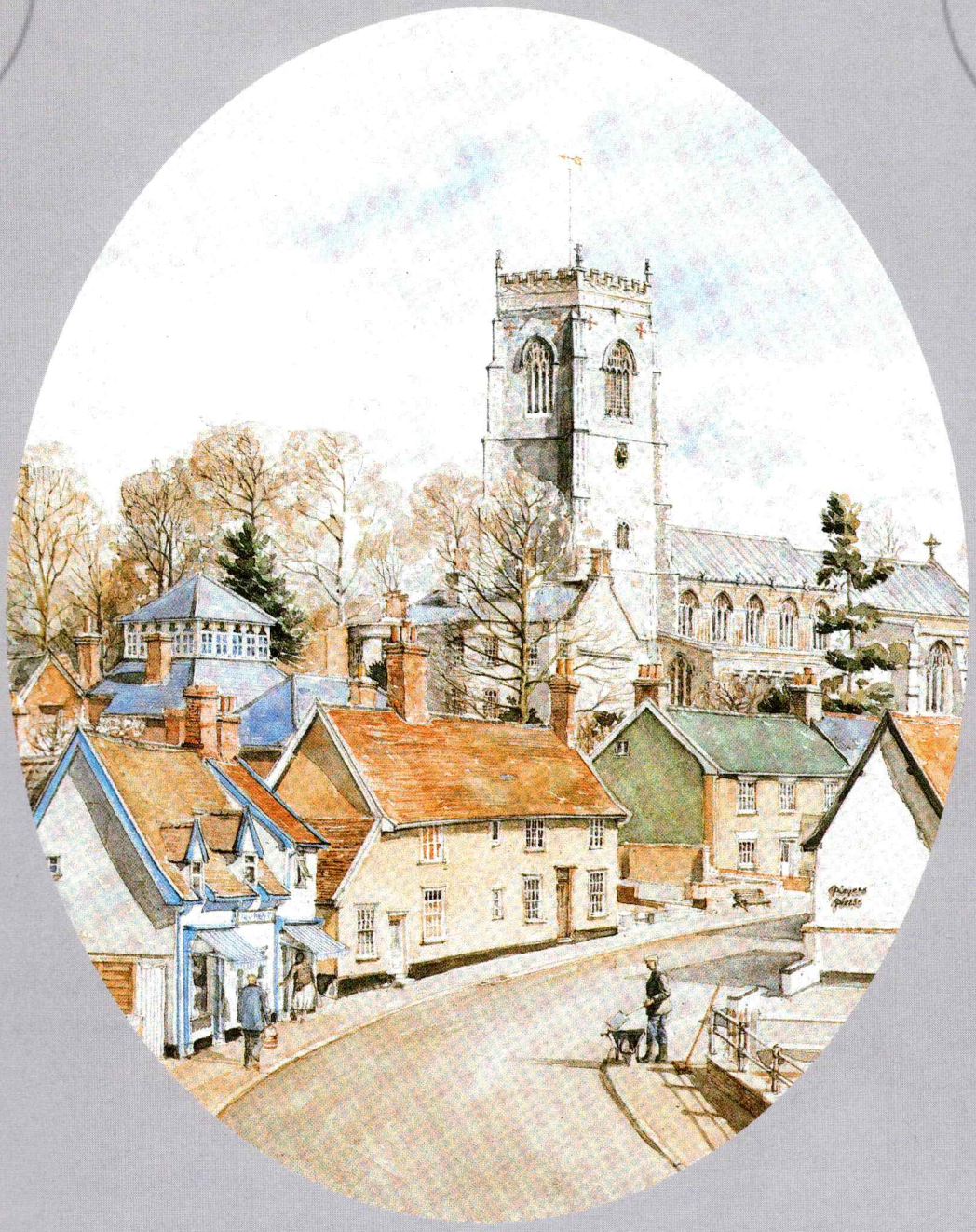

FRAM

The Journal of The Framlingham & District Local History & Preservation Society

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Fram

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

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Heir of Antiquity! - fair castle Town,
Rare spot of beauty, grandeur, and renown,
Seat of East-Anglian kings! - proud child of fame,
Hallowed by time, illustrious Framlinghame!

From: *Framlingham: a Narrative of the Castle,*
by James Bird (1831)

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FRAM

5th Series Number 14
December 2009
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Editor: M. V. Roberts, 43 College Road, Framlingham

The town of Framlingham is fortunate to have had a long succession of accomplished historians researching and describing the evolution of our town – Robert Hawes (*aka* Loder), Edward Clay, Richard Green, and more recently Commander Sitwell, a major figure in this Society for many years, and its former Life President. They have had, also, a distinguished successor until now, in Miss Muriel Leigh Kilvert, who passed away earlier this year.

A graduate of Oxford University, Miss Kilvert was a schoolteacher for most of her life, marking her retirement, however, by driving around the world by road in the early nineteen-seventies. The experiences that she enjoyed and endured in the course of this odyssey she described years later in her book *Around the world in a Green Goddess*, published five years ago, embellished with her own expertly executed maps, diagrams and drawings (the book can still be bought in a bookshop in the town).

But it was as an historian that Miss Kilvert has been of major relevance to our Society. Soon after this journal itself resumed publication in the 1990s, she provided for us an article describing the history of what had become her home parish, All Saints, Saxstead, at whose church she was a regular worshipper. "Saxstead" appeared in *Fram* third series number two December 1997. More recently, her paper "All Saints Church Saxstead" was published in this journal in December 2007 (*Fram* fifth series number eight).

However, her most significant contribution to the history of our town was surely her book, published in 1995, *A History of Framlingham*. With (again) Miss Kilvert's hand-drawn maps defining the expansion of the town over time, and a wide range of photographs, and other images, the book succeeds in being scholarly, informative, and also accessible to the general reader. Our former Society President, Richard Willcock, at that time Rector of St. Michael's Framlingham, wrote in his Preface to the work "In this book Muriel Kilvert gives details of the impact of the nation on Framlingham and of Framlingham on the nation and we thank her for it".

Although not a regular attendee at the meetings of our own Society, Miss Kilvert was always keen to share with interested people her detailed knowledge of the Framlingham area. I myself first heard her speak in 1998 when she gave a lecture in Stowmarket on the tithe books of Framlingham's distinguished Rector of the Civil War period, Reverend Golty. Earlier in that decade, she spoke at a meeting of our own Society, giving a general account of Framlingham's history. More recently, when the Suffolk Local History Council arranged to have their annual study day and guided tour here in Framlingham, it was Miss Kilvert who delivered the keynote address, giving her own theories as to the relationship of the town's current topography with the pre-medieval evolution of the township.

Framlingham owes a great debt to Muriel Kilvert for all her work on the town's history, and her sharing it with a wider audience. Fortunately, as, I hope, this journal proves, there are successors well able to build on her achievements.

WITCH-BOTTLES IN SUFFOLK

By Ralph Merrifield

(This article is an extract from a paper "The Use of Bellarmines as Witch-bottles", by the late Ralph Merrifield, originally published in The Guildhall Miscellany, *number 3, February 1954. It is re-published, with minor amendments, in* Fram, *with all due acknowledgements to the former Editor of* Guildhall Miscellany, *the late Doctor Albert Hollaender, and that journal's publisher, Guildhall Library, Corporation of London).*

The commonest type of witch-bottle ... was the cylindrical or steeple-shaped glass phial, containing urine and pins, or simply urine alone,[1] and it is probable that some of the examples which have been found of this kind are quite as early as the bellarmines themselves. Bottles of this type unfortunately cannot be dated closely, so that it would be difficult to compare the distribution of the witch-bottle in the seventeenth and eighteenth centuries. Too much weight cannot, therefore, be given to the evidence of the distribution of the "witchcraft" bellarmines described in this paper, for they occur in just those areas in which these imported jugs are most common. The use of the witch-bottle probably had a fairly general distribution by the end of the eighteenth century, and certainly was not limited to London and the eastern counties even in the late seventeenth century, although it may not then have extended very far beyond these areas.[2]

Nevertheless, there is some confirmation of the suggestion that the practice did in fact first appear in East Anglia about the middle of the seventeenth century, or a little earlier, and from this center spread rapidly into other parts of the country. The earliest record of an actual instance of the use of a witch-bottle seems to be an account given by William Brearley, once a Fellow of Christ's College, Cambridge, and quoted by Joseph Glanvil in 1681.[3]

Brearley was told this story by his landlord while he was lodging in a village in Suffolk, and it had evidently happened several years before. Unfortunately little is known of this gentleman's career, but he seems to have spent the last seven years of his life, from 1660 onwards, quietly as Rector of Clipstone, a village in Northants. He had been deprived of his living under the Commonwealth in 1644, soon after his appointment, and might well have passed the next sixteen years in various parts of East Anglia. His stay in Suffolk may equally well be attributed to a slightly earlier period of his career, but it can hardly have been before 1630, for he came from a Lancashire family, and entered the University in 1629. There is a possibility that he was for a time Vicar of Burwell, on the Cambridge-Suffolk border, before his appointment to Clipstone, in 1644, but there seems to be some doubt about this. He was certainly told the story some time between 1630 and 1660, and the events described in it had happened a few years earlier – *i.e.* probably during the second quarter of the century.

The story concerns the curing of Brearley's landlady, who had been afflicted by witchcraft, and is worth quoting in full, in Glanvil's own words:-

> For an old Man that traveled up and down the Country, and had some acquaintance at that house, calling in and asking the Man of the house how he did and his Wife; He told him that himself was well, but his Wife had been a long time in a languishing condition, and that she was haunted with a thing in the shape of a Bird that would flurr near to her face, and that she could not enjoy her natural rest well. The old Man bid him and his Wife be of good courage. It was but a dead Spright, he said, and he would put him in a course to rid his Wife of this languishment and trouble. He therefore advised him to take a Bottle, and put his Wife's Urine into it, together with Pins and Needles and Nails, and Cork them up, and set the Bottle to the Fire, but be sure the Cork be fast in it, that it fly not out. The Man followed the Prescription

> and set the Bottle to the fire well corkt, which, when it had felt a while the heat of the Fire, began to move and joggle a little, but he for sureness took the Fire shovel and held it hard upon the Cork. And as he thought, he felt something one while on this side, another while on that, shove the Fire shovel off, which he still quickly put on again, but at last at one shoving the Cork bounced out, and the Urine, Pins, Nails and Needles all flew up, and gave a report like a Pistol, and his Wife continued in the same trouble and languishment still.
>
> Not long after, the Old Man came to the house again, and inquired of the Man of the house how his Wife did. Who answered, as ill as ever, if not worse. He asked him if he had followed his direction. Yes, says he, and told him the event as is abovesaid. Ha, quoth he, it seems it was too nimble for you. But now I will put you in a way that will make the business sure. Take your Wife's Urine as before, and cork it in a Bottle with Nails, Pins and Needles, and bury it in the Earth; and that will do the feat. The Man did accordingly. And his Wife began to mend sensibly, and in a competent time was finely well recovered. But there came a Woman from a town some miles off to their house, with a lamentable outcry, that they had killed her Husband ... But at last they understood by her that her Husband was a Wizard and had bewitched this Man's Wife, and that this counter-practice prescribed by the Old Man, which saved the Man's Wife from languishment, was the death of that Wizard that had bewitched her. This story did Mr. Brearly hear from the Man and Womans own mouth who were concerned, and at whose House he for a time Boarded, not is there any doubt thereof.

There are several points of interest in this story, apart from its location in Suffolk at a relatively early date – almost certainly slightly earlier than any of the bellarmines described in this article. In the first place, the people concerned knew nothing of the practice until they learned it from the old man who was traveling about that part of the country. It was not one of their own folk traditions, but apparently something quite new to them. Here then we have a contemporary record, albeit at third hand, of the introduction of the practice into a Suffolk village.

In the second place, we find the story being passed on a few years later to a University man, who was clearly impressed, and evidently spread the news of the apparent effectiveness of the practice in the learned world, where it was accepted without question by such men as Glanvil (an F.R.S.) Its rapid diffusion through the country then became inevitable, and it was obviously assisted by the publication of such books as Blagrave's *Astrological Practice of Physick* and Glanvil's *Sadducismus Triumphatus*.

Notes:

1. cf. *Archaeologica*, vol. 46, pt. 1, pp. 133-4 and footnote.
2. Blagrave had certainly introduced the use of the witch-bottle into Berkshire before 1672. (See note 4 [J. Blagrave, *Astrological practice of physick* (1671) p. 154]).
3. J. Glanvil, *Sadducismus Triumphatus; or, Full and plain evidence concerning witches and apparitions* (1681) pp. 205-8

I'LL PASS THIS WAY AGAIN!
THE STORY OF ROMAN ROAD

Roman highways and byways covered most of this green and pleasant land shortly after the Conquest. These lines of communication were the lifeblood of the Imperial Army as they spearheaded their advance to the four corners of Britain. The legions came first, paving the way for the engineers who built roads, bridges and staging posts. Following this advance then came the civilian administrators.

On Sunday 27 July 2008, excavation work began on a long-forgotten section of Roman road that ran near to the boundary of Framlingham and Saxtead, known locally as Gypsy(s) Lane.

This particular section of road most certainly dates back to the period of the Emperor Hadrian as coinage from the site has been found. An army of Roman engineers plus hundreds of local labourers were employed in constructing the M1 of its day, driving through woodland, thick vegetation, rock, earth and sand, plus the many and varied rivers and untamed streams. Snow, ice, storm and floods proved no hazard to the relentless drive by these road builders to achieve the eventual prize of overall conquest of not only the inhabitants but of mother nature herself.

The endless amount of building material that had to be used was not just obtained locally, but also brought in from miles away. Targets are nothing new and even the Romans had them, setting the day-to-day distances (to date no mile-stones have been recovered) to be constructed and even to them time was money and the relentless drive was never-ending. The question is often asked who were these road builders? Were any of them injured carrying out these hard physical tasks? Who fed and watered this army of road builders? The army paymaster paid the Roman engineers, but who paid the army of civilians? Was there a flat rate and did they get paid overtime? Did they work a seven-day week or was one day set aside for worship of the many and various gods? Endless questions, mostly unanswered, many theories and much guesswork.

Gypsy Lane is well known to the people of Framlingham, but not so well known was that hidden from view underneath the ground for hundreds of years was an original Roman road. Our medieval forebears in turn had built on top of the Roman road, which of course meant a vast amount of this building material had to be removed before the archaeological work could even start on the original surface.

It was felt that this was an opportunity too good to miss, and when the local based Suffolk Deserted Medieval Settlements Field Team had completed the phase two of the Birds Meadow Tudor House archaeological dig in the next field, an early start on the Roman road would be the next exercise. Many hard and long hours of physical work had been carried out on only small sections of the road and the River Winknel, to give the team an idea of what was required during the weeks ahead. The team had also to contend with a landscape that had gone through an enormous change since the early Roman occupation, and nothing is ever what it seems. Many even remarked, "If only we had a time machine to take us back", with apologies to H. G. Wells; we hadn't got a time machine so we had to paint our own picture of the past, which at every stroke gave us yet another answer, or at least some of it.

The following is a precise report of part of the picture (written by a fellow DMS field team member, Mr. Rick Osborn) made shortly after phase one of the dig had been completed and all exploration trenches had in turn been back-filled and the lane returned to the landowner in its former condition. We very much hope that in the not-too-distant future the team can return and make a start on phase two of this exciting dig near to the Framlingham boundary.

Tony Moore
Member of the DMS field team

GYPSY'S LANE ROMAN ROAD: INTERIM REPORT (REPORT NO. 08/2)

Compiled by: **Rick Osborn for Suffolk Archaeology Deserted Medieval Settlements Field Team**

1. Introduction

The Roman road which Margary classified as 34b[i] is thought to have begun at Baylham House and then to have proceeded for one and a half miles until, when reaching Coddenham, the line of it becomes evident by virtue of the fact that the modern road follows the same course. On it goes from there, more or less straight until it reaches Pettaugh, where it realigns in a more easterly direction, heading perhaps for the coast. At around Peasenhall, however, the line defies further definition and the termination of the IXth. Antonine Itinerary at "Senomagus" is guessed at as being on some extension of the line just short of Yoxford[ii]. For much of its known length, 34b is followed with few diversions by the modern A1120. There is, however, one section where the modern road leaves its ancient guide at Saxtead Green and meanders off through Saxtead Bottom and Dennington, to rejoin the old line some 6.4 crow-flown kilometres later at Badingham. In that section, the line the Romans drew is hinted at only by footpath, field-edge and a short stretch of the metalled road from Framlingham to Capon's Green. In one short section also, the line runs invisible across open fields, except for a hundred metre stretch through a ten metre wide declivity called Gypsy's Lane running down from a back road to a crossing of a small tributary of the River Ore known locally as the Winknell. It was at this site that Suffolk DMS Field Team, with the kind permission of the landowner Mr. Robert Watts, excavated several sections of the road during August and September of 2008. Excavations had to be halted and backfilled at the end of September, because the area is used as game covert, but Mr. Watts indicated that they could recommence in February 2009. What follows is a much-summarized collation of the findings of this first phase of the excavations with a view to the planning of the second phase.

2. Site description

As stated above, the line of the road passes through a declivity with banks varying in height between 0.5 and 1.5 metres. Given the profile of this section of ground as shown in figure 1, it is plausible to suggest that the declivity is in fact a cutting constructed to relieve the steepest section of the slope leading from the north-west down to the river crossing. It will later be argued that the most likely constructors of such a cutting would have been the builders of the Roman road.

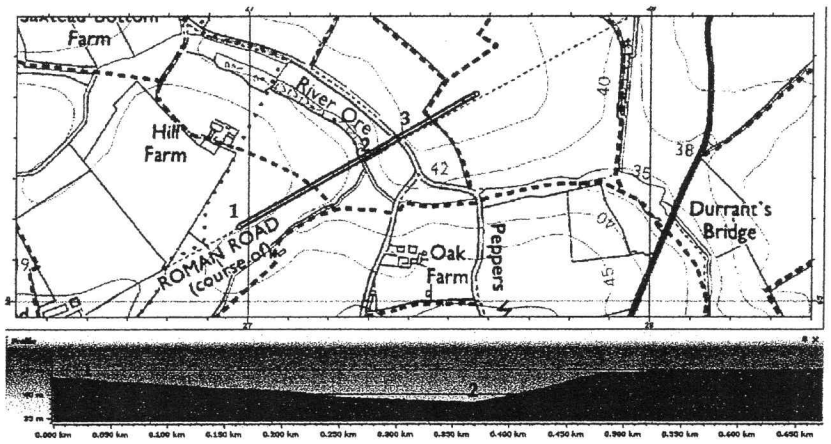


Figure 1: profile of line shown on map
The vertical scale of the profile is exaggerated approximately X10
The declivity containing the site is located between points 2 and 3

All of the excavations carried out were located within the declivity and within 15 metres of the river. Figure 2 shows the trench plan.

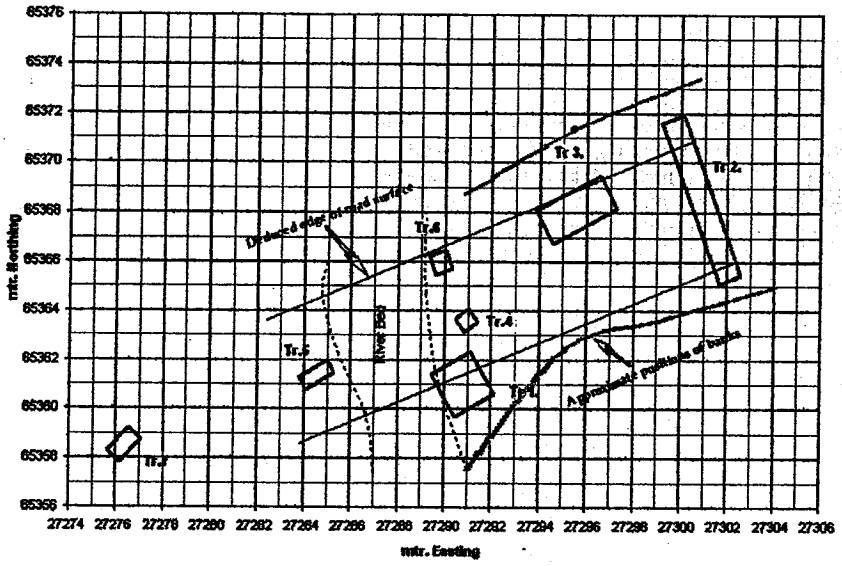


Figure 2: plan of trenches which formed the excavations carried out in phase 1.

The general appearance of the site before excavations commenced was as follows. As stated, the site lies in a linear sunken feature which is bordered to the west and south by arable fields; to the east by a small by-road leading from the A1120 to Framlingham and to the north by an extensive piece of meadow land. Most of the site lies to the east of the Winknell but a stretch of about twelve metres lies to the west. The river cuts across the line of the road. The ground on the eastern side slopes gradually down to the river descending to the stony bed by a "bank" of no more than 250 mm. in height. On the western side in contrast, there is a vertical bank of about 1.5 metres from which the ground slopes up to the boundary with the arable field.

Before excavation, the whole of the declivity was covered in scrub. Although dense, little of the vegetation away from the sides of the declivity seemed to be of a height to suggest that it was more than a few decades old and consisted mainly of nettle, bramble, hawthorn, elder and field maple.

Before excavation began an area of about 60 m^2 was cleared of vegetation on the eastern side of the river with a further 35 m^2 on the western side added at a later stage. With the scrub cleared, it was evident that the floor of the declivity was roughly even, with the exception of an area of about 12 m^2, close to the river on the north side of the declivity between where Trenches 3 and 4 where subsequently dug (see figure 2). Here there were two pronounced dips in the ground. Figure 3 shows a section taken along the northern edge of the declivity and thus shows the maximal depth of the dips. In a north – south direction the dips sloped up to meet the level of the surrounding ground about halfway across the declivity.

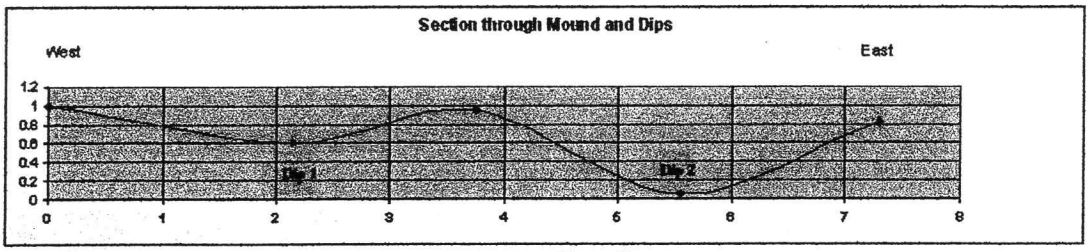


Figure 3
Section through undulating area
Units are metres.

3. Procedure

After the vegetation had been cleared, it was noticed that a gap in the high western bank of the stream with a slope leading down to it seemed to signal a crossing point, possibly a ford. This was off the centre line of the declivity and it was conjectured that perhaps the road curved at the point where it crossed the river to take advantage of some feature of the ground yet to be discovered. This view was encouraged by the fact that the southern bank of the declivity curves away at this point as is indicated in figure 2. Trench 1 was therefore opened up at this point to see if any trace of the road could be found. At the same time soil and roots where cleared in a one metre strip across the width of the declivity and well away from the dips. From this, Trench 2 was opened with the intention of exposing a section across the declivity in ground that seemed least disturbed. Subsequently, Trench 3 was opened in an attempt to ascertain the cause of the dips. Once the orientation of the road's edges had been discovered, trenches 4, 5, 6 and 7 were opened in order to obtain answers to specific questions which had arisen. Apart from recording these excavations, a study was made of the river bank and bed. Levels of the site and features found within it were taken. Soil samples were taken at various points. The following account of what was discovered by these operations is ordered so as to best enable clarity of exposition; it does, however, by and large follow the chronological order of operations.

4. Excavations

Trench 2.

Although not the first trench to be opened, because it sectioned the width of the declivity, Trench 2 proved to be the key to subsequent operations and an account of it is thus given first.

After clearing the topsoil, a layer of stone was found which, at the centre of the trench, was no more than 100 mm. below the soil surface. Towards the ends of the trench, the stone layer dipped to about 400 mm. below and terminated half a metre or so from the banks marking the boundaries of the declivity. The surface of the stone layer is shown in figure 5; the sloping edge in figure 5.

Figure 4
The surface of the stone layer in Trench 2

Figure 5
The dipping edge of the stone layer in Trench 2.

Once the surface had been exposed across the whole breadth of the trench the following aspects were noted:

- the surface was roughly even across its breadth but dipped sharply at the edges;
- the stones comprising the surface were of two types, the first being on average 50mm. in diameter, the second being smaller, pea-shingle sized;
- the integrity of the surface was better preserved towards the edges than in the centre where sometimes considerable erosion was evident;
- beyond the dipping edges on each side was an area of what appeared to be infilled ditch before the banks of the declivity were met;
- the distance edge to edge of the surface was 5.2 metres

The stone clearly constituted the running surface of a road, but the date of it was difficult to ascertain. The general size and form of the road, assuming that the rest took the same form as the fragment revealed, conformed to that of a Roman road as described and discussed by Davies[iii]. This was evident by virtue of the following:

- the metalling was cambered, dipping sharply at the edges into what appeared to be flanking drainage ditches;[iv]
- the width (5.2 metres) is equivalent to 17½ pedes and falls within the central sector of the curve of distribution of Roman road widths[v].

All the stone was removed from an exploratory area in the centre of the trench. Below the stone, the upper surface of a layer of soil of a very different character to the top soil was found and it was decided to excavate this across half the width of the road which was done to an eventual depth of 750 mm. At this depth a layer of clay typical of the local geology was found. The layer below the stone was of a very different character consisting of a sand and gravel mixture which was assumed to be the road's foundation. Below this, was found another layer of stone consisting of large flints of about 100 – 200 mm. in breadth. A representation of the layers in Trench 2 is shown in figure 6. Soil samples were taken at the depths shown in figure 7.

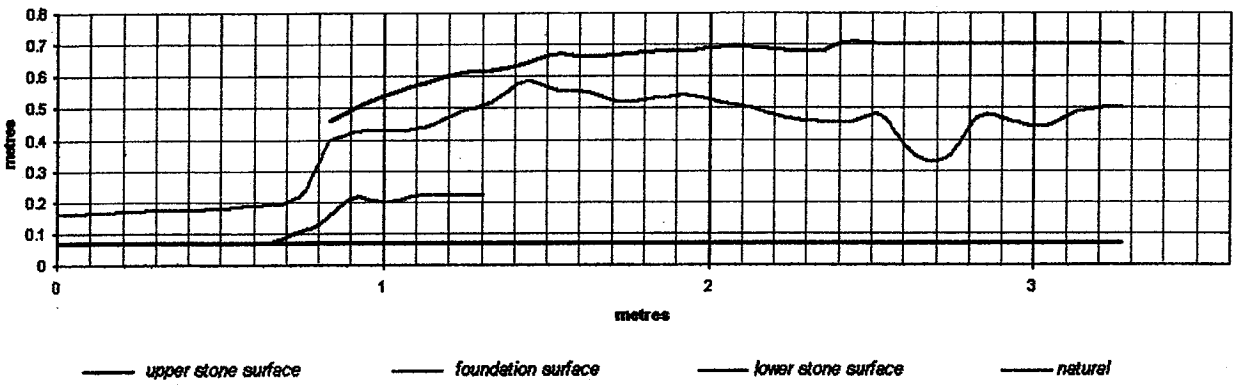


Figure 6
Section of northern half of Trench 2.

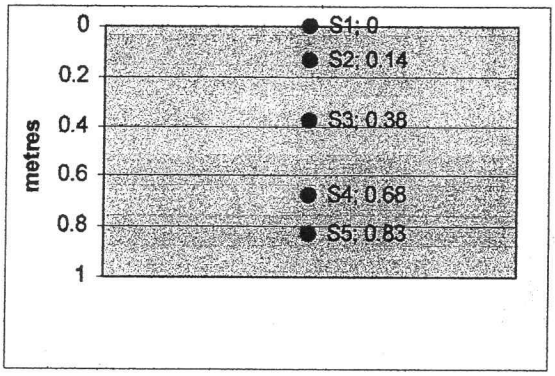


figure 7
Location of points from which soil samples were taken from north side of Trench 2 at 1.26 mtr. from trench origin

It is worth pointing out at this stage that none of the samples taken between the topsoil and the lower stone section show evidence of the local natural clay geology. Rather they display a much higher sand and gravel content.

Trench 3

As was stated above, to the west of Trench 2 the ground was marked by a pair of pronounced dips and trench 3 was opened to investigate the cause of these. Further evidence of the road surface was found to the east of Dip 2 (figure 3) but this was interrupted by Dip 2 which had therefore been dug through the road at some time later. The infill of the dip was excavated and contained several pieces of evidence of its having occurred very recently. These included some rusted sheet steel and a piece of polythene sack which had once held an ICI product. It was decided that the most probable explanation for the dips were that road material had been quarried probably using a mechanical digger and the resultant depressions had been partially filled in by a mixture of soil and farm rubbish and that all this had occurred quite recently. Profiles, drawings, photographs and soil samples were taken before the trench was backfilled.

The River

The discovery in Trench 3 of a further section of road surface yielded a second reference point for the road edge. This enabled the alignment of the road to be deduced and is as shown in figure 2. In turn, this prompted examination of the river bank in an area suggested by the alignment and a layer of stone was found there. This can be seen in Figure 8.

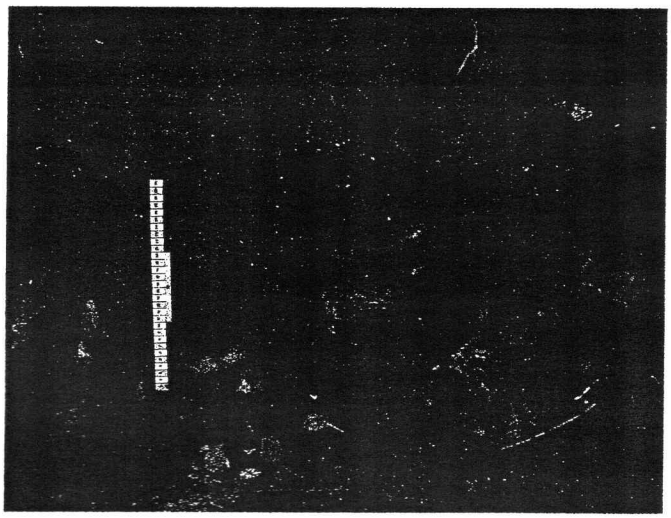


Figure 8
Stone layer in the west bank of the river

Figure 9 is a representation of the vertical face of the west bank. The area between "Road South edge" and "Road North Edge" is as predicted from the alignment of the road deduced as above.

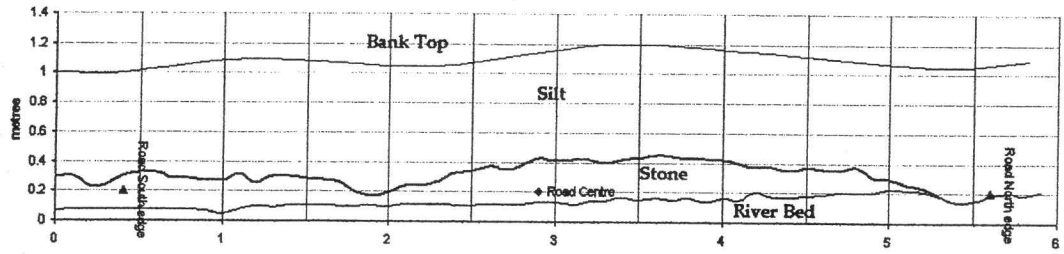


Figure 9
Section of west bank of river

It is noticeable that the profile of the stone layer does not conform to the regular shape seen in Trench 2 (figure 6). Given that there is almost a metre of silt above the surface of the stone, it is reasonable to suppose that the latter was under water for a considerable period. The roughly cambered appearance of the stone layer suggests that at the time of its building it was not intended that this section should be covered by water. The pattern of its deformation (i.e. less on the northern, upstream side and more on the downstream side) suggests that the water passing over the surface was of sufficient velocity to cause compaction of the upstream side of the mound, but scouring of the downstream side.[vi]

Trench 1

As stated above, this trench was originally opened with a view to investigating whether there had been a river crossing near the present one, which is some two metres south of the "Road South edge" mark shown in figure 9. However, as will be clear from the above account of the road's orientation, the trench was misplaced for that. Besides this, the trench's proximity to the river meant that its lower section became periodically covered by water. However, a dry spell during September lowered the water table and enabled a better view of the trench and also, incidentally, a window during which the measurements could be carried out which produced figure 9 above. Trench 1 was widened in the direction of the road edge. Road material was found but at a depth of 400 mm, which was greater than in trenches 2 and 3 and more in keeping with the evidence of the river bank. Beneath the topsoil the layer above the road material was similar in nature to that which constituted the west bank. The material around the deduced southern edge of the road was, in two main respects, different in character from that evidenced in trenches 2 and 3.

- Instead of a distinct edge separating the road material, there was a gradation from consolidated gravel to loose gravel to predominately silty soil.
- At and somewhat to the south of the line of the deduced edge, there were a number of large flints up to 250 mm. across.

Trenches 4 and 6

These two small trenches were opened to establish the continuity of the surface across the road in the vicinity of the river and to establish levelling points. The surface was found to exist between the deduced edges at this point.

Trenches 5 and 7

These were dug to discover whether and to what extent the surface extended on the western bank of the river. Trench 5 presented results which differed little from those afforded by Trench 4 and the river bank exposure but it did also give a levelling result which is of interest and is discussed further below.
Trench 7 yielded evidence of a surface but the depth and surrounding materials were of a different character form the other trenches (figure 10 shows a section).

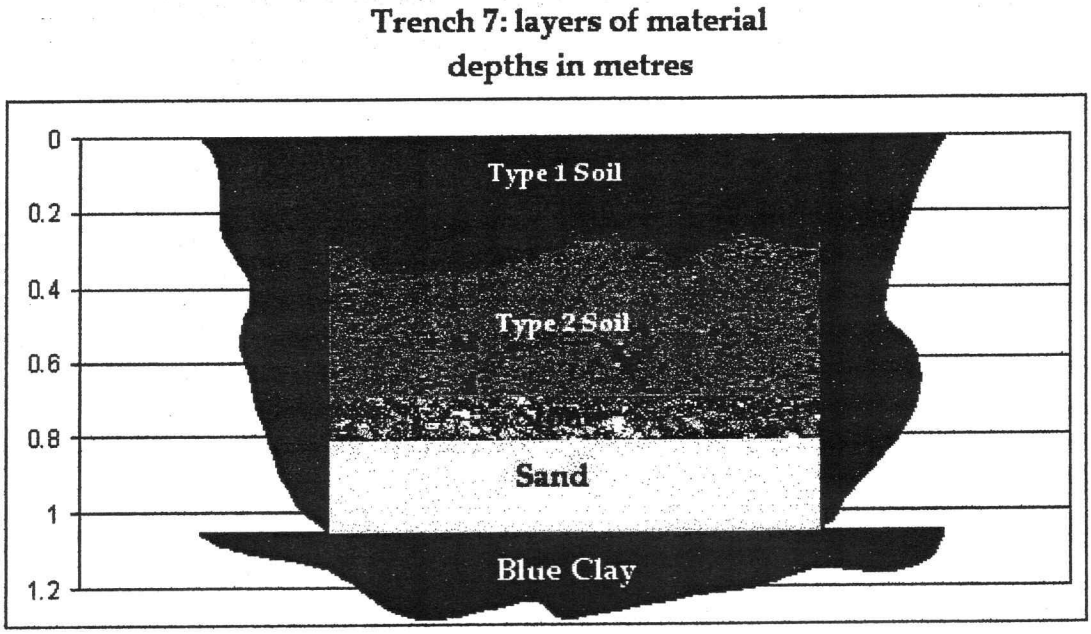


Figure 10

The precise nature of soil types 1 and 2 have yet to be established. What is noticeable from figure 10 is that the road material (stone and sand) is thinner than found elsewhere amounting to less than 200 mm. Also the sand contains much less gravel. The presence of a piece of fired terracotta in the sample of blue clay might suggest that the latter is not natural but, given the cramped conditions within Trench 7, the fragment may have fallen from a higher layer during sampling.

4. Levelling Data

As has been mentioned, levelling data was taken from the surfaces found in the trenches. It was also taken at ground level beside the trenches to gain a comparison with the current lie of the land. Figure 11 displays a comparison of the two sets of readings.

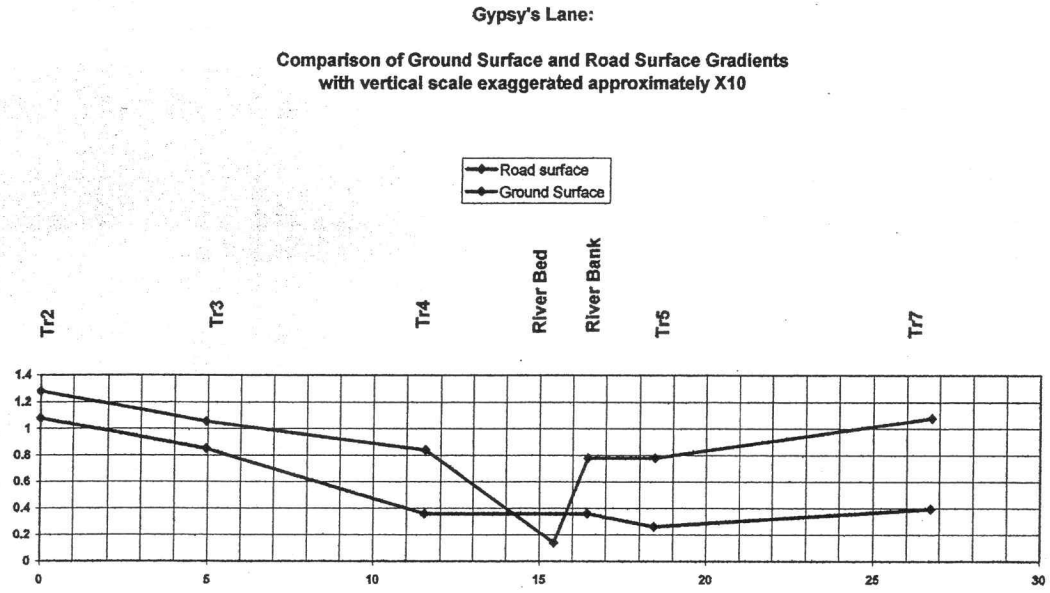


Figure 11

As can be seen, the two surfaces run parallel between Trenches 2 and 3 but diverge slightly between 3 and 4. An examination of the sub-surface soils from the Trenches 1, 4 and 6 line suggests that silt may have been deposited by river flow here as seems also to have been the case with the west bank. Trench 7 was right on the dividing line between the rough ground and an arable field which does not contain a declivity comparable to Gypsy's Lane. This suggests that a road surface may be intact across a part of the field, since at about one metre deep it is unlikely to have been affected by ploughing.

It is also worth noting that on the basis of these, admittedly few, measurements, the road surface appears to further descend under the west bank. If this proves to be the case then any remaining evidence of the Roman river crossing may well lie there.

5. Finds and Dating

Very few finds of a datable nature were encountered. A tiny potsherd which might be black burnished ware was found in the substrate in Trench 2, also a horse shoe thought to be of medieval pattern was found just beneath the stone in this trench – see figure 12.

Page 16 is missing

It appears to be missing
from all copies. Printing error?

during the fourteenth Century, it is difficult to see why anyone would go to such trouble constructing a road here in the post-medieval period since by then, it went nowhere. This constitutes strong grounds for regarding the excavated structures as of Roman date. What militates against this, however, is how close the upper surface is, in places, to the modern surface being as little as 100 mm. The lower stone surface seems a much more likely candidate in this regard. However, many examples exist of Roman roads having undergone more than one phase of construction. Rarely did the builders remove the old surface before building a new. Rather, they constructed the latter directly upon the, perhaps damaged, remains of the older road. Clearly, more work is needed to clarify this situation.

In addition, we need to consider the origin of the declivity in which the road sits. Clearly it existed before the road was lain in it since the base of the road material is in places 2.5 metres below the fields flanking it. Its having been worn or engineered prior to the road's building seems implausible, and the most likely explanation is that it is a cutting made by the road's engineers to relieve the steepest part of the slope down to the river – see figure 1. Davies gives a discussion of the engineering of road gradient in Roman roads,[x] and this provides a good basis for comparison when more levelling work has been done along the length of this section.

6. The River

As has been intimated, there is ample evidence to suggest that the River Winknell did not always flow in the same place at this point in its course. The depth of silt above the road surface near the present stream bed implies that the river was deeper in the past and wider, perhaps by as much as three metres. The fact that the road surface appears to be descending west of the current bank suggests that the course may have been further in that direction, in Roman times. Given that sea levels seem to have risen from the Roman period and to have peaked at around 1100, a possible scenario would be for the road to have had a constructed crossing west of the current bed, and for this then to have been submerged during the medieval period. Subsequently, as water levels fell again, a new course was cut, dissecting the silt and ending where it now is.

7. What is to be done?

We need to move forward on at least three fronts.

1. Further consultation of relevant literature and other sources of information is probably the only way to clarify the dating problems described above.

2. Closer examination of soil samples is needed to clarify:
    a. the nature of the road materials;
    b. possible locations for the origin of them;
    c. the assumed fluvial origin of the bank silts

3. Field work is needed to extend our understanding of:
    a. the river's past;
    b. the location and nature of the Roman crossing;
    c. the nature and direction of other parts of the road in areas other than those covered by these excavations.

Notes

[i] Margary, I. D., *Roman Roads in Britain.* 3rd edit. (1973) pp. 265-6.
[ii] Rivett, A.L.F & Smith, C., *The Place-Names of Roman Britain,* (1979), pp. 168 –170, 456.
[iii] Davies, H., *Roads in Roman Britain,* (2002) *passim.*
[iv] see diagram in Davies *op. cit.*, p. 33.
[v] Davies *op. cit.* p. 74.
[vi] For an account of this process see for example Morisawa, M., *Streams: their Dynamics and Morphology,* (1968), p.39.
[vii] Davies, *op. cit. passim.*
[viii] Leighton, A.C., *Transport and Communication in Early Medieval Europe AD 500 – 1100,* (1972), pp. 58-9
[ix] Hindle, P., *Medieval Roads and Tracks,* (2008), p. 5.
[x] Davies *op. cit.* ch. 8

Phase one of this archaeological excavation ended with all members of the participating team carrying out an extensive field walk in the area closely surrounding the direction of the road (fields that had been cleared of crops). This was in order to try and find evidence of scattered Roman building material (*i.e.* bricks, tiles, stonework and also perhaps pottery or glassware). However, nothing of note was to be found.

Looking to the future and the beginning of what we hope will be phase two, it was felt that we must encompass a much wider area to field walk, spending time looking for further evidence before further physical work begins on any excavation on the road in earnest. The road is extensive and covers many miles in both directions from Gypsy(s) Lane, so the range of further field walking would have to be planned with much thought and care to eliminate wasted working hours.

As previously mentioned, more detailed research must be undertaken with regard to the local geology, and this would also have to include our small waterways, streams and rivers, which since Roman and indeed medieval times have been through vast changes.

Not everything is what it seems and is far from being straight forward, and this includes the Roman byways and highways, because even some of these could throw up many red herrings, and include unusual and unexpected twists and turns.

TM

(The Framlingham and District Local History and Preservation Society is most grateful to the Suffolk Archaeology Deserted Medieval Settlements Field Team for authorizing publication of this paper in Fram *and, in particular, to its compiler, Rick Osborn, Mel Birch and Tony Moore).*

A HISTORY OF BOWLING IN FRAMLINGHAM

By Terry Gilder

Bowling is an ancient sport. Research at the headquarters of English Bowling at Worthing indicates that bowling is possibly one of the oldest of sporting activities.

J P Monro (Bowls Historian to the Royal Victorian Bowling Association, Australia) suggests that the Greeks took a game with round stones to the island of Rhodes.[1] French sailors brought it to Marseilles whence it spread across France, and then with the Normans reached England. Names for the sport such "jeter de pierre" or in Latin, "in jactu lapidum" (whence may have come the term "jack") have been found. It was not until the reign of Henry VII that the name "bowls" began to be used, coming from the Latin "bulla" through the French "boule", which word today describes their game with similar objectives, if not method.

The Reverend Frosbroke, in his writing about Norman Castles of the twelfth century, asserts that amongst its appendages was a "straight bowling alley".[2] This brings us close to an explanation of Framlingham's bowling history. Framlingham can claim one of the oldest bowling greens in existence. Reverend Richard Golty, whose name has occurred in the articles of this journal several times over the years, recorded in the parish archives that in what had been the park attached to the castle were, "Castle yards, 4 acres, John Moore had them in 1649....and an acre of barley in *the bowling aly"* [T.G.'s italics].[3] It seems that bowling greens may have been of two kinds, the private narrow greens (alleys) which were the preserve of the privileged and rich, and the more open public "yards" where more ordinary folks played. In fact there is considerable evidence that well into modern times bowling had an illegal flavour for other than nobility, dating back to medieval times when laws were in existence to prohibit sporting activity except archery, which men were expected to practise in preparation for national defence.

In his history of Framlingham, published 1834, R Green writes of the pastimes of the town as follows,

> In Summer there is a fine bowling green adjoining the Castle for recreation abroad. There can be little doubt that the latter is a spot which has from time immemorial been used for the enjoyment of bowling, even among the once noble inmates of the Castle, in fact its very situation within the immediate precincts of the old walls where there were arbours, pleasant walks and trees planted for profit and delight, warrants such a conclusion, more particularly as bowling greens were generally a necessary appendage to baronial residences, affording an amusement best calculated, as the poet Green says, 'to cure the mind's wrong bias-spleen'.[4]

The first of the maps shown at the conclusion of this paper, dated 1833, shows the bowling green where it is today.[5] The second map is from the archives of Pembroke College. It was a survey and plan commissioned by the College. Though it is undated, it appears older than the Green map and gives more interesting historical detail. Framlingham's green is established as the oldest recorded green in Suffolk and among the oldest in the country.

Green continues,

> The Green is open from the first week in May to the first week in October, and two clubs are held, viz., the Tradesmen's on Wednesday and the Gentleman's on Thursday every week during the season.

Little mention of bowling appears in the nineteenth century issues of the *Framlingham Weekly News*. This appears to correspond with a national picture which records "that bowling tended to languish until various developments towards the end of the century".[6]
In Scotland, where innovation in golf was matched by the interest in bowls, one William W Mitchell drafted a body of laws of the game which were amended and developed by James Brown, another Scot, in 1892.[7] These laws were to influence bowls everywhere and, in particular, Framlingham.

In 1899 the Australians John Young and Charles Wood led the formation of the Imperial Bowling Association. This encouraged Dr. W G Grace who, coming towards the close of his notable cricket career, became interested in bowling and developed bowling at Crystal Palace where he was the manager of sport. From this came the formation of the London County Club, of which he was secretary, then the English Bowling Association on the 8th June, 1903.

In Framlingham bowls was being played on the green which had an inbuilt problem; it was not level. To counteract this the Framlingham gunsmith, Norman had made bowls with an exaggerated bias. This gave rise to interesting situations, including the one mentioned in the *Framlingham Weekly News* of 21st August, 1909:

> Sad to relate, not one of the members of Framlingham Bowling Club who visited Saxmundham on Monday succeeded in achieving anything worth talking about. ***This result is due entirely to their biased bowls, which, though best adapted to the Framlingham green, are next to useless on level courts of the Scotch pattern.*** [T.G.'s typography]. The Framlingham bowlers will probably play in tournaments next year and for years after that, but it would be well for them to recognize that only Scotch woods will be ever likely to triumph, and achieve the success which up to the present they have vainly been striving for, for they must lay their "curlers" aside for those occasions in favour of the straighter pattern.

Committee meeting minutes of this period indicate how the club sought to come to terms with the newer ways of playing the game.[8] The green and the "curling bowls" lent themselves to only one, or at most two, games going on at the same time (what is known as a roving jack). The only way to play the Scottish style in straight rinks, which had been fixed at 21 feet wide, was to find another green At the meeting on 6th August, 1919 it was decided to hold a tournament on the College Grounds (if permission could be granted). This happened and 44 teams turned up to play 122 singles matches. These events continued through the 1920s and the 1930s.

The development which really ensured the future and the success of the club came through the enterprise of probably the best bowler ever to play for Framlingham, Ken Freeman, and the generosity Mr. James Mason Martin. In 1948 the former purchased the green freehold from Pembroke College. They were owners of the Castle and its surrounds by virtue of Sir Robert Hitcham's endowment with them as trustees, dating back to his will of 1636. Mr. Martin, an Ipswich solicitor, then approached Ken Freeman and bought it from him and presented it to the members of the club as a gift in memory of his father John Martin, a former member of the club. Ken Freeeman's version of the unevenness condition was that the green sloped some four feet towards the Mere. Another prominent Framlingham bowler, Jack Hazelwood, suggested in 1957 that the green was saucer-shaped.[9]

Whatever the problem, Ken Freeman's idea was that if the club owned the green it could be properly dealt with. The AGM on 15th December 1951 endorsed his plans with the recommendation that the green be leveled. With help of workman from the Castle staff, paid for by Freeman himself, and using the considerable skill of a local farmer, Herman Kindred

(a nationally acknowledged expert on grass seed), the green came to be the renowned surface that it now is.

Both Suffolk and the club were slow in joining the national moves to organize and regulate the game. Suffolk formed a County Association to which Framlingham affiliated in 1922. It was, however, not until 1934 that Suffolk, together with Norfolk, joined the English Bowling Association. Suffolk is first mentioned in the *National Handbook* in 1937. Framlingham was not one of the nine clubs named. This eventually happened in 1949, by which time 26 Suffolk clubs were so listed.

The club enjoyed its most successful period in the 1960s and the 1970s with the afore-mentioned Ken Freeman achieving selection for the national team. This was the period when the most County championships were won. Jack Hazelwood served as County President in 1955. He was awarded the MBE in 1961. Two other members have been elected to be County Presidents, Robert Taylor in 1990 and Dudley Page in 2009.

Lady members had had a section before the war, but it appeared to have lapsed because at the committee meeting of 17th July, 1957, the secretary reported

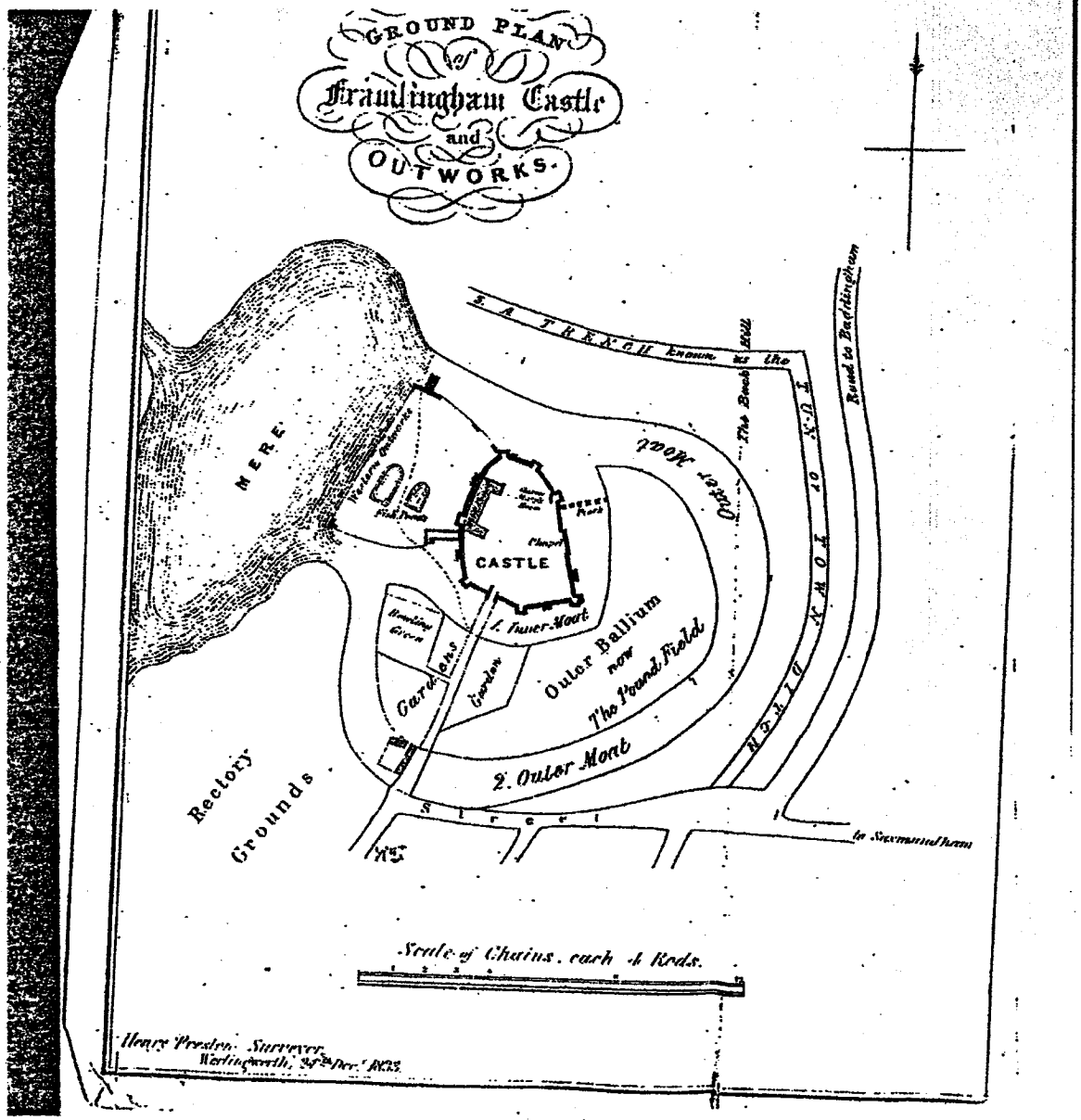
> That there was some desire among ladies - some of whom were old members of the ladies' section - to revive the section After discussion it was generally agreed [underlining as in original minute] that lady members would help to add to the social side of the club".[10]

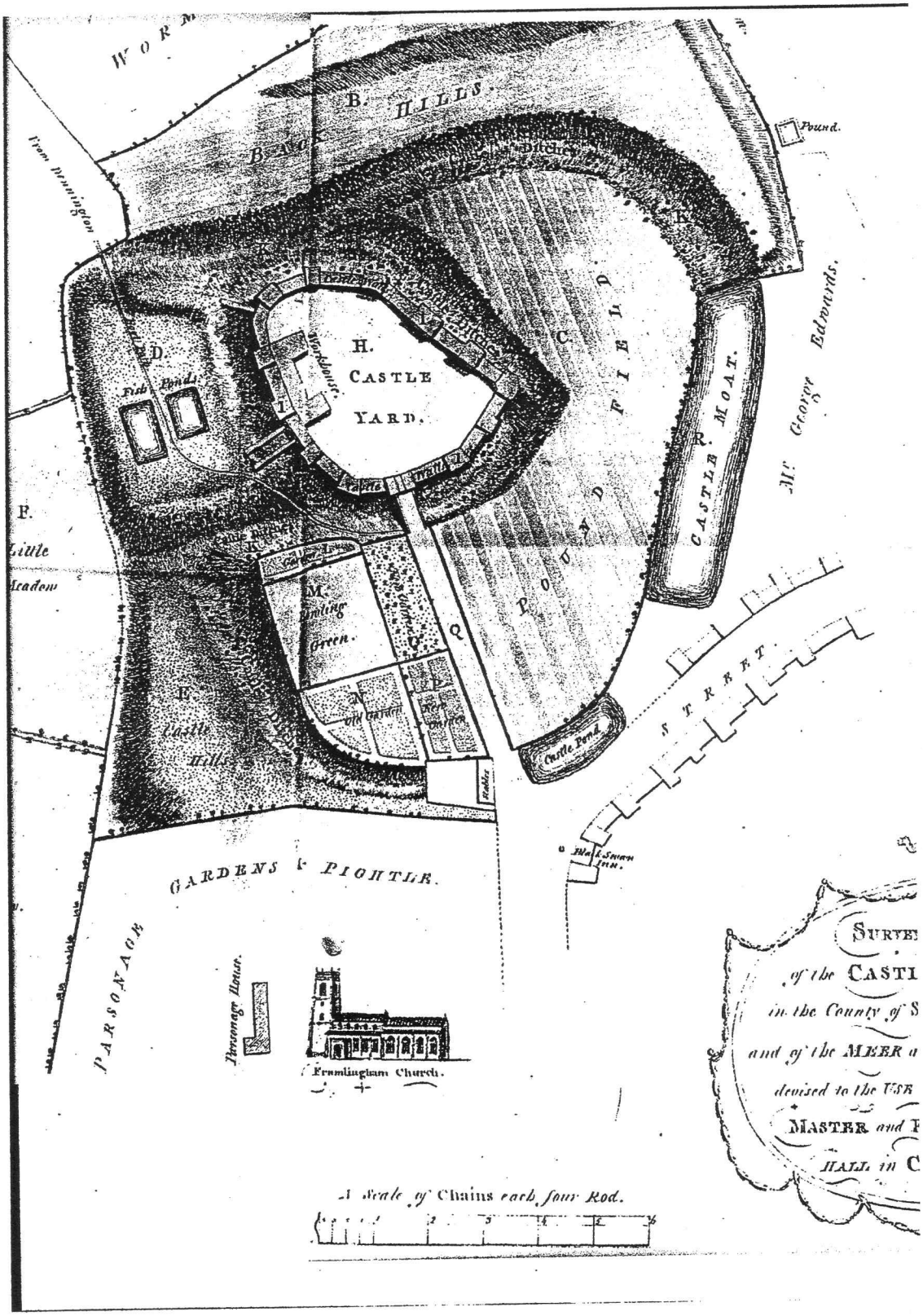
Since that time the lady members have become increasingly important in all aspects of the club's functioning, including providing some of its most accomplished players. With the establishment of Bowls England in 2007, replacing the English Bowling Association, men and women hold membership of clubs with equal status.

It was at the 1957 AGM that the decision was taken that the full and correct club title should be *Framlingham Castle Bowling Club.* Thus the edifice and the venue that had brought the green, and therefore the club, into existence, were acknowledged. Visiting players from all over the country express delight at the opportunity to play on one of the best surfaces and one of most the pleasant settings of any green in England. And each year the club still plays a competition using the "curling" Framlingham woods! The winner's trophy for this (two woods and a jack on a sloping green base) was presented to the club by Tony Martin to commemorate his grandfather's gesture.

Editor's Notes

1. J. P. Monro, *Bowls Encyclopaedia* (1951).
2. *Ibid.*
3. *Fram: the Journal of the Framlingham & District Local History &Preservation Society,* 3rd Series, no. 1 (August 1997) p. 10; *ibid.* 3rd Series, no. 2 (December 1997) p.4; and most notably A. Goulty, "Richard Golty, Rector of Framlingham 1630 to 1650, and 1660 to 1678" in *ibid.* 3rd Series, no. 10 (August 2000) pp. 20-28.
4. R. Green, *The History, topography, and antiquities of Framlingham and Saxsted ...* (1834).
5. *Ibid.*
6. Monro, *op. cit.*
7. D. W. Brown, "The Story of the Scottish Bowling Association 1892 – 1922" *in Notes on city and county associations* (1923).
8. At present, the Framlingham Bowls Club Committee meeting minutes are held by the Club's Honorary Secretary (at this time, the author of this paper) rather than in a public repository. However, *Lambert's Family Almanacks* over the period 1872 to 1914 makes numerous references to the Bowls Club. *Vide* J. McEwan, *Lambert's Framlingham (1871 – 1916)* (2000) pp. 72 – 115.


GROUND PLAN
of
Framlingham Castle
and
OUTWORKS.
MERE
CASTLE
Chapel
1. Inner-Mount
Outer Ballium
now
The Pound Field
2. Outer Mount
Gardens
Garden
Rectory
Grounds
Street
to Saxmundham
Scale of Chains, each 4 Rods.
Henry Preston Surveyor
Worlingworth, 24th Dec. 1832


B. HILLS.
Pound.
Ditches
H.
CASTLE
YARD.
C.
POND PIECE.
CASTLE MOAT.
Mr George Edwards.
D.
Fish Ponds.
Workhouse.
F.
Little
Meadow
M.
Bowling
Green.
Q.
P.
Old Garden
E.
Castle
Hills.
Castle Pond.
STREET.
GARDENS & PIGHTLE.
PARSONAGE
Parsonage House.
Framlingham Church.
A Scale of Chains each four Rod.

DEPARTURE POINT

... The diarists and letter-writers, the gossips and journalists of the past, the Pepyses and Horace Walpoles and Saint-Simons, whose function it is to reveal to us the littleness underlying great events and to remind us that history itself was once real life.

From: G. Lytton Strachey,
Portraits in miniature (1931)

"History is five minutes ago"

THREE THOUSAND PEOPLE IN THIS TOWN
ARE MAKING HISTORY

Framlingham and District
Local History and Preservation Society

RESEARCHING

RECORDING

SUSTAINING

history and heritage in Framlingham and mid-Suffolk through

LECTURES

VISITS

CAMPAIGNS

PUBLICATIONS

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