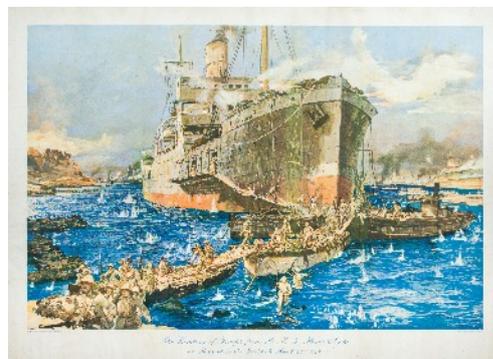


FRAM

Newsletter no. 6

October 2022



Contact Details

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After COVID disrupted our activities for so long and a drought scarred summer – albeit lifted and enlightened by our programme of lovely summer visits – I am delighted to let you know that we have another season of Winter Talks planned for you until the spring of 2023, to be held in the United Free Church Hall as usual. Full details are below followed by the agenda and invitation to attend our Annual General Meeting on October 19th. Here is our Newsletter for 2022 and thanks to John Bridges, Alison Bowman and Annie Heining for making it happen. In the last month we received the sad news of the death of our former Chairman John Lilley. A letter of condolence was sent to Elaine, his daughter. He served this Society, and others in Framlingham, for many years and he will surely be remembered for the charm, good manners and kindness which he brought to almost any event he conducted. It seems strange to invite you to look forward to the winter, but it will surely be good for us all, once again, to fully enjoy one another's company at the Winter Talks. Despite the competition from television hearing someone speak – live - about a topic which is well researched and prepared is still a great pleasure. At this stage we do not expect COVID to disrupt our activities but do get your jobs!

David Ransom

Chairman

Lectures 2022/23 in the United Free Church, Framlingham at 7.30 p.m.

Wed 19th October	Annual General Meeting What we discovered at the Ancient House (follows the AGM)	Clare and Michael Gaylard
Wed 16th November	Off to the Outback: A Suffolk family emigrating to Australia in the 1840s (based on diary entries)	Peter Driver
Wed 14th December	The Medieval Farming Year in Pictures	Alison Bowman
Wed 18th January	The History of The Meres	Ray Hardinge
Wed 15th February	Letheringham: The Wingfields and the Nauntons	Maggie Aggis
Wed 15th March	The Lost City of Dunwich	Mark Mitchels
Wed 19th April	The Land Army Girls	Nicky Reynolds

The Annual General meeting of the Society will be held on Wednesday, October 19th 2022, in the United Free Church, Framlingham at 7.30 p.m.

AGENDA

Apologies for Absence

1. Minutes of the meeting held on October 20th 2021
To receive and approve the minutes of the meeting
2. Matters Arising
To discuss any matters not on this agenda
3. Review of past year
To receive a report from the Chairman
4. Introduction to the Winter Programme of Talks
To receive a report from the Vice Chairman & Honorary Secretary
5. Income & Expenditure Account
To receive draft accounts for the year 31 July 2022 presented by the Honorary Treasurer
6. Election of Officers & Committee
The following officers and committee members are all willing to continue to serve the Society in 2022/23

President	J Bridges
Chairman	C D Ransom
Vice Chairman	C Seely
Honorary Secretary	C Seely
Honorary Treasurer	Ms A Bowman
Membership Secretary	Mrs A Heining
Minute Secretary	Mrs A Heining
Committee Members	Ms. V Keasley, M Rayner-Green, S. Garrett
7. Any Other Business

Subscriptions

The Society is happy to announce that subscriptions will remain at their current rates for the coming year - £12.00 for an individual and £18.00 for two people living at the same address. However, given our rising costs we will need to review this again next year.

Subscriptions can be paid by cheque, cash, standing order or credit transfer. Credit transfer would be the preferred method.

The Society's subscription's year begins nominally on 1st November, and this is the preferred payment date as it makes the administration much easier. However, given that some members join at different times of the year, we appreciate some members may prefer to pay on the anniversary of joining.

THE LANMAN MUSEUM

When the History Society was formed in the early 1950s, there was always the intention of having a museum, which opened in premises on the Market Hill in 1957. Following a move to Double Street and then to the Court House (above the library) in 1979, it became The Lanman Museum at the Courtroom and a separate charity. In 1984, the opportunity arose to relocate the museum again, this time to the White House within the castle. There have always been close links between the History Society and the museum and some committee members have a foot in each camp. It is therefore appropriate to include items in the newsletter which would be of interest to our members.

On 20 June we held a joint exhibition with The Lanman Museum which was held in the newly refurbished court house on the first floor, the old museum location. There were many old Framlingham items on show.

Tony Martin kindly lent original pictures of the town by Leonard Squirrel which were the highlight of the exhibition. Thank you Tony. Members of both organisations helped with the set up and stewarding on the day. It was well attended and funds were raised which were shared between the Society and museum.



Joint exhibition at the Court House on 20 June (*John Bridges*)

THE RIVER CLYDE BELL

The Lanman Museum has had on display for many years the bell from the *SS River Clyde*. The brass plaque informs us that it was bequeathed by FC Smith, who was one of the five volunteers under Captain Unwin VC to beach the *SS River Clyde*. This year the bell has been repositioned in the museum, which initiated a search to find out more about this important artefact and Fred Smith.

By 1915 the First World War on the Western Front was bogged down in trench warfare. Winston Churchill, First Lord of the Admiralty, set in motion a campaign to capture the Dardanelles, the narrow straits leading to Constantinople, the Black Sea and the Russian ports. This, he believed, would lead to the opening up of a fresh supply route to Russia as well as knocking Turkey, who were aligned with Germany, out of the war. It was to be a disastrous campaign which would haunt Churchill forever.



Troops leave *SS River Clyde* on 25 April 1915

An Anglo-French naval campaign failed to knock out Turkish defences, and three battleships were sunk and three crippled, with the loss of nearly 700 men. In an effort to assist the naval breakthrough, troops were to be landed at several points along the Gallipoli peninsula. The majority would be rowed ashore in open boats which risked exposing them to a storm of fire. However, Captain Edward Unwin of the gunboat *HMS Hussar* had another plan, which was initially dismissed but then rapidly gained approval. His idea was to convert *SS River Clyde*, an old Glasgow-built coal carrier, to land around 2,000 troops on the main beach at the southern tip of the peninsula. They would leave through openings (sally-ports) cut in the sides of the ship, before reaching the beach via gangways and over a 'bridge' of lighters which were to be towed into position.

Able Seaman Frederick Smith from Framlingham was serving on *HMS Hussar* and was one of a small crew selected by Unwin to beach the *River Clyde* on 25 April 1915. After an ineffective bombardment of the shore defences, the first troops charged through the sally-ports of the *River Clyde* to be met by sustained rifle and machine-gun fire. Some 400 men were killed or injured in the first ten minutes. 'They were literally slaughtered like rats in a trap.' Bodies piled up on the gangways and in the lighters that were to form the 'bridge' to the beach. The attack was eventually halted and the remainder of the troops were not sent out until after dark.

Great acts of bravery were performed that morning, with four Victoria Crosses being awarded to crew members of the *River Clyde*, including Captain Unwin.

He twice left his ship, to secure lighters and to save many men who were injured and stranded on them, all the time being under rifle and machine-gun fire. The Turks, along with the terrain and disease, proved to be a formidable foe. Advances were made over the following months, but it eventually became clear that the goals of the campaign could never be met. The Allies suffered over 250,000 casualties of whom 58,000 died. Conversely, the evacuation of all forces at the end of 1915/early 1916 was an unprecedented success, much in the same way that Dunkirk would be in 1940.

As a crew member, Smith was also at risk as the ship was under steady fire from the enemy, with several large artillery shells striking it. Some passed through the decks, many failed to explode but some did, causing death and mutilation. He sent information to the *Framlingham Weekly News*, where this report appeared in September 1915.

He was one of the volunteer crew that beached the River Clyde with the soldiers on board and says no one but the men who were there had any idea what it was like. 'It was something awful for about 36 hours, during which time our troops gained the village of Sedd-el-Bahr. It was a glorious sight watching the four hours' [less than one hour] bombardment by all our ships before our landing. Then and every day for five weeks we had a taste of Turkish shells from the Asiatic side — they shelled us continuously for five weeks, at the end of which we were relieved and sent back to our ships. We are at present engaged in hunting down enemy submarines.'



Bell from *SS River Clyde* in
The Lanman Museum



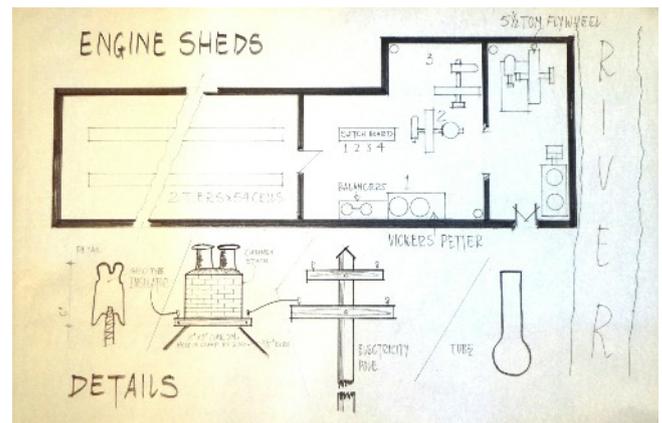
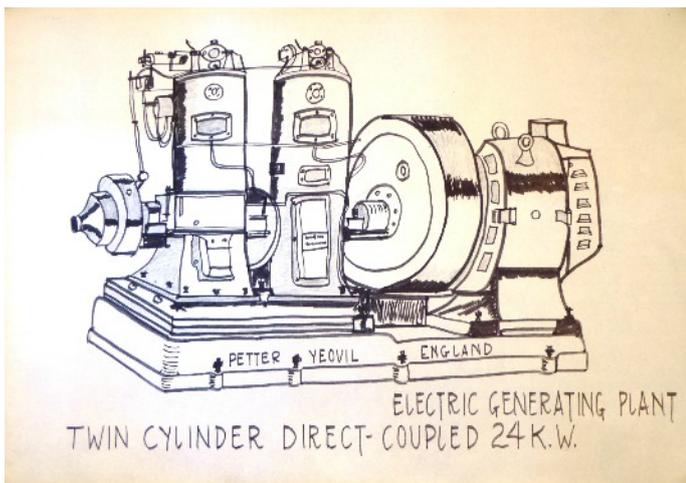
The bell is an iconic symbol of the Gallipoli campaign which Fred liberated before returning to *HMS Hussar*. The bell had been hit by shrapnel and lost its clapper. These scars are clearly visible. It was his prized possession and he refused substantial offers to sell it. He was a contemporary of Harold Lanman, founder of our museum to which he bequeathed it. Fred died in 1962.

Fred Smith with the bell in 1935

The bell has national significance. Please visit the museum and see it proudly displayed along with the story of Framlingham in the First World War. For the full story read *The Wooden Horse of Gallipoli* by Stephen Snelling. Also, visit www.gallipoli-association.org All images from *The Lanman Museum*

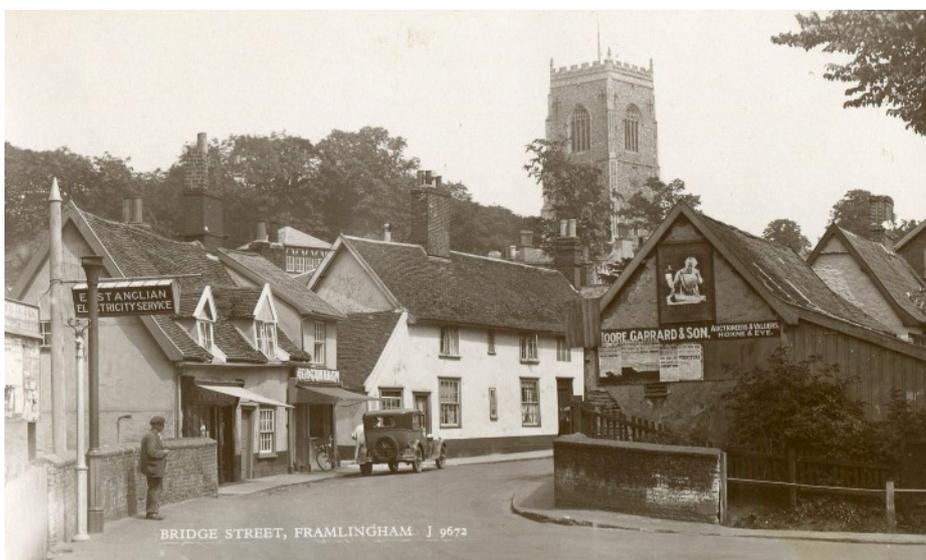
FRAMLINGHAM ELECTRICITY SUPPLY

The story of how electricity first came to Framlingham is covered in our society Journal *FRAM* in April and October 2016. In brief, the residents of the town were desirous of having electricity but they had to raise £4,000 in order that East Anglian Electricity Ltd would supply it. The old tanyard buildings (site of present Tanyard Court) were purchased for £450. The engines and generators powered the 400/200 volt DC 3-wire system that commenced in 1921.



Drawings to illustrate a generator set and the layout of the plant and distribution. (*The Lanman Museum via Jonathan Sullivan*)

The National Grid was later constructed throughout the country, but it was not completed until 1933. Local companies no longer needed to generate power but they had to distribute it. Framlingham was the last town in Suffolk to be connected to the grid, when the Ruston and Hornsby engine fell silent on 12 January 1938. Stephen Sullivan joined the company in 1931 and was involved with all aspects of Framlingham's electricity supply over many years. His son Jonathan produced these drawings in conjunction with his father. They provide an important visual record of the plant in the absence of any photos. Jonathan presented them to the museum and they are shown here for the first time.



Sign for East Anglian Electricity in Bridge Street. The pole and arm are still there. (*Ian McLeish*)

WLHG held their exhibition on 11 June. Geoff and Janette Robinson and their members put on an amazing display which filled the village hall. Our History Society and Laxfield museum were invited to have a stand. Pat and I took along the Society display board with much Fram related material. It was a great day and highlights the enthusiasm for local history that can be produced by just one small village.



WLHG exhibition 11 June (John Bridges)

WAGGON AND HORSES, FORE STREET

You may have watched *George Clarke's Remarkable Renovations* (Channel 4 on 6 July) which covered the renovation of the old Waggon and Horses public house, now called Tavern House. Despite the programmers' wish to include local history aspects, they did not do it well. The big story should have had more emphasis on George Brooke Keer and his spectacular bankruptcy in 1832, which affected not only the Waggon and Horses but the whole town. They were given all the material to cover this, but just had a cartoon line where they could not even spell his name correctly (George Brookier!).

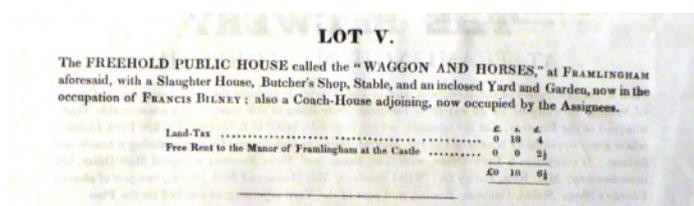


The Tavern House in 2020 prior to renovation. (John Bridges)

In Pigot's directory of 1823 Thomas Burrows is landlord of the Waggon and Horses. The 1830 edition has Francis Bilney as landlord, who was also a butcher and considered 'an excellent judge of beasts and wool'. *Framlingham Weekly News* of 20 January 1894 had much to say about Mr Bilney.

Mr Francis Bilney kept the 'Waggon and Horses Inn', which is the house now occupied by Mr Plant Wolton, whose father took it in 1860, since when he purchased it and the license has been dropped. Mr Bilney was also a butcher as well as innkeeper. It was his custom to drive to Norwich market and back the same day, week after week. He was considered to be an excellent judge of beasts and wool. He rose from a humble station in life, and in his successful business days he could neither read nor write; but he was marvellously quick at figures... The Waggon and Horses was never a house for kitchen or tap-room company. Neither the late Mr Bilney nor his wife would favour any loitering: you had to drink your half-pint and be gone! But in the halcyon days of farming there used to be weekly gatherings of the well-to-do farmers of Badingham, Parham, Cransford, Glemham, and neighbourhood-parlour company-who would spend a whole afternoon in chit-chat, freely intermixed with spirits or wine, imbibed during rounds of games at cards, protracted far into the night. All this company have since gone over to the great majority.

George Brooke Keer (GBK) was a very accomplished business man with a large malting and brewery next to the Waggon and Horses. This is the present Garrards Court, but included properties in Crown and Anchor Lane. He owned 21 public houses in Framlingham and surrounding villages, including the Waggon and Horses. In 1832, GBK failed to pay his malt taxes and was declared bankrupt. The Ipswich brewer John Cobbold bought the Waggon and Horses for £400. Francis Bilney carried on as butcher and landlord.



Extract from the auction document of 1832 (The Lanman Museum)

Plant Wolton's father took over in 1860 and purchased the property. It probably ceased being a pub about 1870 and Wolton continued as a butcher. John Brownsord purchased the property in 1895 having previously been a butcher on the Market Hill, and continued in that line of business in the Fore Street premises. He died in 1935, when his son Joe continued. In the Second World War, all private slaughter houses were closed. The cattle were all processed in central distribution centres and the carcasses sent to one designated collection centre in each town. Brownsord was the centre for Framlingham and all the other butchers had to collect their meat from him. Meat rationing was the last to end in 1954. It is likely that the butchers shop closed in the mid 1950s but no specific date is known. The Brownsord family continued living in the house for many years. Ella and Marjorie were enthusiastic local historians and much involved with our Society.



The initials on the end wall.
(John Bridges)

A COURAGEOUS HEADMASTER

William Whitworth was headmaster at Framlingham College between 1929 and 1940. Born in 1887, he was educated at Westminster School and in 1905 elected to Trinity College, Cambridge. He was then assistant master at Gresham's School until he joined the Government High School at Mercara in India. On his return he took up a position at Lancing College. Like so many of his generation, he joined the army at the outbreak of the First World War with the 2nd Dorset Regiment. He then transferred to the Royal Flying Corps. This in itself was a brave move, because although conditions in the trenches were horrific, the likelihood of surviving in the RFC was even slimmer. In 1916 more than a thousand pilots were killed in training accidents. Life expectancy for a new pilot in 1917 with only a few hours flying experience was just eleven days! Unlike German pilots, they were denied parachutes and if the plane caught fire, a pistol was close at hand to end it all.



William Whitworth, headmaster of Framlingham College (*Framlingham College*)

Whitworth was fortunate to survive. He recalled that his squadron was the first to fly to France without anyone crashing. His job was to direct fire onto enemy gun positions. Although they could send Morse code signals, they were unable to receive such messages. Those on the ground relied on placing white sheets in various patterns to send a return message. Their BE2 aircraft had a top speed of 90-95mph, two Lewis guns and carried an observer whose job was to look out for enemy planes. The Fokker Eindeckers were much faster so the procedure was to take avoiding action by throwing the plane around and trying to dodge the enemy until you either hit the ground or were rescued by friendly De Havilland planes. For such actions he gained the Military Cross.

The *London Gazette* announced his award on 10 January 1917.

2nd Lt. William Hervey Allen Whitworth, Dorset Regiment and RFC. For conspicuous gallantry in action. He carried out a great deal of artillery observation in the face of severe attacks from hostile machines. On one occasion he fought two hostile aircraft for 10 minutes until another machine came to his rescue.

His luck inevitably ran out and two months later he was severely wounded and lost his leg. He did later resume duty and was attached to 250 Squadron until the end of the war. He returned to teaching at Lancing before applying in 1929 for the post of headmaster at Framlingham College.

Ten years on, the College was facing the problems of falling pupil numbers and the looming threat of another war. The fall of France in 1940 led to the urgent need to evacuate our forces from the port of Dunkirk. The call went out for small craft to assemble for the hazardous journey to Dunkirk to pick up as many men as possible. Whitworth was a very experienced sailor and had written several books on the subject. When a parent asked if he could sail their boat to Dunkirk, there was little doubt over his course of action. He did clear this with Archibald Rose, one of the governors who agreed to look after the welfare of the school until he returned. Setting off from the river Deben, he only got as far as Harwich when the signal was received that no more boats were needed.

LY 10, 1956

Forty Years Back: The Battle of the Somme

MEMORIES OF A PILOT

By W. H. A. WHITWORTH

On a summer's morning forty years ago—July 1916—eighteen aeroplanes were drawn up on a small aerodrome outside Slingsby. One by one they took the air for France. In that year more than a thousand would-be pilots were being trained to fly. But, having got beyond the starting line before the time came, in some cases under load it appears to be today. The B.E. 2E of 1916 was a biplane with an engine of only 80 h.p. and could land at only 40 m.p.h. Hence, when the engine failed, it was usually easy enough to put the B.E. down anywhere without doing more than superficial damage and, indeed, often enough with no damage at all. Operational service in France was a different matter but, as ourselves were destined for what could almost be described as a safe job. In the following eight months spent in the battle of the Somme the squadron was to suffer



A B.E. 2E, the type of 'plane flown by the author forty years ago.

Part of 1956 News cutting by Whitworth
(John Bridges)

The country was now under the threat of German invasion. Aerial reconnaissance clearly showed large numbers of invasion barges assembled in nearby continental ports. Locations near the coast were at high risk and plans were made for evacuation. The College needed to decide what to do, and following much discussion, the decision was made to evacuate to Repton School near Derby. After the summer holiday, the move was made to Repton on 6 August, yet the one hundred or so boys that went were only there until 10 September. This was during the Battle of Britain whose outcome would have a major effect on the likelihood of a German invasion.

The College governors were much concerned about falling pupil numbers and also the headmaster's response if invasion occurred. This had been discussed with him back in July when they made it clear they wished that the headmaster '*should act as a civilian and not as a combatant*'. If he was unable to do so he must name a substitute. Whitworth was unable to give this undertaking: he did not see himself accepting the presence of the enemy within the country, let alone within the walls of the College. He had fought in one war against Germany; if their troops crossed the coastline he would join the Home Guard and fight another.

Whitworth's resignation was accepted and he would leave at the end of December. His letter to all parents of 30 September said that he was asked to resign but no reference is made at all to his stance on the threatened invasion. The next headmaster Reginald Kirkman was already known to the governors. He was headmaster of Shoreham Grammar School and believed he would be able to bring many of those boys to Framlingham. It turned out that the parents of those boys felt they were safer in Shoreham than Framlingham and stayed there.

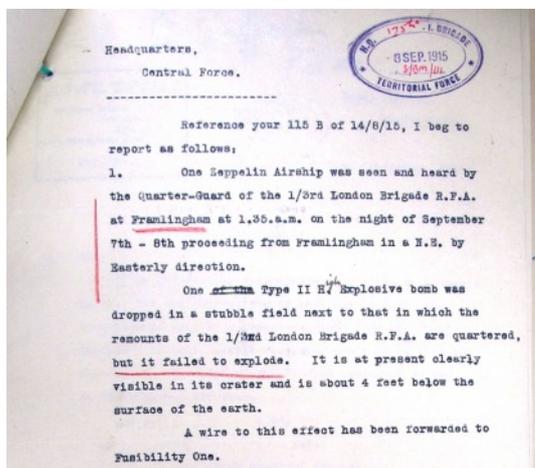
The source for much of this information is *Framlingham College, The Second Sixty Years* by Leslie Gillett.

DOODLEBUGS AND ZEPPELINS

When researching any historic event, there is always some deadline to be achieved. After going to print, inevitably more information comes to light, so time to update two items.

Zeppelin over Framlingham

In our Newsletter no. 2 in September 2020, the incident is recalled when a Zeppelin bomb landed on Haynings Field (the Pageant Field). Since then I have been in contact with Ian Castle who is expert on all such matters. The Zeppelin over Framlingham was the LZ77 on the night of 8 September 1915 and it seems the bomb did not explode. It could be seen in the crater it created on landing. The LZ77 caught fire and crashed on 20 February 1916 while carrying out an attack at Verdun. It was noted before that the information did not agree with that in Eckener's book on zeppelins, and Ian has said that he was not always correct. The Police report of the time is shown here. For more information on zeppelins visit www.iancastlezeppelin.co.uk



Doodlebug over Framlingham

In my book *A Suffolk Town in Wartime, Framlingham 1939 to 1945*, I say that a doodlebug exploded near Framlingham Hall on 26 June 1944. That was based on a diary report that referred to a V1 explosion at Framlingham. I now know that the incident occurred on 19 July 1944, and the report is shown here. I am currently researching doodlebugs and rockets in Suffolk. You may be surprised to know that around 93 doodlebugs and 13 V2 rockets exploded on or above Suffolk. Hundreds more V1s passed over on their way to London.

SECRET. EAST SUFFOLK POLICE-DAILY SITUATION REPORT. Form No. 10
 Source: FRAMLINGHAM Signature: [Signature] Date: 1944. Text: 1345. Serial No. 1.
 Title of case: V1 V2 2152. Date: Monday, 19th July, 1944.

A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.	W.	X.	Y.	Z.
Ex 2152 1145	8' x 4'	North Clay	1911'	10810002, about 100 yards north east Framlingham Hall.	10810045	Blind damage to growing wheat approximately 2 1/2 acres. Damage to roof & windows at Framlingham Hall, and damage to farm buildings owned & occupied by Mrs. Charlotte Garwood, 500 yards south west of crater. Roof damage to Calley Farm House & farm buildings owned by Mrs. Garwood and occupied by George Garwood, 100 yards south west of crater. Roof damage and windows broken at Hall owned & occupied by Walter Garwood, 250 yards south west of crater.																			

Incident report of flying bomb (V1) near Framlingham Hall on 19 July 1944 (*Suffolk Archives A1608/3*)

THE PASTON LETTERS 1440-1480

Summary of a talk given by *Charles Seely* to the Framlingham History Society 20th April 2022
 by *Annie Heining*

The Paston letters form a unique archive. The Paston family kept everything, including deeds, wills, and even shopping lists. As a family of lawyers, they may, perhaps, have been in the habit of keeping documents in case of a need to defend themselves.

When the last member of the Paston family in the direct line died in 1732, heavily in debt, the letters along with all his other possessions, were sold. John Fenn published the letters in the 1780s and they were popular at the time. Subsequently, with the original letters lost, they were thought to be a fake until 1865, when they turned up in Roydon Hall near Diss and others in Orwell Park. In 1872 Dr James Gairdner re-assembled and indexed them.

The Paston family come from the village of Paston, in Norfolk. They were originally farmers but, becoming successful, Clement Paston became Justice of the Kings Court until his death in 1444. This was an influential position and while some felt he was a 'local boy made good', others were envious of the family's success. During this period England was engaged in the 100 years' war with France (1337-1453). This was followed by the internal struggle for the crown between the descendants of Edward III, in the Wars of the Roses (1455-1487).

The Paston family during this period were consolidating their financial and political position through advantageous marriages. These took the form of financial deals agreed beforehand – like a modern pre-nup! This was a tough and resourceful family in a context where religion and the church infused every area of life and where children owed absolute obedience to their parents.

It is interesting to note the rise in their social status. While Clement Paston had started life as a farmer; his son William was a judge and grandson, John a lawyer at Temple. To understand how the family developed, we must, at this point, take a diversion into the history of Sir John Fastolf, (1380-1459) whose fortunes are bound up with those of the Paston family. Sir John Fastolf was ward to the king's brother. He fought at Agincourt and was knighted and awarded land in Normandy for his service. He retired to England very rich from his French exploits. However, he was accused of misappropriating funds and kept a ship at Yarmouth ready to escape if necessary.



In 1432 he commissioned Caister Castle. It looks European and was one of the first buildings built of brick. In 1454 he took up residence in the grand and luxuriously furnished building. When Sir John died, John Paston was both the executor and the beneficiary of his will. (John Paston's wife was cousin to Sir John Fastolf.) John Paston now became the owner of Caister Castle and one of the richest men in England. However, wealth did not bring security and there were both legal and military attempts to take his wealth from him.

In 1460 the Duke of Norfolk seized Caister by force. In 1476, when the Duke died, Paston got Caister back. At one point Paston disobeyed the king and was thrown into Fleet prison. The Pastons also fought with the de la Pole family. Battles and allegiances came and went, but there is a sense that the family had taken on too much in managing Sir John Fastolf's estates.

The controversy around this inheritance centred on the authenticity of the will. Did John Paston forge Sir John Fastolf's will? There were three wills, the third was in the third person and some said it was a fabrication, others said it was true and it remained a contentious issue.

After 1466 money was tight and the law started to work against the family. In 1479, John Paston died. His grandson (also John Paston) had become an MP. Throughout this period Margaret Paston stands out as a great organiser in managing family affairs. When her husband was away, she set up a court and at times took over military control.

The family remained controversial, seen by some as money grabbing nouveaux riches, and by others as ambitious and successful.

RITUAL PROTECTIVE MARKS 1500-1850

Summary of a talk given by *Timothy Easton* to the Framlingham History Society 23rd March 2022 by *Annie Heining*

There is evidence that people used ritualistic symbols and objects to protect their houses and animals right up to the mid-19th century, although it is most concentrated in the 17th century.

These could be marks, such as the hexafoil, a symbol with a long history throughout Europe. They could be shapes, such as a heart or diamond. They could be religious symbols, such as a crowned M for Mary. They could be numbers, such as the number 9. Carpenters and stone masons often applied marks during construction. They could also be objects, such as a shoe or a cat and cavities in houses were used to store such objects. Whatever the object used all were worn out and all were personal, as if the essence of the person was still on them which was felt able to stop malevolent forces coming in. Such repositories of protective objects are known as spiritual middens. These practises existed in all classes of society. They had a calming effect and are part of a flow of ideas that exist even to the present day.

Why did people feel the need to look outside the church for the purpose of protecting buildings?

The church is the traditional place where people went if they were ill or possessed. This was still the case after the Reformation but if this didn't work, people increasingly turned to specialists for advice. The Reformation cleansed the churches of images. People were taught to distrust images and there was a shift from the image to the word. For example, *The Tome of the Paraphrase of Erasmus on the New Testament* 1548 gave advice.

In the late 16th century fears about witchcraft gained currency. Women were being supplanted as midwives by male physicians and there was suspicion that women using herbs to heal were witches. James VI had particularly strong ideas about witchcraft and trials of witches started during his reign. In 1597 he published a compendium of witchcraft lore called *Daemonologie*. Half a century later Matthew Hopkins became Witchfinder General, publishing his book on *The Discovery of Witches* in 1647.

The early 1600s saw a series of natural disasters for which the devil was held responsible. These included storms at sea, extreme weather, failed crops, and the plague. People were frightened and tried to protect themselves in whatever way they could.

The Civil War saw a further 'cleansing' of churches. William Dowsing was responsible for most of the destruction of images in East Anglia. Many churches had the crosses removed from the top, leaving only the stump.

Protective marks are mostly found around entry and exit points of buildings and particularly around the fireplace. Fire was an ever-present danger. Many died and women's clothing was particularly susceptible to catching light. Chimneys were also seen as an 'open throat' through which dangers could come. Witches were thought to fly up chimneys. Burnt wood was often used as a protective object and burn marks on tinder warded off fire.

What we might now characterise as superstitious ideas are still with us today and it is interesting to see their appeal ebb and flow over time, often proliferating during times of uncertainty such as epidemics and extreme weather.

Request to Members

We are always looking for articles, however short or long, for inclusion in the Newsletter. In particular memories of lock-down and the COVID pandemic would be useful as this will soon be forgotten. As time passes impressions, thoughts and stories are lost, never to be recovered. It is these that make history real, so if you have anything, including about the pandemic, that you feel you could write about or anything that you would like to talk about or pass on, please do not hesitate to contact any of the Trustees. If it helps, we can always write up any spoken narrative.