is now. So much improvement was made by the turnpike that at the end of the century half a dozen coaches every day passed through the town; the main coaching inns were the 'Bear', which still retains its 'Coaching Door' and the remains of the coaching yard, the old 'Dolphin', which stood where the West Street entrance to the Meridian Centre now is, and the original 'White Hart' at the corner of East Street and North Street. The most important coach was the daily 'Independent', which came from Portsmouth, stopped at the Bear, and then went to London by way of Chichester, Midhurst and Godalming; other coaches went to Brighton and Southampton.

The incident which most seems to have impressed itself upon the minds of the local inhabitants is the earthquake which occurred on the 25 October 1734.

## CHAPTER 8

### The Nineteenth Century

In 1801 when the first census was taken, Havant had a population of 1,670 persons; of these 814 were male, 856 female; there were 335 houses occupied by 340 families and ten more houses were unoccupied. In Bedhampton the total population stood at 305; 155 male, 150 female; there were 52 inhabited houses, with 57 households, and four more houses were unoccupied.

In both Parishes, agriculture was still the largest employer; in Bedhampton 41 persons are listed as being engaged in this pursuit, to 23 employed at 'handicrafts'; in Havant an important market town the population is reversed but with 128 in agriculture to 285 in handicrafts,

The soil of the Fareham to Selsey Brick-earth Plain on which Bedhampton is built and by which Havant is surrounded was about the finest 'intermediate' soil in the whole of the British Isles. It was in North Hayling that the heaviest crop of wheat per acre, ever raised in Britain, was grown in the 1930s.

In the early 19th century the area was exploited to the full; Portsmouth, already with over 30,000 inhabitants was the 12th largest town in the country; with its satellite of Gosport, its Garrison and its Fleet, a total of some 100,000 persons had to be fed by the surrounding parishes at a time when the war against Napoleon was raging. Nothing could be imported even in times of great scarcity, and corn was to reach the unheard of price of 120 shillings (£6) the quarter, to drop at the peace to half that sum.

Though agriculture prospered at this time, and was to continue to prosper locally for most the 19th century, the benefits of this prosperity were not reaped by all; the poor were always there, and we in our modern welfare state are in fact carrying on a tradition which started in the reign of Elizabeth I, even though methods and ideas of solving the problem vary with the changing centuries.

In Bedhampton during 1801, the Poor Rate cost the rate payers over £450; in Havant it was over £1,270. By 1814 at the height of the Napoleonic wars, the Poor Rate had risen to £1,700.

According to the law at the time, each Parish had to maintain its own poor out of the rates. Maintenance was either 'In' a workhouse or Poorhouse or 'Out' when the poor person was kept in his or her own home and given an allowance in cash or kind. The Havant Poorhouse stood at the corner of what is still called 'Union Road' and West Street where the Longcroft flats now stand; later the original building was to be greatly enlarged, and to stand in its new guise for well over a century before being pulled down in the 1950s. The Bedhampton Poorhouse stood on the south side of the road leading from Shadwell to the church. The boundary wall can still be seen but the original building disappeared many years ago.

Life in the nineteenth century workhouse was obviously not much fun, but our views of what went on are perhaps too much coloured by Charles Dickens and *Oliver Twist*; there were good and bad poorhouses, and what went on after 1834 was very often far more degrading and even openly brutal than the arrangements that preceded the Poor Law Amendment Act.

Diet in the Havant Poorhouse in the year of Waterloo appears to have been generous for the time; we no doubt would have found it monotonous, perhaps unpalatable. Breakfast every day was the same, bread, cheese and small beer. Dinner on six days a week had some sort of meat in it; three days served hot, three days cold. Much of the meat was no doubt Ox cheek served in a coarse stew, or cold boiled 'fat of the back' pork which one ate on a slice of bread. It apparently tasted just like fat ham and was a much esteemed delicacy of the rural poor in the early years of the 19th century. It was also very cheap. On Thursdays there was no escape from bread and cheese for this too appeared on the dinner table. Supper was more bread and cheese and small beer. The children at Emsworth got gruel for breakfast and no doubt those at Havant did as well.

The amounts issued are not specified, but the mere fact that meat was included so frequently in the dietary would indicate that the poor of the town fared better than elsewhere.

In addition to the 'In' pensioners in the work house Havant maintained some 50 'out' pensioners who received from 2 to 10 shillings (10 to 50p) per week according to their needs. There was also provision for paying for clothes, the repair of boots and shoes and for emergency relief in cases of sudden death or accident. The ten shillings (50p) pension may seem small to us today, but it was in fact a larger sum than a Dorset labourer earned. Wages in Havant and Bedhampton at this time were quite high, due no doubt to the high level of yield from the local fields, the ease with which the corn could be sold outside the district, and the presence of Portsmouth Dockyard which paid better than average rates and so drove up local wages. These appear to have ranged between 10 and 15 shillings (50 and 75p) a week with perhaps £1 per week for the harvest month.

The Poor Law Amendment Act, or New Poor Law under which neighbouring parishes were grouped into Unions with a common Poor Law organisation became law in 1834; Havant became the centre of the Havant Union, with Farlington, Warblington, North and South Hayling and Bedhampton. The new workhouse for the Union was in Havant where the old poorhouse was much enlarged. The inhabitants of Bedhampton objected most strongly to this arrangement and petitioned the government in London to be allowed to keep their own poorhouse and maintain their own poor; administrative tidiness and government policy denied them the right.

It had been originally intended to keep the Emsworth Poorhouse in North Street as a sort of Old Folks Home; but the new Guardians overestimated the demands on their new enlarged premises providing about 200 places. There proved in fact to be far fewer and the Emsworth Poorhouse was sold. There were ten Guardians elected, three each from Havant and Warblington and one each from the other Parishes. By 1870 the total Poor Rate of the whole Union was down to £2280, and there were just over 100

inmates of the workhouse.

In the middle of the century there were a number of moves to 'improve' the town of Havant. A savings bank had been established in 1827; some fifty years later the total deposits amounted to over £14,600; 351 individuals had accounts, which from a population of under 3,000 must indicate that the towns folk were fairly prosperous. In 1831 an auxiliary Magistrates Bench was set up within the jurisdiction of the old Fareham Petty Sessions. In the last third of the century the magistrates met once a fortnight; the court room was in the former Black Dog Inn in West Street and it was here that the Havant Board of Health held its meetings.

This body was brought into being after the Public Health Act of 1848 established the right for certain Urban Parishes to replace the Vestries which up to this time had carried out the duties of Local Government in all the civil parishes throughout the country by Local Boards of Health elected by the ratepayers and given much greater powers of control than the old vestries had enjoyed.

The Local Board of Health was created in 1852. In July of the previous year a petition had been signed by a number of the ratepayers of the town and sent to the General Board of Health in London presided over by Edwin Chadwick. On the 2 October Robert Rawlinson, the man from the ministry, came to the Bear Inn and held a general inquiry into the 'sanitary (sic) state of the town, its water supply its drainage and its sewerage . . .', and recommended that such a Local Board of Health should be set up.

There was an election the following spring, and the Board held its first meeting at the Black Dog Inn on 3 June 1852. The Chairman was Charles Beare Longcroft of Hall Place, father of Charles John, local solicitor, Steward of the Manors of Havant, Warblington, Bedhampton and Chalton amongst others and who himself became the first Clerk to the Board at a 'salary' of £20 p.a..

One of the first actions of the Board, after they had 'surveyed the nuisances' and decided that after all they could not provide instant

sewerage was to allow the formation of a local Gas Company. The capital for the building of the works was only £2,500, all raised in the town itself. The actual buildings still exist in New Lane just to the north of the railway level crossing. Incidentally, do not be misled by the name of this road; New Lane appears in the Havant Court books as such in the early 18th century. It was almost certainly of considerable antiquity even then. In fact the stretch between Waterloo Road and Eastern Road was at one time called Gas Works Lane.

By September 1853 it was decided that 'the town is to be lit by gas'; there were to be 30 lights in all, and the cost to the Board was to be £3 per light per year. In this September too 'one Woodnut' was appointed to 'sweep the town, cleanse the gutters and empty the dust bins'. Mr Woodnut was the direct ancestor of the present day street cleaners and refuse collectors.

During the next forty years the Board continued on its way; gradually, drainage was built although even at the end of the period not every house in the town had main drains, and although the Portsmouth Water Company extended its supply to Havant town in the late 1860s, not every house in the parish had mains water before the end of the century, though everyone in the town had access to a mains water tap.

A Police Station was built in 1858 in West Street.

Under the Act of 1875 Havant became the centre of a Rural Sanitary District based on the Poor Law Union and with an official, if part-time, Medical Officer of Health; in 1878 this office was filled by 'Mr.' (sic) S.B.C. Barrett.

In 1894 the Board of Health was replaced by an elected Council for the new Urban District of Havant, which was merely the old Parish with a new name. The first Chairman of the U.D.C. was Francis George Foster son of Thomas Land Foster, and the members were Mr. Chignell, the Chemist, Mr. Hilton, Mr. Stallard - of the Parchment making firm, Mr. Long, Mr. Clarke, Mr. Softy, Mr. Stent - also a Parchment maker, Mr. Fletcher, Mr. Smith, Mr. Stubington, and Mr. Standing.

The Town Hall was built in 1870 in East Street and is now the Spring Heritage and Arts Centre.

During the whole of this century there were two main industries in the town; those that processed grain, and those that processed animal products. The grain processing included milling, at the five local mills, and brewing. In those days there were no fewer than three breweries in the town, though all were small, and in addition some of the Beer Houses and Inns also brewed their own. 'The Havant Brewery' was the most important of these; it was situated in South Street drawing its water from a well in 'Spring Garden'. It was owned and managed by the brothers William and James Gloyne.

The other half of Havant's industry, the processing of animals had three representatives. The first was Stallard Brothers, whose office and works was at Homewell, and who in White's Hampshire Directory of 1878 are called 'Parchment Makers, Wool dealers and fell mongers'. The firm was the last to make Parchment in Havant and finally went out of business in 1935. Alfred Stent was also a parchment maker at this time; later the firm went over to tanning and glove making before finally ceasing production in the 1950s. Their works were at the corner of Brockhampton Lane and West Street. The last firm was the first to fold, though not on the grounds of lack of success. This was the tannery run by Thomas Land Foster, and after him by his son Francis George Foster. The Fosters were 'Lords' of the 'mesne' manor of Brockhampton. It was called a mesne manor because it was a freeholding within the chief manor of Havant. Thomas Land became Lord in 1764; he left the estate by will to Francis Foster, and Thomas Land Foster was the son of Francis. It was apparently he who created the successful tannery in Brockhampton Road. He lived at Brockhampton Manor House, where tan pits can still be seen in the garden. One of his workshops is in use as a store by the water company who bought the land and the workshops when they moved their main pumping station to Brockhampton in the early 1900s. In White's Directory, Francis George is described as Tanner and Farmer. The spring at Brockhampton is still called Foster's Spring by the water company. The

vaulted tomb of the Fosters is in Havant churchyard hard up against the west end of the church.

The final 'enclosure' of the common land was the last radical change of the 19th century. The Common Open Fields of Havant and Bedhampton had been enclosed extremely early; the grazing commons of Bedhampton appear to have been privately enclosed in the 18th century, but right up until the late 1860s the Commons of Havant were still unfenced and open to all the 'inhabitants', in the early years of the century, the Thicket had been used by the copyholders for grazing cattle, but gradually the copyholders and fewer and fewer persons had any legal 'rights' over the Thicket Common as the law at that time understood them.

In the early years of the 19th century various persons cast covetous eyes at this 8-900 acres of open 'unfenced' land. However, there was a Common Hedge all around it, and where roads came into the Common there were gates which had to be closed; such an entrance was Whicher's Gate, where the road from Emsworth to Horndean entered the Thicket. It owes its name to George Whicher, butcher and grazier of Havant who seems to have been more careful about insisting on its being shut than most, as many of his beasts grazed in the Thicket. There were serious suggestions after the Napoleonic war that the Thicket be brought under cultivation; that the unemployed be given allotments there, and encouraged to produce their own food instead of being a charge on the rates. Nothing came of the idea, but the general view of Commons at this time appears to have been, in the words of Richard Bingley who wrote the first *Hundred of Bosmere* in 1817:

*Commons are great public nuisances, the resort of Gypsies and vagrants who poach the game, break down the fences and prey upon the public without contributing anything to the general good of society. Cattle brought up on commons are universally bad. They are rough coarse and stunted in their growth. The cows yield but little milk and in the winter eat up the straw that ought to be turned into manure for the improvement of the farm.*

So long as Sir George Staunton lived the Thicket stayed unenclosed, but after his death, W. H. Stone obtained one of the last private enclosure acts granted in England. There were in fact five distinct elements of Common Land dealt with by the enclosure act. Two were stretches of 'mudland and foreshore' one in north Hayling, the other along the shore from West Marsh to Langstone. A third was a small area at West Leigh; the fourth was Stockheath and lastly came the Thicket itself. West Leigh Green went to Henry Francis Earle of West Leigh house; it was only just over an acre in size. W. H. Stone took over 600 acres, mostly in the Thicket. Most of the rest of the Common lands went to various important people in Havant, men such as Thomas Land Foster, who was allotted some of the marsh lands in Brockhampton, and sold them to Sam Clarke the Miller, or James Gloyne.

There remains Stockheath Common. This was described as:

*All that piece or parcel of land numbered 66 on the Tithe Map, containing 8 acres, the surface of which is to be kept in good condition and repaired by Mr. Stone (who remained at this time the ground landlord), as a public Recreation Ground for the inhabitants of the Parish of Havant.*

When Portsmouth City Council bought the Leigh Park estate it included the common. They still own it but it is controlled by bye laws in the name of Havant Borough Council. It still remains in the best sense a 'public open space'.

Mr. Stone also gave the ground for the allotments in New Lane.

By the end of the century the population of both Havant and Bedhampton had increased considerably, in the former case from 1,670 to 3,731, in the latter from 305 to 818.

However, since much of the local agriculture had been destroyed by Free Trade, cheap prairie wheat and frozen mutton from New Zealand, this increase did not keep up with the average for Great Britain as a whole. Many of the Havant citizens concerned with agriculture were forced to seek new jobs elsewhere. The lucky ones got jobs in the Portsmouth area

and were able to travel down by train.

For some time after the completion of the railway line between Brighton and Portsmouth in 1847 there was no direct rail link between Portsmouth and London. The London & South Western Railway Company operated a service through Fareham to Gosport, whence it was necessary to cross to Portsmouth by ferry. The Amalgamated Brighton and Croydon Railway Company operated a service from Waterloo through Guildford and Midhurst to Chichester: from there a train could follow the Brighton line down into Portsmouth. Both these routes were extremely circuitous and neither was satisfactory to the citizens of Portsmouth. Therefore the independent Portsmouth Railway Company decided to build a line from Havant to Godalming, an ancient town already connected by rail to Waterloo. This was a so-called 'contractors' line', built to lease to a larger company for operation. But neither the London & South Western Railway nor the London & Brighton South Coast Railway wanted to lease this line since, at that time, fares were calculated from the mileage covered, and the new line was 20 miles shorter than either of the other possible routes from Portsmouth to Waterloo.

The South Eastern Railway Company was bound by an earlier agreement not to interfere with this line, but the London & South Western Railway (L&SWR) fearing that they might not feel bound for much longer, eventually leased both the new line and the right to run trains over the section of track between Havant and Portcreek Junction, which belonged to the London Brighton & South Coast Railway (LB&SCR) company. The latter objected strongly and all attempts at negotiation and arbitration were unsuccessful. The line had now been ready for use for twelve months and the L&SWR became impatient. They announced that passenger services would begin on 1 January 1859 but that they would send a goods train through on Tuesday, 28 December 1858.

The L&SWR goods train steamed into Havant approaching from Guildford, at 7 o'clock on the announced date, manned by more than 100 assorted employees of the company. However, during the night the LB&SCR had removed the points at the junction and secured an old

engine with chains on the track. The L&SWR men, led by Archibald Scott, lost no time in relaying the points and seizing the engine. While this was going on, however, the LB&SCR men had mustered in force and had lifted a rail on their main line. Scott was unable to get through and remained on the crossing, blocking both lines for two hours. A serious fight appeared imminent but eventually Scott retreated to Guildford.

Passenger traffic began four days later, as announced, but with a horse drawn bus connection from Havant to Portsmouth. However, a court order was soon obtained restraining the LB&SCR, and through-running on the Havant to Portcreek section (Cosham) began on 24 January, 1859.

## CHAPTER 9

### A Little General Education

There was no ancient educational establishment in Havant despite the connection through Thomas Aylward with William of Wykeham, the founder of Winchester College: perhaps if Aylward had lived his life to the full something might have happened. As it was, in the 18th century such education as the townsfolk demanded for their offspring was supplied privately. The earliest recorded school is in 1710, when it is said that the room over the Market House in South Street, which was not very large, was 'let out as a Grammar School'. Perhaps the scholars were responsible for the fact it fell down! The Market House was rebuilt on its former site but only survived until the end of the 18th century when it was demolished as it obstructed the traffic.

Later a Grammar School in Havant was kept by the Revd. Isaac Skelton. He was Vicar of Hayling from 1745 until 1772, and had been curate there before this. He used to live in Havant 'for the good of his health', which was contrary to the regulations, though few obeyed them. He used to preach in St Mary's Church booted and spurred with one eye on the hourglass, and a boy in the tower to report on the progress of the tide. If there was danger of an early flood, and thus the wadeway becoming impassable, we are told that he brought his sermon to a quick conclusion, delivered the Blessing then and there, straddled his horse, kept waiting at the Lych Gate, and was away.

This tradition of private schools in Havant was maintained; in the early 19th century there were at least two schoolmasters in the town, the more competent being Mr. Locke, one time Overseer of the Poor of the Parish of Bedhampton, who was master of a private school in East Street. By 1878 the number of private schools in the town had increased. They included a Ladies Boarding School in East Street, run by the Misses May and Sarah Bannister: another also in East Street run by Miss Mary Anne Voake, and a third run by a Miss Annie Watson. The most famous was Manor House Academy in the Pallant run by the Revd Samuel Spurgeon. This school

survived well into the present century, and it was only just before the Second World War that it closed down; the house was pulled down and the present houses in Manor Close built.

The first Church schools in Havant were apparently founded in 1826/7 by the Revd C. R. Mountain and in 1847 by the Revd Thomas Goodwin Hatchard. Rector from 1846 to 1870. The actual building was on the East Side of Brockhampton Lane, on the site of the British Legion building. In 1851 a second school was built on the opposite side of the lane and further to the south. This included a house for the school master which was obviously purchased at the same time as the land as it appeared to be somewhat older than the neighbouring school.

The trust deed for this school mentions that:

*The said piece of land and premises and all buildings hereon erected to be for ever hereafter appropriated and used as and for a school for the Education of Children and Adults of the manufacturing and other poorer classes of the Parishes of Havant and Bedhampton, and as a residence if requisite of the teacher or teachers of the said school.*

On the management committee were to be the Rector of Havant, or his Curate, the Rector of Bedhampton, the two Church wardens of Havant and the Headmaster for the time being with three others appointed by the Parishes. The school was to be in association with the National Schools Society, the body through which the Church of England ran and financed its Parochial schools. The Headmaster in 1857 was one Thomas Martin.

The British and Foreign Schools Society also apparently ran a school in the town, for White's Hampshire Directory of 1878 says that this had first been opened in 1830, and in 1878 there were 150 pupils compared to the 400 at the National schools. The building was in the old Market Lane, and probably started out as a Sunday School.

In 1870 certain events occurred which affected the educational picture in the town. The first was that the Revd Mr. Hatchard went to become Bishop of Mauritius, where he died of fever the same year, the second was the passing of Forster's Education Act. This Act for the first time

made Elementary Education a 'National' as opposed to a Local Concern. There were two main provisions, firstly there were to be school districts, and in every such district the Local Authority, in this case the Havant Civil Parish with its Local Health Board, was to set up a School Board empowered to raise a rate and provide schools if the existing facilities were deemed to be inadequate: the second provision was that By-Laws could be passed making attendance at school compulsory. Such schools were not free, 'school pence' had to be paid, but anyone who could not afford this very small sum, was entitled to claim a 'free ticket' either from Church funds, or, in the case of Board Schools from the funds provided by the School Board Rate.

In Havant the idea that there might be a School Board and non-denominational teaching was not acceptable to the members of the Church of England although the Congregationalists were keen to have one. Thus the Rector and the members of the National Schools Management Committee had to set to work to double the number of places at the schools which entailed the raising of a sizeable sum of money.

An added complication was that the Parish of Bedhampton had already decided to have its own school, when in 1868 the then Rector the Revd Mr. St. John Alder left £100 in his will for this purpose, and W. H. Stone Esq., of Leigh Park offered to supply the rest of the money to build a suitable school. The core of Bedhampton Infant's school is the building raised by Stone on land which he provided, and leased to the Bedhampton School Board, formed in 1871, for 500 years at a nominal fee of 5 shillings (25p) per annum. That Bedhampton no longer wished to join in, made it very difficult for the Havant School Managers, for the Trust Deeds of the 1857 schools stipulated that the buildings had to be for both Parishes. Legal advice was taken, and Counsel's opinion being that it would be too expensive to alter the trust, the old school could not be altered, sold or enlarged and a new building had to be erected.

This too was in Brockhampton which became the Havant Church of England Primary School. The buildings have since been demolished. They

were built between 1871 and 1873 by Mr. Carrell, an early partner of the building firm Carrell's who for many years operated from the old parchment yard in Homewell. The money came in part from the sale of the land of the original infants school, though much of this was swallowed up by demolition costs, but mostly from private subscriptions (£600 or more), charities (£170) and the Government (£277). The total cost of the buildings, of repairing the old schools and supplying all the new equipment came to just over £1,000; of this, the cost of the new school was £650, the cost of the land £100. The remainder included the architects' fees, legal expenses, desks and fittings etc. Incredible when present day costs are considered.

In the 1870s a further new school opened in Havant; this was St Joseph's Roman Catholic school, held in two small rooms just behind the church, today incorporated in the Church Hall.

These schools continued to provide the general elementary education of the town until the 1890s. In 1894 Havant became an Urban District, and the Church was no longer either willing, or able to prevent the setting up of a school board. The first and only school of this body was built in Fairfield Road in 1894. It is now the Fairfield Infant School.

The church schools continued in being with the exception of the British School which was sold.

The Education Act of 1944 helped to break the virtual stagnation in education which had set in for almost fifty years, with the population getting older and older, and with the subsequent reduction of children of school age.

The present Bosmere Junior School first opened in new prefabricated buildings as Havant Secondary School in 1952. It was later rebuilt. The juniors from Fairfield Road took over in 1957 when senior pupils were transferred to Warblington Secondary School.

Wartime Naval buildings in Bedhampton were refitted to house Stockheath Infants and Junior Schools about the same time, and some of the subsequent congestion was removed when the open plan Bidbury

Junior School was completed in 1974. For some time it had been felt that Bedhampton juniors should not have to travel across main roads to attend Bosmere Junior School.

Warblington Secondary School was opened in 1954, Oak Park Boys and Girls Secondary School in 1957 and Broom Field Secondary School on the Leigh Park Estate in 1958. By this time the Leigh Park Housing Programme was almost complete and the Ministry of Education met the needs of the expanding young families by building the following Infant and Junior Schools: Barncroft Infant and Junior, Front Lawn Infant and Junior, Middle Park Special School, Parkhouse Infant and Junior, Riders Infant and Junior, Sharps Copse Infant and Junior, St Albans Church of England Primary School, St Thomas More (Roman Catholic) Junior, Trosnant Infant and Junior, Warren Park Infant and Junior.

The three Modern Secondary Schools could no longer cope and with the building of the West Leigh estate in 1959 the ultramodern bi-lateral Wakeford School was opened in 1970.

The Comprehensive School movement was rapidly taking effect and by 1974 Havant Grammar School, built in 1960 just beyond the roundabout, became Havant (sixth form) College. This merged with South Down College in 2017.

There was no private school building during this period but Glenhurst pre-preparatory school, which evolved from Froebal House School in Brockhampton, finally found its home in an existing house in Beechworth Road, and Havant High School for Girls, formerly Brightside School, in Langstone Road. This latter school has now closed after many successful years.

Both Havant High School in Brockhampton and St Nicholas School in South Street, Havant, have now closed after providing a great need in the private sector, the latter having closed at the end of the 1950s.

To complete this dramatic change in the educational picture of Havant and Bedhampton, the South Downs College of Further Education was opened on a new site adjacent to Purbrook Way, Havant, in the Autumn of

1974. This college was designed to provide post-secondary school education for students living in a wide area of South-East Hampshire.

## CHAPTER 10

### Havant in the 20th Century

The golden summers of Edwardian England were celebrated in Havant quite as well as in many other country towns. The grounds of Leigh Park house were opened to the public on Sundays and all holidays, and in winter when the lake was frozen, ice skating was a very popular sport. Amateur Athletic meetings and school sports were held in the Recreation Ground, now known as Havant Park, which was originally three meadows in private ownership. These meadows were purchased and laid out by the Local Board of Health. The present pavilion, donated by tradesmen of Havant, was opened in May 1890.

Dr. Norman was the President of Havant Cricket Club founded in 1876. The club has increased its stature during the twentieth century and has in the past the distinction of playing an MCC team each year during the cricket week.

The original pavilion in the Recreation Ground has been modernised and extended to meet present day needs.

Association Football has flourished in Havant and the Eclipse Football Club, founded a year later than the cricket club, won the Portsmouth Junior League in 1898. The Eclipse team merged with Havant Rovers in 1903 and they won the Midhurst Six-a-side Tournament in 1908.

They won the Portsmouth League Division II in 1921 and were promoted to Division I in 1922.

The Hants Intermediate Cup, the Hants Junior Cup and the Southern League Division I were also among their achievements. They had many other successes through the years and eventually became the Havant and Waterlooville Football club and play at their ground in West Leigh. There have also been several Church Football Teams in Havant from the early days.

As well as the Recreation Ground, cricket was played on Stockheath

Common by Havant Rovers who had their headquarters at the now demolished Cricketers Tavern.

Havant Hockey Club, founded in 1905, have a very good standard of play and several players have been selected for the county during the last seventy years. There is also an active and successful Rugby Union Football Club with a new Clubhouse incorporating Squash courts, and built in 1974 adjacent to the Hooks Lane pitches.

Annual amateur tennis tournaments were held on the Recreation Ground and there were many good players of both sexes although the dress was very different from today.

The Dolphin Hotel Bowling Club headed the rivalry amongst the various clubs in the area but they all worked together to form The Old English Bowling Clubs Association League.

In 1921 the Dolphin Club organised a 'top-hat cricket match and this and a later version of the match was played on the Recreation Ground.

The Amateur Athletics meeting was held annually on the Recreation Ground. This event hailed a national reputation and attracted athletes from all over the country for the open events and the day was a public holiday in Havant.

The expenses of running the meeting were met by closing part of the recreation ground and charging the spectators an entrance fee.

The First World War put a stop to these pleasant activities, and from the late 1920s Havant became the resort of retired people who could afford a place in the country, some being ex-regular Naval and Army families who had naturally spent a lot of home leave in south Hampshire during their service days.

Since the new rail links had made Havant into an important junction, commuting had become simple and many of the Portsmouth businessmen and traders settled in housing in and around the town which thus became virtually a dormitory area. It was an easy trip to London and by 1937 the Waterloo to Portsmouth line had been fully

electrified with the addition of smooth and rapid twelve-coach expresses to the capital city. The original Havant station was too small to cope, and the station was rebuilt with much longer platforms and with four tracks instead of two. This extension involved shutting off North Street where there had previously been a level crossing, and a new road, Park Road North, was built with a bridge over the railway to carry traffic going north, eventually to link with Leigh Road well above the old station. Park Road South followed by 1938. The Brighton to Havant section of the railway was finally electrified in 1938.

The independent Hayling Railway Company had been incorporated in 1860 under the Hayling Railways Act to build four and a half miles of single track from Havant to South Hayling. The construction took some time, partly because it involved the building of a long bridge across Langstone Harbour, whose form and dimensions had been specified in great detail in the Act. The section from Havant as far as Langstone, however, was completed rapidly and was in use long before the rest of the line. The first train ran from Havant to South Hayling on the 28 June, 1867, and a regular service was started on the 17 July of that year. Its operation was taken over by the London, Brighton and South Coast Railway on the 1 January, 1872. The immense popularity of this service can be judged by the fact that in August 1961 32,176 tickets were collected at Hayling. Although the 90-year-old light-weight 'Terrier' engines were still serviceable (9 are still running today), the fact that the bridge was uneconomical to maintain, together with the traffic disruption caused by the Langstone level crossing, caused it to fall to the 'Beeching Axe'. The last train ran on the 3 November, 1963.

In spite of a public outcry and an attempt by the Hayling Island Light Railway Society to reinstate a service with an ex-Blackpool tram the track was eventually taken up. The route of the line is now the Hayling Billy Leisure Trail. The bridge, for some years an extremely hazardous platform for fishermen, has finally been demolished but its foundation piers remain. One of the 'Terrier' engines, *Newington*, which ran on the line, was for many years on display in the car park of the Hayling Billy

public house which has since been demolished and the site redeveloped.

Early in the century Havant town had to rely on the hospitals in Portsmouth and Emsworth, and it was not until after the First World War that the Havant War Memorial Hospital was built. At first several citizens thought it would be better to enlarge the Emsworth Hospital, but local opinion became so strong that they were over-ruled. An 'action committee' was formed; enthusiasm for the cause was tremendous and building planning started in 1926.

The hospital was eventually opened in July 1929. Archdeacon Rodgers performed the dedication of the Hospital and the ceremony was attended by many well-known people including Miss Bannister who, in 1927, had turned the first sod on the site of the future hospital at the age of 100.

To begin with Havant War Memorial Hospital was used for general practice and minor operations, but in 1935 a children's ward was added. In 1939 the hospital was further extended with the addition of an anaesthetics room. The necessary funds were subscribed by the public in memory of Dr. Stuart Norman, one of the great characters of the town.

After the Second World War, the hospital came under the National Health Service and used for the care of general medical and geriatric patients and for casualties during weekdays.

Until 1939 there was also an Isolation Hospital in Potash Road off Park Road North. This was then used as the council depot until this moved to Harts Farm Way. The site was then developed for the retail park.

Following the construction of the northern link road and roundabout in the late 1930s, speculative building increased to the north of the railway station and in Bedhampton, but it was not until after the Second World War that council house building accelerated with the increase in population to 30,000 by 1947. Flats and houses were added rapidly in the triangle bounded by Stockheath to the north-west, by the railway to the south and the old Leigh Road to the north. New estates were developed to the south of the town at the time of the building of the Havant by-pass,

and private building in Bedhampton transformed Brookside Road and Lower Road from a rural setting to a modern complex.

By this time traffic had built up, and before the Havant bypass was opened in 1965 there were many traffic jams in the centre of the town, particularly at the intersection of West Street with, first South Street and later Park Road South.

Because of the attraction of Portsmouth, Southsea and London for shopping, trading in the centre of the town received little encouragement apart from the essential food shops and household suppliers. Thus, there was no new overall town building plan, and it was left to the individual to obtain planning consent for his particular shop, house or office.

Progress was made in the 1960s however, with the planned private enterprise construction of shops and flats partly on the meadow in Market Lane, (Market Parade), formerly used as a cattle market, and in 1912 a roller-skating rink; and partly on ground formerly occupied by old houses in Elm Lane.

An arcade of small shops was built between West Street and Elm Lane but this and other shops in North Street were demolished in order to build the Meridian centre.

## CHAPTER 11

### Leigh Park – A New Town

The wartime bombing of Portsmouth caused such devastation in the crowded rows of Victorian houses behind the docks and in the centre of the city that it was necessary for the Corporation to re-house the homeless families very quickly. Prefabricated houses built over the rubble could not meet this need and it was decided that an entirely new housing estate should be built on land at Leigh Park bought by the City of Portsmouth Corporation in 1944 and sited to the north of the old town of Havant. Leigh Park House had been evacuated by the Navy in 1946 and although Havant Urban District Council had considered using the Victorian mansion for offices, dilapidations were too great and thus the whole area excluding the gardens and lake, already designated for public use, was ready for development.

A network of roads was designed and built under the supervision of the County Planning Department, radiating from Leigh Road, Stockheath Lane and Barncroft Way. An entirely new road – Middle Park Way – was built joining the old Havant to Horndean road with the existing road from Bedhampton to Waterlooville. Spur roads, such as Dunsbury Way, were added to the north and Bedhampton Way to the south of this main artery. The slightly older Purbrook Way was extended to the west of Hulbert Road to meet the old road system (now widened) at the intersection with Crookhorn Lane and Stakes Hill Road. This work was completed in 1974.

The Corporation Housing Department commenced building houses in 1948, and the West Leigh estate on the eastern side of the Havant to Horndean road was completed by 1959. The final stage was the Warren Park complex on the northern side of Middle Park Way. By this time more than 9,800 houses had been built, with some local community shopping, but the main shopping centre – Park Parade – was built privately for commercial occupation.

Ironically, the responsibility for maintaining the roads and verges fell to

the Havant Urban District Council whose Housing Department had no power to introduce their own tenants to the new estate which was entirely reserved for Portsmouth overspill, and later, when industry came, for those from the Greater London area who could fill the many skilled jobs. By 1965 the population had increased to 90,000!

Thanks to the live and active Education Committees of Havant Urban District Council and the County Council, school development progressed rapidly. It is interesting to note that one of the junior schools built on the front lawn of the original Leigh Park House, backs on to the Gothic-styled library built by Sir George Staunton, and described in Chapter 5, thus linking the quest for knowledge past and present.

Although the estate was provided with a Community Centre and several public houses, no other form of organised recreation was available until the Havant Swimming Bath was opened in 1974.

A bus service, then operated by the Portsmouth Corporation own bus department, ran to link their former residents to the City and to Havant. The Southdown Bus Company also ran services to Portsmouth and Havant.

Since the New Lane, Solent Road, Brockhampton Lane, Harts Farm Way and Langstone Technology Park industrial complexes are within the confines of Havant town it will be interesting to see whether the new and the old will merge as one entity to create a fine modern town under the local guidance of the Havant Borough Council, which was incorporated in April 1974.



## APPENDIX

### HAVANT BOUNDS

(S 430)

A.D. 935. King Athelstan to Wihtgar, minister; lease, for four lives, of land at Havant, Hants.

Ærest þær ocerburna utt scyt on sæ, þæt upp andlang ocebunan to halelan mærsca eastæweardan, andlang brocæs, þæt ofer þa stret æt utelan bricge, þenne ofær þa stræt twamles þæ þrittig gyrda andlang burn stowæ, þænne þer east to stucan wisc æt þæne mearc beorh, þænnæ andlang ræwe on þorn wic eastæweardæ to þon witan stoccae, þonne of þam hwitan stoccae þurh þæt wudu geheg to neddan leage, to þam hære paðe, þænne andlang næddan leage be þam wege oþþa norð efes, þonne andlang hæropaðes to dundebunan on þæne wearrihtan stoc, þonne andlang dundebunan on þæne east hæropað on þa twa æcc þæ standad in on þan hæropaðæ, þonnæ andlang hagan on lamhysðæ eastæwearda on iwwara hagan, þonnæ andlang iwwara hagan on þæne ifihtan stoc, þonnæ of þam ifihtan stoccae suþ bæ hrycgwege oþþa hyrnan, þonnæ of þære hyrnan andlang iwwara hagan suþ 7 east on þa burn stow, þonnæ of þære burn stowe andlang hagan on herredes leage wesþæwearðæ, þonnæ be þære leage on þæne stoc be þæt lid geat onhangodæ, þænnæ of þam stoccae utt þurh beorc leage middewardne on þæne ealdan æsc, þonnæ of þam æsce suþ ofer þonæ weg on þa apoldre, þonnæ of þære apoldre on þæne hwitan hæsl, þonnæ of þam hwitan hæsl on hnutt wic eastæwearde andlang grenan wegæs oþ wuhing landæs hyrnan, þænnæ wæst andlang wegæs oðða westran wuhing landes hyrnan, suþ þonnæ andlang hegeræwe oþ imbæs dæl, þonne of imbæs dællæ andlang hegeræwæ utt on limburnan, þonnæ andlang limburnan utt on sæ.

(S 837)

A.D. 980. King Æthelred to the monks of Old Minster, Winchester; grant of the reversion of land at Havant, Hants.

Þis synd ðæs landes gemære æt Hamanfuntan. Ærest ðær ocærburna uttscyt on sæ, ðæt upp andlang ocærburnan to halegan mærsce eastewardan, andlang brocæs, ðanon ofær ða stræt æt utelanbricge, ðænna ofær ða stræt twam læs ðe þryttig gyrda, andlang burnstowæ, ðænnæ ðær east to stucan wisc æt ðæne mearcbeorh, ðonnæ andlang paðæ on þornwic eastæwardæ to ðam hwitan stoccæ, ðonnæ of ðam hwitan stoccæ þruh ðæt wudu gehæg to neddan leage to ðam hærepaðe, ðonnæ andlang greddan leagæ ðe ðam wæge of ða norðæfes, ðonne andlang hæropaðes to dunneburnan on ðonæ wearrihtan stoc, andlang dundeburnan on ðonæ east heræpað on ðæ twa æc ðæ standað in on ðær paðæ, ðæt andlang hagan on lamhyrstæ eastawardæ on ywwara hagan, andlang iwwara hagan on ðonæ ifihtan stoc, of ðam stoccæ suð bæ rihtwegæ oð ða hyrnan, andlang iwwara hagan suð and east on ða burnstowæ, of ðære burnstowæ andlang hagan on lamhyrstæ on hærredes leage wæstæwardæ, ðonne bæ leage on ðonæ stoc ðæ ðæt hlidgeat on hangodæ, of ðam stoccæ utt þurh beorhlea middewardnæ on ðonæ ealdan æsc, of ðam æscce syð ofær ðonæ weg on ða apoldræ, of ðære apoldran on ðæne hwitan hæsl, of ðam hæsl on hnutwic eastæwardæ andlang grænan wæges oð wuhinglandæs hyrnan, ðæt west andlang wæges oð ða wæstran wuhinglandes hyrnan, syð ðonnæ andlang hægerewæ oð imbæs dæl, of imbæs dællæ andlang hægeræwæ utt on limburnan, ðonnæ andlang limburnan utt on sæ.

1. First where ocer bourne shoots out to (reaches) the sea.

(ocer is potentially a Brit. stream-name. Tempting to think that it could be a corruption of Old English oter, 'otter', but ocer is repeated. Grundy's suggestion of 'ochre' should be rejected)

2. Then up along ocer bourne to the east side of halelan (obscure) or halegan (holy) marsh.

(halelan is potentially a corruption of the gen. Hægél, a pers. n. from which the place-name 'Hayling' is derived).

3. Along the brook, then over the street at utelan bridge.

(utelán may be the gen. of an otherwise unattested pers. n. Utela. Grundy's suggestion of utland, 'outland', should be rejected)

4. Then over the street—two less than thirty yards—along the burn-stow ('channel or bed of an intermittent stream')

(The measure of distance is unusual in an AS circuit and could be an interpolated gloss. The repeated 'over the street' is odd and is perhaps corrupt)

5. Thence east from there to ? Stuca's marshy meadow and the boundary barrow.

(stucan had been understood a gen. pers. n. The word beorh, beorg is usually a barrow in charter bounds, but in place-names often refers to a hill with a rounded profile)

6. Then along the (hedge-)row to the east side of thorn farm [or eastwards] to the white stump.

(wic has a range of meanings, esp. 'dairy-farm')

7. Then from the white stump through the wood enclosure to ? Nedda's wood/clearing, to the army-way (highway).

(leah most often refers to open spaces in a wood, or to wood-pasture)

8. Then along Nedda's wood/clearing by the way to the north edge.

9. Then along the army-path to dunde (or dunne) bourne at the knotty tree-stump.

(The three instances of dunde suggest that this is to be preferred to dunne. There is an OE pers. n. Dunta suggested for Duntisbourne, Glos., but the form dunde here is not gen. Probably best to regard as uncertain.)

10. Then along dunde bourne to the eastern army-path to the two oaks that stand on the army-path.

11. Then along the hedge (or enclosure) to the east side of clay (or lamb) hillock to the hedge (or enclosure) of the yew-people (iw + ware)

(lam, 'clay, loam', and lamb, 'lamb' are often confused.)

12. Then along the yew-people's hedge (or enclosure) to the ivy-covered stump.

13. Then from the ivy-covered stump south along the ridge-way to the corner.

14. Then from the corner along the ivy-people's boundary south and east to the burn-stow (channel of intermittent stream)

15. Then from the burn-stow along the hedge to the west part of Herred's wood/clearing.

16. Then by the wood/clearing to the stump by the hanging swing-gate.

17. Then from the stump out through the middle of birch wood/clearing to the old ash-tree.

18. Then from the ash-tree south over the way to the apple-tree.

19. Then from the apple-tree to the white hazel-tree.
20. Then from the white hazel-tree to the east side of nut farm (wic).
21. Along green way to wuhing land's corner.  
(potentially pes. n. Wuh(h) with possessive -ing).
22. Then west along the way to the western wuhing land's corner.
23. South then along the hedge-row to ? bees' dell (pit, hollow).
24. Then from ? bees' dell along the hedge-row out to lim bourne.

(There is a place-name element lim, 'lime, paste, glue, mortar'. But there does seem to be a possibility that this is a British river-name, cognate with Leam, Lympne etc.)

25. Then along lim bourne out to sea.

### Note

The reference numbers S 430 and S 837 are those allocated to the charters by P H Sawyer, *Anglo-Saxon Charters: an annotated list and bibliography*, Royal Historical Society, 1968. The brief descriptions of the charters are also taken from that work. The complete Latin texts of the charters including the bounds in Old English may be found in The Electronic Sawyer: online catalogue of Anglo-Saxon charters at [www.esawyer.org.uk](http://www.esawyer.org.uk) (accessed 22.8.2018). The above translation and comments are Dr Kelly's.



St Thomas' church circa 1908



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