No.18
JUNE
1973

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NEWSLETTER OF THE FRAMLINGHAM & DISTRICT LOCAL HISTORY & PRESERVATION SOCIETY
Fifth year of publication *Price: 3p.*

THE TYPICAL VILLAGE The centre of Dennington shows the plan of a typical English village. The Church occupies a commanding position. Next is the inn with ample space in front to take not only the crowd of assembling and chatting churchgoers but also the horses and carts of those who would have come in over the rough tracks to church. The inn would provide refreshment for the congregation who would probably stay for all of the day's services. The pond (only recently filled in) between church and inn would water the horses and on occasion be used to duck scolds etc. The Framlingham-Stradbroke road makes a zigzag next the church and it has been surmised that when the modern roadway was constructed the line of the road was straightened leaving a sliver of the original track from the church to the rectory. Formerly the tracks from village to village were little more than bridleways. A former Rector planted a hedge as a windbreak but behind that can be seen what amounts to a bridleway lined with trees.

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SHIP MONEY The imposition of Ship Money in 1634 was resorted to by Charles I based on the precedent set many years before by Edward I: Charles urgently needed to replenish his empty treasury when he was trying to carry on governing without Parliament. Ship Money was originally intended to supply money for building ships for the defence of the realm when the country was in danger. But, except for isolated raids by the French and the Dutch on fishing craft there was profound peace in 1634. The imposition was therefore paid only with reluctance as people saw no benefit in building ships when there was no visible enemy to fight. In 1636 Ship Money was levied again: Suffolk had to find £8,000, a ship of 800 tons and 320 men to man it. On 10 November 1639 another writ was issued for the levy of ship money. This time Suffolk had to find a ship of 640 tons and 256 men. £55 was assessed on and collected from the inhabitants of Framlingham, this assessment having been made by the four constables: James Aldous, Thomas Capon, William Tracey and John Shelldrake. Well-known surnames among the 123 inhabitants on whom the tax was levied were: Nicholas Shene, Gentleman, who paid £3.10s. — the highest amount; Richard Golty the Rector, Wolfram Dowsing, Jonas Spurling, George Corbould, Richard Edwards, Widow Danford, Robert Kilderbee, Thomas Baldry, James Stopher, Edward Alpe, James Mawling, Paul Dade, Thomas Shimming and Thomas Munnings. A happy conclusion to the payment was recorded when on 1 December 1640 Parliament passed a resolution that the charge of Ship Money was against the laws of the realm and the subjects' right of property, and was contrary to former resolutions of Parliament and the Petition of Right. Much of the money collected was then repaid. (BRIGADIER PACKARD)

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THE ALL-PURPOSE NETTLE Past generations and present have found the humble stinging nettle useful. Many of us have had the tender tops boiled in Spring as a pleasant vegetable. The fibres were made into nettle sheets and there may still be some about today. Our forbears looked on the nettle as a valuable herb, 'good for the blood' whether eaten boiled or just the liquor. A dense patch of nettles is said to be an indicator of good soil. The old 'uns liked to see nettles growing on the marrow-bed. Today, nettles are used as a source of chlorophyll and either the plants or an extract is a component of the compost heap.

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On May 11th a coach and minibus of members attended the Mystery Tour conducted by Mr Geo.Cooper, which proved to be a tour of the Ipswich Docks and scenes of Mr Cooper's boyhood.

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WE GERMANS The English are just one of the German tribes. Over the centuries there has been tremendous rivalry between the various sections of the German community. After a long tussle within Germany the Prussians and the Bavarians became the leaders and then the latter lost the race for supremacy. The Austrians or East Germans also lost the race. In 1914 and 1939 Germany challenged the main Germanic nation outside her control, viz.Britain. Many other nations in Europe are Germanic in origin, such as Holland and Scandinavia or have large Germanic minorities like Switzerland, Hungary, Italy and Rumania. The founders of England (and to a great extent of Scotland) were true Germans and later in 1066 were con-

In many ways the British are not as good organisers as the present Germans but they lack the hysteria of the Germans and have repeatedly adopted wiser policies which have brought them allies with whom they have survived colossal assaults. It is a fascinating study to try to decide why the English Germans have that extra sanity. Was it the slight admixture with the Celts? Was it the 'ditch' — the 21-mile Straits of Dover which enabled us to develop without the periodical invasions and smash-ups that the Continentals had to suffer? Was it the influence of the gentle English climate? Then again, it could have been the admixture of those amazing Vikings (or Danes) of which East Anglia had a larger proportion than many English counties.

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Among the glories of our countryside are the wild flowers marching in a procession across the year. Long may they escape the chemical spray addicts. Thanks to kindly and community-spirited farmers over the centuries there are many survivals of wild flowers en masse. In our district one such loses the full use of a meadow (by refraining from ploughing) that in Spring is covered with that quaint and almost sinister flower, the Fritillary or Snake's-head Lily.

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EXTRACTS from SUFFOLK CHRONICLE, MAY 1876

A by-road from Brandeston to Saxtead, belonging to Mr Howlett, was reported a nuisance — as the tenant had ploughed it up. Several cases of egg-stealing were proved with fines of up to 10/6d. with 12/6d. costs — in default, 14 days' hard labour. John Davey, officer of the Hoxne Union Rural Sanitary Authority, charged Henry Read of Dennington with having a foul drain, existing too near to his house. Mr Ling (Messrs Alston & Ling) appeared for the defendant. An order was made for the defendant to erect an earth closet within one month and to pay costs of 25/6d.

(Mr JOHN BRIDGES)

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To a crowded meeting on 16 April our popular medico, Dr Allen, gave a most interesting talk describing the effect that the coming of the railways had on East Anglia. Dr Allen related how a general restlessness and urge to travel seemed to strike this country in about 1750. This led to the development of a nationwide system of stage coaches. They reached their peak in about 1784. After 1830 railways spread like an epidemic and travel really became available to the masses. They loved it and there were tremendous rejoicings when a railway was opened. In 1846 a thousand people took a day excursion from Ipswich to London. In 1849 the Ipswich-Norwich line was joined at Stowmarket, though the Norwich contingent was two hours late. The Framlingham line was opened in 1859 and the last public passenger train to our station was in 1952 though freight trains continued until 1965. The peak of the railways in general was about 1890. Dr Allen gave glimpses of life before rail: of a low expectancy of life (lowest near stables by reason of fly-borne diseases), of conditions little changed since the Middle Ages. The Victorians had their quaintnesses; for example, the Halstead Stationmaster was paid £5 a month — the publicity as to this generous remuneration may have led to his acquittal on an embezzlement charge. There was however, solicitude as to the staff's spiritual welfare and a Bible was placed in each Porters' Room (the Marlesford one is in our Museum).

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INTERNATIONAL DANFORTHS

An interesting book came Canon Bulstrode's way but unfortunately it is in Swedish — not one of the widest known languages. Fifty of the book's 94 pages comprised an article entitled 'Engelska Anor - Elisabeth Danforth ...' an illustration therein (from John Booth's booklet) of New Street Farm is captioned 'Nicholas Danforths hus i Framlingham'. It describes our town as *'en koping* (market town) *i Suffolk ca 150 km nordost om London"* Other familiar names etc. appear in the text, such as Constance Brunger, Mayflower and many place and other names of Nya England (New England). The bibliography lists nine books in English (7 American, 2 British), nine in Dutch, four in Swedish and one in German. The article gives evidence of wide ranging and deep scholarship and we cast round to find a Swedish speaker who would translate. That co-operative soul, Brigadier Packard, remembered one such and in that way eleven of the pages were interpreted. Elisabeth Danford lived in Surinam (Dutch Guiana) was ancestor, five generations away, of the author Irmgard Henning herself of English/Dutch/German and probably Swedish ancestry. Elisabeth was greatgrand-daughter of our Nicholas Danforth (1589-1638) and the article deals with him and then each generation in turn but the translation ends with details of John the grandfather of Elisabeth. The author goes into rather more detail than normally available in this country probably because she had access to information recorded in USA. Historical research is the painstaking accumulation of facts many of these possibly being of less than direct interest. This Swedish work takes us a step ahead of Booth's *'Nicholas Danforth and his Neighbours'.*

FLOURISHING HISTORICAL SOCIETY

Papers of the BAKEWELL & District Historical Society have come our way and on the Suffolk principle that you dont' have to be a good farmer — you just look over the hedge, we can draw some interesting conclusions. Bakewell(Derbyshire) is about twice the size of Framlingham and the Historical Society has 160 members, subscription £1 or family £1.50. It has, like us, a fringe (8) of members in the remoter areas such as Esher, Hove, Rayleigh and Sheffield. As befits hard-headed Northerners their accounts are impressive. Of £900 income, £150 comes from Subs, £520 from Museum entrance fees, £60 from social events, £67 from publications, £61 from donations, £43 from interest, but property repairs, electricity, rates etc. take £337 and payments to museum guide £100. The surplus for the year was £272. Their Balance Sheet shows they own their museum premises, estimated valuation £3,000, and cash £1740 plus a canny premium bond for £4. Visitors to the Museum were a record at 6,254 including 53 parties. They seem to operate on the basis of monthly coffee mornings (evenings in June and July) and an occasional Town Hall lecture — all charged for admission. Their Bulletin has a half-page of personalia followed by articles up to a page and a half on specific local subjects such as Directories and Gazetteers, Schools (from 1636), Church Bells. One paragraph deals with the particularly brutal 1815 murder of a 70-year-old 'widow woman', the keeper of a toll bar house. A man of 21 confessed, was executed at Derby and his corpse brought back by the army to Bakewell where it was gibbetted, crowds in carnival mood flocking to see the spectacle. This was the last gibbetting in the country. A later paragraph records that the gibbet cage was broken up and used to bolt the roof timbers of a barn still existing.

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Lectures by our member, Mr John Salmon, are remarkable for their brightness and for the excellence of the accompanying slides. From September 25 until December 11 he will be giving (Tuesday, 7.30 pm) in Framlingham a series on 'East Anglian Buildings Old and New'. The course fee is £2.02 per person and those interested should contact the WEA in the person of Mrs Pamela J.Adams, Cherry Tree, Hacheston (phone Wickham Market 746371).

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FELL OAK WITH BUTTERKNIFE

In pre-Roman times our district was the southern limit of the Ikeni tribe (of which Boadicea was later Queen). For some years prior to the Roman invasion there had been an infiltration from the Continent of a new tribe, the Belgae, partly Germanic, mainly into the territory of the Trinobantes to the south of us but they were moving into Ikeni-land when the Romans came. Our district was heavily afforested and sparsely populated mainly because the Ikeni did not have the tools to clear the forests nor to plough the heavy soil. The Belgae however, brought many new ideas including a knowledge of iron and with iron axes etc. they could fell the oaks etc. With the Ikeni bronze tools it was like trying to fell an oak with a butterknife. The Belgaeo had, too, developed a heavy-duty plough whereby they could till heavy soil. A few years later the Romans accelerated the opening up and cultivation of our district by reason of the shock Boadicea's rebellion gave the Romans. One 'opening-up' road was that from Coddenham to Peasenhall which passes within a mile of our town.

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CRANKS MAKE REVOLUTIONS

They say that the English suffer their eccentrics — other countries don't and often persecute (even to the death) their nonconformists. The success of Britain may be partly due to our habit of permitting cranks to work out their ideas however unfamiliar and revolutionary they may be. They even form societies to propagate those ideas and often the cranks of today become the 'glorious pioneers' of tomorrow. A metaphorical 'stone's throw' from our town we have several such ideas being worked out. There is 'Summerhills' School at Leiston which has a worldwide reputation. Scottish A.S. Neill founded the school to demonstrate his theories that the old-fashioned schoolmaster often exercised his authority by a combination of bullying, dictation and sheer wilfulness. Often the children had the perspicacity to realise this and that the personalities in authority over them, shorn of their pretensions, were basically of quite poor quality. Masters at A.S.Neill's have no authority over the children who can do precisely as they like; attend class or not, swear or not, etc.etc. The children themselves are the only authority and they meet frequently as 'Parliament' to decide courses of action; their rules are often much tougher than normal. Masters are simply there to advise if called upon. A child can smash his own things but if he smashes anyone else's he has to pay the owner (by withheld pocket money). He can lie abed all day but 'Parliament' has decreed that if he is not up by 8 am. he is obviously ill and therefore has only orange juice and toast while there. Swearing was pretty inept so Neill started classes in it (attendance being voluntary they soon tired of this) but 'Parliament' decided that there was to be no swearing off school premises as it gave the school a bad name. Neill now at an advanced age has seen his books achieve worldwide circulation (one is *'THE PROBLEM PARENT'*) and

EASTON WHITE HORSE INN

There is believed to have been an inn on the site of the White Horse in Easton for several centuries, which being so near the church was well-placed to supply refreshment to outliers attending services. A Framlingham lad going with his father to Butley Abbey sale in 1855 remembered stopping here for breakfast and seeing these words below the inn-sign *'This Horse hangs free and threatens None. Refresh and pay and travel on'.* The present building has been dated as 17th century, rather earlier than The Cottage next door. Surviving records of innkeepers go back only 160 years as follows: 1813 - John and Margaret (nee Sheming) Block; 1827 - William and Elizabeth (nee Noble) Driver; 1838 - Jon and Susan (nee Clouting) Lincoln; 1843 - David and Phoebe Newson (David died 1861 but Phoebe ran the inn until 1864); 1874 - Wm. Fredk. Greenard (later farmed at Kettleburgh); 1883 - Chas. and Mary Mothersole ('also horse and trap letters'); 1891 - Fredk. Davey; 1901 - Walter and Sarah Fox (well known to many of the present generation in Easton and Framlingham. Their children are still living locally. In later life Walter took over StreetFarm, Kettleburgh. He was buried at Wickham Market).

(BRIGADIER PACKARD)

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Commander Sitwell remarked that many mediaeval houses and rooms (e.g. in castles) seem to have been based on a module of 16 ft. by 16 ft., i.e. the area occupied by two teams of oxen. Carpenters seemed to work to that or a multiple thereof.

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PET LAWYER

Sir John Falstaff was a comic character in several of Shakespeare's plays. His name, but not character, was based on that of Sir John Fastolfe (1378-1459) who owned a number of estates in Suffolk including Oaken Hill Hall, Badingham. An article in *EAST ANGLIAN MAGAZINE, 1960,* includes the following: "Sir John Fastolf's life in England was one long succession of lawsuits over manors, for the laws on buying and selling property were extremely complex and most land-owners kept a pet lawyer to investigate if titles were clear. This period saw a great increase in the numbers of grammar schools and of laymen studying law and Reginald Rous of Dennington has a significant clause in his will leaving his lands to his wife 'trusting that she will find her children and mine to school and to learn the law of the land'." (NOTE: The Rous family is still the principal land-owner in Dennington)

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OFFICIAL v.UNOFFICIAL NAMES

Years ago our town was a complete world of its own with few contacts outside. In the past 100 or so years communications have developed out of all recognition and we are having to fit in with communities that formerly we had hardly heard of. In the search for uniform (and therefore widely understood) phraseology some local terms will inevitably be superseded by ones in wider use than just Suffolk. For example, our neat and resourceful (and devilishly destructive) waterhen has the official name 'moorhen' though we have a sneaking preference for the East Anglian name. Then there is that beautiful and tenacious tree, the sallow — almost a weed in our area. Useful for poles and rails it is risky to use as rose poles — the post will probably spring into life and in no time it will be a large tree (thinking to diddle Mother Nature we put the poles in upside down but they still rooted). What, however, we call a sallow is officially termed the White or Huntingdon Willow, while the official Sallow is what we call 'palm' or 'pussy-willow'.

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THE VETERAN TRIPLANE

Whereas at one time practically all aeroplanes were biplanes, nearly everyone is now a monoplane. Many of the first 'planes were however, triplane. The very first glider to carry a man was a triplane. It was Sir Geo.Cayley's in 1853; he made his coachman take the flight and the latter staggered out saying "Please, Sir George, I wish to give notice. I was hired to drive and not to fly." The first English-built 'plane (by A.V.Roe, 1909) was a triplane. The success of the Sopwith triplane fighters in the First World War led to the Germans and the Americans copying them. Many types of triplane came to Martlesham and Felixstowe. There was a successful triplane five-engined flying-boat named the FELIXSTOWE FURY developed there from the US Curtiss. With the development of engines of greater power, the triplane faded out, biplanes being favoured and then today's monoplanes.

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NEW MEMBERS WANTED

Please invite your friends and neighbours to join the Society. Minimum Subscription 50p. a year.