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Issue No. 5

GOSPORT RECORDS



GRANGE FARM

WHERE IS GRANGE FARM ?

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Editorial

We wish to record our sincere thanks to all who give their kind help and encouragement in the preparation of the Gosport Records. It may not be generally known that everything is done on a voluntary basis with the exception of the actual printing and binding. The research, the writing of the articles, the illustrations, photography, setting up and lay-out, and the distribution, are all carried out by an enthusiastic band of volunteers without whose aid production would be impossible. To the printers also our thanks for their invaluable advice and first-class craftsmanship.

On behalf of all our readers I would add my own especial thanks to Rear-Admiral Paffard whose delightful pen and ink drawings bring us all so much pleasure.

We welcome three new distinguished contributors - Mrs. Elizabeth Haughton, Mrs. Margaret J. Hoad, M.A., of the City of Portsmouth Public Records Office, and Dr. Edwin Course, B.Sc., Ph.D.(Econ.), A.M.Inst.T., Senior Tutor of the Department of Extra-Mural Studies at the University of Southampton, whose recent lecture to the Historic Society on the Gosport Railways filled the Council Chamber to capacity.

An encouraging result of the lectures held by the Society and the publication of the Records has been the stimulus given to serious research into the history of the Borough by many of our members. We will be publishing their findings in future issues. Mr. and Mrs. G. Williams in their scholarly articles have set a particularly high standard.

It is regretted that owing to circumstances beyond our control this edition is produced in two different sets of type and also that there has been slight delay in publication. We hope that the increase in the number of pages will prove some compensation.

H. T. ROGERS

Chairman of the Gosport Historic
Records and Museum Society.

Historic Homes

No. 5

GRANGE FARM

by Elizabeth Haughton



Few people in Gosport today know the whereabouts of Grange Farm. Even local residents of long standing find it hard to direct you there. Indeed its site, tucked away behind the warren of Rowner Naval Estate and the Caravan Park and flanked on the other side by the Municipal rubbish dump seems an unlikely spot for a house of such important proportions.

Yet the site gives a clue to what may well be the earliest part of its history ; it is close to the banks of the Alver on a patch of high ground and to Castle Mound, a Saxon fortification. Recently a small Saxon Settlement was excavated close by and from a Charter of 948 setting out the boundaries of Alverstoke, we may suppose that Grange Lane was an ancient trackway - so it would seem reasonable to think that a farm of some sort existed here from Saxon times. The name "Grange", however, stems from the Norman word "Grangin", meaning a great farm with barns, stabling and stalls, so that the original farm may well be later than Saxon date.

During the Middle Ages, the history of the Grange is inextricably linked with that of Rowner Manor and also with that of Quarr Abbey on the Isle of Wight, which was founded in 1132 by Baldwin de Redvers, Earl of Devon. William the Conqueror granted to Walkelin Bishop of Winchester a gift of $\frac{1}{2}$ hide of land at Quarr with the liberty to dig stone there, and later a large quantity of this stone was used to build Winchester Cathedral. A Charter of Hamo Brito de Leya confirmed to the Abbot of Quarr a grant of land at Cherc, and the monks were to have their ship "free of toll and quietly" along the Cherc Seaboard. So it seems that the stone destined for Winchester would have been landed in the vicinity of Grange and it is possible that some was left there and actually used in the construction of the house, for we know that during fairly recent alterations stone of this type was found incorporated in the brick walls.

More interesting perhaps was the right of monks of Quarr to grind their corn at the mill at Cherc, and in the early 13th Century, Gilbert le Brit not only compelled his own tenants to use this mill to the exclusion of any other but granted the monks "free access and regress through his land." In 1266 an agree-

ment was made between the Abbots of Quarr and Titchfield that the monks should pay a rent of 2s. yearly for the mill at Cherc. We may suppose that the Grange called Cherc was in fact the homestead of Grange, but the mill itself poses a mystery: it is still commonly thought that "windmill mound", a barrow-like structure only a stones-throw from the present farm was the foundation of the monks' mill. But research showed that this mound was in fact a Saxon fortification and it was re-named "Castle Mound."

If this is accepted, what happened to the mill? It is exciting to conjecture that some trace of it may be discovered during the course of the modern developments encroaching steadily on to the grange land.

In 1277, Rowner Manor, which had passed to the Crown was given to Sir William Brune and remained the property of the Brune family until modern times; Grange Farm was undoubtedly part of the estate, but we hear nothing of it until 1554 when a grant concerning a yearly rent of £12 "out of a grange called 'Cherc' was made by Sir Oliverly Wallope and Henry his son to Sir John Brune, then Lord of the Manor. Sir John died in 1559 and his Will gave to his wife for her lifetime his Grange of Charke of the value of £12. Possibly the house mentioned in this Will was to be re-built for it is thought that the present house dates from about 1570. Many of its Elizabethan features have disappeared and the complex chimney stacks and some dormer windows from the front of the house, but its mode of construction and its "E" - shape denote Elizabethan origin.

Again some time lapses before we hear of the Grange, but a pedigree of the families of Hollis, Larcom and Paffard tells us that a John Paffard born in 1688 became a tenant of the Grange which he held from Charles Brune. We know that the Paffards of Grange were country gentlemen and extremely hospitable, and their neighbours the Hollisses into whose family Hannah Paffard married had a good farm at Privett. But the family showed a greater inclination for service life than farming. William Paffard, son of John, forsook the Grange for the Navy and his sister Hannah had a son who became an Admiral and only some small farms were kept in the family. Two of Hannah's daughters married Naval Officers also, one of them, George McKinley likewise becoming an Admiral so the farming tradition was well and truly broken.

A survey of about 1800 shows Grange as still the most important farm of the district. It was let to Mr. John Stares at this time and had an acreage of 696 though over a sixth of this was 'furze and waste.' The names of the fields, such as Newton's Marsh, Butcher's Meadow and Clover paddock are picturesque and conjure up visions of a rural Gosport unimaginable to us today.

Hangman's Coppice occupied eight acres but we are not sure who was hanged there; we do know though that a local character called "Rabbitkin Jack" a trader in furs, was found hanged by his bootlace close to the farm - members of the Ayling family who succeeded the Stares used to end the cross which marked this spot.

Such events live on in tales handed down - more ominous perhaps was the first compulsory purchase of Grange land to provide for the new railway and land taken by the War Department. Interestingly the first air balloons were anchored in the field in front of the house, where later the pioneer Grange airfield was developed.

Since then the story of the house is one of decline; today it is a sorry spectacle of neglect. But there are several plans to give it another chance - and to preserve the still beautiful wild grounds which flank it.

Alverstoke School

by Leslie Burton

When the demolition men moved into Anglesey Road last summer and reduced the old Junior School to a heap of rubble, they ended a 130 year old tradition of education in Gosport.

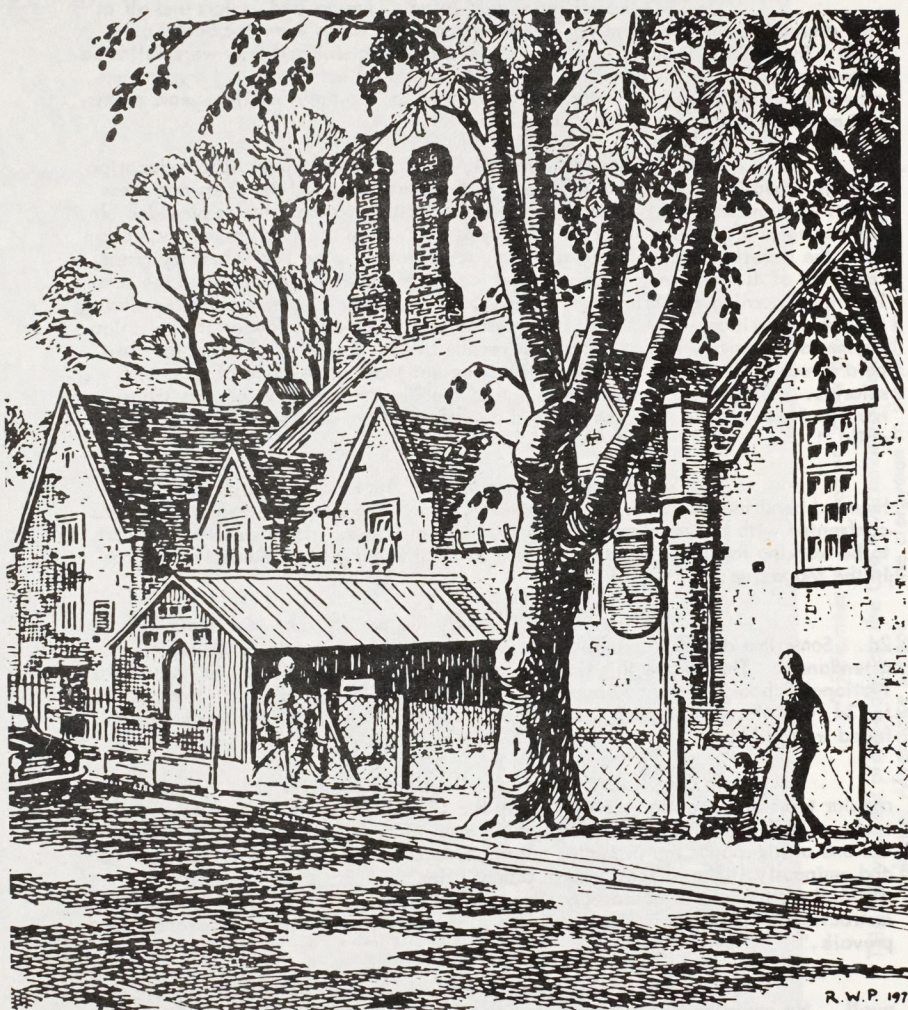
Founded by the Church of England at the beginning of the 19th Century, the National Society was set up for the express purpose of bringing education to the poorer classes. In 1833, just one year after the passing of the first Parliamentary Reform Bill, the first-ever Government grant of £20,000 for education was made towards the building of schools. The National Society benefited from this grant, and some nine years later Alverstoke's National School was erected. The total building costs amounted to £733 and the school's initial attendance was some 200 children of all age-groups.

In 19th Century Gosport a great deal of education was available. The choice ranged from the humble 'Dame' school to Dr. Burney's distinguished Naval Academy. The religious denominations had their own schools as did the military forts encircling the town, which in their turn provided education for children of Army personnel.

Before education became compulsory in 1880, the town's schools vied with each other for pupils. But Alverstoke's National School had one or two advantages over its rivals. Apart from being 'of large dimensions' it was situated in a most salubrious part of the town. During the middle of the 19th Century frequent outbreaks of smallpox in Forton and Brockhurst prompted many parents to send their children to Alverstoke to benefit from what they hoped were healthy sea breezes.

And, of course, the gentry were in residence in force at Alverstoke and Anglesey. Here, in Robert Cruickshank's elegant new Crescent and the neighbouring large houses of St. Marks Road, work could be obtained by the National School pupils. Reliable boys were often asked for by ladies to clean silver and polish boots and saddles. Girl pupils were equally in demand for neat mending, and they could often acquire laundry work for their mothers. But most important of all, Alverstoke boys used these 'before-school' jobs as an opportunity to get their foot in the door of local trades and crafts. By making themselves useful to the influential residents of Anglesey and Alverstoke, they were able to secure the much sought-after apprenticeships in Portsmouth Dockyard.

Most working-class parents of the 19th Century considered their children to be a necessary source of income and all opportunities for supplementing meagre wages were seized upon. In the eighties the golf course at Haslar provided



R. W. P. 197

one means of earning a few coppers. Henry Sandford, who was headmaster of Alverstoke for over forty years, waged a perpetual battle with parents of boys over absenteeism because of caddyng.

In 1842 the school housed infants, juniors and seniors and all at first shared the main building. The north and south wings were not added until 1880. In 1885 the iron railings went up around the school and they were followed seven years later by the porch. Headmaster Sandford noted this as 'a great improvement' and indeed it is hard to imagine how for the previous fifty years pupils had managed to dispose of their coats and hats.

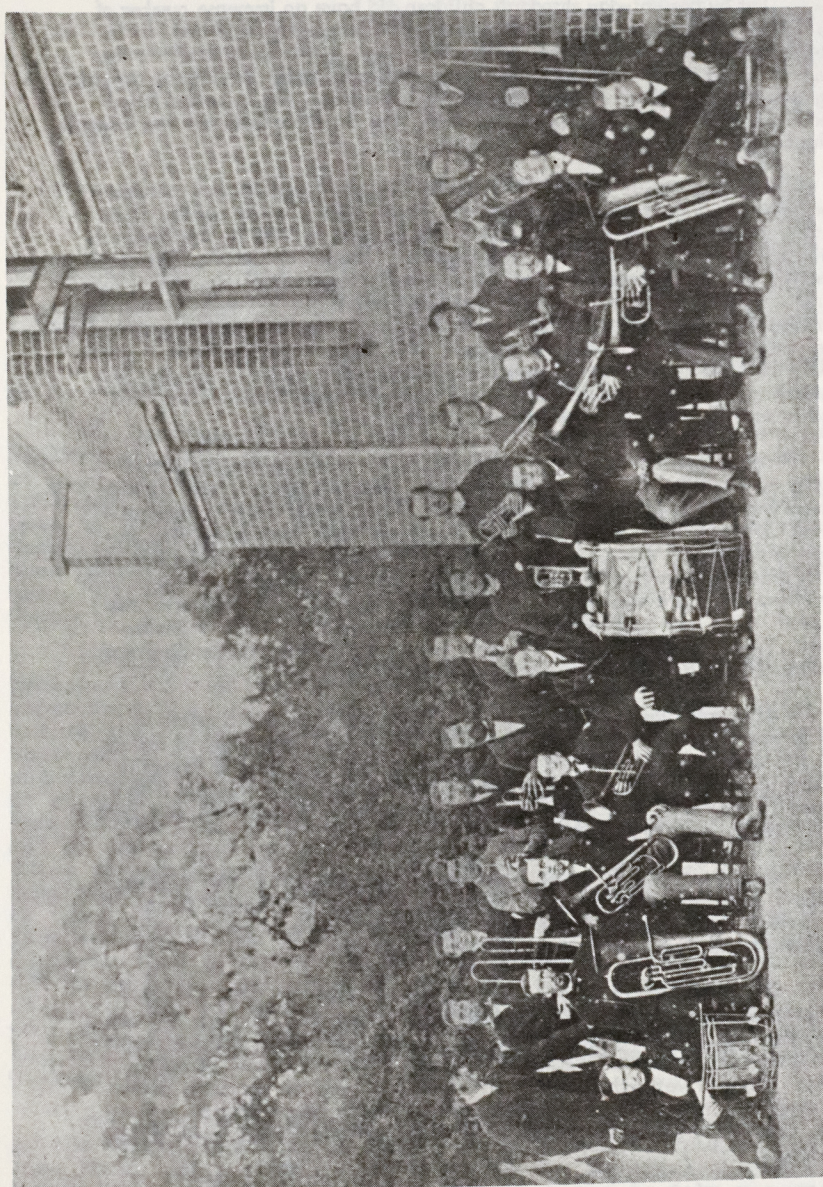
During the years 1846-61, the Parliamentary grant for education was dispensed in fixed annual payments to teachers and pupil-teachers and these grants were made directly to each teacher in addition to the salaries provided by the managers of schools. This payment depended alone upon an annual inspection as to the general results of education in each school. The Parliamentary grant consisted of 4s. for every child who had for the preceding year attended the school 200 times morning and afternoon, 2s. 8d., being added for every child for reading writing and arithmetic. In 1861 this system was given up in favour of capitation payments for particular and individual results in the three R's. The grants were paid direct to the school managers who dispensed them in payment of teachers' salaries. "The effect", announced one of the Church School inspectors triumphantly, "is to reduce the sums spent in our schools from 16s. to about 11s. per child."

It is small wonder therefore that fluctuating attendance figures haunted head teachers. In 1864, Charles Cooke, who was then Headmaster, was confronted with the problem of absent 10 year-old boys. They were later found to be working for a couple of shillings a week at Priddys Hard making cartridges in the Magazine.

Initially, the standard weekly fee per child at Alverstoke was 2d. Sometime during the 1870's, Mr. Sandford noticed a sudden falling-off in attendance. The excuse this time was not one of the usual ones. St. Matthews National School, which had been built in 1845, had begun taking in two children for 3d. and three children for 4d. It was a cut-price offer which many parents found irresistible.

In compliance with regulations governing National Schools, regular tours of inspection were made by the Church School Inspectorate. As early as 1877 the building and fittings were suffering from constant wear and tear. On one of his rounds the inspector noted: "Maps out of order, clock does not go" and ominously, "The offices require proper urinals." But over the children's spiritual welfare the Diocesan Examiner waxed lyrical: "Very good religious instruction at this school. The children sang sweetly and well. A reverent tone prevails."

Corporal punishment figured large in the life of a National School pupil. He could be flogged for truancy, for falling off Haslar sea-wall, for pugilism in the playground, for smoking in the offices and even on occasions for high spirits. A boy called Singleton appeared, in spite of everything, to enjoy life. Wrote the Headmaster primly, "Spoke sharply to Singleton on the impropriety and excessive rudeness of continually laughing whilst doing his lessons."



A forerunner of the Gosport Silver Band?

This 100 year old picture depicts the Old Alverstoke Scholars Improvement Society orchestra taken at Alverstoke School. The clergyman in the picture is Canon Walpole.

But by present-day standards children did have an immense number of holidays. In addition to the long summer vacation - preceded by a Grand Tea in the Rector's Meadows overlooking the creek - there were numerous days off for the unlikeliest reasons. These included torpedo experiments in Stokes Bay, troop arrivals and departures at Portsmouth, visiting Wax Works Exhibitions, the numerous Royal births, marriages and deaths, the Sports Day of Dr. Burney's Academy and the Gosport and Southsea Regattas.

One distinctive feature of the social life of Alverstoke was the works done by members of the old Alverstoke Scholars Improvement Society, or the O.A.S.I.S as they called themselves. The society was founded in 1852 by the Reverend Barlow, the then senior curate of the Parish Church. The Rector was President and members were admitted by ballot and subscribed weekly towards the expenses of the institution. This was an exclusively male organisation but girls - known as 'persons of the female sex' - were invited along to add spice to the monthly social evening and to the summer outing to a local beauty spot. The flavour of these pastoral jaunts is splendidly captured in this extract from a Parish Magazine of 1864: 'Owing to a misunderstanding the dinner was delayed, but good temper prevailed and the time was passed in strolling about, quoits and merry talk.'

The main object of the society was, as its name suggests, to further opportunities available to old boys of the school. Members inaugurated a Night School where instruction in trade skills was given. There was a choir, a band and a flourishing Cricket Club. As to the social evenings, these were frequently enlivened by the peculiarly Victorian entertainment known as the Penny Reading. In the words of a contemporary journalist 'they offset the trashy sensation writings with which our cheap literature abounds.' As the name suggests, each member of the audience paid 1d. to hear local worthies read from the uplifting works of Shakespeare, Scott, Tennyson and Dickens. Twenty years later, the Penny Reading was burlesqued by Gilbert and Sullivan in their operetta "Ruddigore".

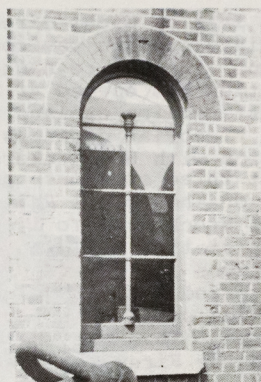
Although over a period of half a century the O.A.S.I.S raised a great deal of money for charity and enlivened the social scene they did not endear themselves to Henry Sandford because they invariably left the school buildings in an untidy and uproarious state. "Came into school this morning and found it in a very disorderly condition. Discovered depredations had been committed by members of the O.A.S.I.S" wrote the Head disapprovingly.

One piece of still-visible evidence of the Society's former existence is to be seen in Alverstoke Churchyard. It consists of a small monument to one of the early members, a boy called Edwin Dear, and is in the form of the Society's emblem, a date-palm intertwined with the initials O.A.S.I.S.

With the death of Queen Victoria and the dawning of the twentieth century, Alverstoke School was already a veteran. It carried on through two World Wars relatively unscathed, although incendiary bombs burnt a hole in the roof and the ugly tin porch was uprooted by bomb-blast, only to be quickly put back into place again. Until Privett School was built in 1937, Alverstoke was still, as in 1842, the combined infant, junior and senior school for the whole district. In retrospect it can hardly be denied that at £733 the school had proved extraordinary value for money.

Gosports most Private Station

by E. Course, B.Sc.(Econ), Ph.D., A.M.Inst.T.



The Borough of Gosport had at one time eight or nine passenger railway stations within its boundaries. Whether the total is eight or nine depends on whether or not a most private station is included, for the Royal Victoria Station was quite definitely not open to the public. Most of it has now followed the way most Gosport stations have gone, for only a small token fragment has been preserved. However, it was in many ways a unique establishment, and one of the most interesting features of Victorian Gosport.

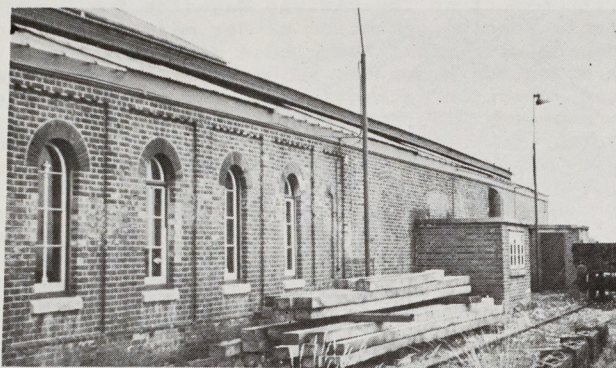
To place it in historical and geographical perspective, it is necessary to outline the railway history of Gosport. It is a well known fact that the railway reached Gosport in 1841, six years before the first station was opened in Portsmouth. A branch of the Southampton line was opened, with intermediate stations at Botley and Fareham and an impressive terminus in Spring Gardens, Gosport. It stopped at this point, as further progress was barred by the inner fortifications. Despite limitations on height - the enabling Act of Parliament specified that it was not to be higher than the local Commanding Royal Engineer permitted - Gosport Station was a remarkably fine building. It has recently been described as "one of the finest pieces of external station architecture surviving from the beginning of the railway age". Even in its present degraded condition, it remains the object of visits from all parts of the country, and also attracts visitors from overseas. However, it is not the subject of the present paper, beyond noting that its position, cut off from the waterfront by the fortifications, was the main reason for the opening of the private station in the Clarence Yard.

The next major railway development in Gosport was the opening of the Stokes Bay line in 1863. This branched off from the main line about quarter of a mile short of its terminal and ran down to a pier at Stokes Bay. Its main function was to take passengers for

the Isle of Wight direct to connecting steamers, but an intermediate station was opened at Stoke Road for the benefit of the town. (It was re-named Gosport Road in 1866). Gosport's fourth station was opened at Brockhurst in 1865 at a point where the existing line crossed the new Military Road. Its association with the Victorian defences was stressed in 1893 when, to avoid confusion with Brockenhurst, it was re-named Fort Brockhurst. The next three stations came into use in 1894 when the independent Lee-on-the-Solent Railway was opened from a separate platform at Fort Brockhurst to its terminus near the pier at Lee-on-the-Solent. (The station building still survives). There were intermediate stations at Privett (re-named Fort Gomer in 1904) and Browndown. The grand total of eight stations, was reached in 1910 when another wayside station was opened on the Lee-on-the-Solent branch at Elmore. This was the climax of railway development in Gosport and, with the First World War, the decline began.

The first casualty was the Stokes Bay branch, closed to public traffic in 1915. The Lee-on-the-Solent line was closed to passengers at the end of 1930 although it remained in use for goods traffic until 1935. In March 1934, the 'main line' from Fareham to Gosport was converted to a single line branch, although two tracks were retained through Fort Brockhurst Station for trains to pass. There were no further abandonments until after the war, but Gosport Station suffered air raid damage. Even under the pressure of war-time overcrowding, most passengers preferred to use the electric train service from Portsmouth, and it was no surprise when, in 1953, the Gosport line was closed to passengers. After this, first the engine shed was closed, then the signal boxes until, finally, in 1969, the whole railway was abandoned south of the Admiralty siding at Bedenham.

The Royal Victoria Station does not fit neatly into Gosport's railway history because it was never opened or closed to the public. In 1845, the Queen and the Prince Consort purchased Osborne House on the Isle of Wight and started a major rebuilding programme. It was clear to Prince Albert that a simple extension of the down line across the road and through the fortifications into the Royal Clarence Yard would greatly facilitate the royal journeys to the Island. In view of the tremendous debate about impairing the strength of the fortifications, the facility with which this 600 yard extension was constructed is a striking testimony to the potency of royal influence. It is, of course, necessary to stress that the extension was constructed for the Admiralty, and was not a public railway. The Appendix to the Working Time Table of the Southern Railway for 1934 describes the way in which, when goods traffic was to be run into the yard ... "a telephone or written advice must be sent by the Station Master at Gosport to the Superintendent of the Royal Clarence Yard, in order that arrangements may be made for the Clarence Yard gates to be opened". The extension was opened in September 1845, but this was not the end. In the yard was constructed what must have been the least used station in the country. The Royal Victoria Station was for the

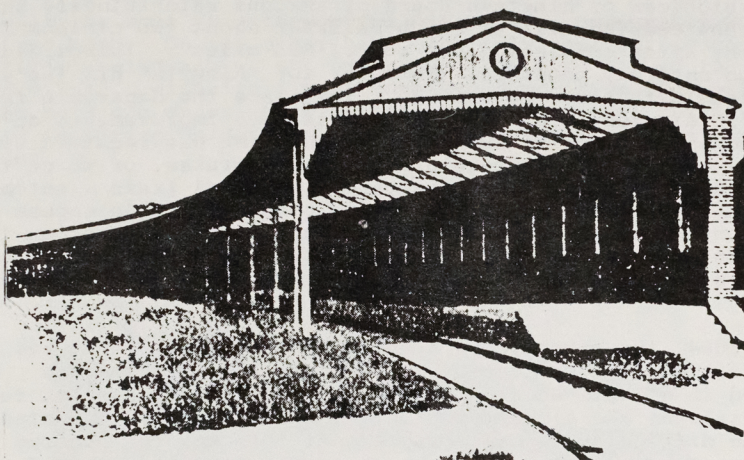


Section of curtain wall with round headed windows.

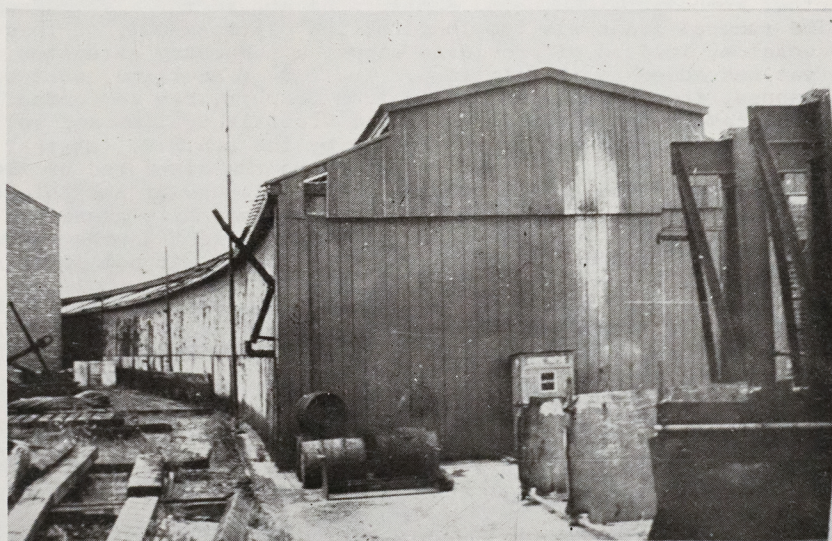
Also shows blocked arches which led into waiting rooms.

exclusive use of the Royal Family on their journeys to and from Osborne. (The name "Royal Victoria Station" appears on the very long brass label which is attached to the key of the building). There was no question of skimping although, as the Queen's train became longer over the years, the side platform of 520 feet was not always long enough to receive it. A curtain wall ran along the back of the platform with generous lighting achieved by numerous round headed windows with iron glazing bars incorporating royal coronets. Protection from weather was ensured by an overall roof, supported by iron columns on the side opposite to the curtain wall. The royal saloons were always in the centre of the train, but the royal waiting room was nearer to the north end of the station, as near as possible to the pier. On the occasion of my last visit, the Royal Victoria Station was in use as a store. The single track had been removed and a floor inserted level with the platform. The gaps between the columns opposite the curtain wall had been filled in and doors added at the end. The waiting rooms, which projected outside the wall, had been knocked down. Regrettably, many of the iron coronets were missing from the window frames. In 1971, with the exception of a short length of the curtain wall, the Royal Victoria Station was demolished. With the closure of the Gosport branch, Clarence Yard is now cut off from the railway system, and an inexplicable legend has grown up in Gosport that the Queen used Stokes Bay Pier. While this is not impossible, I have failed to find any evidence that she, as opposed to her luggage, ever did so. On the other hand, there are numerous records of her using the station in Clarence Yard. The Royal train was usually provided by the London and North Western Company and, on eighteen occasions from 1873 to 1894, G. P. Neele, their Superintendent of the Line, came down to Gosport to supervise operations. He wrote, rather scathingly ... "I never saw Mr. Archibald Scott, the General Manager of the L.S.W.R. in attendance to receive Her Majesty; the duty was apparently delegated to the Superintendent of the Line". Mr. Neele wrote about the

arrangements at Gosport in the Railway Magazine for December 1906
 "The arrangements for the reception of Her Majesty at Gosport were,
 in a marked degree, different from those at any other of the
 stations from which the Queen was accustomed to travel; here there
 were no excited crowds of patriotic citizens or gazing rustics to
 be kept at a respectful distance, entailing special precautions to
 maintain a cordon of clear space; here there were no gradual
 arrivals of the household servants through the entrance gates and
 along the roadway adjoining the platform to take their allotted
 compartments, no equipages conveying the Court suite in graduated
 order of precedence to their appointed carriages on the train, no
 clatter of equerries' horses accompanying the Royal chariot, no
 National Anthem, no guard of honour, no display of police
 protection". In fact, arrival and departure from Gosport was com-
 paratively informal. First, the empty train was backed in, with
 the carriages conforming to a diagram approved by the Queen's
 private secretary. Alderman Rogers of Gosport has been kind enough
 to show me the diagram issued by the L.N.W.R. for the train leaving
 Gosport on Thursday, 26 August and reaching Ballater on Friday, 27
 August 1880. This gives details of the thirteen vehicles -
 actually twelve left Gosport, as the carriage truck carrying the
 "Queen's fourgon" ran from Stokes Bay and was attached at
 Basingstoke. It also indicates the occupants, varying from Pages
 and Upper Servants in Day Saloon No. 72 to Personal Servants,
 including John Brown, who travelled in one of the two Royal
 Saloons. On this occasion, the Queen was accompanied by Princess
 Beatrice. But Mr. Neele described a typical rather than a partic-
 ular occasion. After noting the Head Guard of the L.S.W.R.,
 "resplendent in a scarlet and gold uniform", he described the
 careful approach of the royal yacht "Alberta". "Her Majesty is on
 deck watching the progress of affairs. The household servants and
 the ladies' maids are the first to alight; they pass through the
 covered gallery and proceed along the platform to take their
 places, and put in order the small impedimenta with which they are
 entrusted, each of the carriages being distinctly marked with the
 names of the expected occupants, their only difficulty being that,
 owing to the shortness of the platform, the vehicles in front in
 which they travel, have each to be served by a special set of
 portable steps to enable the passengers to enter the doors without
 "clambering up". The sailors bring ashore some of the heavier
 packages from the yacht, but the bulk of the Queen's luggage has
 been sent on Her Majesty's "fourgon" by special steamer to Stokes
 Bay and we shall find it waiting for us at Basingstoke". After
 the Queen was on the train, came John Brown's part in the proceed-
 ings. "The signal to start cannot be given until we have received
 from Her Majesty's somewhat consequential personal servant (the
 well-known John Brown) who travels in the special portion of the
 Royal Saloon allotted to the "pages" the intimation, given in
 Highland brogue - "Aw reet, aw reet" - and the railway group of
 officers quickly take their places in the last carriage of the
 train, the guard at the rear van waves his green flag, a signal
 which has been anxiously awaited by the front guard who now, in
 turn, passes it to the driver. And so we start on our journey



Royal Victoria Station in the 1890's



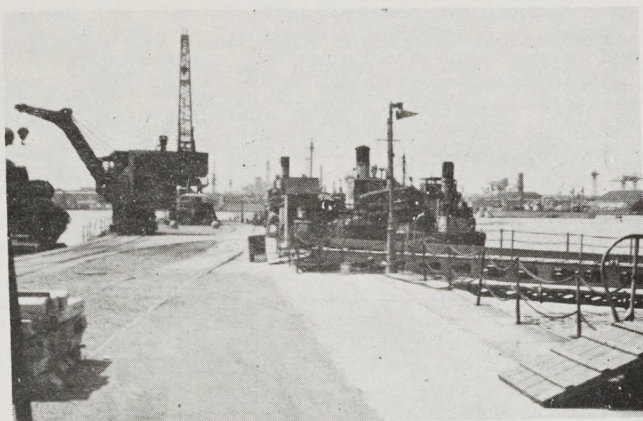
Royal Victoria Station on 10th July 1965. In 1972 only a small section of wall remains.

which, for me and the rest of the staff who go through to Scotland, entails eighteen or nineteen hours of anxious watchfulness, the tension not ceasing till we reach Ballater about two o'clock in the afternoon, after completing our run of 625 miles". Things did not always go entirely smoothly. In 1875, the "Alberta" hit the yacht "Mistletoe" with three fatalities. This made the departure from Gosport 30 minutes late but, by surreptitious improvements on the scheduled speed of 38 to 40 m.p.h., right time was regained by Carlisle. In 1884 there were problems with brakes, of which there were three varieties on the coaches of the Royal train - automatic vacuum on the L.S.W. and Great Western coaches, simple vacuum on the London and North Western, and Westinghouse air brakes on the Caledonian and Great North of Scotland coaches. (Incidentally, these were the companies who owned the various sections of the route).

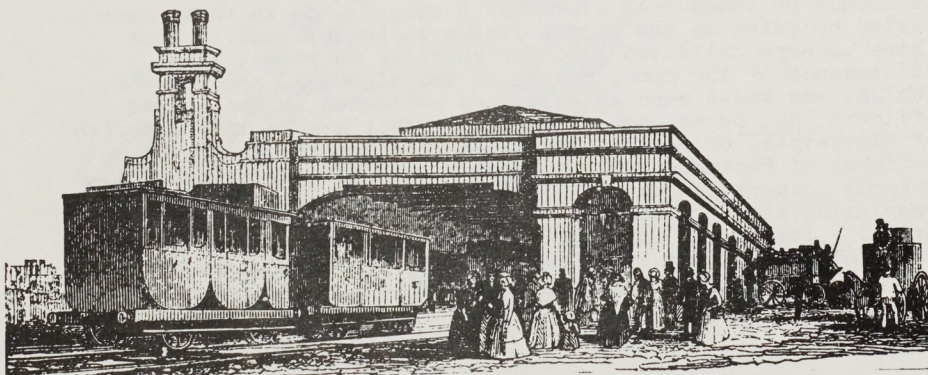
In 1894, the journey was arranged for 27 August, but was delayed for one day because of the Queen's health. She was "conveyed in a small wheeled invalid chair from the steamer to the railway saloon, where the removal to the carriage was effected with some difficulty". Neele wrote that this was the hundred and ninth occasion that he was in charge of the Royal train, and was the last journey he made from "Clarence Yard Station, Gosport". The Queen died at Osborne at the end of January 1901 and, on the night of February 1st, the "Alberta" was moored off the Yard. In the morning, the new King and Queen, with the German Emperor and other members of the Royal Family went aboard for a short service. The funeral train was too long for the platform but, on this occasion, instead of providing steps, a temporary extension of 50 feet was added to the platform. Instead of Scotland, what was, in a sense, the Queen's last train from Gosport, ran to London. The Royal Family preferred to arrive at Victoria Station and so, having been taken as far as Fareham by the L.S.W.R., at that station an L.B.S.C. locomotive came onto the other end of the train to complete the journey to London via Havant and Chichester. As the train was behind schedule, and the new King expressed a desire to reach London on time, the Queen's last journey from Gosport was also her most rapid. King Edward was not interested in Osborne, and the Royal Victoria Station fell into disuse. It is possible that it was used for occasional special trains, but I have not yet succeeded in finding any positive evidence of this. On the other hand, I have discovered an old lady who, as a child, waited with the rest of her school at the level crossing outside Gosport station, to watch the Queen pass. On this occasion they did see her but, the following year, probably 1899, the blinds of the Royal Saloon were down.

The Royal Victoria Station symbolised many of the characteristics of Victoria's reign. First, it would hardly have been built at all but for the Queen's prejudice against Portsmouth although, for journeys to Scotland as opposed to London, Gosport was at no great disadvantage with regard to distance. Secondly, there was the quite incredible extravagance of building a station

which was so little used. This reflected the Queen's desire for privacy from "excited crowds of patriotic citizens or gazing rustics to be kept at a respectful distance" - presumably Gosport contained both. On the other hand, the only real extravagance was the station building, as the extension line also served the Clarence Yard. With its almost complete demolition, Gosport retains only one major relic of its railway history, but the station in Spring Gardens is not so much a local as a national monument.



The Embarkation Pier.



OLD PRINT OF GOSPORT MAIN STATION DATED 1846.

The Union of Portsmouth and Gosport

By Margaret J. Hoad, M.A.

There have been occasions in recent times when the suggestion that Gosport be united with Portsmouth has been raised. Yet this was indeed a fact for six years in the 17th century from 1682 to 1688. Only recently has much research been done on the history of this union and it can be shown that far from Portsmouth at that time seeking territorial and financial gain, the joining of these two communities was due to the national defence policies of Charles II.

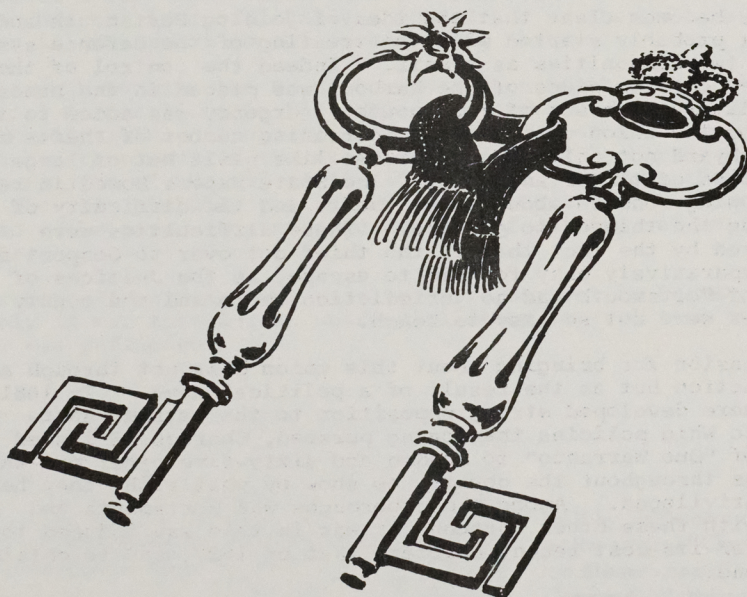
What was Portsmouth like in the 17th century? The boundaries of the borough extended over most of the western half of Portsea Island, though the population of the town was still small and for the most part confined within the walled area now known as Old Portsmouth. Some people did live close to the Dockyard but the great expansion here did not come till the 18th century. There was never any great merchant class and the people were not wealthy. Contemporary accounts show that they fared best in time of war when there was much coming and going of troops and ships and there was plenty of work in the Dockyard. These accounts also hint that even in those days there was a certain amount of rivalry between the two communities of Portsmouth and Gosport.

It should be remembered also that a corporation in those days levied no rates on the people living in the borough. Such rates as were collected were for specific purposes, like maintenance of the poor, repair of the highways, and for the church, and these were assessed and collected by the parish officers, not by borough officials. This was so in the parish of Alverstoke, of which Gosport was then a part, as in the parishes of Portsmouth and Portsea. The main function of a borough corporation until 1835 was of a magisterial character regulating trade, preventing nuisances and maintaining law and order. Its income came mainly from any property it owned and from tolls and fines it levied. If it wanted any extension of its rights and privileges, it must obtain a new charter from the king and charters cost money. Such money Portsmouth did not possess for its income was not large. For instance, for the year 1690 it was only £120.

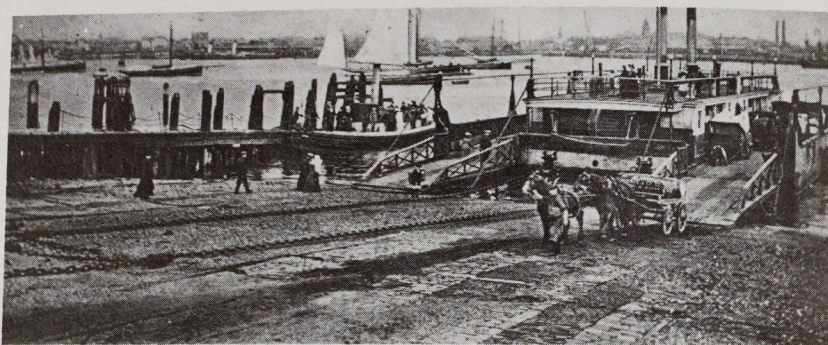
Why then was there this union of Portsmouth and Gosport and what caused Portsmouth to obtain a new charter in 1682? By the

second half of the 17th century the importance of Portsmouth Harbour as a naval and military base had begun to be fully appreciated. Not only did it provide speedy access to the Channel, but it controlled one of the key gateways for entry into the kingdom. Not for nothing did the Puritans under Haselrig seize Portsmouth in their attempt to gain power for themselves in the last days of the Commonwealth.

Soon after this in 1668 Charles II got Sir Bernard de Gomme to draw up plans for the construction and improvement of the fortifications of both Portsmouth and Gosport. This was the start of a programme for improving the defences on both sides of the harbour which was to continue off and on till the middle of the 19th century. Something done nowhere else in the country. Even more evidence of the importance in which this area was held by the Stuart government is seen in the fact that although Portsmouth was but a small borough, Judge Jeffreys in 1685, when already Lord Chancellor, thought it worth his while to contrive the resignation of the Recorder of Portsmouth and get himself appointed in his place.



The Keys of the Fortress of Portsmouth. They are the responsibility of the Senior Army Officer whose Headquarters are now in St. George Barracks, Gosport. The Army Flag Station was moved from Portsmouth to Gosport in 1958.



For more than 100 years the Floating Bridge was a tangible link between Gosport and Portsmouth.

It thus becomes clear that the idea of joining Portsmouth and Gosport probably started with the treating of the defence system of the two communities as a unit. Indeed the control of the defences on both sides of the harbour was placed in the hands of the military Governor of Portsmouth. Urgency was added to the need for the union owing to the increasing number of thefts from the Dockyard not only of small items like nails but of large quantities of timber and rope. The State Papers Domestic reveal the growing concern about these thefts and the difficulty of bringing the thieves to justice. These difficulties were increased by the fact that if the thief got over to Gosport it was comparatively easy for him to escape, as the Justices of the Peace of Portsmouth had no jurisdiction there and the county justices were not so easy to reach.

The occasion for bringing about this union came not through any local action but as the result of a political move. In 1681-2 when there developed strong opposition to the extreme anti-Catholic Whig policies then being pursued, Charles II issued writs of "Quo Warranto" to London and sixty-five other pro-Whig boroughs throughout the country to show by what right they held their privileges. Among these boroughs was Portsmouth and along with these other boroughs it was in this way induced to surrender its most recent charter, that of 1627, and to obtain a new one.

In all these new charters the king for the first time reserved to himself the right to remove from office any mayor or alderman of whom he disapproved, but in Portsmouth's case the Crown also took the opportunity to unite with that borough "the vill of Gosport in the parish of Alverstoke". The exact boundaries of

this extension were not specified but as only the township of Gosport and not the whole parish of Alverstoke was included, the fortifications built round Gosport town by Sir Bernard de Gomme probably formed the boundary and the evidence provided by the Portsmouth Sessions Papers would seem to confirm this.

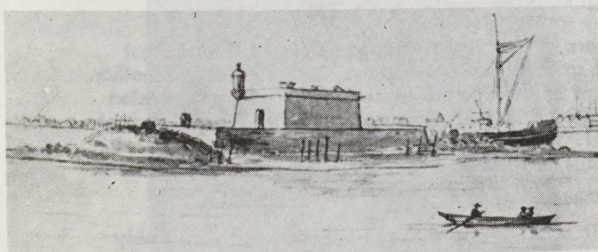
The end of this union came only six years later. Once again it was national and not local policy which brought it about.

James II gradually built up strong opposition to himself by his wholesale appointment of Catholics to positions of importance. In addition, none of the boroughs liked the king having the right to veto those officers whom they elected. When, in the autumn of 1688, James II tried to retrieve his position, one of the steps he took was to repeal by Royal Proclamation in October of that year all the borough charters granted as a result of the writs of "Quo Warranto" in 1681-2.

Portsmouth, like the others, now found itself without any charter at all and, in addition, the union with Gosport became null and void owing to the repeal. Fortunately for Portsmouth it was discovered a few weeks later that the surrender of the 1627 charter had not been officially enrolled and so they were able to recover it and revert to acting under its authority.

Oddly enough because the Royal Commissioners in their Report on Municipal Corporations in 1835 made no mention of the repeal by Royal Proclamation, it has often been stated that the discovery of the non-enrolment of the surrender of the 1627 charter was the reason for the withdrawal of the 1682 charter, whereas this is not so. The tale probably got around because Portsmouth was so pleased to be saved the unwanted expense of getting yet another charter.

No further attempt was ever made to unite Gosport to Portsmouth. Possibly it was thought that unified military control over both places was sufficient.



Charles Fort.

Built by Sir Bernard de Gomme
by the orders of Charles II on
the site now occupied by
Camper & Nicholson's Ltd.

The Handel Organ at Holy Trinity Church

By the Reverend John Capper

The War of the Spanish Succession (1701-1713) ensured the maritime, commercial and financial supremacy of Great Britain in the eighteenth century. Many Gosport merchants benefitted from their profits out of supplying the Royal Navy with provisions. But apart from the great Duke of Marlborough none of Queen Anne's subjects made more money out of the war than James Brydges, created Viscount Wilton and Earl of Carnarvon in 1714 and Duke of Chandos five years later. From 1707 till 1712 he was Paymaster-General of the forces abroad, and was generally suspected of keeping a good deal of the change.

He used his wealth in building a splendid mansion on the Canons estate at Edware, Middlesex. There was an elaborate private chapel in which a contemporary describes "a handsome alter piece, and in an alcove above the altar, a neat organ." A full choir was maintained, which daily entertained over a hundred eminent guests after dinner. For two years from 1718, the Duke's director of music was George Frederick Handel. Here he composed the well known Chandos Anthems, and his oratorios 'Acis and Galatea' and 'Esther'. He was responsible for the specifications for the organ in the chapel, and for playing it during divine service.

Handel was a great organ lover and his nineteen organ concertos are still very popular. He was particularly interested in the mechanics of organ building. He had heard of an interesting invention developed by the family of Jordan at Maidstone. Father and son, both called Abraham, were prosperous distillers but their ingenuity led them to the business of organ making where they succeeded beyond expectation. They enclosed the pipes of the Swell Organ in a wooden box, with a sliding shutter in its front which could be opened and closed by means of a pedal. Thus for the first time the volume of sound produced by part of the instrument could be controlled. It was the Jordans whom Handel commissioned to build an organ for Canons chapel. They also built the organ for the parish church of S. Thomas a Becket, Portsmouth where the original screen is still to be seen.

The musical glory of Canons did not last long. The Duke of Chandos got into financial difficulties with his speculative investments. Rather acidly, Jonathan Swift wrote in 1734 that "all he got by fraud is lost by stocks". The great mansion of Canons was sold by auction for its materials on his death in 1744. The Church of the Holy Trinity, Gosport paid £117 to the auctioneer for the organ as it stood. It cost £16 for dismantling and carriage to London, where a further £105 was spent on repairs, and £30 for a new Swell.

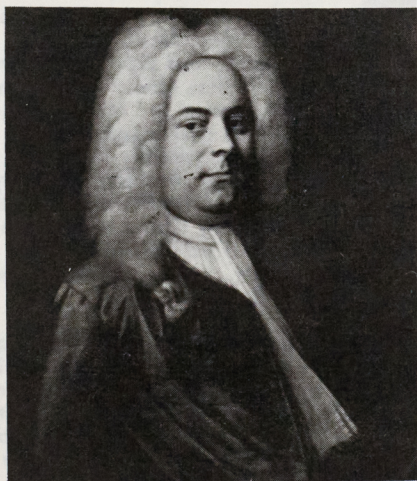
A sum of £5 was incurred in bringing the organ to Gosport, but presumably its erection in the west gallery of the church was mainly done by voluntary local labour, although 16s. was paid on postage for circulating 30 letters for a meeting at the India Arms. Four stones were purchased for 5s. for placing on the bellows to

increase the wind pressure and a similar sum was invested on furniture for the organist's pew.

There is evidence of a growing interest in music during the fifty years after the consecration of Holy Trinity Church in 1696. A sum of £7.5s. was paid for 20 ells of Holland linen for the making of new surplices for the choir, and a further 4s. for mending old surplices. A further £4 was contributed by parishioners for the erection of a special Singing Pew for the choir in the west gallery. But hardly had the choir settled down there than it was ousted from its proud position by the new organ. Indeed the instrument took up ten feet in breadth and thirteen feet in depth of the west gallery, and not only the Singing Pew had to be removed but also the two pews below it. The owners of these pews - John Williams and Thomas Nicol - were found alternative accommodation, doubtless assuaged by the promise that the organ would assist in "the more solemn performance of Divine Service".

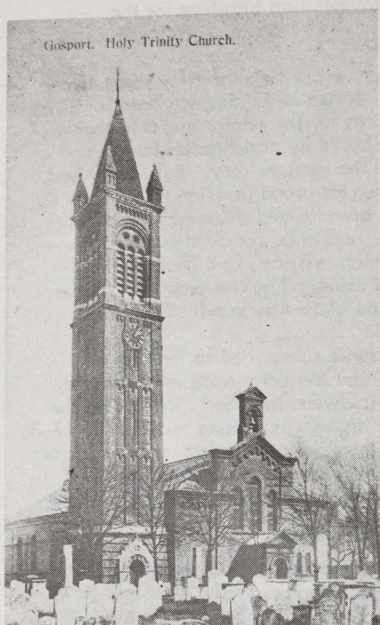
The Vestry Book reveals that about 100 people subscribed to the organ appeal, giving sums ranging from £20 to 2s.6d. The Majority were local people, but merchants from London, Coventry and Swanwick were included, indicating the trading connections of Gosport at this time. The organ was opened on 8th May 1748. It was then decided that if any dispute should arise about appointing an organist (or doing any other thing relating to the organ) that every person who subscribed one guinea to the appeal should have a single vote, and every person subscribing more should have as many votes as he subscribed in guineas.

So the voters duly met in church to decide upon their first organist. There were two candidates: Mr. James Peaceable of Southampton, and Mr. Moses Hawker of Portsmouth. The former received 141 votes, and the latter on 28. So Mr. Peaceable became Gosport's first organist, and Mr. Hawker had to be content with his existing inferior post - at St. Thomas a Becket, Portsmouth, where he remained until 1797.



C. F. HANDEL.

Picture by kind permission
of the National Portrait
Gallery.



HOLY TRINITY CHURCH
BEFORE THE TOMBSTONES
WERE REMOVED

The organist's salary was often subject to dispute. The church accounts for 1749 indicate that he only received £1.11s.7½d. A Vestry Meeting of 1755 resolved that an annual sum of £75 be paid to the curate, and £25 to the organist. But the chapel wardens were often very late in paying these sums. To help remedy this, a rate of 3d. in the pound for pew owners was proposed in 1769. Three years later another meeting of the vestry decided that "wholly over and above such subscriptions as the organist obtain for himself" the chapel wardens should pay over to the organist the rents of "one pew against the south door, and four other large pews in a straight line northward." The Act to Provide for the Perpetual Maintenance and Support of the Chapel of the Holy and Undivided Trinity in the Town of Gosport, which received the royal assent on 20th May 1825, enacted that the appointment of the organist should be from year to year, to be appointed by the proprietors of the Pews who should also fix his annual salary.

An organ the size and importance of this instrument demands constant care and attention. In 1761 about 90 parishioners subscribed just over £20 for repairs to the organ which were carried out by John Pether. Eleven years later the organ blower is recorded as being paid 6d. a week for his services and 5s. was invested in a new leather for the bellows. A few years later ten guineas was paid to John Pether and Henry Rawlins for cleaning, repairing and tuning the organ, and a further 9s. to Mr. Mullins for painting and varnishing the instrument.

In 1802 it was resolved that the organ be tuned and such repairs done as are necessary to the boards, bellows and keys, and provided the chapel wardens shall find that a shilling rate will enable them to improve the organ by adding keys making an alteration to the swell to render it complete in the modern state. Mr. Benjamin West, the organist also agreed to solicit private subscriptions for this. Organ repairs were again needed in 1817 and £25 accordingly paid to a Mr. Jacobs which included £6 for brass rods required. In 1823 Mr. West was appointed a member of a committee to ascertain at what expense the organ could be put into complete repair. It was agreed that a James Butler of London, organ builder, be employed to do the same provided the expense did not exceed 30 guineas.

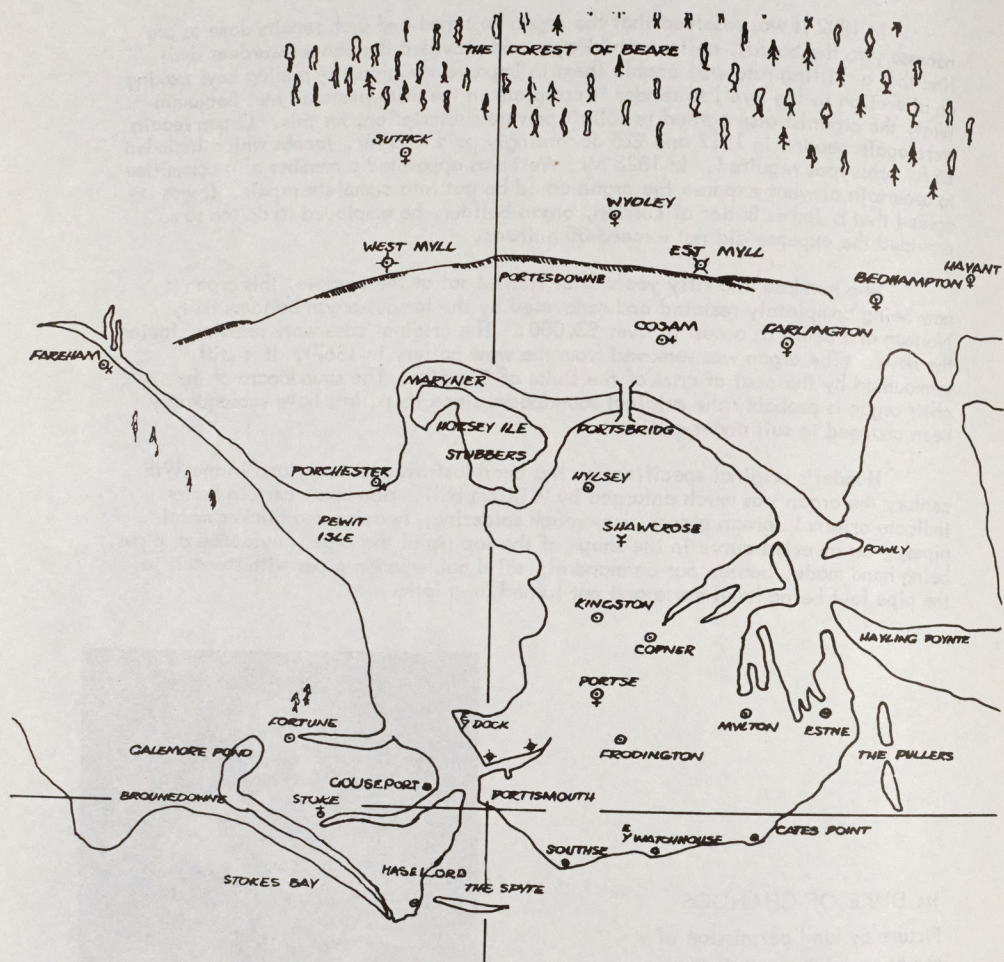
Two hundred and fifty years after Handel sat at the console, this organ is now being completely restored and renovated by the famous organ builders Hill, Norman and Beard at a cost of over £3,000. The original case work remains, facing the nave. (The organ was removed from the west gallery in 1867). It is still surmounted by the coat of arms of the Duke of Chandos. The soundboard of the choir organ is probably the original soundboard since its pallets have subsequently been changed to suit under-action.

Handel's original specification has been lost irretrievably, and in the 19th century the organ was much enlarged by William Hill. However, certain factors indicate original Jordan pipes: very rough soldering; heavier and thicker metal pipes; an inverted curve in the shape of the top lip of the pipes; evidence of pipes being hand made, beaten out on mandrel; solid oak wooden pipes with stoppers to the pipe feet being hand made and not turned on a lathe.

1st DUKE OF CHANDOS

Picture by kind permission of
the National Portrait Gallery





Tracing of part of map by Richard Popinjay, circa 1587, submitted by the Earl of Sussex. The lettering, but not the spelling, of the place-names etc., has been modernised; two obscure names in Portsea have been omitted.

Defence of Stokes Bay against the Spanish Armada

by G. H. & B. E. D. Williams

PART II

In 1587 the lake at Gilkicker was open to the sea, there was another extensive area of water at Gomer, and in between was a creek or marsh. (See the map reproduced here and La Favelure's map at Page 4 of Gosport Records No. 2.) To the north of this was a low cliff, from which the names Alvercliff and Alverbank are derived, in the neighbourhood of the present Stokes Bay Road and Fort Road.

On 10 October 1587, the Earl of Sussex, one of the two joint Lords Lieutenant of Hampshire, made the following submission to the Privy Council.

Remembrance for her Majestie & the Lords of the Counsell
for Portismouth & the countie of Southt :

Portismouth:

Where it is appointed that the new stone wall should be scaffolded with tymber whether it should please her Majestie to have it Rampared with earth which wilbe a deffens against great shot : The wall dothe containe in the whole in lengthe : 86 : perches whereof the greatest parte is to be Raised xiiij^{ten} footes in height and the other parte xj footes the same Rampar to be x : or xij footes in the top and in some places xx^{tie} footes for a piece of Ordonnance to plaie on, the chardge will amounte to about : v : or vj hondreth pounds and it is of strength.

Item there is demannded bie the Master Gonner certaine necessaries for the ordnances as bie a bill by him delivered maie appeare And yf the proporcion (a) shalbe thought too muche then such a proporcion as shalbe thought meete to be sent downe with the rest of thordinnance that lacketh.

Item that there maie be cannoniers sent downe for the use and manadging of the ordonnance (newlie appointed:) with all speed :

Item to knowe her Majesties pleasure that yf the walle shalbe Rampared with earth yf wee lack earthe whether we maie not caste a trench from the towne gate to the kaye bulwarke and therout to take our earth

Item that there maie be letters sent downe (b) from my Lords of the counsell to the maior and townsemen of Portismouth and the inhabitants of thisle (c) that they doe with all speede throw downe all the hedges and diches that stande and be within fortie scoore (d) of the towne walles :

For the contry:

Hasleworth castle(e)

Item that there maie be made a smale sconcs(f) and a mounte at Hasleworth castle, wheruppon maie be placed foure or five pieces of Ordonnance to beate and kepe the entrie into the Roade of Stoakes baie and browne downe where maie ride a Thousand saile of the greatest ships in Seaven: ten or fiftene fadome (g) water at lowe water which Roade is three miles longe at the leaste and after three quarters floode a ship of iiij^{tie} or a c : tons maie put her nose a grounde and come of againe And the landinge place so lardge, as the beach is xx^{tie} scoare (d) wide in the narrowest place from the clift that should beate it : for deffens wherof there is appointed iiij^c men wherof there is aboute : xv : shot : xij corslets and the rest weake archers and blacke billes (h) and no supplie left for their Releef untill they come oute of other Shires

A note which waie to make some good deffens & fortification against this landing place

Stokes bay & brounedoune

Fyrst where there is a clifte that Ronnethe all alongest the shore the same mighte so be pared and caste up as the Enemie should hardelie enter the clifte withoute scale of 10 : or 12 : footes highe, and in moste places : 16 : foote and wilbe so set forthe as the moste parte shalbe Flanked with great shot and smalle, and one waie to doe this, is, that there maie be levied within the Shiere oute of everie house a man or more, accordinge to their abillities, so as there maie be in the whole a Thousand men to worcke for xij or xiiij daies, which yf they should be hired at vjd p diem would amounte to iiij^c and fiftie pounds The like wherof was done in kinge Henry the eight his tyme : in his warrs with Fraunce.

There is also a smalle creeke that ronnethe under this clifte which at everie full sea is in moste places not wadeable, and especiallie at springe tydes which with a traverse walle at the mouthe or entrie therof from the sea with a sluice would be kept so diepe continuallie, the chardge of which traverse wall would amounte to C^{li}. (i)

If your majestie will have this thinge done or anie other the like servises by the Lords Liuetennantes your majestie muste resolve and set downe how farr and to whome their authoritie and comission of liuetennancie shall extend and then they will doe their beste endeavors for your majesties service and deffens of the Realme and touchinge those that should repaire to Stokes baie and browne downe, they be so few in number and so barelie furnished and appointed, as being left without hope of backe or Reliefe I feare they will never come to the place of service or deffens

Explanatory Notes overleaf

The opposite page shows the original manuscript beginning "for the contry" and ending "warrs with Fraunce". The headings are in "italic Script", from which to-day's handwriting developed. The remainder is in "secretary hand" which became obsolete.

Explanatory Notes

- (a) proportion, scale of equipment
- (b) By a clerical error, this MS repeats "sent downe."
- (c) Portsea Island
- (d) score, a distance of 20 paces
- (e) Haselworth Castle was built by Henry VIII on the site now occupied by Fort Monckton; according to La Favelure's map, it was "beaten downe by King Philip", husband of Mary Tudor.
- (f) sconce, a small fort or earthwork
- (g) A fathom measures six feet
- (h) "iii^c men blacke billes", i.e. 400 men, of whom about 15 have firearms, 12 have corelets, and the rest are weak archers and men with black bills. A corselet was a piece of armour. A black bill comprised a blade on the end of a shaft.
- (i) £100.

Sources and Acknowledgements

GRANGE FARM - Hampshire Field Club Proceedings Vol. 2 & 18., A Survey 1800/1802. Walford's Historic Sketches 1887., Victoria County History., Privately printed book by Montague Burrows. Picture on cover by Rear Admiral R. W. Paffard.

ALVERSTOKE SCHOOL - Alverstoke National School Logbooks 1860 - 1940. Alverstoke Church Magazines 1864 - 65. The Story of Gosport by L.F. W. White, Ph.D., Pictures kindly lent by A. Sherwin, Esq., and Miss Adnams. Sketch of School by Rear Admiral R. W. Paffard.

GOSPORT'S MOST PRIVATE RAILWAY - Pevsner N. & Lloyd D. Hampshire. Pelican "Buildings of England" Series.

UNION OF PORTSMOUTH AND GOSPORT - City of Portsmouth Public Records Office. Sketch of Charles Fort by kind permission of the "NEWS" Portsmouth. Drawing of Keys by Rear Admiral R. W. Paffard.

THE HANDEL ORGAN AT HOLY TRINITY - Church Records., The Dictionary of National Biography. Picture of Church kindly lent by W. Hayter, Esq.,

DEFENCE OF STOKES BAY AGAINST THE SPANISH ARMADA - The copies of Crown copyright records in the Public Records Office appear by permission of the Controller of H.M. Stationery Office. The map is traced from MPF 134. The submission to the Privy Council is SP12/204 Item 14; Item 13 is almost identical except in spelling.

Forthcoming Lectures

November 20th, 1972 - "Early Flying Days" Air Vice-Marshal W. E. Station, C.B., D.S.O., M.C., D.S.C., R.A.F. (Ret'd).

February 5th, 1973 - "Portsmouth Harbour" Alderman F. A. Emery-Wallis (Portsmouth)

April 30th, 1973 - "Antique Drinking Glasses" Councillor Dr. J. Taylor - To be held in the Council Chamber, Gosport.



THE OLD FORGE ON THE GREEN, GOSPORT, by Martin Snape.

THE GOSPORT HISTORIC RECORDS AND MUSEUM SOCIETY

The Gosport Historic Records and Museum Society was formed just over two years ago and its aim is to create interest in the historic past of the Borough of Gosport, to preserve old pictures and documents, to build up a collection of maps and archives for the benefit of serious students, and to encourage the eventual founding of a Museum.

From the start the founders have been gratified by the response and enthusiasm shown among people in all walks of life. An initial grant of £500 kindly donated by the Borough Council enabled the Society to get on its feet and a small membership fee of 50 p was originally agreed. There is a proposal to increase this to £1 but this will include free copies to each member of this magazine. In making an appeal for even greater membership we simply state the obvious that the purchase of pictures, the preparation of the Gosport Records, the reproduction of old records, restoration, etc., all costs money and we can always do with all the help we can get.

We record with a deep sense of obligation the very many kind gifts of documents, pictures, and items of interest which have been made to the Society. Have you searched your attic lately? It is surprising what you will find, much of which will be of historic value to the Borough in years to come.

Once again the Borough Council have shown their interest by agreeing to appoint an Archivist to the new Library, and the old library premises have been earmarked as a possible Museum.

In May of this year the Society held an Exhibition in the Hall of the Education Office in Walpole Road which was attended by nearly 3000 people in five days. The picture below shows a section of the exhibits all of which caused great interest and discussion. The two larger pictures on the right are photo-copies of the Charter of King Charles II mentioned by Mrs. M.J. Hoad in her article on the Union of Portsmouth and Gosport.

The picture on the previous page is of the Old Forge on the Green, by Martin Snape and is published at the request for more by many readers following the article and reproductions in our last issue.



GOSPORT RECORDS AND MUSEUM SOCIETY EXHIBITION