

A Brief History of Havant



West Street Arcade circa 1970.

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Ding Dong Bell
Pussy's in the Well



Here we go gathering
Nuts in May



Little Bo-BEEP
has lost her Sheep



Little Boy Blue
Come blow up your horn



Little Jack Horner
sat in a Corner



Little Miss Muffet
sat on a tuffet



Mary, Mary,
quite contrary



Old King Cole
was a merry old Soul



Old Mother Hubbard
went to the Cupboard



See - Saw
Margery Daw

Royal Doulton nursery rhyme tiled panels from the children's ward of Havant Hospital.

Edited by John Pile
Typeset by Richard Brown

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The Borough of Havant Timeline

This timeline is an attempt to chart the flow of events that have contributed to the development of the Borough of Havant we know today. Their selection is subjective and, to some extent, dependent on the interests of the contributors, but it is felt that the results will serve to indicate the broad currents that shaped our local communities in the past. Also, it is hoped that the timeline will prove to be a useful work of reference and a stimulus to further research.

The dates and events in the timeline have been gathered from a wide variety of documentary and printed sources and it would be inappropriate to give references for each entry. Readers are invited to send in their comments, corrections and suggestions for further entries as it is hoped to update the content of the digital version on the Havant museum website from time to time and to print hard copies as required.



Researched by
Friends of Havant Museum

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Havant

- The springs between Havant and Bedhampton attracted early settlement
- 8000-4000 BC Mesolithic period evidence of nomadic settlement in the Havant area
- c. AD 43 Roman road built between Chichester and Wickham
- AD 43-410 A settlement developed around the springs at Havant in Roman times
- 2nd-4th century AD Roman coins found beneath floor of St Faith's Church, Havant
- AD 410-1066 A Saxon settlement was founded at Warblington, the farm of '*Wærblith*' its female owner
- AD 935 & 980 Two Anglo-Saxon charters record the boundaries of an estate *æt hamanfuntan* (at Hama's spring) at Havant
- 10th century Probable date of earliest part of the Church of St. Thomas a Becket, Warblington
- 1086 Havant is listed in the Domesday Book under the name of Havehunte
- c.1150 St Faith's Church built, perhaps on the site of an earlier one
- 1200 Monks of St Swithun, Winchester granted a weekly fair at Havant on Tuesdays
- 1236 Leigh in Havant is mentioned in documents
- 1284 Monks of St Swithun, Winchester transfer the manor of Havant to the Bishopric of Winchester
- 1348-9 Black Death estimated to have killed up to half the population of Havant and Hayling Island
- 14th-17th centuries Cloth-making in Havant
- 1451 Havant's renewed charter allowed a second weekly market to be held on Saturdays and an annual fair on the eve and feast of St Faith (6th October)
- c. 1525 Warblington Castle built
- Late 16th century. Petition by the inhabitants of Havant and Langstone to the bishop of Winchester to allow woad (used for dyeing cloth) to continue to be unloaded at Langstone
- c.1600 For three hundred years tanning and glove making were practised at Havant, involving the trade of fell-mongering

- 1635 A national postal service instituted with an office in Havant
- 1643 Parliamentary forces slight (destroy) Warblington Castle
- 1653 St Faith's Church parish registers began 1656 Stocks and whipping post in Havant renewed
- 1656 Stocks and whipping post in Havant renewed
- 1665 Hamlet of Leigh mentioned in Hearth Tax returns
- 1667 Token bearing the legend 'Thomas Hildrop, Chandler' issued in Havant
- 1710 Earliest recorded school in Havant above the Market House in South Street
- 1711 Earliest recorded baptisms at the Catholic Mission at Langstone
- 1714 Five bells cast and tuned at the Whitechapel Foundry installed at St Faith's Church
- 1718 Independent Chapel opened in the Pallant
- 1734 Earthquake felt in Havant
- c.1747 Bear Hotel built, according to the deeds of the property
- 1750 A Friendly Society established in Havant
- 1750/51 A Catholic Mission established in cottages in Brockhampton Lane
- c.1760 Langstone windmill built
- 1761 Part of Havant devastated by fire. The Old House at Home and St Faith's Church among the few earlier buildings still surviving
- 1762 Act of Parliament for Cosham to Chichester Turnpike Trust passed
- 1763 Earliest record of Freemasonry in Havant
- 1776 Formation of a Viduarian Society in Havant for the support of widows
- 1777 Havant parish workhouse had 50 inhabitants
- 1784 One brewer and five maltsters recorded in Havant
- 1795 Havant Company of Volunteers formed in response to threat of invasion from France
- 1797 The Manor House Academy opened on a site where Manor Close is today
- 1800 Market House in South Street demolished
- 1801 First census shows population of Havant stood at 1,670
- 1803 Loyal Havant Infantry and Loyal Emsworth Infantry Companies formed. United in 1804 under the title The Havant and Emsworth Loyal Volunteers

- 1806 Cricket match played between Havant and Horndean Clubs on Stockheath Common
- 1809 Havant Volunteers stand down
- 1810-1814 Forest of Bere enclosed
- 1815 Langstone watermill (Clarke's Mill) rebuilt by John Smith Lane
- 1819 Union workhouse opened in West Street
- 1820 Sir George Staunton purchased the lease of a house on the Leigh Estate
- 1821 Samuel Gloyne & Sons acquired the brewery site in South Street
- 1822 Homewell Brewery, Havant, established
- 1822 Havant Town Mill rebuilt by John Crassweller
- c.1826 National School opened in Brockhampton Lane
- 1827 Sir George Staunton purchased freehold land from the Bishop of Winchester for £2,075 and became Lord of the Manor of Havant
- 1830 British School opened in Market Lane
- 1830 'Captain Swing' rioters pass through Havant. Threshing machine destroyed in Emsworth
- 1830 George Burrows started a carrier's business from South Street operating vans to Portsmouth and Chichester
- 1832 Robin Hood public house opened in Homewell Lane. Brewing and malting had been carried out behind this site prior to this date
- 1834 Earthquake felt in Havant
- 1836 John Barton, missionary to India and founder council member of Ridley Hall Theological College, born at East Leigh
- 1842 The Little family founded a timber and coal depot at Langstone
- 1847 London, Brighton & South Coast Railway line opened from Chichester to Havant
- 1850 The Old House at Home in South Street became a public house (and doss house). Previously it was the Laurel beerhouse
- 1851 Coastguards at the Langstone Station seized contraband spirits found floating towards the harbour
- 1852 Local Board of Health for Havant established
- 1854 Gasworks established in Havant and Emsworth

- 1855 Thirty-three public gas lamps erected in Havant
- 1855 Sir John Acworth Ommalley (b.1773) naval officer, died at Warblington House
- 1858 Police station opened in West Street, Havant
- 1859 London & South Western Railway line opened from Havant to Godalming, so connecting with Waterloo
- 1860 Havant pumping station opened by Borough of Portsmouth Waterworks Company
- 1860 Havant & Emsworth Volunteer Rifle Corps formed
- 1860–1863 The Admiralty purchased land at Langstone and built the Hayling Bridge Coastguard Station at a total cost of £2,404 10s. 2½d.
- 1861 William Henry Stone purchased the Leigh Park Estate
- 1861 Havant Branch of The Hampshire & General Friendly Society formed
- 1863 Hampshire Banking Company opened a branch in West Street
- 1865 Havant & Hayling Coal Company Ltd supplied coal at Langstone Quay at 23 shillings per ton or delivered in Havant at 24 shillings
- 1865 Railway line opened to Langstone Quay and in 1867 it was extended to South Hayling
- 1868 Havant Town Hall commissioned to be built by the architect Richard William Drew
- 1869 Anglican Chapel of St Nicholas, Langstone, built by Henry Williams Jeans
- 1870 Havant Town Hall (public rooms) opened
- c.1870 Havant Choral Society founded
- 1870 Havant's first state school is built under the Elementary Education Act
- 1870 Large areas of common enclosed in Havant and Hayling Island, including Havant Thicket, South Moor and Creek Common
- 1870 Havant obtained a piped water supply
- 1871 Havant Volunteer Fire Brigade formed
- 1872 Wesleyan Church opened in West Street
- 1872 Cosham, Havant and Emsworth Water Order empowered Portsmouth Waterworks Company to supply water to Bedhampton, Havant and Warblington,
- 1873 Havant's two annual fairs abolished

- 1874 Major General Sir Frederick William John Fitzwygram purchased the Leigh Park Estate
- 1874 Miss Mary Charge built Lymbourne, now part of The Spring Arts and Heritage centre
- 1875 Working Men's Club and Institute opened in West Street, Havant
- 1875 Soup kitchen and coal fund started in Havant
- 1875 Catholic Church of St Joseph opened in West Street
- 1876 Masonic Hall built in Waterloo Road
- 1877 'Lavants broke', flooding North Street, Havant
- 1878 Havant Bonfire Boys formed to organize Guy Fawkes Night celebrations
- 1879 'Disastrous flood' reported, affecting North Street and West Street, Havant
- 1884 Havant School Board formed
- 1885 Havant Bonfire Boys disbanded
- 1886 Approval given for a new court house (to avoid having to use the Black Dog and Bear Hotel) to be built adjacent to the police station.
- 1888 Havant Club opened in rooms at the rear of the Bear Hotel
- 1889 The new White Hart built on the corner of North Street and East Street next door to the old White Hart in East Street
- 1889 Havant Recreation Ground opened
- 1890 Congregational Church opened in Elm Lane to replace the chapel in the Pallant
- 1892 The Havant Club moved to its present building in East Street on the site of the old White Hart.
- 1894 Fever hospital (Joint District Hospital) opened at Havant
- 1894 Havant Rural District Council formed
- 1896 Havant Board School opened in Fairfield Road, Havant
- 1898 Gloyne's Brewery and six public houses sold to Emsworth brewers Kinnell & Hartley
- 1900 National Telephone Company opened an exchange in North Street, Havant
- 1903 Homewell Brewery and Samuel Clarke's other brewing interests, including 9 public houses, sold to George Gale & Co

- 1904 ‘Lymbourne’ changed hands and was renamed ‘Moorlands’. It is now part of The Spring Arts and Heritage Centre, Havant
- 1904 The new Wheelwright’s Arms public house opened in Emsworth Road, Havant replacing an earlier beerhouse
- 1907 Branch of Barclays Bank opened in North Street, Havant. By 1911 it had moved to 18 East Street
- 1907 Portsmouth Corporation opened a telephone exchange in Brockhampton Lane, Havant
- 1907 Warblington Halt opened
- 1907-8 Quay constructed on Langstone Harbour at the end of Pook Lane
- 1909 Mains drainage and sewerage provided in Havant
- 1911 Rowlands Castle supplied with gas for public and private use
- 1913 Havant’s first Girl Guide Troop is formed under Miss Norcock
- 1913 Empire Kinema opened in North Street, Havant
- 1914–18 Langstone Towers used as an Auxiliary Military Hospital during the Great War
- 1914 Waldron House (now Kingsway House) East Street opened as a Soldiers’ Institute
- 1916 Stent’s purpose-built Glove Factory established in West Street
- 1919 It is believed that the Treaty of Versailles was written on Havant Parchment
- 1919 1st Havant Scout Troop formed
- 1921 Home Ambulance Service started at Havant
- 1922 Biden & Co’s Havant Brewery at the Prince of Wales public house closed. The last Havant brewery to close
- 1922 Havant War Memorial unveiled
- 1923 Havant and Emsworth supplied with mains electricity
- 1924 Royal British Legion, Havant Branch, opened with meetings in St Faith’s Church House in the Pallant
- 1926 Havant gasworks closed, having become part of the Portsea Island Gas Light Company
- 1929 Havant War Memorial Hospital opened
- 1932 Langstone windmill purchased and restored by Flora Twort, artist

- 1932 Havant & Waterloo Urban District Council formed
- 1934 Havant Town Mill stopped working
- 1936 Outlying portions of the Leigh Park Estate sold to Parkleigh Investment Co
- 1936 The Homewell parchment works closed
- 1936 Empire Kinema in North Street closed
- 1936 Empire Cinema opened in East Street
- 1937 New post office built on the corner of East Street and Beechworth Road, Havant. One of only a few with an Edward VIII cipher
- 1938 Destroyer HMS Havant launched at Cowes, Isle of Wight. Sunk while evacuating troops from Dunkirk on 1st June 1940
- 1938 Havant railway station rebuilt to the west of North Street
- 1939-1945 Second World War anti-aircraft battery and searchlight emplacement situated in Langstone Road, Havant
- 1939-1945 Sir David Robert Bates (1916-1994) worked on countermeasures to the magnetic mine at West Leigh
- 1939 Civil Defence First Aid Post opened in St Faith's Church Hall, in the Pallant
- 1939 Havant Joint District Hospital (previously Havant Fever Hospital) closed
- 1940-1956 Leigh Park House requisitioned by the Admiralty for the Underwater Counter-Measures Weapons Establishment
- 1941 Francis Harry Compton Crick (1916-2004) molecular biologist, joined the scientific staff at the Admiralty mine design department at Havant
- 1942 British Restaurant opened in Parkway, Havant
- 1944 Portsmouth City Council purchased Leigh Park House and 1,673 acres of land in Havant
- 1946 'Moorlands', formerly 'Lymbourne', sold to Havant Urban District Council and used as an addition to the Town Hall
- 1946 Leigh Park Gardens maintained by Portsmouth City Council and opened to the public
- 1947 Work commenced on building the Leigh Park housing estate
- 1949 The first families moved into Bramdean Drive on the Leigh Park Estate where weekly rents were £1 16s. 4d. The target was to house 23,000 people on the estate
- 1949 Havant County Secondary School opened in South Street, Havant

- 1950 Leigh Park Tenants' Association formed
- 1951 Havant Rugby Club founded
- 1954 Catholic Church of the Blessed Margaret Pole, Leigh Park, opened
- 1954 Warblington Secondary School opened in Southleigh Road
- 1955 The Co-operative Department Store was the first store to be opened in the new Park Parade Shopping Centre
- 1955 Fire Station opened in Park Way
- 1956 Production of Scalextric models started in the Havant factory
- 1956 Leigh Park Methodist Church opened in Botley Drive
- 1956 The rebuilt Hayling Island Toll Bridge opened
- 1957 Oak Park Secondary School opened in Leigh Road, Havant
- 1957 Leigh Park branch of the County Library opened in Stockheath Lane,
- 1957 Bosmere County Junior School opened
- 1958 Methodist Church opened in Petersfield Road
- 1958 Havant Town Mill demolished
- 1958 Broomfield Secondary School opened in Middle Park Way
- 1959 Leigh Park House demolished
- 1959 Tampax factory opened in Dunsbury Way, Leigh Park
- 1959 Sanctuary of St Nicholas and hall, Bedhampton, built
- 1960s The watercress beds in the Lymbourne Stream closed due to pollution
- 1960 Tolls abolished on Hayling Bridge
- 1960 Stent's glove factory closed
- 1960 The Kenwood factory opened in New Lane
- 1960 The Portsea Island Mutual Co-Operative Society opened a branch of its Funeral Director's business in Dunsbury Way, Leigh Park
- 1961–62 Market Parade built
- 1962 The parish of St Alban's, West Leigh, formed with the Revd Michael Bourne as the first Priest in Charge
- 1963 Hayling Billy Line closed
- 1963 The Church of St Francis, Leigh Park, consecrated
- 1963 Colt Ventilation and Heating factory opened in New Lane, Havant

- 1964 The Havant Automatic Telephone Exchange opened in Elmleigh Road, Havant
- New police station built in Elmleigh Road
- 1965 Havant bypass opened ahead of schedule by Lord Lindgreen, Parliamentary Under-Secretary to the Minister of Transport, Tom Fraser
- 1966 Greywell Precinct, Leigh Park, opened by the comedian Sid James
- 1966 IBM announced plans to build a manufacturing plant at Havant
- 1966–1969 Extension of the Leigh Park housing estate at The Warren
- 1968 Colt International opened a factory in New Lane, Havant
- 1968 IBM opened a manufacturing plant at Langstone, Havant
- 1969 The ‘Sixpenny Six’ led by Havant Borough Councillors George and Betty Bell jailed after refusing to pay one shilling entrance charge to Leigh Park Gardens, increased from six- pence by Portsmouth City Council
- 1970 Entrance charge to Leigh Park Gardens abolished when Havant Borough Council agreed to share the cost of their upkeep
- 1970 Coal gas replaced by ‘Natural’ gas in the Havant area
- 1970 Wakeford School opened in Wakefords Way
- 1970 The Homewell Spring ran dry for the first time
- 1971 Sir Alec Richard Rose (1908-1991) yachtsman, retired to Havant
- 1972 The disused Havant Joint District Hospital demolished
- 1973 Queen Elizabeth II passed through Havant on her way to Portsmouth Dockyard
- 1974 Havant became a Borough
- 1974 Havant incinerator opened
- 1974 Havant Hockey Club won the first of four National Hockey Championships
- 1974 A swimming pool opened at Havant Leisure Centre
- 1974 Havant College opened
- 1977 Havant Civic Centre opened
- 1978 Havant Borough Council moved out of the Old Town Hall and the Havant Arts Centre was created
- 1979 Moorlands opened as the Havant Museum
- 1979 Lavant culvert burst, flooding North Street, Havant

- 1981 Langstone Village Association set up
- 1982 Havant Leisure Centre opened
- 1983 West Street pedestrianised
- 1983 Sir John Whitaker Fairclough (1930–2003) computer engineer and public servant, given charge of IBM UK's research and development at Havant
- 1984 Kingscroft Industrial Centre opened at Brockhampton
- BUPA hospital opened in Bartons Road
- 1991 Meridian Centre opened
- 1994 Tour de France passed through Havant
- 1997 Havant incinerator closed
- 1997 Traffic calming measures introduced in Middle Park Way and Purbrook Way, Leigh Park
- 1998 Waterloo FC merged with Havant Town FC to form Havant & Waterloo Football Club
- 1999 Kenwood's ceased manufacture at its Havant factory and production was moved to China
- 2001 Catholic Church of St Michael & All Angels, Dunsbury Way, Leigh Park, destroyed by lightning
- 2003 Tony Oakey of Leigh Park won the World Boxing Union Light Heavyweight Championship
- 2006 Oak Park Children's Hospital opened in New Lane, Havant
- 2006 A new bus station was opened
- 2008 Havant & Waterloo Football Club lost 5-2 to Liverpool at Anfield in the 4th round of the FA Cup after leading twice
- 2009 Havant Brewery, a microbrewery, opened in Cowplain
- 2009 Havant Arts Centre and Havant Museum merged to form the Spring Arts and Heritage Centre
- 2010 Havant Academy, formerly Staunton Park Community School, opened
- 2011 Havant's refurbished civic centre was re-named the Public Service Plaza
- 2011 Havant War Memorial Hospital closed

HAVANT BOROUGH COAT OF ARMS



The Borough of Havant comprises the communities of Bedhampton, Cowplains, Hayling Island, Havant, Warblington, Emsworth, Leigh Park, Purbrook and Waterlooville and the Coat of Arms represents as many of these communities as is possible within the complete heraldic achievement whilst preserving the essential basic qualities of distinctiveness and simplicity.

Thus the embattled quartering of gold and blue on the shield is an allusion to the old castle at Warblington. The keys have been taken from the arms of the monks of Jumieges who at one time held Hayling Island. The fleur-de-lys and the colours of the quartered shield were prominent in the Arms of Montgomeri. Roger de Monte Gomery at one time held the Manor of Warblington so that the fleur-de-lys with the embattled quarterings and the colours of gold and blue together represent the Manor of Warblington including Emsworth whilst the devices on the shield represent Hayling Island and Warblington.

The supporters on either side of the shield represent two Saxon Warriors and allude to Havant or Havehunt which comes from two Saxon words Haman Funta thought to mean the spring of Hammer. Hammer was a legendary hero of the Goths referred to in the Epic of Beowulf. Thus the hammers held in the hands of the supporters are a pun alluding to the name of Hammer thus further identifying the supporters as representative of Havant.

The crest depicts the French eagle shown as grasping two sprigs of oak. During the battle of Waterloo a French standard bearing the French eagle was captured and thus the eagle alludes to Waterlooville whilst the oak sprigs refer to the parklands of Leigh Park.

A Brief History of Havant

In AD935 the present town of Havant was recorded with the name 'Hamanfunta" which can be translated as 'Hama's Spring' and almost certainly refers to the Homewell spring which lies to the south-west of St Faith's churchyard.

The presence of this spring near to the crossing point of two ancient tracks, one following the coast and the other coming down from the downs to the shore, was the main reason for the establishment of a settlement. The convenient proximity of the harbours and forest also meant ample supplies for fishing, hunting, wood and forest pasture.

Archaeological finds indicate that Havant has probably been inhabited for several thousand years. The remains of Mesolithic dwellings have been found near to the Lavant Stream to the north of Wakeford's Copse as well as Neolithic implements at Langstone and Bedhampton, and Mesolithic flints in East Street. On Portsdown, close to Havant's Saxon boundary, there are the remains of a Neolithic long barrow that was later used as a Saxon burial ground.

In 1832 Roman foundations were discovered at St Faith's church during renovation work and in 1926 the remains of a Roman villa were excavated in Langstone Avenue. The Roman road from Chichester to Winchester via Wickham followed the present line of East and West Streets and it is thought that another Roman road from Rowlands Castle to Hayling Island crossed it near to the present crossroads, possibly where East Street bends near to the *Bear Hotel*. Havant is recorded in the Domesday Survey of 1066 as follows:

The monks [of Winchester] hold Havehvnte from the Bishopric of Winchester, They always held it. Before 1066 it paid tax for 10 hides; now for 7 hides, Land for 4 ploughs. 20 villagers with 6 ploughs, 2 mills at 15 shillings; 3 salt-houses at 15 pence; woodland for at 10 pigs. The value is and was 8 pounds.

A hide was an area of land between 60 and 120 acres, which was considered to be adequate to support one freeman and his family. Land for a plough was a piece of land capable of being cultivated with one

plough and salt-houses were salterns where salt was produced by evaporation. The ten pigs were the annual rent for pannage on the wood-pasture of the manor. The actual number of tenants' pigs was probably ten times this figure.

Local industries based on agriculture and water developed over the years. The land was suitable for growing corn and grazing, and the supply of fresh water was abundant. Rain falling on the south downs to the north was absorbed by the chalk and channelled underground to emerge from over twenty springs that had a combined average output of about 100 million litres (23 million gallons) of water each day. The Lavant Stream, whose source was also in the Downs added to this supply as well as the Hermitage Stream although the latter was not fit for drinking.

Corn was ground into flour or meal by the many local mills that were built and rebuilt. The remains of the most recent ones are still visible.

The Town Mill, dating from 1460 stood to the west of what is now the junction of the A27 and Park Road South and was driven by water coming from the Lavant stream, the Homewell spring and a spring which today is beneath the multi-storey car park. The water was held in a large millpond and released by a sluice gate to drive the water wheel. A separate sluice gate enabled nearby fields to be irrigated. The mill was operational until 1934, and was demolished in 1958 to make way for the by-pass. When an office block was built on the site of the millpond, a symbolic wooden wheel was erected in the old mill race.

West Mill, also called Langstone Mill or South Mill, at the end of Mill Lane was driven by the water that had first driven the Town Mill. It was erected in 1823 in place of a fulling mill that had burnt down in the 1750s, and was pulled down in 1936. Fulling mills were first built in the twelfth century for treating cloth that had been home spun. It was soaked in various solutions and then beaten by heavy wooden mallets, which were powered by the waterwheel, in order to compact the fibres and threads and to remove the natural grease of the wool.

Brockhampton Mill stood on what is now the Solent Way just south of the junction of Harts Farm Way and Southmoor Road. It was powered by water from the Brockhampton springs and was demolished before 1900.

The only evidence there is of windmills is the one that stands on the

foreshore at Langstone that worked until the mid-1800s. Alongside this mill was a watermill driven by the Lymbourne Stream, which flows from the spring at the bottom end of Lymbourne Road. The water was held in the millpond that was restored some years ago.

The mills by the sea all had quays which could accommodate barges for transporting their products to other parts of the country and abroad. During the nineteenth century a steam engine driven mill was built in Park Road South to enable harder corn to be ground.

The pastureland around Havant and on the downs was ideal for sheep farming which in turn supported a number of other industries. Wool was made into cloth and a thriving trade was established.

However, during the sixteenth century, Parliament introduced a new standard size to which cloth had to be manufactured and as this could not be complied with locally the industry went into decline. The sheep also provided essential food.

Havant's parchment was held in very high regard on account of its whiteness compared with all other parchment that tended to be yellow. It was made from the inner layer of the sheep or goat's skin, which was processed over several weeks before being finished. Throughout its manufacture large quantities of spring water were used; although it is thought that the properties of this water may have been responsible for its whiteness there is no scientific evidence for this.

Although parchment may have been made in Havant for hundreds of years there is firm evidence of this. Stallard's parchment yard in Homewell closed in 1936.

The outer layer of sheepskins, together with the skins of other animals, went to various tanneries in the town for making into leather. This was another industry requiring a large volume of water. It flourished by supplying boot, shoe, clothes and harness making trades. The making of leather and high quality gloves continued into the 1960s, much of the latter work being carried out in the homes of outworkers.

Brewing was another thriving local industry also reliant on the abundant supply of virtually pure water. In 1855 there were four breweries and nine malt houses in the town and in addition a number of beerhouses brewed their own supply.

The barley for the malt and the hops was grown locally. The last brewer was Biden's who were in West Street next to the Prince of Wales public house. When it closed in the 1920s it was converted into a laundry, later becoming the Home Service Laundry, making exploitative use of the brewery's old well. Another laundry, the steam engine driven Hygeia in Waterloo Road, also had its own well.

Watercress grew prolifically in the spring-fed streams and provided a very successful business for the Marshall family for about a hundred years until 1960.

In 1200 the Bishop of Winchester obtained a charter from King John granting the town of 'Haveunte' a market every week on the condition that it did not interfere with any neighbouring market. In 1451 Henry VI confirmed this charter and granted an additional charter giving the town of 'Havont' an annual two-day fair on 6 October, the feast of St Faith, This fair was held in the 'Fair-field' which lay to the east of the present Fairfield Road.

Also included in this charter was permission for an extra weekly market that was held on Saturdays for the sale of corn.

A second annual fair was held on 11 June, the feast of St Barnabas, which took place in the streets and around the walls of St Faith's church. No record exists of any charter being granted for this fair but it has been suggested that a Saxon church may have stood on the site of St Faith's church before it was rebuilt in about the 12th century and that this earlier church had been dedicated to St Barnabas when converted to a Christian church in the seventh century,

When the calendar was altered in 1752 and eleven days, from the third to the thirteenth of September inclusive, were omitted, it was enacted that all markets and fairs were to be held eleven days later. Havant's fairs were held on 22 June and 17 October until they were abolished in 1871.

Sometime after the charter of Henry VI was granted a market house was built in South Street alongside the church wall. It is recorded as being in a dilapidated state in 1615 and eventually collapsed in 1710. It was rebuilt on the same site and consisted of an open arched passage, an enclosure with standing room for 50 people, stalls and the usual requirements for a market. There was an adjoining cage that served as a local lock-up and the top floor of the building was used as a school and court house for the Lord

of the Manor to conduct his business.

However, as it was difficult for waggons to pass between the market house and the buildings opposite, it was rebuilt near to the same place but the problem was still unresolved and it was pulled down for good in 1828.

Further down South Street there were fish and meat stalls, A Tuesday cattle market was established in the meadow at the rear of the Star Inn in North Street. Around 1900 it moved across the road to Dog Kennel Farm where the North Street Arcade now stands. The loss of many small farms in the area and changes in the method of trading animals eventually affected the viability of the market, so, 756 years after King John's charter, it came to an end in January 1956.

Havant's parish church is dedicated to St Faith, a young girl of Aquitaine in France, who was martyred c.AD 290 during the Diocletian persecution. The early Gothic style of the church has been retained despite being rebuilt and restored several times. It was not recorded in the Domesday Survey.

The churchyard had always been Havant's principal burial ground and by 1850 it was estimated to hold the remains of over 20,000 souls. Its level had risen to well above that of the surrounding streets and as it became impossible to make new burials without disturbing the remains of others, a new cemetery was established on land in New Lane donated by Sir George Staunton. One acre was allocated for the church and a quarter of an acre for dissenters. The cemetery was expanded in 1896.

By 1800 there were several shops and a church house in front of the church in West Street, most of these were demolished at some time but one building remained at the corner of Homewell by the churchyard until the 1920s. The church house was founded for the use of the poor and became a meeting place for social events. Spits, crocks and other utensils for cooking were provided by the parish free of charge and could be obtained from here. The building was later converted into an almshouse, the last occupants being two aged paupers by the names of Bishop and Carpenter.

Examination of the records of the Court Leet, the manorial court that dealt with criminal offences, gives some idea of lawlessness in the 17th and 18th centuries. Havant possessed the usual equipment, for the punishment of offenders; the ducking stool, stocks, pillory, whipping post and the lock-up.

Anyone sentenced to be confined in one of these appliances would become the target of abuse and missiles from their fellow townspeople.

Some of the cases recorded are worth mentioning. Richard Townsend, who drew blood with a dagger during a fight with Robert Norrys, fined 3s. 4d. (17p) Robert Woods and Nicholas Godfrey for playing cards in the house of Arthur Woolgar, fined 12d. (5p) each. Robert Dudman for being habitually drunk fined 3s. 4d. (17p) Joseph Barkett for allowing his wife to wash children's clothes in the Homewell spring, let off but he would be fined 40 shillings (two pounds) if she did it again. Eleonora Baron, a common scold, was sentenced to the ducking stool.

The Rural Police Act was passed in 1839 from which the modern police system evolved. A police station and courthouse were built in 1858 next to the workhouse which stood at the east corner of West Street and Union Road. Prior to this time the petty sessions were held in the upper room of the former Black Dog public house in West Street.

One of the most important people to have lived in the area was Margaret Pole, Countess of Salisbury, who resided from 1521 until 1543 at Castle. A relative of Henry VIII, she is reputed to have entertained him there in 1526. However, Henry later suspected her of helping her son, Cardinal Reginald Pole, in his support for the Pope during his religious battles with the king. Margaret was interrogated at before being taken to the Tower of London where she was tried and found guilty of treason and executed in 1543.

The castle was completed around 1520 and detailed building accounts for the years 1517/18 survives. A survey carried out in 1632 describes it as follows:

THE Scite of the principall mannore house of is a very fare place Well moated about all Wth bricks and stones and is of a greate receipt built squiere in length 200 foot and in breadth 200 foot Wth a fare grene court Wth in and buildings round the said court Wth a fare gallery and Diveres Chambres of great romthe and two towers covered Wth leade Wth a very great and spacious halle parlor and great Chamber And all othere housses of offices What soever Necessary for such a house Wth a very fare Chappell Wth in the said house and the place covered all Wth slates

and stones And there is a fare grene court before the gatte of the said house contayninge 2 acres of land and there is a very spacious garden Wth plasant Walkes adioyning to the house contayninge 2 acres of ground and neare to the said place a groves of trees contayninge 2 acres of lands 2 orchards and 2 little meadows plates contayninge 3 acres And a fare fishe ponde neare the said place Wth a gatte for wood and 2 Barnes one of sixe Bayes the other of 4 Bayes Wth stables and other out houses.

This accurate transcription of the survey document was made by Roy and Sheila Morgan (Portsmouth City Records Office *Newsletter*, No. 7, February 1990) and corrects a number of previous published errors one of which was that there were four towers.

Sadly, all that remains is the gateway and one of the towers. The castle was later occupied by the Cotton family who supported Charles I. In 1644 a party of Cromwell's men severely damaged the castle and its destruction was completed by local builders and stone robbers. This is evidenced by the fact that material from the castle has been found in many buildings in the area.

Another event that took place during the civil war was a clash close to St Faith's church on Christmas Day 1643 when a group of King's men led by the local rector, Francis Ringstead, put to flight some Parliamentarians led by Colonel Norton of Southwick House. During the Civil War, lands owned by the church were confiscated and the Manor of Havant was sold on 21 February 1647 to William Woolgar for £1,162 5s. 4d. (£1,162.27p). When Charles II was restored to the throne the Manor was returned to the Bishop of Winchester who allowed William to remain as his tenant.

William's manor house, which had been built with material from Castle, was replaced in 1795 by another that was demolished in the 1930s to make way for the building of Manor Close.

The lease of the Manor changed hands several times until it was obtained in 1820 by Sir George Thomas Staunton when he bought Leigh Park House and the estate. Sir George was a young man who had returned to England from China having worked for 20 years with the East India Company and was anxious to buy a country estate in order to improve his status. In 1827 he bought the freehold of the manor from the Bishop of Winchester for

£2,075 1s. 9d. (£2,075.9p). During his time at Leigh Park he carried out extensive tree and shrub planting, extended the lake and built many bridges, monuments and follies. Next to the house he built a Gothic-style library, which still stands, and large glasshouses which have now been re-erected.

In 1828 he arranged for the Havant to Horndean road, which passed within 30 yards (27 metres) of the house, to be moved further to the east. Sir George died in 1859 and William Stone bought the house and estate in 1861. In 1863 he replaced the house with a mansion in the north gardens overlooking the lake. During his time in Havant Stone donated land in New Lane for use as allotments *'to be let for the relief of poverty among the labouring classes of Havant'*. He also opened the grounds for fetes, shows and weekend picnics and permission was given to use the lake for fishing and ice-skating.

Sir Frederick Fitzwygram continued these privileges after he bought the estate in 1864, in particular he used the grounds for rallies to woo the electorate during his campaign for election as the Member of Parliament for South Hampshire. The *Hampshire County Times* reported that *'on 28th June he held a Conservative fete the scale of which was never before equalled in the south of England'*. Sir Frederick died in 1904 and the estate passed through members of his family until in 1944 it was purchased by Portsmouth City Council who built one of the largest municipal housing estates in Europe on it. Although William Stone's mansion was demolished in 1959 the gardens and ornamental farm were spared and are now, with the addition of other land, being restored and developed into the Sir George Staunton Country Park.

For those who followed the established faith, religious worship posed no problem, although there was a time when a fine was imposed for not attending church. Adherents to other faiths, in particular that of the Roman Catholics, found life more difficult. It may, however, have been the presence nearby of a number of prominent Catholic families that influenced the fact that Havant was the centre of Catholic worship for a large area. Also, being situated close to the sea, it was easy to make a rapid escape to the Continent if necessary. Before 1700, Catholics were served by travelling priests and about this time a mission was established in

Langstone, reputedly in the roof space of a number of cottages. In about 1750 the mission moved to some other cottages in Brockhampton and in 1752 it moved again into a purpose-built building nearby whose outside appearance disguised the chapel within. Stables were provided for worshippers' horses as some had to travel great distances, there being no chapels in Portsmouth or Chichester at this time. However, their situation was relieved by the passing of the Catholic Relief Bill in 1701 but the present church of St Joseph was not established until 1875.

The origin of the church of St Thomas a Becket is not clear but parts of the present building are of Saxon origin. The yew tree alongside is estimated to be over 1,000 years old and it has been suggested that it was planted, along with other yews, on a site of pagan worship remaining after the site was taken over for the building of a Christian church. The church's isolated position is likely to have been the reason for the construction of the flint huts at opposite corners of the churchyard. It is believed that they date from around 1800 and that they were used by grave-watchers who kept a look out for body-snatchers. On the south side of the church there is a fine sundial, dated 1781, and carved below in the left hand window jamb is what is believed to be part of a mass dial. These clocks were used to indicate if it was time for Mass by inserting a rod in a central hole and seeing if its shadow coincided with one of the predetermined time lines.

The chapel of St Nicholas in Langstone High Street was built in the 1860s and is still in use. In 1874 an 'Iron Church' was built in Brockhampton Lane on the corner of Selbourne Road, it was so called because it was iron-framed and clad with corrugated iron sheets. It was used for services and social events until it was demolished in the 1970s.

The Primitive Methodists built a chapel in 1878 at the end of West Street near to the Bedhampton railway crossing. This had a following of many well-known local people and continued in use until the 1950s when a new church was built in Park Lane, Bedhampton. The old building was used as a warehouse for a number of years before it was eventually demolished. There are records of Protestant Dissenters being active in Havant during the 17th century and in 1728 they established a church in The Pallant. This church became known as the Congregational

Church and remained in use until the new church in North Street was opened in 1891. The name was changed to the United Reformed Church in 1972 when the merger with the Presbyterian Church took place.

In the 1880s the Wesleyan Methodists decided to build the chapel in West Street opposite the former Black Dog public house. In 1932 they combined with the Primitive Methodists and the United Methodists to form the present day Methodist Church. Although not very well supported, the chapel continued in use until the 1950s, and today the building is used as commercial premises.

On 25 October 1784 an earthquake was felt in Havant between 3 and 4 a.m. It was reported that it lasted for some two or three minutes and after a short interval it was repeated for another two or three minutes. There then followed a gale that lasted for several hours. A similar experience occurred on 30 November 1811 at 2.45 a.m. when a violent shock was felt causing considerable alarm amongst the many awoken from their sleep. It is not known if either event caused any damage or casualties.

In about 1760 a serious fire took hold in the town and most of the present day shopping area of West Street and parts of North and East Streets were destroyed. At this time there was no organised arrangement for fire fighting and ladders, buckets, poles with hooks to remove burning thatch and possibly hand-held pumps were all that was available. It is believed that these items were kept at the Market House.

There is a reference to the Sun Insurance Company contributing towards the cost of a fire engine in 1788 but usually these engines would only be used if the premises concerned were insured with that company, such insurance being indicated by the company's fire mark in the form of a plaque being fixed on the front wall of the building. Eventually the parish obtained horse or hand-drawn hand-operated fire engines and in 1871 the Havant Volunteer Fire Brigade was formed.

Before the fire the paved roads through the town were very narrow making it difficult for wagons to pass and outside the town the roads were described as being 'ruinous and deep'. Rebuilding the houses further apart and the establishment of the Portsmouth to Chichester Turnpike Trust marked the start of improved conditions. A tollgate was built just to the west of the later Bedhampton railway

crossing and a charge was levied on all road-users, the income being used to keep the road in good repair. The Trust was in operation until 1867.

Better roads greatly improved stagecoach travel and in 1823 departures were advertised from Havant to Brighton, Portsmouth, Southampton and London. The Bear Hotel in East Street and the Dolphin Hotel, which stood at the present West Street entrance to the Meridian Centre, were important coaching inns. However road traffic started to decline when the London Brighton & South Coast Railway Company (LB&SCR) opened its route from Brighton to Havant on 15 March 1847 and to Portsmouth on 14 June 1847. This improved coast-way communications but travellers to London had to go via Brighton or Eastleigh. The more direct route from London did not reach Havant but terminated at Godalming. The Direct London & Portsmouth Railway Company engaged Thomas Brassey, a private contractor, to build the link between Godalming and Havant as a speculative venture and the first sod was turned at Buriton on 8 August 1853. The single-track line was completed in 1858.

The London and South Western Railway Company (L&SWR) reluctantly took the line over to keep out its rivals, but in order to run a through service to Portsmouth it had to obtain running rights over the LB&SCR track between Havant and Portcreek. Thinking that these rights had been obtained, it announced that it would run a through goods train on 28 December 1858. However the LB&SCR disagreed and they removed a part of the points at the down junction and put an engine across the up junction. The L&SWR train arrived at 7 a.m. with a large number of platelayers on board. These men moved the LB&SCR engine into a siding so that their train could go down the up line to the station and over a crossover back on to the down line to Portsmouth. However the LB&SCR platelayers realised what was happening so removed part of the crossover thus preventing the L&SWR train from moving forward and left it blocking both lines. It remained here for several hours before reversing back to Godalming. During the course of this confrontation two railway officials from opposing sides got into an argument and one had his shirt torn. This subsequently became a court

case with the one accusing the other of assault. This was the only incidence of violence recorded and it bears no relation to later embellishments of the events of this day when it was called 'The Battle of Havant' with hundreds of men fighting each other resulting in many injuries.

The L&SWR did, however, start a service from London but passengers had to alight at a temporary station which was erected at Denvilles from where they were taken to and from Portsmouth by horse-drawn omnibus for a fare of 6d. (2½p). A through service started on Monday 24 January 1859 but it was suspended after a court judgement of 8 June 1859 went against the L&SWR. After a period of ruinous competition an agreement was eventually made and the through service restarted on 8 August 1859. The line between Godalming and Havant was double tracked in 1877.

The line to Hayling Island was opened as far as Langston (the railway always used the old name without the 'e') on 19 January 1865 but was not extended to South Hayling until 17 July 1867. In 1871 the line was leased to the LB&SCR who, in 1890, introduced their Stroudley Terrier A1X class engines that hauled trains until the last public service ran on Saturday 2 November 1963. The very last train was a special that ran the next day.

Between 1885 and 1888 a paddle steamer called *Carrier* took goods wagons from a specially constructed berth at Langstone to Brading on the Isle of Wight.

The original Havant railway station to the east of North Street was rebuilt about 1889 and the present 'Odeon' style station was built in 1938 on a new site to the west following the electrification of the lines in 1937. The new station necessitated the closure of the level crossing and the construction of a new bridge and Park Road North and Park Road South to take traffic around the town.

The Health of Towns Act was passed in 1848 and on 30 July 1851 a petition was presented to the General Board of Health requesting that an inspection be carried out to see if the provisions of the Act should be applied to Havant. A subsequent enquiry, which took place in the Bear Hotel on 2 October 1851, recommended that a Havant Local Board of Health (Town Council) should be elected. This was arranged and the first meeting

was held at the former Black Dog public house on 3 June 1852 where the state of water, drainage and sewerage systems was discussed. At this time water was obtained from springs and wells but in 1857 the Portsmouth Water Company was established and a mains supply was brought to Havant in 1870. A start was made on the drainage and sewerage systems but it took many years to complete.

Authorisation was given for the Havant Gas Company to be formed who built a gas works in Gas House Road (now New Lane) north east of the railway crossing. The works was in operation by 1855 supplying commercial and private customers as well as 33 street-lamps. In 1926 the Portsea Island Gas Company took over the Havant company and production ceased. At the present time the buildings still remain. Mains electricity reached Havant from Portsmouth in 1923 and gradually replaced gas for street lighting.

The Havant Poor House was built some time before 1800 and stood to the east of the junction of West Street and Union Road. In 1814 it was occupied by 8 men, 12 women, 12 boys and 12 girls. The men and women were kept busy doing housework or tending the allotment garden whilst the boys and girls were employed picking oakum; this was the untwining old rope which was used for caulking the seams in wooden ships. Surprisingly, a person was employed to teach the children to read.

Under the provisions of the Poor Law Amendment Act of 1834 the parish of Havant became the centre of the Havant Union that comprised the parishes of Havant, Bedhampton, , Farlington, North Hayling and South Hayling. Each parish sent representatives, called Guardians, to sit on the Board of Guardians who were responsible for the running of the Union Workhouse, as it was now called, and the distribution of relief in the parishes. At this time the old poorhouse was extended so that it could accommodate up to 200 inmates although it was never thought to have held more than 150. The Poor Law Institution, as it was finally called, closed in 1936. The main building was demolished in 1947 but part of its mortuary still remains in Park Way.

There was no formal requirement for state education until the Education Act of 1870, which required Local Boards to be set up to provide places for all children between the ages of five and thirteen. Before this time

education in Havant had been provided by a number of private schools, both large and small, in addition to a few church and Sunday schools.

In 1829 a British School was established in Market Lane, now Market Parade, followed later by an Anglican National school in Brockhampton Lane. A small school was also built at on the corner of Pook Lane and Emsworth Road. In the 1870s the Church of England built a school in School Road, off Brockhampton Lane, and this continued in use until the 1950s. When the Roman Catholic Church was built in West Street in 1875, a school for about 40 children was provided at the rear of the Presbytery. The Havant Board School in Fairfield Road, now Fairfield Infant School, was not built until 1895. In 1902 a further Education Act passed the control of schools to the Hampshire County Council and board schools became elementary schools for children between the ages of 5 and 14 and were referred to as Council schools.

The public postal service was started in 1635 and Havant is recorded as having a postmaster in 1768. The post office itself has been in various locations in the town; in 1827 it was in a shop in West Street and in 1846 it moved to another shop at 4 East Street. It established its own premises in 1892 at 6 West Street and stayed there until 1936 when it moved to the Edward VIII ciphered building in East Street at the junction with Beechworth Road.

In the early 1900s there were two telephone companies operating in Havant. The National Telephone Company had an exchange in North Street and the Portsmouth Corporation had one in Brockhampton Lane. Calls between the two and all trunk calls were made through the Post Office exchange in Portsmouth. By 1915 the two companies had been taken over by the Post Office and a new exchange was installed at their premises in West Street. It does not appear to have been an instant success as a 1917 minute of the Havant Tradesmen's Association records that consideration was being given to recommending their members to disconnect because of its '*uselessness from a business point of view*'.

Banks started to appear in the town in the eighteenth century but they were usually small companies that either collapsed or were taken over by others. The Hampshire Banking Company, which opened a branch at 4 West Street in 1863, became the Capital and Counties Bank in 1878 and was taken over by Lloyds Bank in 1918. The present building dates from 1883. Barclays Bank arrived in 1907 and moved to its present building in East Street in

1911. The National Provincial Bank built the imposing premises at the corner of North and West Streets in the 1920s that are now occupied by Lloyds Bank.

Having a local coastline was an added natural asset for Havant. Fish and shellfish provided a varied food supply and Langstone developed as a port for the town. Boats carried corn, wool and leather products to the rest of the country and Europe bringing back among other things wine, coal and building materials.

In addition to fishing, the recovery and sale of shingle was an important business that continued until the late 1930s. Barges sailed from Langstone to be grounded on the shingle banks where they were loaded by hand. Returning on the rising tide, the shingle was unloaded on to the quay with the aid of wheelbarrows. The remains of one such barge, the Langstone, can still be seen near to the old windmill gently rotting away.

Also here was the crossing point to Hayling Island which, inhabited since pre-Roman times, was once joined to the mainland. As it became an island, access was increasingly difficult so a wade way was built, possibly in the early Roman period. Constructed of flint and chalk with its route marked by oak posts it can still be seen running from near the bottom end of Langstone High Street. The still visible gap in the middle, which was cut after the authorisation of the Portsmouth to Arundel section of the Portsmouth to London canal in 1817, made passing difficult except at low water and therefore placed more reliance on the ferryboat.

The canal company was supposed to have built a bridge to Hayling but, as they had not done so, they were made to contribute towards the wooden trestle toll bridge which was built by the Hayling Bridge Company and opened in 1824. This bridge, which had been taken over by the LB&SCR in 1878, was replaced by the present one in 1956 but the toll charges, still the same as in 1824, stayed until 1960. The canal was not a success and operated for less than ten years.

Havant's first hospital was an isolation hospital that was built next to the railway line to the west of Park Road South. It opened in 1894 and became known locally as the 'fever hospital'. Following its closure in 1939 the site and buildings were taken over by Havant Council and used as their works depot.

At the outbreak of the First World War an auxiliary military hospital was established at Langstone Towers, Langstone High Street, which continued in service until 1919. After the war there was considerable agitation in the town for a hospital to be built as a memorial to the local men who had lost their lives in the conflict. Many fundraising events were organised but it was not until 1927 that sufficient money was available for a start to be made. A site in Crossway was obtained and the Havant War Memorial hospital opened in 1929. A particularly fine feature of the children's ward, which was added in 1935, was a frieze of nursery rhymes depicted on Royal Doulton tiles.

Associated with medical care were a number of friendly societies that in return for a weekly subscription gave financial support in time of sickness or paid hospital and doctors' fees. Many public houses ran 'slate clubs' whose yearly highlight was the Annual General Meeting when the landlord would provide refreshments and the unused money from the previous year would be shared out among the members. However the rules were very strict and onerous; for example, you were not allowed to go out after dark or leave town without permission otherwise your benefit would be stopped.

The recreation ground was opened in 1889 after the Local Board of Health purchased, and had laid out, four separate pieces of land. Local traders donated money for the building of the pavilion which opened the following year. The Havant Cricket Club was formed in 1876 and at first played on Sir Frederick Fitzwygram's private wicket at Leigh Park before moving to the recreation ground.

Havant has had a number of football clubs over the years. Possibly the earliest was the Havant Red Star club which was run by St Faith's church who also ran a cricket club. Havant Eclipse, Havant Rovers, Havant United, Havant Town and Havant and Waterlooville clubs have all followed. Shop assistants taking advantage of their weekly half-day off made up the Havant Wednesday football and cricket clubs.

Havant Rovers football club usually played in the recreation ground but for a short time in the 1920s they moved to one of Russell's farm meadows in New Lane. Needing to give their venue a name they christened it Oak Park after the surrounding oak trees, the name by which the area is still known today. The Rovers also had a cricket team but they had to play on Stockheath

Common because the recreation ground was considered to be the sole preserve of the Havant Cricket Club. Permission was later given for them to play there on alternate Sundays.

Havant Hockey Club was formed in 1905 and Havant Rugby Football Club in 1951. Clubs for cycling, athletics, bowls, tennis, shooting and many other activities have been formed over the years and many individuals and teams have achieved national and international success.

Between 1939 and 1945 Havant played its full part in the war effort. Thousands of service personnel were billeted in purpose-built camps or private houses. A searchlight station was set up on Bosmere Field and a number of anti-aircraft batteries were installed around the area; for a time there was a Bofors gun in the middle of the roundabout by the present civic offices. A first-aid post was established in St Faith's church hall, a British Restaurant (Government café) was opened in Nissen huts in Park Way and air raid shelters were erected in the recreation ground.

The Lavant Stream, which had been so important in peacetime, was dammed '*for the duration of hostilities*' to provide a static water supply for fire fighting. Many tanks passed through the town and some left their mark by chipping the kerbstones on the south side of East Street and by gouging the wall in East Pallant.

The railway goods yard worked hard to cope with the large influx of materiel for D-Day and afterwards witnessed the sad sight of DPs (displaced persons) from the Baltic states lining up before walking to their camp at Fraser Road, Bedhampton and an uncertain future.

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From Sleepy Town to Giant Borough that's Havant

Arthur Garrett (*The News, April 1977*)

In the 1870's even the most inspired crystal gazer would have been hard pressed to forecast the future of the scattered communities that now comprise the Borough of Havant. The total population was then fewer than 10,000, and an informed observer might have concluded that the economic importance of the locality was waning. Yet, in the century under review, an essentially rural district has mushroomed into a group of thriving urban communities, and the population has increased twelvefold.

When the *Evening News* was first published, Purbrook, Waterlooville, and Cowplain could muster barely 600 residents. Hayling Island was mainly farming land. A few large hotels on the front catered for aristocratic holiday makers. The thought of ducal carriages on Hayling beach may raise a smile, but a contemporary description of the then fashionable resort noted: *The sands are so firm that carriage wheels make but a faint impression.*

The pleasure gardens, lake, and farms of Leigh Park were owned by Major-General Sir Frederick Fitzwygram, a Portsmouth Member of Parliament, and were a popular venue for local Sunday schools and other organizations on festive occasions. Havant Park was jealously fought for by residents when it was proposed to take part of it for a shopping centre. In those days, only Havant and Emsworth had any pretensions to be considered towns. Both were undergoing fundamental changes brought about by the growing influx of goods traffic by rail.

Previously they were largely self-contained communities. Loaves were baked from home grown grain, ground in the water, wind, and tidal mills that still drew their power from the elements. Boot and glove-makers used the skins of animals from local farms. Emsworth and Havant breweries made beer for the towns' public houses and old coaching inns. Some brewed their own. Honey from bees that drew their nectar from fields and hedgerows still rivalled imported sugar as a sweetener. Pure water from Homewell and Brockhampton springs yielded succulent watercress, and supported parchment making. The pastures of Hayling and the coastal plain provided milk and meat for Portsmouth. The railways, which linked the district direct with London and much of the South Coast, sounded the death knell for this cottage-style economy, and for the coastal craft that brought their cargoes to Langstone and Emsworth quays.

Cheap grain from America, lamb from New Zealand, and foreign beef were

bringing to an end an era of agricultural prosperity abundantly shared by the farmers working on what William Cobbett had described as *the best corn growing land in England.*" There was fish in excess of local needs, and Emsworth built the distinctively designed cutters and ketches that brought in the catches. Emsworth oysters had survived a century of intensive exploitation, until guests at a Winchester banquet in 1902 fell ill with typhoid. The oyster beds were found to be polluted by sewage. Havant council was sued by the angry oyster men and the case cost ratepayers £3,000. An important local industry died. Three-quarters of a century later, pollution of the harbour is again causing public concern. Improved rail and road communications greatly extended the influence of Portsmouth before the First World War. Workers displaced from the declining traditional industries sought jobs there. Wealthy residents, seeking to escape from the sprawling dockyard town, moved outwards, gradually changing Havant into an affluent suburb rather than a self-sufficient community.

Between the wars, Havant and Waterloo Urban Council, formed in 1931, began the slow task of trying to weld into a homogeneous unit communities still separated by wide expanses of woodland and farms, who looked increasingly towards Portsmouth. But the great changes came with the building boom that started in the early 1950s. Havant became one of the fastest growing urban districts in the country. Farms and market gardens disappeared under bricks and asphalt. Contributing to the population explosion was the acquisition by Portsmouth City Council of Leigh Park at the end of the war. Space was desperately needed for the re-housing of thousands of families from the bombed and overcrowded city. Petersfield Rural Council, within whose area much of the estate laid, wisely ceded the territory to Havant. There were thoughts of designating the development a New Town, but the Government decreed that it could be conveniently serviced by Havant – an incredibly optimistic assumption. The old market town had little in the way of amenities to offer a Leigh Park population 'growing by thousands in a great burst of house-building. Also, the extension of the railway station when the line was electrified immediately before the Second World War had cut the only direct link between the two communities. Until rising bus fares made travel so expensive, most of the new residents preferred to go back to their native Portsmouth for shopping, entertainment, and family visiting.

Hampshire County Council, faced with the formidable task of providing schools and other major services for Leigh Park, tried to put the brake on the growth of

what many in the county regarded as an outsize cuckoo in the nest. There were also differences about the need to bring in industries to provide jobs for the newcomers. It was feared that this would encourage even faster expansion as transferred key workers would also have to be housed. Portsmouth, with thousands of its younger citizens moving to Leigh Park, campaigned for its boundaries to be extended to embrace all the Havant district. To the alarm of residents, a jittery as a compromise. With so much uncertainty about its future, Havant strove to cope with a flood tide of incoming tenants who paid their rents to another council.

Meanwhile, at Waterlooville and Bedhampton, and to a lesser extent at Hayling, Emsworth, and Havant private development was going ahead at a cracking pace. By the mid-sixties the population was increasing at about 5,000 a year. The total doubled, and doubled again, within less than three decades.

Demands for basic services left few resources for the amenities the residents of Leigh Park and the other rapidly growing communities would have taken for granted in an old-established town. To cope with the development, the Council showed foresight and concern for the environment by building a large modern sewage disposal plant that was an example to its neighbours. Even the high standard of effluent produced is now creating problems in the enclosed waters of Lang-stone Harbour where it is discharged.

Not until local government reorganization in 1974, when Havant was belatedly made a borough, could the district look forward to a clearly defined role, and the move into purpose-built offices on a site prudently acquired many years before.

Major, diversified industries, steered to specially designated sites at Brockhampton, New Lane, and Waterlooville, steadily reduced the district's dependence on Portsmouth. IBM, Colt's, Kenwood, and many other progressive companies offered a wide range of new job opportunities. Thriving commercial centres developed at Waterlooville and Leigh Park. Hayling, with its summer population greatly increased by the free-and-easy seaside facilities it offered – holiday camps, caravans, and self-catering chalets – also gained a good selection of shops.

Havant and Emsworth tended to be left behind in the great expansion of retail trade. Midway between Chichester and Portsmouth, they lacked the pulling power sought by the prestige stores. But not all residents were unhappy about this. The towns retained much of their traditional character which might otherwise have been destroyed by speculative development. Pre-war diversion

of the Hayling traffic west of Havant, and the southern by-pass, should make it possible for the town centre to become a "pedestrians only" area.

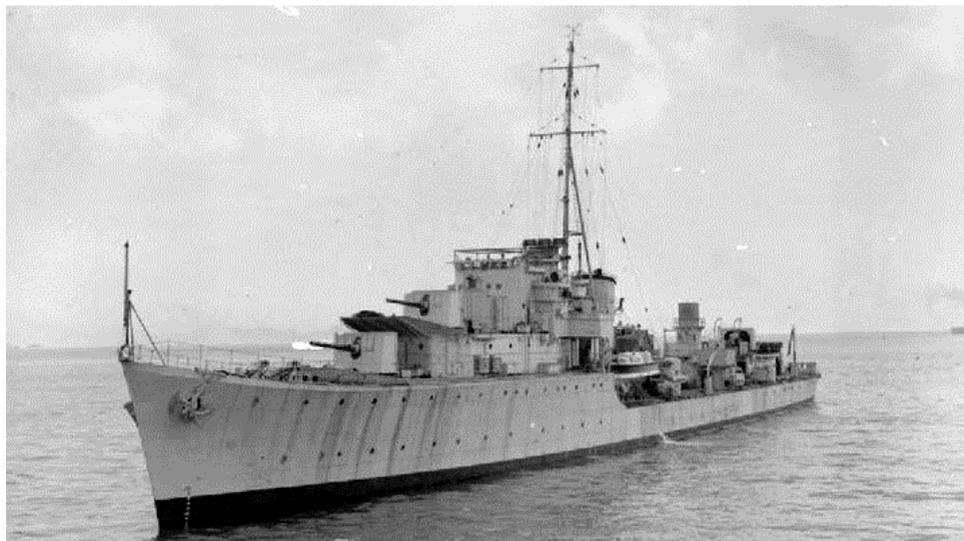
Emsworth was less fortunate. Residents fought hard but unsuccessfully to prevent the building of the so-called inner relief road, pending the construction of the long-awaited by-pass. This has cut off the town from the residential areas to the north, but The Square is now quieter. Its pleasant character was enhanced a few years ago by a Civic Trust improvement scheme in which public-spirited businesses whole-heartedly cooperated. Waterlooville will be relieved of much through traffic when the diversion of the A3 at Horndean is completed.

Community centres, a swimming pool, libraries, and improved sports facilities are helping to knit the borough together. The colleges and schools, too, have been great centres of social activity. The falling birth rate and slowing pace of development have provided a breathing space for the latter, which at times have been hard pressed to find enough places for the growing child population.

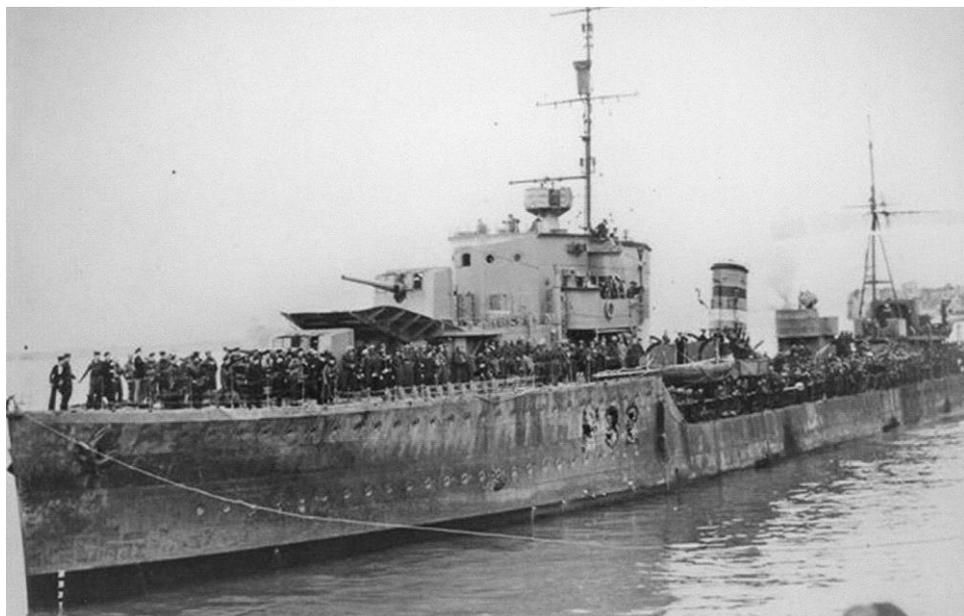
The Borough has the advantage of an unusually low average age level, and this is reflected in its sporting achievements. Traditionally, Havant always acquitted itself well at hockey and cricket. Its enterprising rugby club has gained a national reputation, and Waterlooville and Havant Town keep the soccer flag flying.

The cultural side of life is also burgeoning, with orchestras, choirs, drama societies, art groups, and allied activities flourishing. A Council of Social Service provides a focus for a great deal of voluntary work among the aged and handicapped.

Leigh Park makes its own special contribution to civic affairs, and has provided several very active councillors, including a chairman and the second mayor. The estate's determination to stand up for itself was well exemplified by the "sixpenny protesters," who went to prison rather than accept the levying of admission charges to the Pleasure Gardens. In a borough where a third of the residents are tenants of another authority there are latent tensions that can be exploited, and that can give rise to a "them and us" attitude. There is a strong case for Havant to assume responsibility for the thousands of Portsmouth houses that make a substantial contribution to its rate fund. But that is something for the future. Despite all its problems, and growing pains, Havant is taking its place as an equal partner with the three other coastal boroughs of South East Hampshire. It has a long way to go before it can offer all the amenities that a still growing community of 120,000 should legitimately expect, but the signs are propitious.



In 1942 Havant and Waterloo area Savings Committee fixed their 'Warship Week' for 7 to 14 March and raised £189,248 15s 6d for which they were granted permission to adopt the destroyer HMS *Oribi*.



HMS *Havant* entering Dover with troops evacuated from Dunkirk. After several trips it was bombed on 1 June 1940 and had to be sunk.



The level crossing at the top of North Street circa 1910.



The ruins of Warblington Castle



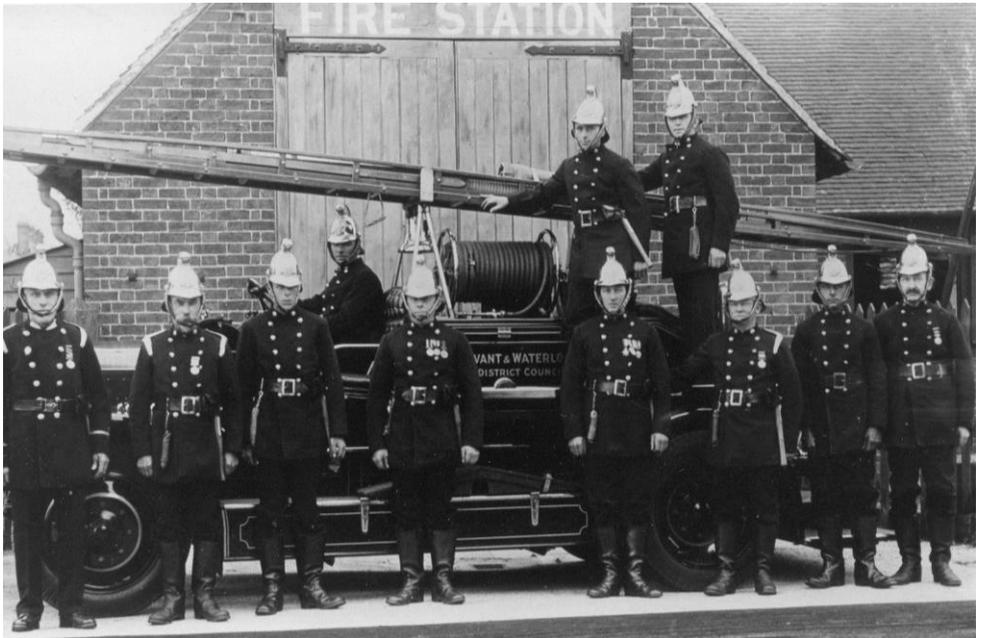
St Faith's Church circa 1910. Note the drinking fountain and horse trough.



Unveiling and Dedication of the Memorial Cross, Saturday, 30 September 1922.



The Green Pond, Warblington, with the blacksmith's forge circa 1915.



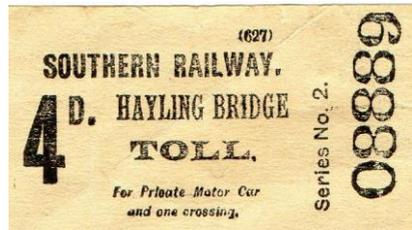
Havant firemen with their new Merryweather fire engine circa 1930.



The original Hayling toll bridge.



Return toll for a motor car.



Single toll for a 'Private Motor Car'.



Single toll for a pedestrian.



Return toll for a pedestrian.



Warblington level crossing and signal box circa 1930.



Trench digging with 'pick and shovel' circa 1925. Warblington signal box is in the background.



South Street circa 1920.



The Royal Oak and old windmill before restoration circa 1920. Note the landing steps.



26A Fourth Avenue Denvilles, which was the newly built (1939) home of Mr and Mrs Reginald Vince and their 10-year-old son Reginald (Bunny), was bombed at 18.45 on 10 October 1940. *Bunny Vince.*



Corrugated iron Anderson air raid shelters were installed in many gardens.



Southdown Motor Services Ltd. Tilling Stevens TS3 of 1919 with a Dodson B31R body on service 34 - Portsmouth, Havant, Emsworth, Westbourne - is seen here at Westbourne. The service ran from 26 July 1922 to 30 October 1923. *Alf Harris.*



The Havant ambulance, a Renault purchased second hand from the Metropolitan Asylums Board in May 1927. Driver Harry Beach.



North Street flooded in the 1880s. Originally the Lavant Stream flowed down North Street and to Elm Lane in the open with bridges across. Note the raised walkway which appears to be a permanent feature.



Same time taken from the cross roads.



December 1914. A crowd gathers to watch the Lavant Stream flowing through people's houses and down West Street. These houses were alongside the stream on what is now Boys' Brigade Gardens. The next building was a chapel that was built over the stream.



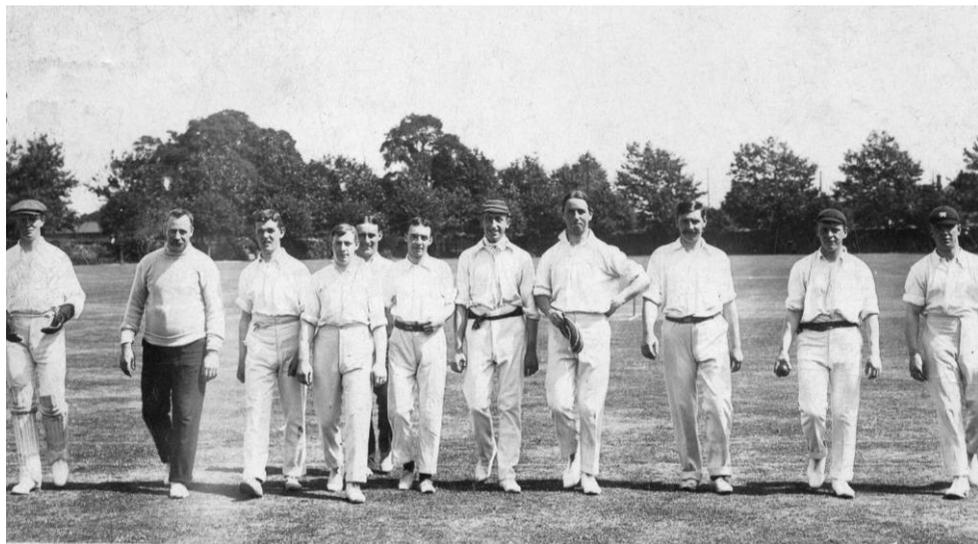
The band of the Hampshire Regiment leads the welcome home of Havant men who fought in the second Boer War, 1899-1902. The council gave them a dinner at the Town Hall. The photograph was no doubt taken by William Scorer whose shop in North Street they are just passing.



North Street circa 1915. The entrance to The Pallant is on the right.



1966. Dittman & Malpas' corn and seed store in West Street with the once traditional outside display of goods for sale. This company took over from Pullen & Rose who both at one time owned the Town Mill. The business later changed into a glass and chinaware store. Milestone Point now occupies the site; there is a replica of a former milestone in its front wall. *Michael Edwards*.



Portsmouth Football Club players at cricket in the park, August 1909.



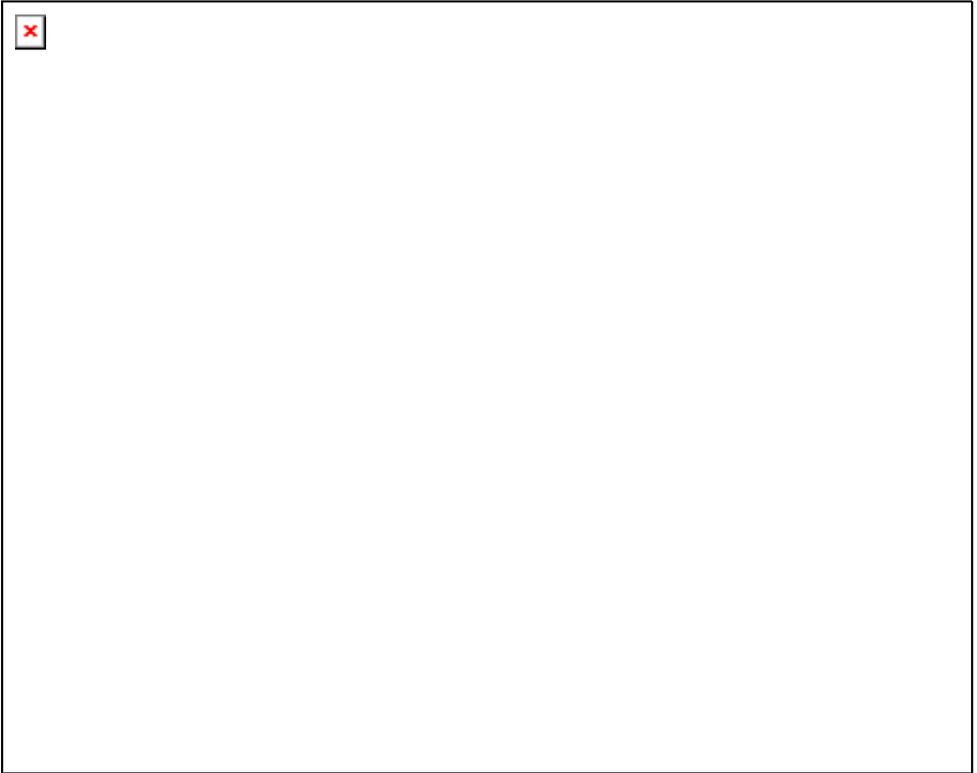
A 1930s Boxing Day 'Top Hat' old fashioned cricket match played in the Hambledon style to raise funds for the hospital.



Havant Cricket Club circa 1915.



Havant Council School cricket team 1947. Left to right: D Yoxall, J Bailey Peter Vine, R Comben, Maurice Nash, Nigel Davey, Jack Cook, J North, Cyril Giles, J Morley, Harry Axtell, Len Trodd, and Mr Peak.



Havant Eclipse football team 1902. The club was formed from Havant Red Star and later became Havant Rovers.



Patients and staff at the First World War Red Cross Auxiliary Military Hospital at established at Langstone Towers, High Street, Langstone.



Doctors and staff at the War Memorial Hospital, Christmas 1946.



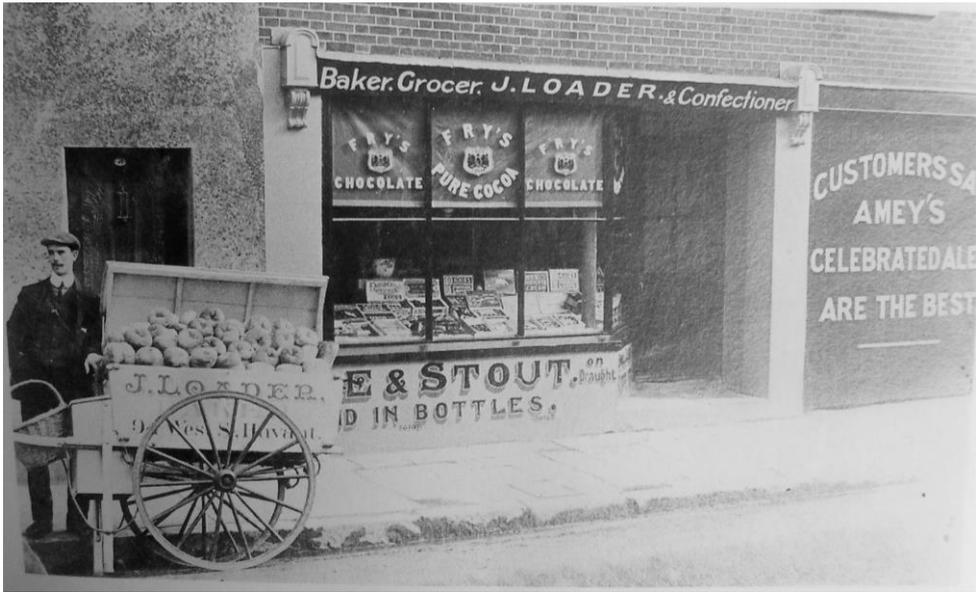
Taxis in front of the Bear Hotel, early twentieth century.



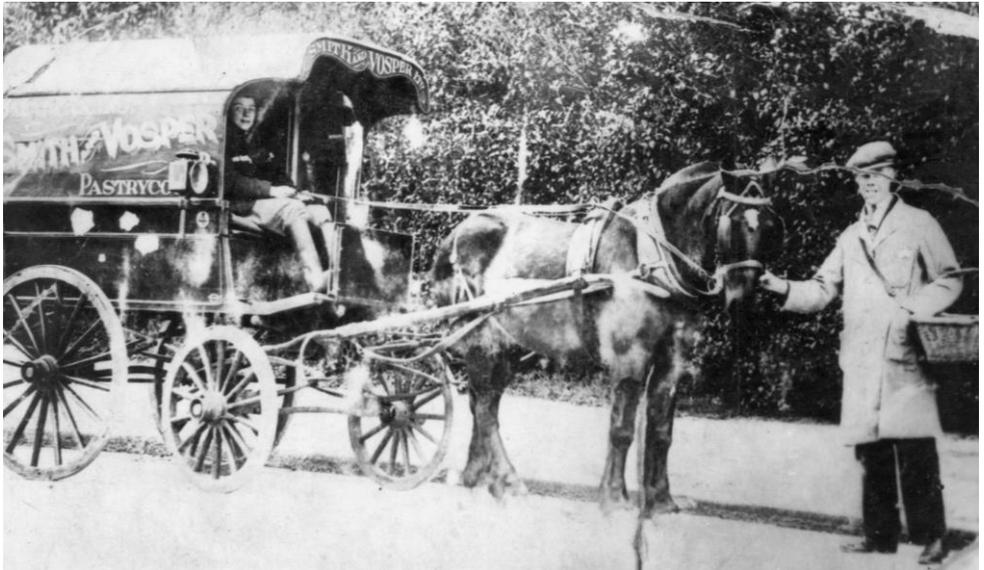
The daily delivery of bread was a regular service. Here Archibald Parsons poses with Whittington's Bakeries' horse and van in the 1920s.



November 1906 and Charley has his photograph taken with a rather large handcart delivering bread in Langstone Avenue. Alf Harris.



J. Loader also delivered bread but preferred a hand cart.



Smith and Vosper took over Whittington's business but Harry Fry still used a horse and van for deliveries. He would often give children a ride.



Whittington's well-stocked shop in East Street.



After the war the army camp and gun-site in Southleigh Road was occupied by squatters. Havant council later converted the huts for living accommodation and rented them out 10s. (50p) per week for two bedrooms and 7s. 6d. (37½p) for one bedroom. It was named Southleigh Close. Campion's bread van is in the background.



Flooding in North Street was still a problem even after the Lavant Stream was put in a culvert. Looking south.



Same time looking north.



The back-breaking job of scraping a sheep's skin to make parchment.



The skins were stretched on wooden frames and scraped to remove any remaining fat and make them smooth.



Some of the parchment-makers (Parchies) at Stallard's Yard, Homewell circa 1910.



Members of the Havant Sports Committee who organised many events in the recreation ground.

POST CARD



To Motorists especially.

The DENVILLE SPORTS AND SOCIAL CLUB
(Registered) to develop the following Sports, etc.:

**Motoring :-Garage ; Lock-ups ; Repairs
and Replacements supply, etc.**

TENNIS : Covered, Hard and Grass Courts.
Bowling Greens ; Badminton, from 4 to 8 Courts.
Roller Skating. Racquets Courts.

CLUB : 25 Bedrooms, Bath Rooms, Reception
Rooms, Club-room for Dancing, Concerts, Whist
Drives, etc. ; Refreshment Bars ; Tea Lounge, etc.
Billiards.

The Club can also Co-Operate Stores of
Groceries, Provisions, Butchers, Greengrocery,
Tobaccos, Library, Newsagent, Corn, Hardware,
Clothing, etc.

Why not enjoy life on your own profits?
Watch Advertisements in "Evening News."

Enquiries to--R. H. STAGG, Proprietor.

'Phone : HAVANT 85.

This postcard is dated around 1910 advertising a rather ambitious endeavour which did not fully materialize although there was a sports club housed in the terraces on Fourth Avenue.



The tennis courts occupied the land which today is Denvilles Close.



A meeting of a local cycle club outside the Brown Jug, East Street, sometime after the renovation of the premises in 1910.



A steam driven brewer's dray delivering kegs of beer to the Brown Jug, East Street, before the renovation to its exterior.



Pullen's store was at the corner of Homewell and West Street. *Alf Harris.*



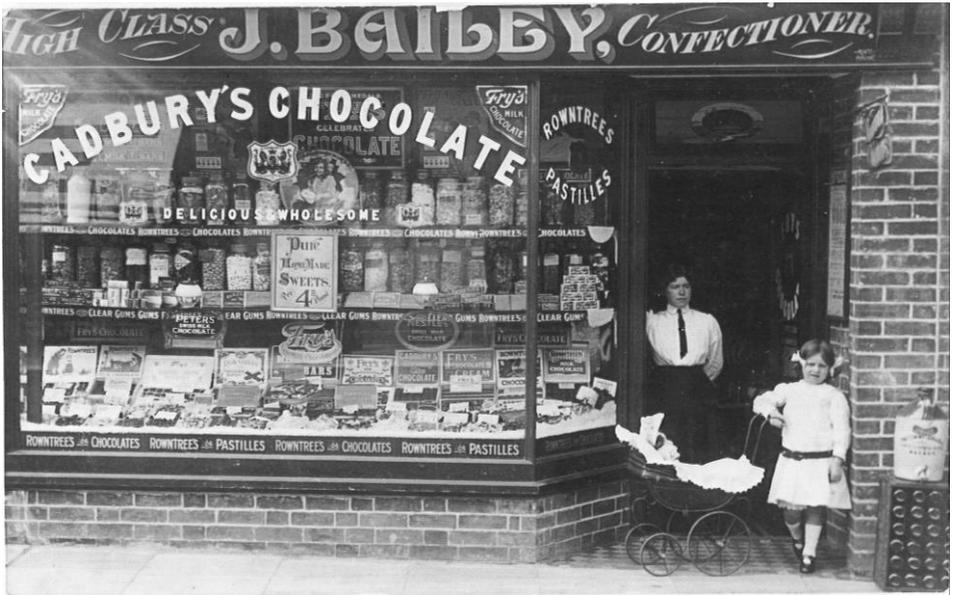
West Street with probably Loader's bread cart. Pullen's store is on the left.



W Fay, Plumber and Decorator in West Street. The building behind the cart is now the Bon Baguette.



When the condition of the Hayling bridge deteriorated some passengers had to walk across. Later a shuttle bus was provided. *(John Molloy.)*



J. Bailey's well stocked sweet shop in North Street. The stone jar on the right appears to be for dispensing drinks into the bottles below.



Next door was the Foresters Arms public house and Oyster bar.



Jimmy Stubbs' butcher shop in North Street. This was probably one of his Christmas displays. Circa 1910.



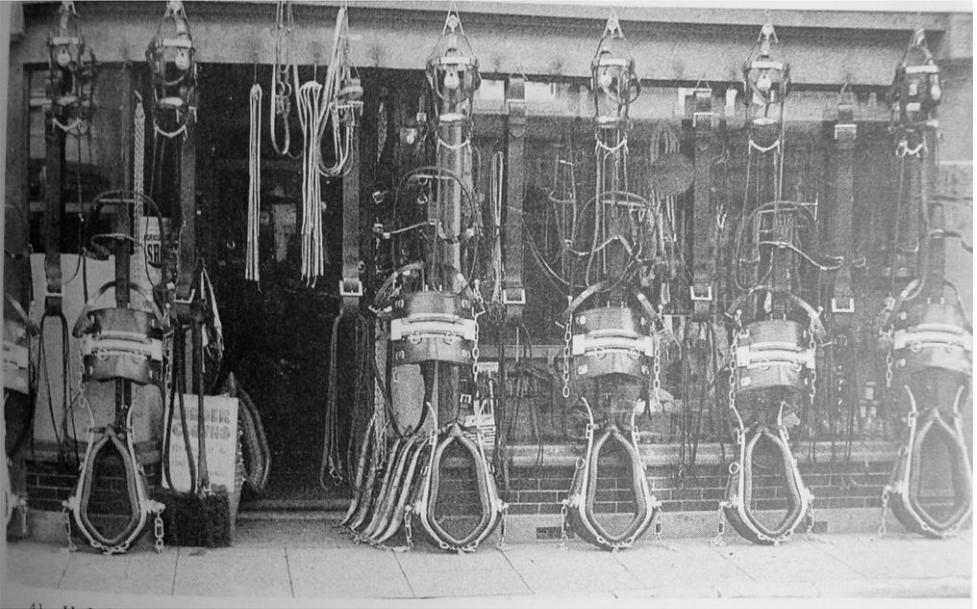
Also in North Street, Freddie Vine had a fine Christmas display but now under cover. Circa 1970.



Tradesmen's bicycles were once a common sight in the town making home deliveries. (*Michael Edwards.*)



A young girl with her pony and trap at Warblington church.



Harness making was a thriving trade in the early 1900s. This is HE Shepherd's business in North Street.



East Street in the 1930s. Then a busy shopping area.



The Havant Union workhouse on the corner of West Street and Union Road. The old police station is the next building along.



The workhouse was demolished in 1947. Its old bell is now in Havant museum.



1890s photograph of St Faith's Church. Note the high wall, the clock faces then painted black and the water pump to fill bowlers, which were used to keep the dust down on the pavements.



West Street circa 1885. The cobbled crossing is at the narrow entrance to North Street which was kept swept.



The entrance to North Street after being widened in the 1890s.



West Street. The last days of street lighting by gas.



Agate & Son, Grocers, North Street. Later Standing.



Troops marching through West Street during World War Two.



Boys' Brigade with their dummy rifles, circa 1906. No doubt many of these lads fought, and possibly died, in the First World War.



Nissen huts at the former Stockheath naval camp which were later used for temporary housing. Circa 1950. *Alf Harris*.



Prefabricated house similar to those erected by Havant Council at Havant Way, West Leigh, in what is now the Swarraton Road area.



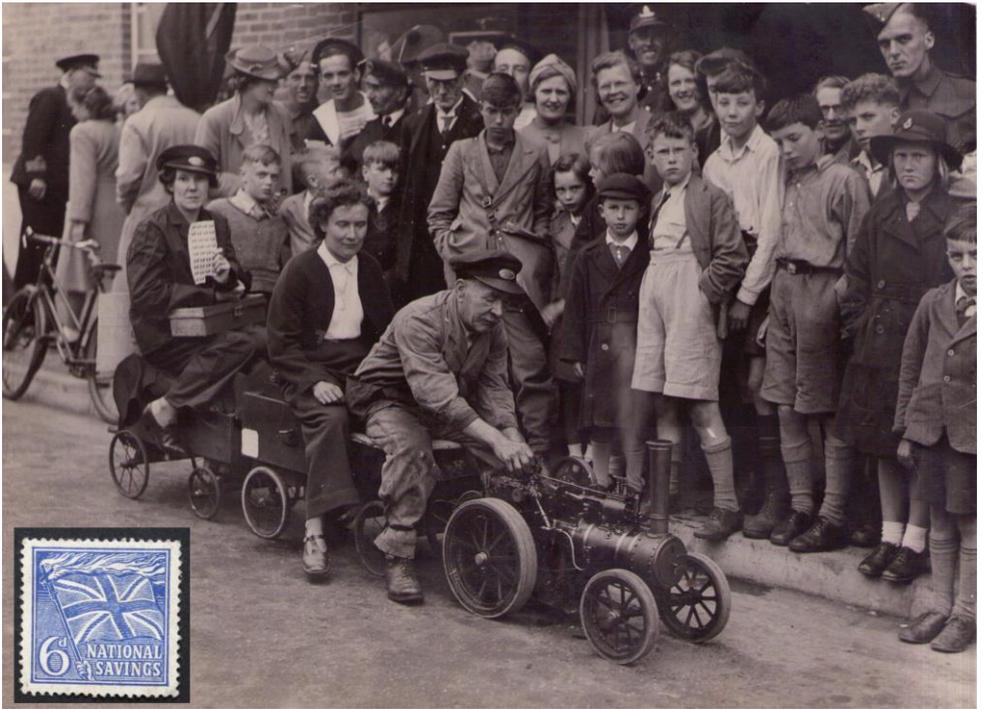
On 23 June 1963 Stroudley Terriers nos. 62 and 50 bring empty stock from Fratton for the 10.35 train to Hayling. (*Alan Bell.*)



The Dolphin Hotel in West Street, 1958. Here is now the entrance to the Meridian Shopping Centre. *(Michael Edwards)*.



Final of the tug-of-war competition at the Havant sports day in 1913. No doubt this was the annual event held on Empire Day, which was the last Monday before the anniversary of Queen Victoria's birthday, 24 May 1819.



During the war many fund raising weeks were held. This was National Savings Week, May 1944, with Dick smart from Hayling and his model traction engine. The author is the boy in front wearing a cap.



Children play in a traffic free West street circa 1910. One of only a few remaining buildings is now the Bon Baguette café centre right.



Displaced Persons (DPs) from the Baltic States built this monument to the memory of their fellow country people at their camp in the Fraser Road area of Bedhampton. 1947. *(Alan Bell.)*



Members of the Bellair Club at bowls circa 1908. Left to right: Rowe, Sherman, Trevett, Brookfield, AE Stallard, Sherman, Rogers, Madgewick, Martin, Thorborn Stallard, Fisher, Hubert Cousins, Stallard, Leng, kneeling, Elliot. Cook.



Boys' football team circa 1910. The author's father is on the left of the front row.



One of a number of Home Guard parades which took place during WW2r II in the recreation ground.



Team members of a comic football match organised to raise funds for the Havant War Memorial Hospital.



The new Post Office built in 1936. It carries the cipher of Edward VIII over its entrance, one of only a few in the country. Note the 'young' yew tree.



The Hayling Billy at Langston circa 1960. Note the queuing traffic.



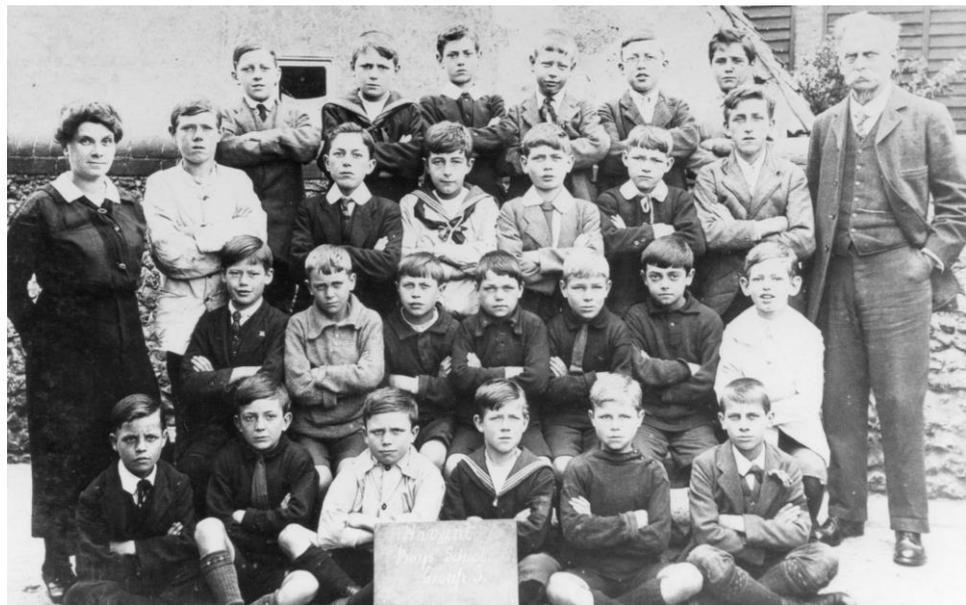
Shingle being unloaded at Langstone Quay. Not much regard for Health and Safety.



Bill New with Havant & Waterloo Urban District Council's first lorry, a Thornycroft.



Havant Council's Wallis and Stevens steam roller. Bill New, holding the broom, said that he had walked backwards down every street in Havant spraying hot tar on which granite chippings were spread and rolled.



Pupils and staff at Havant Boys' School, Brockhampton Lane, circa 1910.



Havant National School , Brockhampton Lane, Infants III circa 1905.



The original Warblington School at Green Pond closed in about 1908. The entire school are shown here. The author's mother is the pupil without a smock.



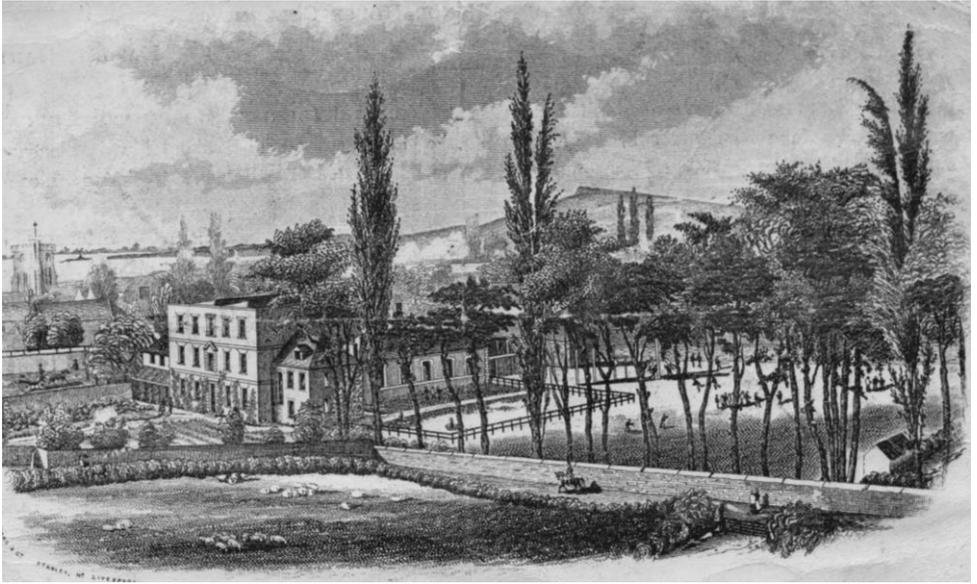
The Havant Council School Headmaster, Harry Beaston, and his 'Bird and Tree Gang' planting the Horse Chestnut trees in Havant Park circa 1910. Some of these have now died but have been replaced.



'Dreamy' Small pictured when he was awake at his shop in North Street. He was called 'dreamy' as he was supposedly always asleep behind the counter.



Dreamy Small's son, Henry, later had a shop in West Street and inherited his father's nickname.



Circa early 1800s. The Manor House and Collegiate School with the Fair Field in the foreground. This area is now Manor Close, Fairfield Terrace and the Fairfield Infant School.



The Manor House in the early 1900s when it was the Manor House School.



Tom Spurgeon, principal, teachers and pupils at the Manor House School, 1893.



St Faith's Drum and Fife band, 1896. Bandmaster Mr N. Hann.



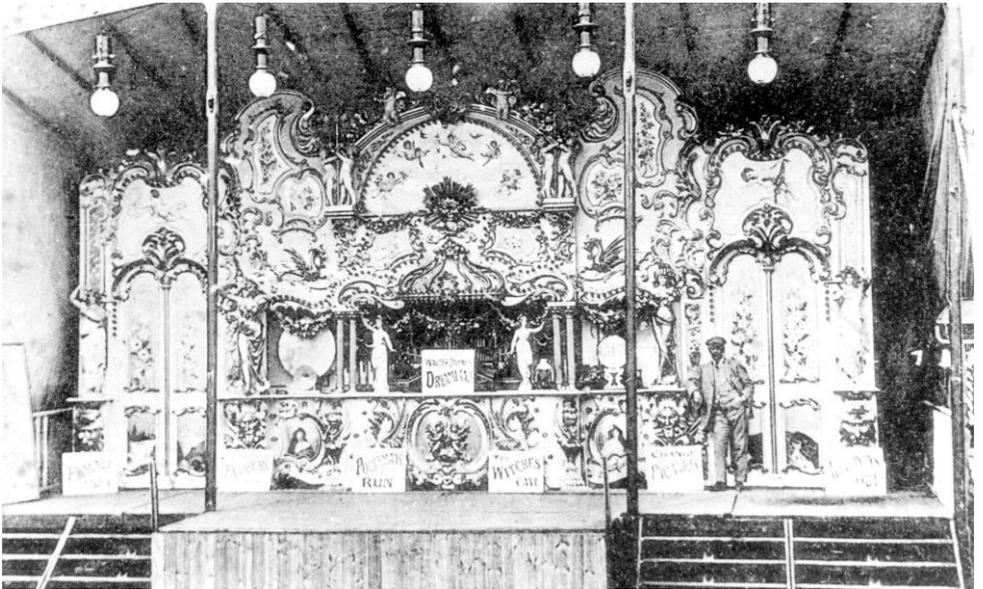
At the age of 100 Miss Bannister turns the first sod for the War Memorial Hospital on 16 November 1927.



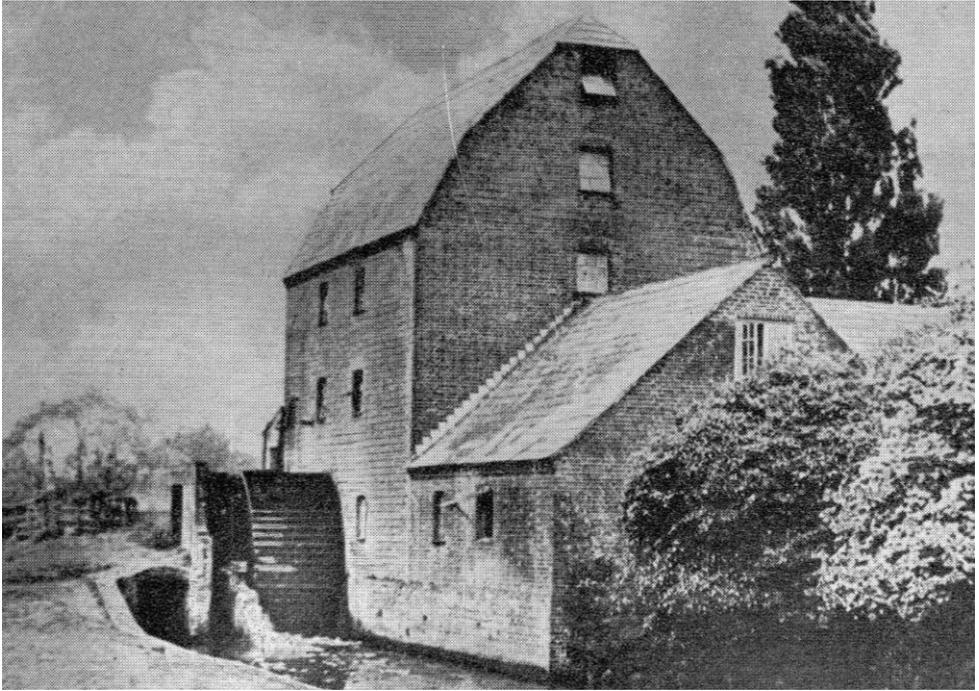
The Home and Colonial grocery store in West Street.



East Street following a severe snow storm circa 1890.



The earliest form of public cinema was the bioscope and one regularly visited Havant. It was located in the Star meadow which was between Market Parade and the railway station.



Water driven mills had been a feature in Havant for hundreds of years. The Havant Town Mill ceased operations in the 1920s. The original mill race with a replica wheel can be seen alongside the Langstone flyover.





Havant British Legion Ladies Section bowling group circa 1930s.



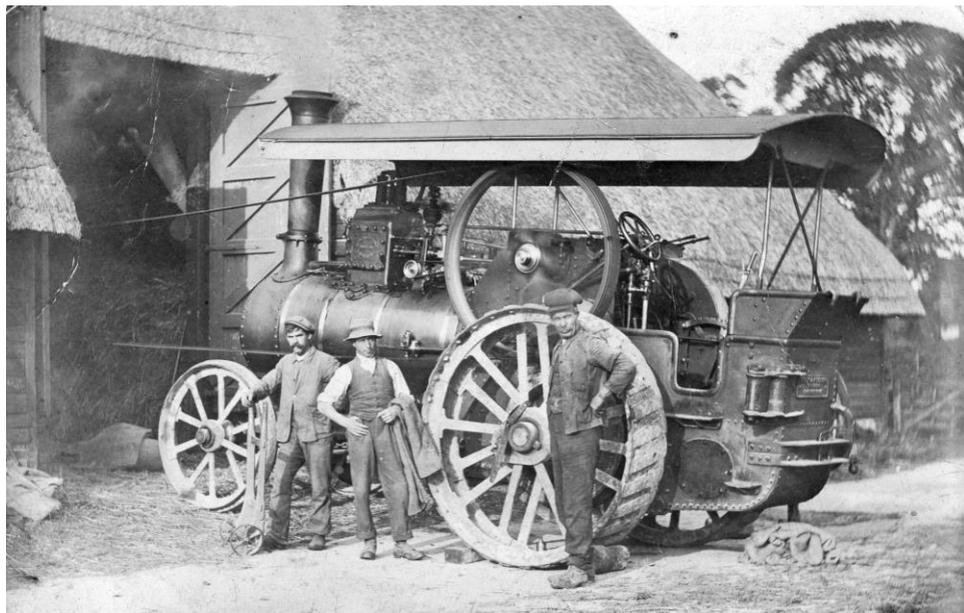
The Dolphin Hotel Bowling Club 'Top Hat' cricket match in the recreation ground, 1904.



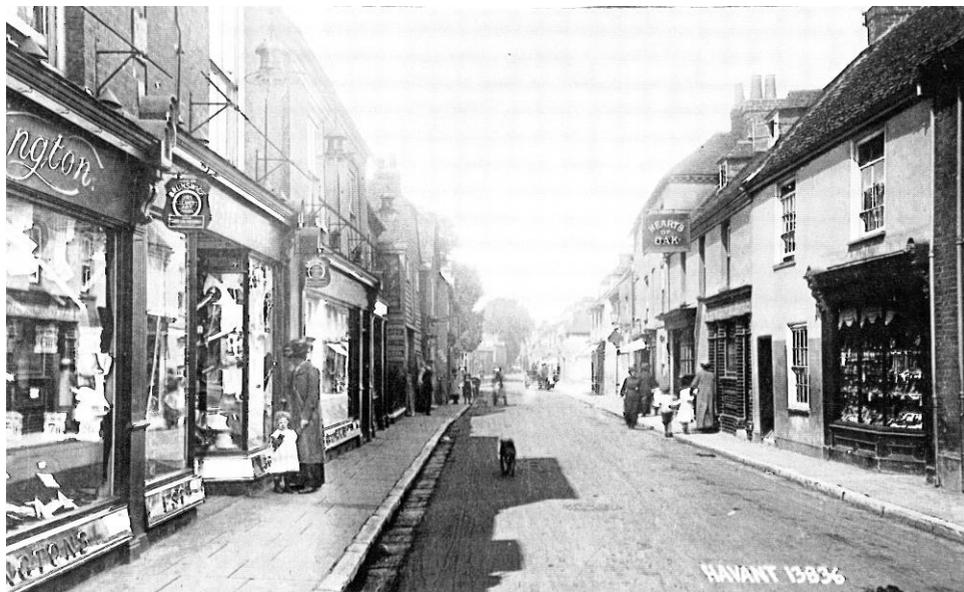
The 29 strong choir of St Faith's Church with the Reverend Musgrove circa 1910.



St Faith's Church sidesmen c.1910. Left to right: Pearl Cheal, Booker, Davies, Brown. Smith (verger), King, Keen, Gates, Ellis. Preston Watson, Hooker, Canon Scott, Boxall, Fay.



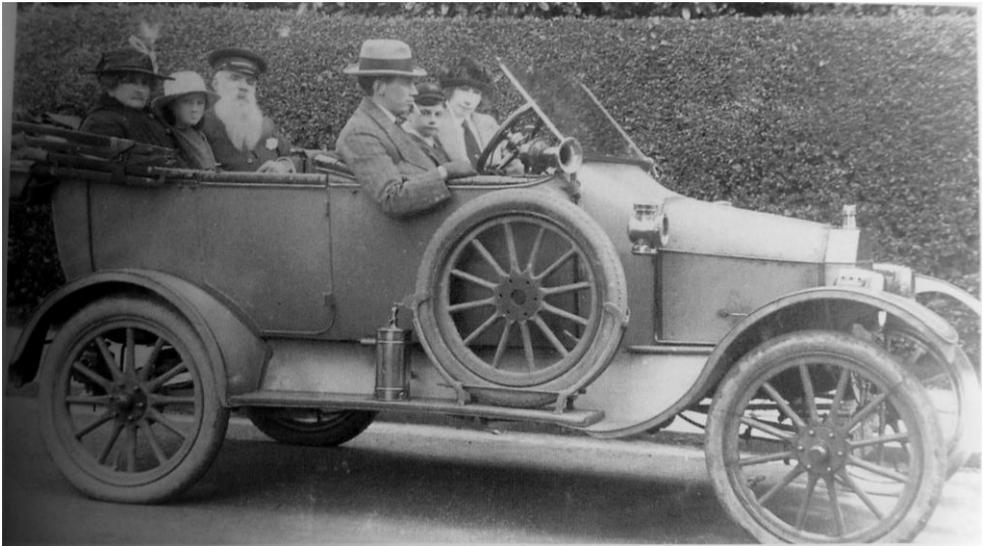
Henry Francis of Rowlands Castle with his threshing tackle was a familiar sight around Havant farms. Henry always stuffed his cap with newspaper.



West Street circa 1910. On the wall in the top left hand corner is a 'wood' milestone, a replica stone one is now at 'Milestone Point'.



Preston Watson stands outside of his off-licence business at the corner of North Street and the Pallant. This is now where the entrance to Waitrose is situated. Circa 1900.



The Watson family out in their Rolls Royce. Preston Watson is in the rear seat.



Employees of builders G&R Carrell enjoy their annual day out on the River Thames in the 1930s.

Many other companies organised days out for their employees. The following extract from the *Hampshire Telegraph* of 16 August 1884 gives a typical example.

OUTING – On Wednesday the Employees and tenants of Mr A. C. Nance, of the Cygnet Brewery, with a large party of friends, numbering altogether over a hundred, had their annual outing. The arrangements, which were excellent, were carried out by Mr Preston Watson, of the Prince of Wales Hotel. The party started at 10 a.m., and, accompanied by a brass band, proceeded via Westbourne and Chichester to Waterbeach, where a beautiful spread was partaken of. The usual loyal and patriotic toasts being duly honoured, the party proceeded to amuse themselves. Returning to Havant at about ten the remainder of the evening was spent in harmony, and some very good songs were sung. At 11 o'clock the part dispersed, having greatly enjoyed their day's pleasure.



As a wartime precaution to confuse an invading enemy all direction signs were removed.



On 20 June 1973 Her Majesty Queen Elizabeth II and the Duke of Edinburgh alighted at Havant station en route to HMS *Dryad*.



Girl Guides and Brownies parade during War Weapons week.



A tree lined Fourth Avenue. The Denvilles Post Office is on the left: the sub-postmaster was Mr E Colbourne.



Because the footings for the new wall kept flooding, council workman put this pump in the spring hoping to pump it dry. Some hopes!



Engraving of the cross roads dated 20 January 1853.



Harry Marshall gathers watercress in the spring-fed Lymbourne stream.



The Roman well found at the western corner of Homewell and West Street. Another Roman well was discovered in Homewell in 2013.



1953 Coronation celebrations at Stent's glove factory. During the Second World War RAF flying jackets were made here.



Local girls who worked at Stent's glove factory. Left to right: Laurie Green, Queenie Pink, Bete Sawyer, Eileen Simmons, Vi Stevens, Dos Banbury, Matty Belman, Dora Roper, Grace Roper, Kate Banbury.



What appears to be a modest wedding party riding in waggonettes (a posh one would have had Landaus or Victorias), pauses in West Street. The roofs are interesting as they are not normally covered. Clearly shown are the 'dished' wheels – the spokes inserted at such an angle as to prevent detritus from the road being deposited on the passengers. The second building on the left was the International Stores later the Halifax Building Society. *Brian Clifford*

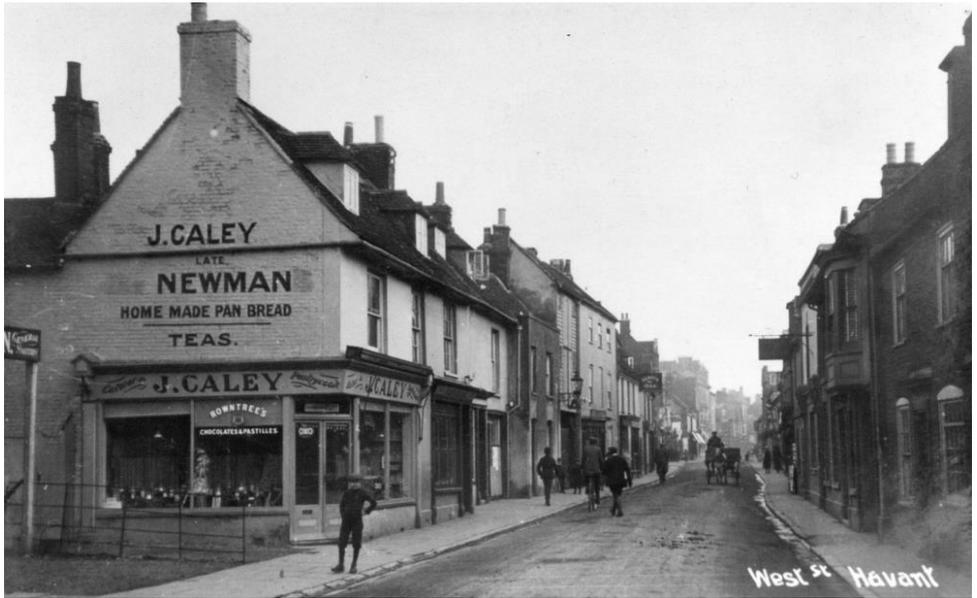


The first shops in Park Parade, Leigh Park. The author's 1939 Wolseley 14 h.p. car is on the left. *Alf Harris*.



West Street before being pedestrianised in 1983.





West Street circa 1910. Records from 1827 until 1846 indicate that the second shop on the left was the site of the first post office in Havant. It is possible it was on this site from at least 1784.



The same view circa 1980. In 2014 the post office moved in to 56 West Street, the third shop on the left; just a few metres from where it was in the above photograph.



Main drainage being installed in North Street circa 1910.



Australian sailors played Australian Rules football in Havant Park. The winners were 'presented' with the F. A. cup won by Portsmouth in 1939.



The King's Stone, Horndean Road, Rowlands Castle, is inscribed: *Here on 22 May 1944 His Majesty King George VI reviewed and bade God speed to his troops about to embark for the invasion and liberation of Europe. Deo Gratia,*



Second World War pill box at the junction of Emsworth Common Road and Horndean Road. It is still there.



Havant station and goods yard circa 1910.



West Street circa 1910.



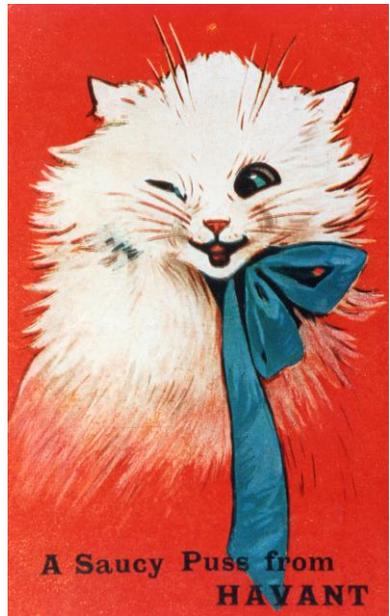
What! Come Home?
Not likely, when I'm at
Havant!



Sunny with
occasional showers
at Havant.



Langstone
seems to be unrivalled for those
in need of "Change."



A Saucy Puss from
HAVANT

Comic postcards. *Alf Harris.*