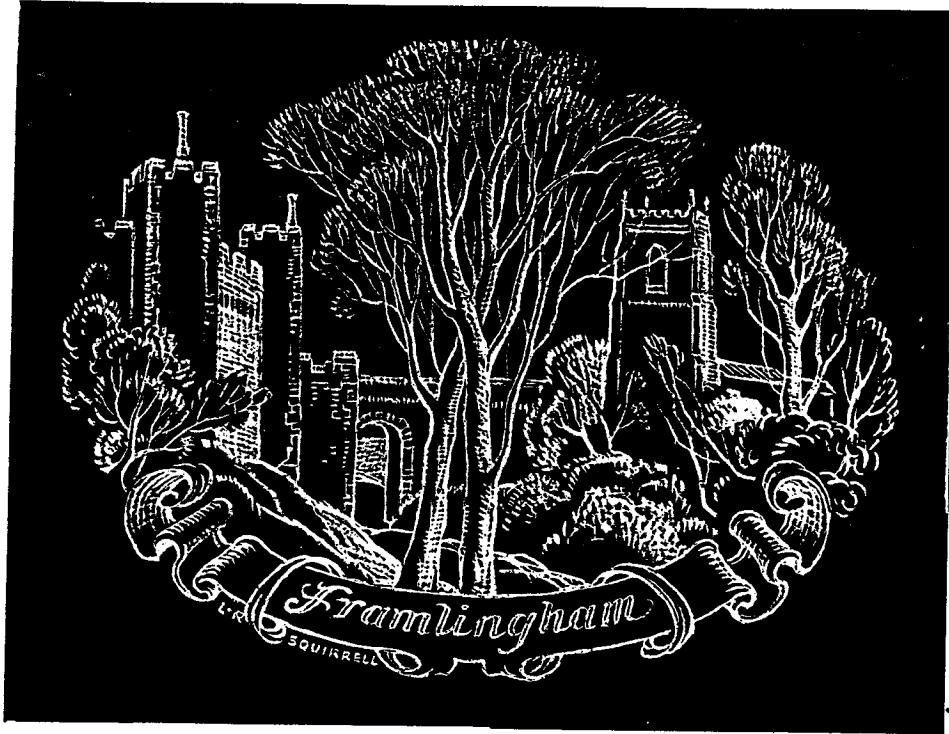


FRAM



THE JOURNAL OF THE
FRAMLINGHAM AND DISTRICT
LOCAL HISTORY AND PRESERVATION SOCIETY

3rd Series Number 6

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ENTRANCE LINES

TO THE EDITOR

Sir - There is one thing that would greatly help to make the Pageant a success and that is a Pageant song. Surely here is a fine chance for versifiers everywhere and also composers to supply the necessary music, if the words of a suitable song should chance to be forthcoming, as I, for one, hope they may be - Yours, etc.

OBSERVER

From *Framlingham Weekly News*, 10th January 1931

SOCIETY OFFICERS

PRESIDENT: Rev. R. Willcock Vice-PRESIDENT: Mrs. T. Durrant*
CHAIRMAN: Mr. B. Collett Vice-CHAIRMAN: Mr. C. Seely*
Hon. SECRETARY: Mr. A. A. Lovejoy*# Hon TREASURER: Vacancy

COMMITTEE

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Mr. A. Cowham	Mrs. J. Flemming
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Major A. O. Kirby#	Mr. P. Lanman*
Mr. A. J. Martin*	Mr. J. Morris
Mr. M. V. Roberts*#	Mrs. S. Sills*

* Member of Planning Sub-Committee
Member of Development Sub-Committee

SOCIETY NOTES

The last lecture of the Society's 1998-99 winter lecture season will take place at 7.30 p.m. on Wednesday 21st April 1999 at the United Free Church Hall, Riverside, Framlingham. On that occasion Mr. Michael Brown will give a talk entitled "The Great War, with particular reference to East Anglia, Suffolk and Framlingham." As our "end of term" lecture, Michael is keen that this should be both informal and instructive, and he will be bringing along slides, music, and books of the time. You are invited to bring along a small souvenir of the Great War that your family has kept.

The Society will meet at 7 p.m. for 7.15 p.m. on May 12th at the Queen's Head car-park, Dennington, for a tour of Dennington Church, given by Mr. R. W. Tricker. This visit will be in conjunction with a visit to Dennington Church at the same time by the Woodbridge Society.

On May 19th we visit the Stanley Reeve Museum at Thomas Mills High School, assembling there at 6 p.m.

The Annual Day Out will be to Harwich and to Castle House, Dedham (The Sir Alfred Munnings Museum) on Wednesday 16th June 1999. Meet at 9 a.m. at the Elms Car Park, Framlingham. The party will travel by coach. Bring picnics if you wish.

On 21st July 1999, Mr. Peter MacLachlan will conduct a Guided Tour of the Heraldry of St. Michael's Church, Framlingham. Meet at 6 p.m. prompt in St. Michael's Church.

All enquiries concerning membership of the Society and matters relating to the Society's programme of events should be referred to the Hon. Secretary, Mr. Andrew A. Lovejoy, 28 Pembroke Road, Framlingham, Suffolk, IP13 9HA. (Telephone 01728 723214).

FRAM

The Journal of the Framlingham and District Local History and Preservation Society

Registered Charity no. 274201

3rd Series Number 6

April 1999

Editor : M. V. Roberts, 43 College Road, Framlingham

I doubt if many readers of this journal need to be reminded that the new Millennium is now close at hand and, not surprisingly, this Society has several initiatives in hand to celebrate its advent. Details of these will be included here as they progress towards fruition, but one that directly impacts upon this journal should perhaps be mentioned now.

A few months ago it was agreed by the Society's General Committee that the journal's size should be increased to a maximum of twenty pages. The Millennium issue of *Fram* will be double this size - forty pages of articles dealing with [*inter alia*] Framlingham in the year 1900, Framlingham worthies (famous, infamous and interesting), and notable occasions in the history of our town. In particular, we would welcome any notes that members could provide on interesting and unusual local figures of the past, so that our double issue of the journal can provide a collection of biographical thumbnail sketches of people who would not, perhaps, have been covered by published works in the past. All contributions, please, to the Chairman of our Development Sub-Committee, Major Arthur Kirby.

We should, perhaps, be flattered that issues one and two of this new series of the journal have long been out of print. In response to many requests (not least from our Society's President) we have reprinted these particular issues. They are available (as are subsequent issues) for purchase, price £1.50 at Framlingham Stationers, Market Hill, and the Castle Bookshop, Castle Street.

Our very observant readers will have noted that there is no text inside the front and back covers of this issue, and this will continue to be the case for the foreseeable future. For technical reasons, including text in these particular areas vastly increases production time for the journal, and places most unreasonable demands upon the patience of Committee Member Mike Churchill, but for whom the third series of *Fram* would probably never have appeared.

We have also changed the order in which regular news items are placed in the journal. "Society Notes", about recent and future events for the Society, will now appear at the beginning of each issue, before the editorial, so that no member can have any excuse for being unaware of the intellectual riches provided for him or her in the current programme. Logically, with the "Society Notes" will appear the lists of Committee and sub-Committee members and, of course, officers.

From the latter, it will be seen that we have a vacancy for a Treasurer which we are eager to fill as quickly as possible. As I am myself Treasurer to another organisation in the town, I can say with confidence that the task of being a Treasurer in this sort of situation is *not* an onerous one: there are not so very many transactions to record in the course of a year and, for a tiny charity such as ours, Charity Commissioners' requirements are extremely modest. May we have a volunteer please?

While on matters of money, a number of Society members (including the Editor of this journal) have not yet paid their annual subscription for 1998/99. Thelma Durrant, our Vice President and Membership Secretary, would be pleased to receive your £5 before or after Society meetings, or when you happen to see her around the town, or at her house in Fore Street.

In this issue we omit "Planning Notes", in order to include two articles that, I think, dovetail quite neatly together to evoke the evolution of the town over time. My sole regret is that we are not yet technically (and economically) able as a journal to incorporate the large range of maps and photographs that should accompany the second of these articles. (I should add that the "After-word" that follows these two contributions is "all my own work", although I hope that its comments may be acceptable to our Town and District Councils.)

I should also mention that this is the first issue of the *Fram* to include an archaeological article, and the first to address local demography - there is surely a lot more to history than history.

SITE FRM 008

By Joan Flemming

No. 5605

Colchester and Essex Museum Identification Service

Surname & Initials	FLEMMING, J. M.	Mr/Mrs/Miss	Date	17/12/85
Address	7, KETTLEBURY ROAD - FRAM 724 191 - FRAMLINGHAM SUFFOLK. IP13 9SD		Received by	[Signature]
Kind of object	POTTERY, SHARDS.	No. 14 RIMS ETC.	For	
Where was it found? Please give full details.	AGRICULTURAL LAND, FRAMLINGHAM.			17/12/85
When was it found?	1985		Retained D B No.	
Is any particular information required? Valuations cannot be made.	GENERAL.		Returned	

Report ① The grey sherds are Roman-British; difficult to date closely because pottery like this was made throughout the Roman period. Possibly 1st century AD. Well-thrown, hard, competent and typical Roman pottery.

② The remaining sherds are prehistoric. They are from hand-made vessels; the white grains are crushed burnt flint, added to the clay to improve its firing properties. My guess is Late Bronze Age or early Iron Age, say approximately 1,000 - 450 BC.

PLEASE, REPORT THESE FINDS TO IPSWICH MUSEUM OR THE SUFFOLK ARCHAEOLOGICAL UNIT. Thank you
APB

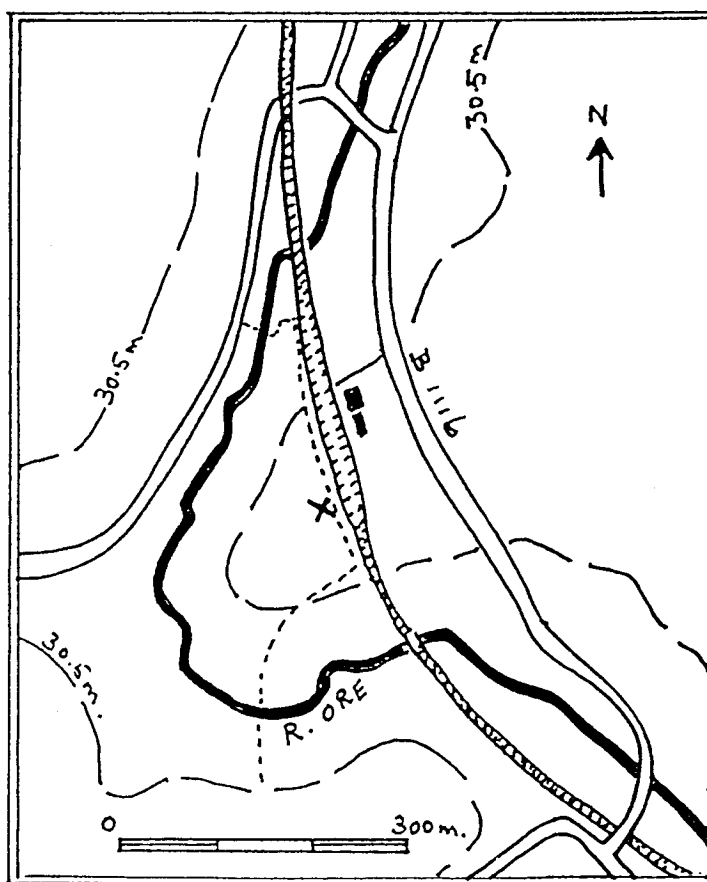
No responsibility can be accepted by members of staff for opinions expressed on objects submitted for identification

This was the beginning, or almost

For a number of years I'd wondered why our area around Framlingham had no recorded evidence of man's early occupation. There were Roman sites at Saxtead, Dennington, Badingham and Hacheston; Framlingham had Anglo-Saxon remains, found near the bowling green by the Castle, and that was it! *

* See Appendix for transcript of Report.

Perhaps it was because we had the Castle, with its strength and stature so visible, and its history so full of Dukes, Earls and Royalty, that no-one had bothered to look for more, of if they had, it wasn't in the right place. These sherds that had been taken to Colchester and identified as Roman and prehistoric, were found close to a footpath approximately one mile south of the centre of Framlingham. Standing on this spot, one can see over the tops of the surrounding low hills, while the River Ore meanders its way round on three sides. It is an ideal habitation site, having both water and a measure of security, and, as I was to experience on many occasions, a touch of magic when we get one of our East Anglian sunsets.



LOCATION OF SITE FRM 008

LOCATION OF SITE FRM 008

The next step was to notify The Suffolk Archaeological Unit, and then, if they agreed, to get permission from (the late) Mr. A. K. Cooper, on whose land this possible prehistoric site was situated, for a small-scale dig. Edward Martin, the Archaeological Officer, Planning Department, Suffolk County Council, was most encouraging and helpful, and shortly after, with Mr. Cooper's agreement and willingness "to plough round me", I was ready to start.

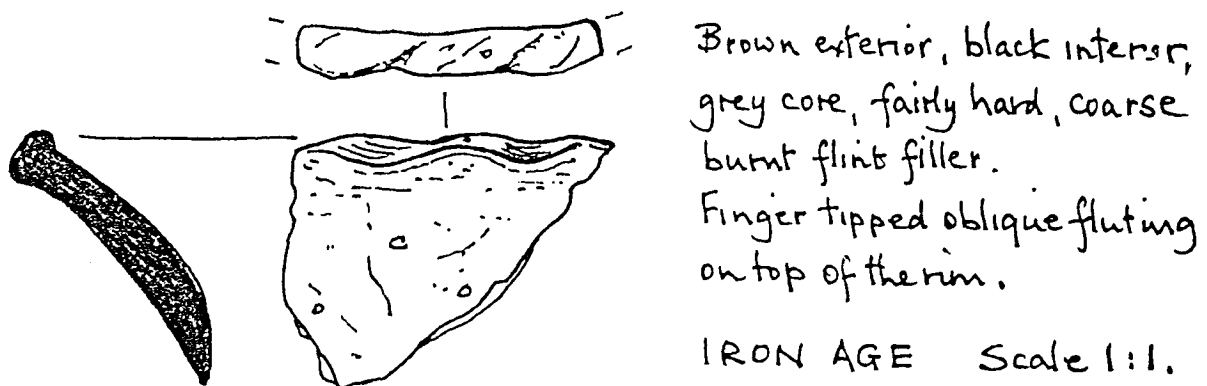
The first excavation began in September 1986, and I continued on and off during the Springs and Summers of 1987 and 1988, digging three trenches in all. Right through this period, the S.A.U. kept an eye on me, and I did my best, with very amateur experience, to work methodically and pick up archaeological terms and techniques.

Fieldwalking also had its rewards. Between 1985 and 1988, 158 Iron Age and 232 Roman sherds were recovered. As the work progressed, it became obvious that the site had been occupied for a considerable period, and with the railway (see site map) in such close proximity, it was likely that part of the evidence had been destroyed, when the railway cutting was made in the 1850s.

Each year a new trench was dug, and each year the crops would grow up round me. A familiar pattern emerged. First the top-soil which contained the abraded Roman sherds, then at a depth of about 30cm. the soil darkened, becoming almost black in parts. This blackened earth, which continued down to a depth of 45 cm., contained charcoal, fire crackled flints, blackened stones, and most of the Iron-Age pottery. In all, 178 Roman grey-ware sherds and 475 Iron Age sherds were recovered from the three trenches, though each trench was no larger than a small single bed! Below 45 cm., in gravelly soil, there were only 4 sherds and 5 fragments of bone, possibly due to the activity of small animals or the growth of tree roots.

I returned from a short holiday in August 1988 to find that the third trench had been vandalised. Having enough evidence to make a report to the S.A.U., work stopped and the third and final trench was filled.

The next stage was much more difficult. I could manage the drawings of the site, the location, plans and sections of the excavations and the detailed drawing of 19 of the more interesting pieces of pottery.



Iron Age sherd

The written report, however, was beyond me, so I gave a layman's version to Edward Martin, who very kindly turned it into archaeological language.

In 1993 it was published by the Suffolk County Council Planning Department [East Anglian Archaeology Report 65, pp. 59-62] with the title *Settlements on Hill-Tops: Seven Prehistoric Sites in Suffolk*.¹ Mine was the smallest contribution and the smallest excavation, but I was very glad, and grateful to Mr. Cooper and Edward Martin, who had helped me get so far with what I felt was a very lucky amateur find.

What was it like working for three years on that hill-top? Up to the time that my "dig" was vandalised, I had felt completely safe up there alone. I would set off with note-book, tape-measure, bucket and trowel, whenever I had a couple of hours to spare. As the corn grew higher and I excavated deeper into the ground, the casual footpath walker often got a shock as he came over the hill and a head appeared almost at his feet!

I missed so many things as I set about the task of writing and drawing. I missed the soft cooing of the pigeons, the midges that descended at dusk, the improbable small insects (mainly beetles) that lived so far underground, the hours spent in relatively uncomfortable positions, and the excitement of discovery, but most of all, I think I missed the complete loss of time time had become meaningless to me, and often a rather worried husband would appear to see if I was all right, and drag me back for supper and away from the debris left by people who had lived there over 2,000 years ago.

You may wonder why these early remains are only 30 cm. beneath the surface. For many years this field has been under the plough. This, and the natural process of erosion, has gradually taken the top-soil down-hill towards the river.

These three short passages are taken from the publication mentioned earlier. ²

VI General Discussion

Although only a small amount of excavation has taken place on this site, there is sufficient material to say that it is an Early Iron Age site of comparable date to West Harling.

The hill-top position of the site can also be seen to be very much the norm for settlements of this period.

What is still in doubt, however, is the true nature of the black layer that appeared in all three trenches. It seems too extensive to be the upper fill of a pit and must therefore be some sort of surface layer arising from domestic occupation.

Today, as I gaze up on this small hill overlooking our garden, I know that it has a history, and the people living there left behind some of the earliest remains yet found close to Framlingham.

All the artefacts are held by the Suffolk Archaeological Unit at Bury St. Edmunds.

As well as the large number of sherds mentioned, they also include:

- 1 probably Bronze Age sherd
- 205 gm of triangular clay loomweights
- 1 spindle whorl - Early Iron Age

Editor's Notes: ¹ The finds are also reported, briefly, in Suffolk Institute of Archaeology and History *Proceedings*, vol. XXXVI, pt. 2, 1986, p. 141.

² *Settlements on hill-tops*, p. 62

APPENDIX:-

[Transcribed below is the facsimile that begins this article].

Report no. 5605 19/10/85 from Colchester and Essex Museum Identification Service

1. The grey sherds are Romano-British; difficult to date closely because something like this was made throughout the Roman period. Possibly 1st century AD, wheel-thrown, hard, competent and typical Roman pottery.
2. The remaining sherds are prehistoric. They are from hand-made work; the white grains are crushed burnt flint, added to the clay to improve its firing properties. My guess is late Bronze Age or early Iron Age, say approximately 1,000 - 400 BC.

MARKET HILL, FRAMLINGHAM

By Andrew A. Lovejoy

Market Hill is one of the jewels of Framlingham. Market Hill, if we only knew it, mirrors a sizeable chunk of Framlingham's history, especially of the 19th century. There are only three properties there dating from later than 1830. The Queen's Head, formerly the Blue Boar (16 Market Hill) has been there since *circa* 1500 and is the earliest surviving property there. Market Hill is the *agora* - the central meeting place. And as such it has been the centre of Framlingham since at least the 15th century. It is not for nothing that Framlingham has been called the finest market town in East Suffolk.

It would be fascinating to be able to delve into the history of Market Hill before 1500. The buildings which survive seem to indicate an early history. The Guildhall, dating from 1564, was built probably on the site of the Guild of St. Mary, which we know was on Market Hill in 1363. The Crown Hotel, of the Tudor period, but with an 18th century exterior, speaks for itself. Just those two properties, together with the Queen's Head, suggest that the shape of Market Hill was established by at least 1500.

We know that Roger Bigod, Earl of Norfolk (1269-1306) probably granted a market to the citizens of Framlingham in about 1286, to be held on Tuesdays, Fridays and Sundays. That market must have been held somewhere, and that could have been where the burgesses could express their independence from the Castle, and all the powerful influences of the seigneurs of that place.

Market Hill is built on a slope well away from the flood-prone areas bordering the River Ore at the bottom of Bridge Street. In those early days before at least 1500, the road from Norwich and Ipswich passed through Market Hill. Before Station Road was adopted as the principal egress to Ipswich (at the coming of the railway to Framlingham), the Ipswich road came by way of Fairfield Road and so through the Crown Hotel. The road then passed down Market Hill to Norwich by way of Bridge Street. The road from the Castle (Church Street) was conveniently sited to meet the Ipswich road at Market Hill. (The right of way through the Crown Hotel was not blocked until 1952). With Market Hill the crossing point, it would have been natural to hold a market there. Market Hill may indeed date from the 13th century at least.

Notice should be made of Miss Kilvert's suggestion that Anglo Saxon Framlingham was based on a road plan following a circular pattern based on Double Street, Fore Street (Back Lane) etc. That would perhaps leave little room for Market Hill as we know it. However, it does seem that medieval Framlingham with the present pattern of roads was well established by 1250 AD. The choosing of Market Hill with the pattern suggested was a conscious decision by the worthies of the town wishing to establish a central meeting place at a time when the town was beginning to expand beyond its recent early medieval past.

Whatever happened, we are now left with a central meeting-place at the heart of the built-up area of Framlingham. A question ought to be asked why, if the Market Hill dates from at least the 13th century, there is no evidence, from the dating of the present buildings, earlier than 1500. Buildings of a domestic nature before 1500 were in this part of the world not long-lasting, and not built of stone. (Compare Aarons House at Lincoln and a very few examples in Suffolk of the remains of Anglo Saxon stone construction in a domestic setting). Houses before 1500 of the more usual kind were designed as shelters made of wood and plaster etc. Houses of a humble kind tended to be primitive. They were replaced from time to time as occasion warranted. A hint is given by the buildings in Double Street. Numbers 8 and 15 Double Street started life as farm-workers' and artisans' cottages. They marked a turn for the better. The 16th century saw England's economy taking on a more modern guise. There was more money around, so ordinary people could afford to build houses of a more substantial kind than was formerly the practice. Houses earlier than 1500 generally did not last; those coming after, did.

Market Hill, then, is old, and it is an exciting place where business is transacted on a central basis. The buildings all tell a story. The Crown Hotel rather than the Guildhall dominates Market Hill. According to the late Oswald Sitwell, a local historian of Framlingham, the Crown Hotel was built in response to the presence of Mary Tudor in the Castle in Framlingham in July 1553. The hotel over the years has served as the place to hold functions of a very various nature. As such, the hotel is and has been central to the life of the town. The Petty Sessions were held there from at least 1823. Wedding receptions, small conferences, auctions and what you will have over the years been held there. In 1847, the Corn Hall was operating immediately behind the hotel, which must have brought it some business. The *Framlingham Weekly News* of 1894 reported that on 21st June 1832 an auction of George Brooke Kerr's estate was held there, at which 31 lots realising £20,885 were auctioned off. That included 21 public houses of which the White Swan in Church Street was one. The purchaser of that inn, Richard Cobbold, renamed it the Crown and Anchor. The Crown Hotel continues to be the venue for varied functions in the town. Long may it continue. It was bought by Trust Houses in 1926 and completely refurbished in 1952. It has since passed through several hands.

The story behind the facades of other buildings on Market Hill can, because of lack of space, be only lightly touched upon. Number 12 Market Hill was the site of the Marlborough Inn. In 1828 Dr. William Jefferson bought and completely refurbished the building and added a third storey. Dr. Jefferson was the first person in England to remove successfully an ovarian cyst. And that was done on Market Hill. In 1844 he became an FRCS. His wife Caroline was the daughter of Ann Corday, whose cousin Charlotte Corday murdered Marat in the French Revolution. On the death of Dr. William in 1865, his son George continued the practice until he retired to Moot House in Castle Street. Dr. William's wife, Caroline, then stipulated that Number 12 Market Hill should never be used for medical purposes again. The property was sold to Mr. Summers the postmaster, who in 1919 sold it to Lloyds Bank. The bank erected the ornate portico. In 1945, by an agreement with Barclays Bank, Lloyds left Framlingham and stayed at Long Melford, whilst Barclays left the latter and stayed at Framlingham. Since then 12 Market Hill has had many owners. It is now a solicitor's office.

Number 13 Market Hill can be strongly identified with the Victorian period. It was the home of the Bloomfields, Edwards and Piersons, all of whom contributed much to the life of the town. Jasper Pierson is particularly noteworthy. He established a steam-powered mill on the site of the United Free Church in 1855, and in 1859 brought the railway to Framlingham, a distance of five miles five furlongs at a cost of £40,000. His contribution to the town was considerable, and with four other families in Framlingham, he was amongst those people entitled to take on the title of esquire.

The story of Framlingham is a long and fascinating one. Investigation of that history can be achieved by those who have done research in depth. Miss Kilvert in her book *A History of Framlingham* (1995) is most informative. Two solid appreciations of the general history of the town published by Robert Loder and Richard Green in 1798 and 1834 respectively tell us a great deal, but not so much about Market Hill. Oswald Sitwell published *A Guide to Framlingham* in 1972. He has a lot to say about Market Hill, which was the result of much painstaking research. The best source of all on Market Hill is undoubtedly the *Framlingham Weekly News* (1859-1938). Its story since about 1800 is greatly illuminated by that journal.

Market Hill, then, lies at the centre of Framlingham. Its very early history is obscure. Market Hill's preservation to date is nothing short of a miracle. Our Victorian forebears did not, as elsewhere, redevelop the town centre, but adapted the old and delightful buildings to the purposes of the day. We are left with something with which we can feel at home and admire.

However, we must be on our guard that Market Hill does not become fossilised. As long as business interests see fit to use the Hill, all will be well. However, too many restaurants and gift-shops could witness the town becoming a tourist centre and nothing else. That would be a sad fate. The town should remain what it is best suited to, that is, as a market centre for the locality serving a catchment area of at least 16 villages with a population of 7,500 or so people. The town, with Market Hill as the hub, should continue as a shopping and business centre. If the town continues with that character then its future is assured. Market Hill will continue to mirror the great diversity of the town's interests, which of course also includes an important tourist role as well as a significant educational function.

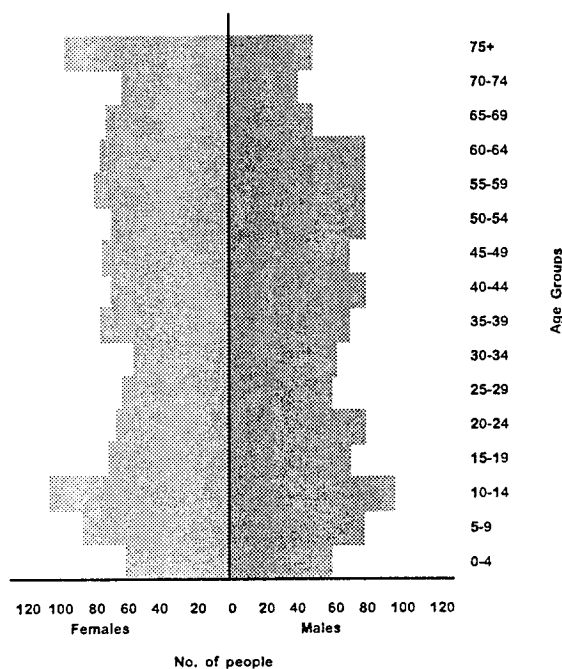
FRAMLINGHAM: SNAPSHOT OF A DEVELOPING TOWN

By Kelly Morgan

A person in the last half of the nineteenth century in Framlingham would have been familiar with dusty streets, horse-drawn vehicles and the exciting railway link to the outside world opened in 1859.¹ He would have also remembered the dancing bears which slept with their masters in the Queen's Head alley, the men who played street organs, and many other forgotten scenes. This gradually changed with the disappearance of the horse along with the railway, and now the motor car rules supreme. A small market town with many enticing charms, the last five years alone has seen Framlingham change greatly; possibly it is these on-going changes that have caused the steady increase of people moving into the town. Framlingham is expanding, due to its adaptability to modern life.

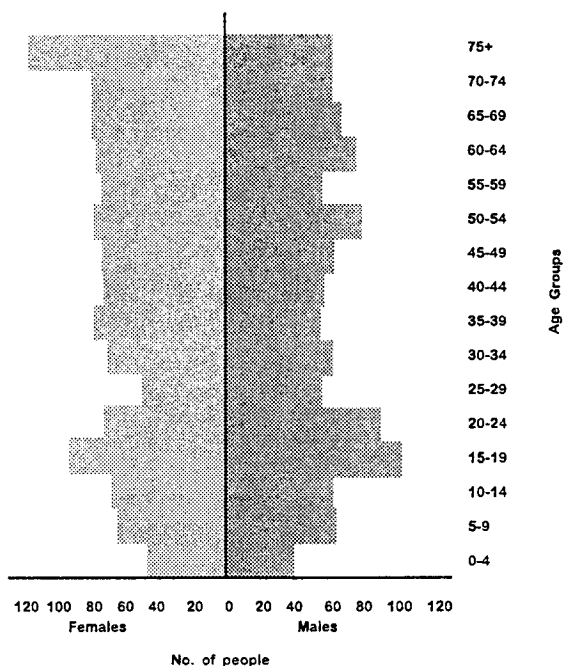
In 1086, the population of Framlingham was recorded in the Domesday Book as 120 households (about 600 people)². Just over nine centuries later, the population had risen to 2,941. Today Framlingham is an appealing area to live in, not only to the elderly and retired, but also to the young commuter families. Since 1950, the population has undergone an on-going and steady rise; to match this increase, housing has also grown significantly. Suburbanisation (the movement of people to the district in the hinterland of a large town or city) and counter-urbanisation (the movement of people from large towns to a more rural environment) have had an influence on the population growth. Also, a large number of "older" people are retiring to Framlingham for a number of reasons, to be close to their families, to enjoy a pleasant environment, and to have close and easy access to local services.

Graph showing Framlingham's population and age-sex structure in 1971

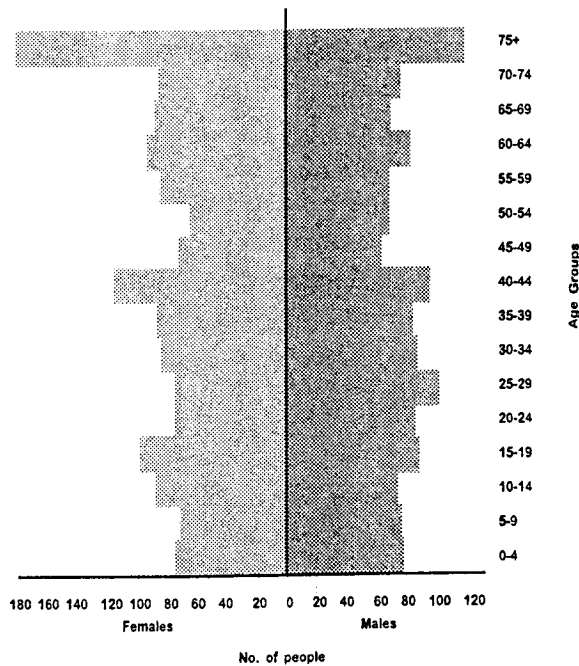


Framlingham encountered rural depopulation from 1901 to 1951. During this time the first and second world wars occurred, leaving people little choice but to leave countryside areas to get work in more industrial towns and cities. Population declined from 2,526 in 1901 to 2,100 in 1931; the lowest population of that time was 1,950 in 1951. Counter-urbanisation began in the late nineteen-fifties, causing a reverse in the population figures. The population had grown to 2,250 by 1971; by 1991 the population had significantly grown to 2,941, as noted above.³ That growth has not been consistent across all age ranges; as the accompanying bar-graphs show: it is very substantial in regard to the over 60's, and shows a tendency for people in their late-teens, twenties and thirties to be under-represented.⁴

Graph showing Framlingham's population and age-sex structure in 1981



Graph showing Framlingham's population and age-sex structure in 1991



Framlingham's shops have had a noticeable change over the past fifty years, but the most significant changes have been over the past decade. In the seventies the shops and services were very similar to those in the fifties, with many small specialised shops. The main shopping area of Framlingham was the Market Hill and Bridge Street, and Potters garage was situated in the middle of the town and covered a large area of land. Framlingham changed little over the next twenty years: a children's clothes shop closed down along with the opening of a new hairdressers and a new Indian restaurant. Potters garage also moved in the late eighties to an out-of-town site, to make room for expansion.

In 1995, the supermarket "Solar" was built. The area of land chosen was that from which Potters garage had moved. This started a huge change in Framlingham. A number of shops have closed which were situated along Bridge Street; a greengrocers, a sweet shop, a wool and a craft shop. This is largely due to the fact that the Solar has a wide range of products under one roof, and has therefore taken most of their business. People have also reduced their driving up Bridge Street, because instead of parking on the Market Hill most now use the larger, more convenient, Solar car-park entered from Riverside. Because Solar has two entrances, one from the Market Hill and the other from its car-park, people tend to cut through the Solar, rather than walking along Bridge Street. The shops on the Market Hill have not suffered so greatly: there has been the opening of a tea shop, a new craft shop, and an Italian restaurant, all of which seem to have proved successful. Significantly, many of the new shops and services seem to cater for the tourist.

A pedestrian-flow survey conducted in 1991 shows that most people were found to be where the *old* Co-op and Carley and Webb were situated. In 1995 the Market Hill itself was the area with most movement, and also the entrance to the Solar. In 1998, the area where most people are to be found is on the edge of the Market Hill by Barclays Bank. There is also a high number of people around both entrances to the Solar and the rest of the Market Hill. There are few people using Bridge Street.⁵

There was little new housing in Framlingham in the 1950s. By the early 1980s, three housing estates had been built, Norfolk Crescent, Danforth Drive and The Knoll. Housing was beginning to be in greater demand due to the steady rise in population between the 1950s and the 1970s referred to above. By 1992, with the building in the previous decade of The Mowbrays and the developments on either side of Brook Lane, there were six housing estates in Framlingham, most built on first and second grade agricultural land. Each estate differs, with varying prices, styles and sizes of homes and gardens. There was relatively little housing in 1950, and the small town centre was largely surrounded by arable farmland. The 1995 Ordnance Survey map shows how much Framlingham's residential areas have grown, leaving an obvious outward spread. Today, there are another four housing estates being prepared for, or under construction (New Street, Mount Pleasant, and on either side of the upper part of Brook Lane).

Many of the people moving into Framlingham are young families with children; this has resulted in an increase in the number of students attending both the Thomas Mills High School and Sir Robert Hitcham Primary School. Consequently, both schools have had to expand their premises.

The public's reaction to the changes in Framlingham briefly summarised in this paper has been varied.⁶ 55% of residents of Framlingham feel that there have been few noticeable changes occurring over the past fifty years in Framlingham. Unfortunately, only 17% of the people surveyed feel that the town has changed for the better, and 28% feel Framlingham has changed for the worse - with the growing town has come an increase in the volume of traffic and concern over pollution and congestion. A massive 63% of people agreed that there were not enough facilities for a population of 2,940, the most obvious area of concern being for teenagers and children. 64% of people think Solar does fit into Framlingham; the remaining 36% included other shopkeepers of Framlingham, who are unhappy with the new addition, as many have either encountered a serious loss of trade or have been affected in some other way.

To conclude, there have been many distinct changes in Framlingham over the past fifty years. The changes have not been entirely accepted by the public as yet: people who had moved to Framlingham when it was a quiet country town have become increasingly aware of and alarmed by the growth of industry, traffic, and pollution. But once the older generation especially become used to all the new facilities in the town, I am sure they will prove more popular.

- Editor's Notes:*
- 1 This article is a much abridged version of a Framlingham College dissertation (1998), with minor updating. For reasons of space, extensive graphic documentation has had to be omitted.
 - 2 *Victoria History of the County of Suffolk* (rp. 1975) vol. 1, pp. 463, 464, 466, 516, 564. W. G. Hoskins, *Local history in England* (1959) pp. 141-142 suggests a household to population ratio of 1:5.
 - 3 Approximate figures from decennial *Census of Population*, for Civil Parish.
 - 4 *Ibid.*
 - 5 Isoline maps for 17/10/91, 21/11/93, and 16/2/98 accompany the dissertation.
 - 6 Three questionnaires were utilised, one to local residents, the second to local shopkeepers, the third to Solar shoppers.

AFTER-WORD

These articles together address the past and the present of the town of Framlingham. Potent initiatives for its immediate future are now proposed by the Town and District Councils, with assistance from external sources. Readers of *Fram* will have had the opportunity to examine these proposals at the exhibition mounted at the Guild Hall last month, and will, one hopes, have submitted to the Councils written observations upon them on the comments forms provided at the Guild Hall.

As the two papers above demonstrate, the economic and social viability of this town critically involves the preservation of past heritage combined with adaptation of services and infrastructure to ensure that these cater for both residents (of the town and its hinterland) and visitors. Traffic management, community facilities, and visual enhancement are central elements in what is being proposed for our town. Taking account of what we already have and would wish still to cherish in Framlingham, it is all about that hackneyed but so relevant concept, sustainable development.

THE FORE STREET FIRE

Compiled by Thelma Durrant

Edited excerpts from *Framlingham Weekly News*, May 30th 1925.

NEW RESIDENCE IN FORE STREET DESTROYED

About 3 a.m. last Sunday [24th May 1925, Empire Day] the thunder claps which were deafening quickly aroused terrified inhabitants, accompanied by vivid lightning flashes, one of which, probably in the form of a fire-ball, struck Mr. W. C. Reade's newly-erected private residence in Fore Street [Aldehurst] and set it alight.

Within a very short time the upper portion was a mass of flames ... Mr. & Mrs. Reade and their children and the maid were in residence at the time, and, after being roused, managed to leave the burning building, a few minutes before the roof fell in ... Huge tongues of flame illuminated the district for miles around, and practically everything in the house was destroyed. All that remains are the bare walls and chimneys. With the aid of ... water from an adjacent stream, the local Fire Brigade eventually got the outbreak under control, and they remained on duty until the last of the dying embers were subdued.

News ... quickly spread throughout the district and many motorists and cyclists visited the scene.

Letter to Mr. G. A. Page from Mr. W. C. Reade

14 High Street
Aldeburgh

May 28th, 1925

Mr. G. A. Page

Dear Sir,

I received your letter of 27th inst. and a/c for £22.13s for services of the Fire Brigade at my house on Sunday last.

I note you require prompt payment, which, considering the far from prompt service rendered, is very interesting.

I would like to take this opportunity of making a few observations on the appalling inefficiency of your Fire Brigade.

Immediately on the outbreak of the fire I knocked up the police and asked them to get the Fire Brigade. I was much surprised when the leader strolled up some time later to say that he must have an order from me before he could summon his men. Apparently the question of danger to life and property is of secondary importance, the first concern is the payment of the men.

I understand that the engine is kept in such a position that numerous carts and other paraphernalia have to be moved before it can be got at. Surely this should not be.

I also understand that half an hour or more was spent chasing horses in a meadow before they could be caught for the purpose of drawing the fire engine to the scene of the fire. In any other town the engine would have been in like circumstances pushed down by hand to have saved this delay. especially as it was downhill all the way.

A gentleman who timed the affair states that the fire began at 3.20 and the Brigade got to work at 4.50, which, considering the engine and all the men were within a few hundred yards of the fire, surely constitutes a record.

I have no fault to find with the apparatus - this appeared to serve the purpose very well; it is the hopeless management I take exception to.

I am sending your a/c on to the Insurance Co. concerned, who will no doubt send you a cheque in due course.

I am sending a copy of this letter on to the local press in the hope that it may make some impression on the powers that be and that they will make some better arrangements, for, if this trouble had come upon a house in the street, half the town would no doubt have been burnt down.

Yours truly,

Wm. C. Reade

Framlingham Weekly News, June 6th 1925

The Fire at "Aldehurst"

To The Editor

Sir

In answer to the letter you published in your last issue regarding the fire which broke out at Mr. Reade's residence "Aldehurst" on June 24th [*sic i.e.* 24th May], I beg to say that I was first informed of the fire by someone knocking on my door at about 3.20 a.m., whom I afterwards found out was Mr. Kerridge.

After a very hurried dress, I hastened to "Aldehurst", not "strolling up" some time later as Mr. Reade insinuated.

I found Mr. Reade standing on Mr. Durrant's steps opposite, and asked him if he required the Fire Engine. His reply [was], "I cannot see you can do any good". I then replied, "What about the adjoining property?". When someone close by said, "Go and get it". I then proceeded to the Sexton's house in Castle Street and told him to jangle the bells, as it is the customary way of summoning the Brigade. Leaving Castle Street, I then went to the Fire Engine Station, and was passing Hitcham's Schools when the alarm was given.

Until then the owner of the horses knew nothing of the outbreak - this all added to delay. Mr. Reade states that in any other town the engine would have been pushed down. Considering I was quite alone at the time, this was an utter impossibility; moreover, I could not go and catch the horses, and fetch each man individually.

This is the first time in 12 years I have been informed of the "appalling inefficiency of the Framlingham Fire Brigade".

Yours truly,

Alfred S. Mallows

The Fire at "Aldehurst"

To The Editor

Dear Sir,

I have no wish to labour the matter of the fire at "Aldehurst" and the deficiencies of the Fire Brigade, but I am sure you will allow me to correct the statements made by Mr. Mallows in his letter of last Friday as to the conversation he had with me, *re* getting out the Brigade.

What actually happened was: Mr. Mallows came to me about 25 minutes after the fire started and it was *he* who suggested that the Fire Brigade could do no good. I said "I have been to the police and asked for the Fire Brigade, why are you not out?" and Mr. Mallows replied that he must have an order from me before he could proceed. I felt very annoyed and said what I thought and ended up by saying, "Well, take an order from me if that is what you want", and he went off at that. In rather more than one hour from that time the Brigade arrived.

Yours truly,

Wm. C. Reade
June 11th, 1925

EDITORIAL

The Fire Controversy

.... Mr. Reade's indictment appears to be only too well founded ... In these days it would be quite easy to arrange for a motor of some sort to be kept in readiness near the Fire Engine, for the purpose of dragging it, [and] erection of a siren at the Police and Fire Stations ... What with the waste of time chasing horses and borrowing keys to get access to the church bells which cannot properly be heard with adverse winds, it is no wonder that the brigade arrives just in time to smother the ashes, instead of saving property.

Since the above lines were written ... the Voluntary Fire Brigade at a recent meeting of the Committee of Management decided to cease operations as such on 31st March next.

After reading this correspondence, a lady wrote to the *Framlingham Weekly News* with her recipe for extinguishing fires, which appeared in the issue for June 20th 1925.

Nearly fill a quart bottle with water. Add three spoonfuls of fire salt, and three table-spoonfuls of pulverised alum. Shake well, cork tightly ... In case of a blaze remove the cork, give the bottle a quick and vigorous shake, and dash small quantities on the outbreak ...

Rights of Way. When one looks back to one's boyhood in our little town of Framlingham, what a lot of nice walks it was possible to take; short cuts in those days from Cherry Tree Farm across to Red House Farm - Earl Soham Lane from Lincoln's Barn to Earl Soham - Holgate Hill to Parham and, most interesting of all, College Road (Known in olden days as Yarn Hill - Does anyone know why?) to Dennington which led right through the College front door. This Right of Way was kept open by Mr. Harry Coleman (of whom more later in this News Letter) every Christmas Day by requiring the College to open up for him. This he did till he died. It is believed that this Right of Way has now lapsed because no one carried on after he died. There is a very nice Right of Way from the Castle, alongside the Meres, across Lord's Meadow and then branching two ways - one up to the Dennington Road and to Saxtead and the other up to Top Lodge (Great Lodge) and through to Ivy House right on the boundary of the parish of Framlingham. The late Leslie Dorling did much to keep most of these Rights of Way open but now many of them have been ploughed up and the stiles no longer exist.

Craftsmanship. In February this year a Lantern Clock in brass by Dickerson of Framlingham was sold at Clare at an auction sale for £435. It was not a very early one as it had two hands. Dickerson worked in Framlingham around 1780 to 1830 and made long cased clocks. He made the Framlingham Act of Parliament Clock which has his name on it. This clock was the result of a useless and unpopular law introduced by the William Pitt administration in 1796/7 (it only ran for a year) taxing silver watches at 2/6 a year, gold ones at 5/- and clocks at 10/-. Public Place Clocks have square Georgian faces, all black with white lettering; the same type of clock after the Act was repealed had a white Chapter Ring up to 1850. The Round Faced Clock was for public houses or coaching inns. There are examples of all three types in this area. The Framlingham Act of Parliament Clock hung in the Cupola on the Market Hill. When this was pulled down the clock was sold to Mr. S.K. Barker, another well known maker of watches and long cased clocks. The clock passed to his daughter who married Mr. Thomas Wright, a much loved Church Organist for 50 years. For a long time the clock hung in the Old School (now the Masonic Hall); it was lent to the Crown Hotel where it hung in the old Corn Hall and when that was converted into more hotel accommodation the Editor bought it from the Wright family and still has it in his home. It is worth mentioning that public spirited place such as Framlingham, Woodbridge and Ipswich bought these clocks by public subscription.

Craftsmanship continued). Mention earlier of Mr. Harry Coleman reminds me of his workshop on the Market Hill (Now occupied by Mrs. McLeish, Olivia's, Violet Hill Cleaners and Rawlings). The foreman was Mr. Alfred Kerridge, who died only a few years ago, and the last apprentice was Mr. Asher Symonds who is still at work in Riverside. For many years Miss Coleman ran the shop. It was possible to buy ladies' and gentlemen's hand sewn boots and shoes and, of course, men's working boots. They did not let the water in; I still possess a pair of shoes hand sewn by Mr. Kerridge.

Our Museum in Double Street has a very good collection of memories. We have a letter from Nurse Edith Cavell to her cousin, Eddie. Edward Cavell lived half way up Rendham Hill and his sister lived at The Nook, Rendham Road, Saxmundham. They were both very well known in this district before and after World War I; they were often to be seen riding their Dursley Pederson bicycles. Your Hitor, whilst on a visit to Canada, was able to visit Nurse Cavell Mountain which is the most beautiful mountain in the Rockies. Another is called Captain Fryatt Peak in memory of another English person shot in the Ist. World War by the Germans; this time, because as a civilian, he tried to sink the submarine which was attacking his ship.

LOCAL SAINT

Sixty years ago the only mill at Badingham was Tuck's on the Roman Road between the Mustard Pot, that square flint-faced house above the gentle Alde valley, and the Bowling Green pub. Later, the bearings overheated in a storm and the mill was burned down. In a thatched house (still there) at right angles to the road lived the miller and his wife. Mrs Tuck was a friendly, characterful soul, always helping others. In particular, she was the main support of the tiny Chapel halfway to the Bowling Green. Times were however difficult and money came in oh! so slowly for her organ fund. She wrote to the Carnegie Trust and back came £5 (say, £50 in today's currency). The ways of Providence are, however, strange because after a lifetime of service this saint had for many years to look after a trying husband, bedridden because it was said he had slept in a damp bed in an hotel.

MEMBERS' TREASURES

On January 22 'Members' Treasures' were reviewed with the help of a panel consisting of Mrs Webster, Messrs Kerr, Lanman and Martin. Among the objects on view were: a Delft ware plate (English, 18th c.), a delightful chatelaine, including a tiny book with ivory leaves for notes, a satinwood knife-box with tulipwood inlays (of exceptionally high quality); steel engravings, hand-coloured of the 'antiquities of Framlingham and Saxtead'; oak bird-scarer (the boy received 1/- per week!); 1920 crystal set; opaque painted glass pictures; glass scent bottle (continental, late 19th c.); scent bottle of Bohemian or Venetian glass (made by dipping in molten red glass and grinding off to pattern); Lowestoft cream jug in form of a bird; set of Bedfordshire lace bobbins; steel rushlight snuffer; Stone Age axe-head; musical box (birdsong); Lord of Manor (Framlingham) book of 1711; police truncheon (abt. 1802); 1689 engraved silver box; a metal and ivory card case. Mr Kerr invited members to identify a mystery object; it proved to be the lower end of a roof timber and the successful namer received a prize from Mr Kerr.

EXIT LINES

Near the head of the Alde there is a town with old, narrow streets, pink and white cottages, and a grand church, half hidden by the trees, overlooking the little market-place. It is Framlingham, the finest small town in east Suffolk; for two reasons ... I am almost inclined to put it above Melford, Lavenham and Clare. Firstly it lies in a strip of country which has all the qualities that are the essence of Suffolk; secondly, it has a castle.

This castle stands on high ground directly above the Alde ... Clare is as nothing beside it, nor Burgh, nor yet Wingfield. Not only is it by far the most magnificent castle in this county, but also, as a ruin, nearly the best in all England.

From J. Tennyson, *The Suffolk Scene*. London, Blackie, 1939.

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