

FERRING HISTORY MAGAZINE

2015



Coronation Day - Ferring 12 May 1937

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A NEW FORMAT AND A NEW TITLE

Having passed 20 editions of the old *Newsletter*, and to mark the 15th year of the Group, we thought it was time for a bigger and better collection of articles and reports, to be called 'Ferring History Magazine'. We hope the larger print and better lay out will make it easier to read. It means we can use more photographs and illustrations. We hope you enjoy this and future editions.

Please look at our new web site too: www.ferringhistorygroup.co.uk where you will find longer articles dealing with Ferring's history century by century, and giving the sources of that history, in documents to be found in West Sussex Record Office and elsewhere, so that you can undertake your own research.

COVER PICTURE

Our cover picture shows Eileen and Sylvia Spahn of 'Sunneschyn', Florida Road, riding in the Coronation Day procession of 1937, on two of Mrs Marshall's ponies. They have just passed under a temporary arch at the top of Ocean Drive. Thanks to Sylvia for the photograph.

FERRING SOCIETY BETWEEN THE WARS

Before the First World War, Ferring was a farming village with only a handful of 'gentry' and they kept themselves pretty much to themselves. But in the 1920s and 1930s there was quite a lively upper-class and upper-middle class social scene, traces of which lingered into the 1940s and 1950s.

After the war, Mrs Henty, widowed, ageing, and with no children, lived a very quiet life and in 1921 she put Ferring Grange and the whole of South Ferring up for auction. There were no acceptable bids and she bought it in at its reserve price of £30,000. But later that year she rented, then sold, a piece of land at the end of Sea Lane, to a cousin of Winston Churchill's, where he (or rather his American divorcee wife) built a fairly large house. This was the beginning of Ferring society.

He was the Hon Lionel Guest, brother of a Cabinet Minister and son of Lord Wimborne and Lord Randolph Churchill's sister. Like Winston Churchill, he was a grandson of the Duke of Marlborough. Before the war he had lived in Canada, and had met the divorcee Flora Bigelow Dodge in New York. She had no connection to the Dodge motor company. Her father had been US Ambassador to France under Lincoln. She had one son and one daughter. They married in the USA but came to London in 1912. Lionel joined the Royal Navy at the outbreak of WW1 and was followed by the son – John Dodge (more of whom later). Their house was where St Aubins Court now stands and was called 'Wookyi-tipi' (house of peace), after her house in Sioux Falls, South Dakota (where divorces were easier than in New York).



Although Lionel Guest was a duke's grandson and Churchill's cousin, it was Mrs Guest (11 years older than him) who made all the social running. In London it was she who attended all the court and charity events and among her friends were the Hon Piers Legh, Equerry to the Prince of Wales. Mrs Guest was one of the godmothers of Legh's daughter - the godfathers were the Prince of Wales and Earl Beatty.



The Guests kept their London house in the West End but spent a lot of time in Ferring, especially in the summer. They bought the south-west corner of the Henty estate in South in 1924 and began to develop it for what they hoped would be an exclusive social set. The London correspondent of the Jamaica Gleaner reported in June 1926, 'The Honourable Mrs. Lionel Guest, daughter of the late Ambassador John Bigelow, and wife of the brother of Lord Wimborne, who is one of the leading social figures in London, is now combining business with pleasure. She is becoming something of a realtor. She and her husband are now developing what is likely to prove to be the most up-to-date new country colony for society at Ferring-on-sea, the spot in Sussex Lord and Lady Westmoreland, the latter the daughter of the late Lord Ribblesdale, are among those occupying their own houses at the new colony'. Again, these society figures retained their London houses and, even more than the Guests, regarded Ferring' as a holiday residence.

The next arrival was Lt Col Gerald Tharp, who had 'Hollidays' built (plans submitted July 1922, completed March 1923) immediately to the south (where St Malo Court now stands, the house demolished in 1968). The house had four reception rooms and ten bedrooms and stood in 6 acres. They had only been there a couple of months when Mrs Tharp wrote to her sister, married to a Major Bridge at the British Embassy, Washington, suggesting they buy the next plot, running down to the beach. They agreed and had 'Yellowthatch' built (plans May 1924, completed July 1925).

In 1926 Lt Col Tharp lent his house (now named 'St Malo') to Mrs Freda Dudley-Ward (right) for the summer. She had been the



mistress of the Prince of Wales since 1919 and he spent several weeks with her, and her daughters, at St Malo. We know this from the housekeeper at Yellowthatch, who was still living in the area in the early 1980s and spoke to the Worthing Herald about it. He came to Ferring several times, probably also in 1927 as well as 1928, when we know he played golf at Worthing with Piers Legh, who used 'Lullaby', in Beehive Lane, owned by the Guests. There are two authenticated stories of him taking the air on Ferring beach: in one case he gave his autograph to a young man who was digging for bait. The only piece of paper the young man could find was the back of a cigarette packet.



The Prince's affairs with married women were not hidden from the Press – they were simply not reported in the British newspapers, right up to 1936, when, after he had become King, his insistence on marrying the now-divorced Mrs Simpson resulted in his abdication. But the Ferring 'Sea Lane set' must have known about the Prince's liaisons for at least 10 years, as did other Ferring residents who had seen him going about his business.

Lady Hulton was the widow of Sir Edward Hulton, a leading newspaper publisher who died in 1925. She had 'Lamorna' built on the seafront in 1927. This was demolished in the 1960s but part of its boundary wall still comes down to the beach at Pattersons Walk, and the name is remembered in Lamorna close. Wikipedia says, 'Hulton was first married to Agnes Moir Turnbull (née Wood) in 1900. Before they were married in 1916, he had a son and a daughter by his second wife,¹ Millicent Warris (1869–1940). music hall artist, née Fanny Elizabeth Warriss, also stage name Millie Lindon. His son, Sir Edward Hulton (1906–1988), published magazines *Post* and *Lilliput*. As he was born before his parents did not inherit the Hulton baronetcy which became father's death in 1925. He had two sons and a second wife Princess Nika Yourievitch.' She sold but it had been rented out since 1931, to Sir Kenneth Lee (who bought it in 1934), the co-founder of Tootal textiles and an adviser to the Government on industrial policy in the 1930s and 1940s



Warris was a known by the George Warris including *Picture* were married, he extinct on his daughter by his the house in 1934

Raymond Massey was a very successful Canadian stage actor (later in films) who had another large house built on the seafront in 1928. This was 'Milbury House' and it is one of the only two that survive. He lived there (again he must have had a place in London) for about five years. His second wife was also an actor and there are still the remains of a little stage in one of the large rooms – possibly for his first two children.



So by the end of the 1920s there was already a 'West End' social set down the end of Sea Lane and along the beach. Another focus of 'society' life was Ferring Grange Hotel, opened in 1927 by Major McNab. This was the Henty's mansion, after two or three years as a Preparatory School. It was a very superior country house hotel.



As we come into the 1930s, Col Tharp was replaced by Col Gibbons, and Col Bridge by Brig Gen Brooke. 'Yellowthatch' was rebuilt as 'Spindrifft' and remained there until well into the 1960s. Another large house was built between Spindrifft and St Malo, known as Elverlands. In 1936, the Cabinet Minister Leslie Hore-Belisha (left) rented the house but did not stay there very long. There is a picture of him riding along the beach.

It was reported that Haile Selassie, Emperor of Abyssinia, considered buying the house. He was living at Warnes Hotel in Worthing, having been driven out of his country by the Italians. His son was at Tudor Close preparatory school. But he did not in fact buy it and spent most of the next five years in Bath.

Ferring's other Cabinet Minister was James Henry Thomas (right), a former railwayman and Labour politician who went into the National Government with Ramsay MacDonald and Baldwin in 1931. In 1936 he was found responsible for leaking Budget secrets and had to resign. He said he had 'borrowed' the money to buy Milbury House from one of his shady business pals, supposedly a down-payment for the rights to publish his memoirs. Thomas did publish them, from Ferring, but hardly mentioned the Budget scandal. He called his memoirs 'My Story'. (The sub-title could have been, 'And I'm Sticking to It'). He stayed in Ferring through the war years but returned to London, where he died in 1949.





Lt Col John Dodge DSO DSC was the son of Mrs Guest. He was still in the USA in 1914 but came over to England to take part in the war. His step-father's cousin, Winston Churchill was First Lord of the Admiralty and was forming a special unit of naval infantry. Dodge was still a US citizen but he was given a commission, along with the Prime Minister's son and Rupert Brooke. By the end of the war he had transferred to the Army and at the age of 25 was Lt Col commanding a battalion of the Royal Sussex Regiment. He had an amazing career, serving in WW2 as well and taking part in the Great Escape. He lived in London in the 1920s but from 1931 to 1940 is

listed as living at a house built by his parents on the corner of Ocean Drive. He named it Florida, and the road on the south side of the house was named Florida Road around 1930. Like most of the others we have talked about, he kept his London house and he had as many social connections as his mother. In 1939 he went back in the army and did not live in Ferring after the war (although he was a frequent visitor to his mother's, and his ashes came here in 1960).

'Far Corners' was another large house on the seafront, built about 1931, for Arthur Villiers MC, who came from an aristocratic family – the Dukes of Clarendon. It is still there, now approached from Sea Drive - the one with the green roof that Frank Leeson used to call 'the Foreign Legion Barracks'.

We also had the widow of a Maharajah, who died in Ferring in August 1930. He was Duleep Singh, of a princely Indian family who had been placed on the throne of the Punjab at the age of 5, in 1843. Britain annexed the Punjab in 1846 and took him into custody. When he was 15 they brought him to England where he lived the life of a country gentleman. They gave him a generous pension but took from him the Koh-i-Noor Diamond and presented it to Queen Victoria. He tried to claim it back some 40 years later when he was heavily in debt.

The Maharani, Ada, had a completely different background. He met her in London and took her as his mistress when his first wife was still alive. Ada was a chamber maid at the hotel he was staying at. He married her as soon as his first wife was dead. He died in 1893 and she lived on, latterly in Tunbridge Wells. It is a mystery why she came to Ferring and died here. She was cremated in London and left £53,000. This may be her pictured right.

A bit lower down the social scale we have the Tennis Club in Ocean Drive, begun in the late 1920s and the scene of professional tournaments in the 1930s. Fred Perry did not play there but we have a copy of a letter from him saying that quite a few of the top professionals did so, in a regular tournament after Wimbledon. The tennis club was always mentioned in the adverts for house sales and lets in the Times in the late 1920s and 1930s.

In the late 1930s several members of the Crazy Gang lived near Ferring and in September 1938 there was a Red Cross Fete at Ferring Grange, 'with Nervo & Knox, Flanagan & Allen and Florrie Forde, selling autographs and generously patronising the sideshows'. Bud Flanagan had sold his house in East Preston to another Gang member and bought one in Ocean Drive (now no.41) but he only lived there two or three years before moving back to London. Robertson Hare, star of many west end farces, was one of his neighbours.

In 1931 Ferring Grange Hotel was taken over by Col Harold Weekes. He seems to have been very well connected and attracted a good following. He had a new wing built (now Ferring Grange Flats) to accommodate, it is said, the servants of some of his very rich guests. And it seems to have been he who arranged the tennis tournaments. An 'Independent Guide to Pleasant Ports of Call' of 1937 praised the 'extraordinarily genial atmosphere', with 'an Indian army colonel and his wife' like 'the host and hostess at a country house party'.

To return to the 'Sea Lane set'. St Malo was advertised for sale in the Times of 27 April 1938; 'Outskirts of Ferring: a Beautifully decorated modern Georgian-style residence, set in 4 acres, with 12 bedrooms, with 4 sitting rooms, a butler's bedroom, and a servants' sitting room.

It was bought by Rudolph Palumbo, a big property developer. The change of owner reflected the change in the social scene – no longer dominated by aristocrats, cabinet ministers, senior officers and actors; the new money had arrived. The Palumbo family lived there all through the war and for many years afterwards. St Malo was demolished around 1968, and of all those grand houses only Milbury House survives to bear witness to a forgotten world.

FERRING IN THE MIDDLE 'MIDDLE AGES'

There is very little evidence of what was happening in Ferring in the 12th and 13th centuries. There are very few documents and no archaeology, although one important building in the village, St Andrew's Church, survives from that period. But our seven lines in one column of the Domesday Book compiled in 1086 give the basic economic and social structure of Ferring which continued for the next 200 years – the principal manor administered by the Bishop of Chichester, with a variety of tenants and a smaller sub-manor administered by Ansfrid, a layman, both areas dedicated to farming. The few references we have to the East Ferring manor give us some evidence of it passing down through Ansfrid's family but we know nothing of the tenants or their lives. For the main Ferring manor, however, we have a very informative document – the Custumal, a list of the tenants' obligations to their Lord of the Manor, the Bishop.

Land holders and farm workers

There is no date in the Custumal but some of the names in it tally with the Subsidy Roll (tax return) of 1296 and it probably belongs to that century. It refers to two groups of tenants – 'yardlanders', who occupied fairly large holdings of up to 30 acres, and others with up to 4 acres. There are 6 yardlanders in 'North Town' (which probably relates to the Hangleton farms) and 10 in the rest of Ferring (presumably grouped round the church and manor house – one is named as Juliana de Sutheton). They make the major contribution in rent and produce from their land, as well as the work they have to do on the Bishop's estate (south of the church and on Highdown) and other tasks for the Bishop, including fetching and carrying goods from his other manors and taking goods to markets and wool to the port of Shoreham (in the 14th Century wool was also exported from a landing stage in Kingston).

Most of the other 16 tenants have no more than an acre of ground, barely more than a cottage garden. But they too have to pay rent, give up produce and carry out manual work. They include two tradesmen – Ralph the Skinner and William the Smith. The smith is only required to do blacksmith's work - two ploughshares a year, 100 horseshoes and nails, and shoeing the horses of the Bishop's officials but he is paid for the work, in both cash and produce. The Domesday entry referred to a serf but is no mention of this in the Custumal.

An earlier reference is in a charter of 1220, where Bishop Ranulf of Wareham sets up stocks for his farms. Ferring was to have 24 oxen, 20 cows, and 200 sheep. The oxen (castrated bulls) were for plough teams (four or eight oxen to team). This is the first mention of sheep – there was no reference to them in the Domesday entry.

The Windmill

A charter from the Chichester archives, undated but attributable to three or four years either side of 1200 shows Bishop Seffrid granting to Thomas de Ferring 'for his service to the Church of Chichester and myself, the windmill at Ecclesdon Down which I made at my own costs'.

(‘Ecclesdon’ was the old name for Highdown, and this is one of the first records of windmills in Sussex – again, they are not in the Domesday Book). With the mill went 2 acres of land to the north of the mill and ‘also the breadth of an acre all round outside the outer end of the beam by which the mill is turned round’, and ‘a right of way to the mill from every part of the town’. Thomas paid him one pound of pepper.

Thomas gave the mill to the Convent of Tortington, who rather quickly sold it to Chichester Cathedral. Another document shows that Pope Urban IV (1261 – 1264) confirmed the Cathedral’s ownership of a mill at Ecclesdon, among other properties. It would appear that the mill blew down at some stage because they later leased ‘their mill site at Ferringes ... to William de Vescey ‘to build a mill there at his own charges’.

Both these mills would have been ‘post mills’, mounted on a central post and the whole body of the mill turned into the wind by a large beam. This was the standard design of the time and for many years to come. Indeed, the mill drawn on the 1621 Bishop’s Estate map is clearly of this type.

The Subsidy Roll of 1296

The first tax record we have that lists individual taxpayers is the 1296 ‘Subsidy Roll’ for the ‘Villat’ de Garyng & Ferryng’ (for the townships, ignoring parish or manor boundaries). It is possible to separate some of the Ferring inhabitants from those of Goring because of continuities with later assessments where Ferring was treated separately, and with other records.

The highest payer was Nicholas de Ferring, whose family had held land in East Ferring since at least 1086. He paid 13 shillings William Horscroft paid 5 shillings, Richard Capellan 3 shillings, William atte Brook 1 shilling and 6 pence and William atte Gate 1 shilling. This was a ‘Lay’ subsidy, not payable by the Church or its clergy so the largest landowner, the Bishop of Chichester, does not appear on the list. Neither do the poor so it is not surprising that the list is much shorter than that of the (probably earlier) Custumal.

The Church

The first church building, following the grant of the land in 765, was almost certainly a timber building. It was not mentioned in the Domesday entry – buildings rarely were. It was replaced by a stone church early in the 12th Century and enlarged in the mid-13th Century. The Church guide book says the original nave and chancel were build around 1120 and a new northern aisle and chancel added around 1250, retaining part of the old northern wall as an arcade. All this is easily visible in the church today, despite later restorations.

There are no parish records for this period and we do not know the names of any of the early clergy, except possibly ‘Simon’ in 1250. We do have evidence of a few visits by successive Bishops of Chichester – as Patron of the church rather than Lord of the Manor (the manorial business was conducted by his Steward). On 3 February 1206 Bishop Simon de Welles signed a document at Ferring, as did Bishop Ranulf de Warham on 22 October 1220, and Bishop Richard (later Saint Richard) on 15 April 1249. In the documents produced for Richard’s canonisation in 1263 he is reputed to have supported a young woman in Ferring in her determination to live a life of chastity rather than the marriage her father had arranged, but the story of him feeding a crowd of 3,000 people ‘with bread estimated to be sufficient for only 90 when he was resident in Ferring’ is a later one, and doubtful, to say the least.

Village Life

For the 20 or 30 families living in the village at this time life continued to be hard – long hours of working in the fields, no comfort in their dark and cramped houses, and no social life except

in church attendance. But the standard of living must have improved a little since 1086 – as shown by the introduction of sheep, the windmill and the rebuilding and extension of St Andrews.

DAD'S ARMY 1801

It was not only in 1940/41 that there was a serious risk of invasion through the Sussex coast. The threat in 1914-18 and in the mid-Victorian period from France, was seen as rather theoretical (Britain was never even at war with Napoleon III); but in 1801 the first Napoleon had a large army encamped at Boulogne and was collecting flat-bottomed boats of all kinds in the channel ports. The Royal Navy was stretched to cover commitments on several oceans, and was facing the Spanish as well as the French fleet, so serious preparations were made to face landings in Sussex and Kent.

An early step was to assess the capabilities in manpower and logistics of the coastal areas of the counties, parish by parish. These 'Muster' assessments survive, and give a good picture of the resources of each parish and of the Government's intention of total mobilisation of them to resist the invader. There were of course regiments of the 'regular' army in the south coast counties, and a Volunteer Corps, or Militia, but the Government was also prepared to use boys of 15 and men of 60 (seen as elderly in those days), and was prepared to evacuate the remaining population and commandeered supplies and work animals.

Ferring is shown as having 54 men and boys between the ages of 15 and 60, all capable of active service; 4 men above 60 capable of active service and 6 incapable, but all 10 of them capable of leaving the area without assistance, together with 47 women and girls over 7 years of age; 22 women incapable (including breast-feeding mothers); 15 boys under 7 years, and 20 girls. No Ferring residents were in the Volunteer Corps, but at least there were no Aliens, and no Quakers (who would refuse to fight).

Indeed, all 54 men and boys of eligible age were prepared to 'do their bit'. Two could arm themselves with flintlocks, and nine with pikes. Another 16 were ready to serve as Pioneers (two equipped with felling axes, seven with pick-axes, three with spades and four with shovels). In addition 27 were prepared to round up the livestock - nine to act as drivers of cattle, nine as drivers of sheep and nine as drivers of teams (probably of horses, for pulling waggons).

The livestock was listed as five fattening oxen, 23 cows; 11 steers, heifers and calves; eight colts, 562 sheep, one lamb, 110 hogs, 31 sows, 109 pigs. For transport there were six riding horses, 12 waggons, 18 carts, 32 draft horses, 10 draft oxen. In terms of food production, it was noted that we had a windmill, although there was a blank for 'Sacks of corn that could be ground into flour in 24 hrs'. There were no 'Bakers Ovens' but 39 'Private ovens' and it was calculated that 110 bushels of bread could be baked in 24 hours.

How would the two flintlock men and the nine pikemen have fared against a French army landing on Ferring Beach? They would not have been on their own: 'There was an encampment of 5,000 soldiers on Clapham Common in the last war', says *A Picture of Worthing* (Evans, 1805), and no doubt there were lookouts on Highdown Hill.

Of course, it never came to pass. Napoleon did not attempt an invasion, and settled his differences with Britain in the Peace of Amiens in 1802. When Britain came back into the war in 1804, Napoleon trained another army to invade but lost all opportunity of doing so when his navy was defeated at Trafalgar. But the mobilisation planning of 1801 adds to our knowledge the population and economy of Ferring at the turn of that century.

It more or less confirms the 1801 census information of 123 males and 115 females, living in 33 houses (compare '39 private ovens'). It was a parish of mixed farming: large flocks of sheep on Highdown (for milk, meat and manuring), a little dairy farming in the meadows along the Rife, pigs in the central area, arable farming in the south and grazing for working horses on the lower Rife. And that is pretty much the way it stayed for the next 120 years, before great parcels of the arable land were sold for housing development.

... AND AGAIN IN 1974

The following news item appeared in the Times on 30 January 1974.

Ex-officer rallies aides for 'Dad's Army'

From Penny Symon
Ferring, Sussex, Jan 30

In his conservatory, now an office, Mr Cyril Robins, retired army captain, keeps his mounting register of volunteers.

Mr Robins, aged 67, is known in this tightly knit community of 5,000 people as Captain Mainwaring and the people in his register as Dad's Army.

Until his retirement he was a finance broker. When, in the hour of Britain's crisis, he decided to start his register he did not realize how much support he would get from the local community, many of them retired Service personnel, bankers and other professionals, united in believing that trouble-makers and agitators are trying to bring the country to its knees.

"The village was incensed when a woman was left to die in her bath because an ambulance man on a go-slow refused to come out", he said.

"We saw red and said we would form an action group to drive ambulances and cars.

"That was not necessary in the end, but we decided anyway to produce a manifesto and ask people who were interested in saving Britain to register their

willingness to help in a crisis situation."

On his register he boasts 12 wing commanders, several captains, a major-general and colonels and commanders, most of them retired. "We have a lot of young people, too, and one man who works in the Royal household and knows the Queen and Mr Heath", Mr Robins said.

He and his group have decided to do something about the Aslef dispute. They are offering to drive four trains from Littlehampton and Brighton to London and back.

"Eight people are standing by to do that, and I am one of them", Mr Robins said. "I drove a steam train in the general strike of 1926. Four retired engine drivers will stand behind and guide us."

Today he telegraphed his offer to Mr Marsh, chairman of British Rail. "I hope he will allow us to relieve the misery of 5,000 stranded commuters from the Brighton area.

Mr Robins, with at least 700 people in Ferring and surrounding villages behind him, said: "The amount of support shows me that we are really expressing the feelings of a great number of people."

Do any of our long-standing residents remember this? Edward Heath was Prime Minister and there was widespread industrial unrest, culminating in the miners' strike of that year. Heath called an election on 'Who Governs Britain', and lost office.

Cyril Robbins lived in Clover Lane and was a leading member of the Ferring Owners and Ratepayers Association. He compiled a Compendium of Ferring History in 1972, based mainly on a survey of Ferring buildings carried out by the Women's Institute. Does anyone out there have a copy?

He wrote in the introduction, 'Ferring Village still retains the rare charm of the typical English village, in spite of the depredations and ill-informed

planning of recent times'. What would he have thought of Ferring 40 years later?

HENRY FINCH

Henry Finch was buried in Ferring Churchyard on 2 May 1617. We have that entry in the Parish Register, a transcript of his will and a transcript of his Inventory, and his family is mentioned in several other contemporary documents. What can they tell us about him and his life?

To begin with, the fact that his baptism is not recorded in the Ferring registers (which begin in 1558), means that either he was not born in the village, or he was over 45 when he married

Joan Lawe, in 1603. No children of the marriage were baptised at Ferring and the only children he mentions in his will are 'my daughter Elizabeth Boddy' and 'Margaret Lawe my wife's daughter'. Elizabeth is obviously married and Margaret is obviously not Henry's daughter, and, since he names her as his Executor, she is an adult. We presume therefore that Henry was a widower who married a widow.

The only Margaret Lawe baptised at Ferring was in 1591, the daughter of John Lawe who died in 1600. John was no doubt related to John Lawe the Vicar of Ferring 1558-1562. It is probable that Joan had married the later John Lawe a few years earlier (but not in Ferring).

Henry Finch's Inventory shows him to be a small-time farmer, both arable and livestock. He lived in a substantial house that had a Hall (dining/sitting room), a Chamber (bedroom), a Loft (another bedroom) and a Kitchen. 'Ferring Past' identifies it as Holly Lodge in Church Street (this building, now Holly Cottage, has a plaque in the brickwork 'J O A 1759' but that was the date of a major refurbishment of a late-mediaeval cottage). Henry Finch was living there soon after his marriage to Joan because it is mentioned in a list of 'holibreads' (special tythes) compiled between 1606 and 1609. The same house is identified in more detail in the 1635 Glebe Terrier (another list of church land and tythes), and in the Manorial Survey of 1647. Joan's daughter Margaret was now married and living there with her mother and husband. The property included 10 acres of land 'in West Ferring' (but not adjoining the house).

Joan Finch died in 1665, probably in her 90s, but the family had left 'Holly Lodge' in 1650. Margaret's husband had transferred the property, including the 10 acres, to Owen Arthur, Vicar of Ferring 1632 – 1655, and the Manor Court records of subsequent owners shows that this is indeed the house we now know as Holly Cottage.

Henry's will leaves £3 to his daughter, and everything else (including his 'best breeches') to his wife's daughter Margaret, whom he makes his executor. We must presume that his wife inherited the copyhold property, on payment of the usual Court fee.

His Probate Inventory shows considerable activity in the kitchen – with equipment for baking, cheese-making, preserving food, and brewing beer plus a good stock of bacon, wheat and malt, as well as hemp and yarn. In the field behind the house there was a cow and two calves, a sow and four piglets, and a number of hens, geese and ducks. On his 10 acres he had 2 acres of wheat and 2 acres of 'tares' (a fodder crop). This was in the middle of May so other crops may have been just sprouting and not worth valuing. Back in the house, he had some substantial furniture and a good number of pewter plates and cups, with 'nine wooden dishes, two wooden platters and one dosen and a halfe of trenchers (flat plates)' for everyday use. In the main bedroom there was a bed with curtains (a four poster) and eight pairs of sheets, other linen and a sword!

The total value, including his clothes, cash and debts owed to him, was estimated at £29 3s 11d, making him a reasonably prosperous man for a small farmer. He names his friends Richard Scarville and William Woolvin, respectable tenants farmers like him, to be Overseers of his will and writes it in the presence of Thomas Watersfield, the lessee of the Manor estate – probably the richest man in Ferring. He was buried 12 days later (as usual, the will was made only when he was mortally ill) and we can imagine Woolvin (who made his mark to witness the will) and Watersfield, sitting at his bedside in his well-furnished bedroom as Henry painfully wrote out his will. Woolvin was one of the 'appraisers' of his Inventory two days after the funeral: perhaps even then he was making a mental note of its contents and valuation.

EARLIEST PHOTOGRAPH?

The original of the photograph below was offered on E Bay some months ago. It is inscribed,

‘At Ferring 1864’ but we have no idea who these people were, what was the occasion or whereabouts in Ferring it might have been taken. Does anyone have any bright ideas? It seems to be a family group and the man with the beard is probably the son of the elderly lady sitting down.



The other man could be another son, or a son-in-law. The inscription suggests that the photograph was taken on a visit, perhaps to the elderly lady.

But who was she and where exactly are they? The 1861 and 1871 Census offer no clues. Nor does the building in front of which they are grouped. It looks like a very large house but it cannot be Ferring Grange because it is built mainly in brick, and the ages of the Henty family do not tally. The only other large houses in Ferring at this time were East Ferring House, The Vicarage, St Maurs (Greystoke Manor) and the residents listed in the censuses do not fit.

THE 1914 CENTENARY

In August we joined the commemoration of the outbreak of the First World War, laying a wreath at the War Memorial to honour, not just the five Ferring residents who were killed in that conflict but all of the 25 villagers who served. We also put a display in the Library featuring some of their stories and maps and photographs of the village as it was then.

Ed Miller, Eileen Godfrey, David Garnett and Tim Baldwin have done some research, from local newspapers of the time and other sources, but we need to do some more work before we publish our account of Ferring in the First World War. This was a small community and there were few incidents of note on the home front. We cannot hope to produce a booklet like the excellent one Richard Standing has produced for East Preston. They had a much bigger population, a German Prisoner of War camp and a contemporary local journal, ‘The Scribbler’. But we will do our best with the material we have and further work in West Sussex Record Office. Watch this space.

AIRSHIP OVER FERRING

The photograph below shows the *Hindenburg* flying over Ferring on 5 July 1936. With magnification you can see the swastika on its lower tail fin. The picture was taken around 6pm by Charles Wilkerson as the airship, the biggest aircraft in the world, flew towards Worthing. It was near the end of a propaganda tour and flying along the South Coast before heading home for Germany. As it approached Shoreham a flight of light aircraft flew up to escort it



onward. The photograph was loaned to us by Charlie's great-grandson Guy, who had come across it in a family collection. He knew the family had stayed in Ferring, on the sea front, in the mid-1930s and wondered if we knew which airship it might be, and if the house they had stayed at was still there.

It was taken from the street, as indicated by the telephone wires and when he sent a second photograph (right), taken the same year, showing the back of the house with the flat roof and distinctive balustrade, one of our members was easily able to identify it as Alpha House, newly built as a nursing home, in South Drive. The house to the right is Clover Cottage, with a summer house of some kind in the foreground. Guy Wilkerson's grandmother and father are in the garden. Both houses are still there, the bungalow clearly visible from Patterson's Walk, Alpha House more difficult to see.

Only 10 months later the Hindenburg burst into flames as it was landing at Lakehurst New Jersey, on its maiden flight to the USA, killing 36 people and ending the brief era of airship passenger transport.



LIFE ON THE MARY ROSE

Report by Eileen Godfrey

In 1545, the French fleet arrived in the Solent intending to invade England. Henry VIII, camped on Southsea Common, was prepared to defend his country with the help of his land army while The Mary Rose and the rest of the navy were out in the Solent. Most people know what happened to the Mary Rose! Henry's favourite ship sank in full view of Henry.

This was the historical background to a fascinating talk given last February by Trevor Sapey, a member of the Mary Rose Trust based in Portsmouth. Trevor, dressed in Tudor costume, gave us details of this famous ship and how it was eventually brought to the surface in 1982.

This was a ship built to hold four hundred and fifteen men but when she sank, there were about seven hundred on board which may have been one of the reasons she went down. Various reasons have been put forward as to why she sank. Some say she was too heavy but she had

actually been at sea for thirty four years and had previously been engaged in three battles with the French, and one with the Scots, so this seems unlikely. Others say that there was a language problem with her crew which consisted of many Spanish sailors who had been enlisted after their ship had sunk in Plymouth a short time before. Some say she had too many guns while others say the wind caught her sails awkwardly.

Trevor drew our attention to a painting of the event originally in Cowdray House which was later made into an engraving. This picture portrays all the main incidents happening in the Solent at the time. Henry can be seen resplendent on horseback in front of Southsea Castle while just the uppermost part of the Mary Rose can be seen as she sinks beneath the waves. Henry was devastated as this ship symbolised his power. It had been at the successful capture of Boulogne the previous year.

Soon after the sinking of the Mary Rose, unsuccessful attempts were made to recover her. It was not until 1836 that the site was again identified and some items brought to the surface. It would have been impossible then to have brought the ship up. In the 1960s, Alexander McKee led a group of enthusiastic scuba divers who searched for the lost ship. He had sold his house



to finance the operation, and in 1971 was rewarded by discovering the ship's whereabouts. It was then that the archaeologist, Margaret Rule, joined his team. There were six hundred dives altogether to enable all the artefacts and human remains to be brought to the surface. Eventually in 1982, we all saw on television the remains of Mary Rose brought to the surface. It had been so well preserved because it was buried in the mud.

With the help of replicas of various artefacts recovered from the ship, Trevor built up a picture of everyday living. We were able to handle the carpenter tools and the barber-surgeon's instruments such as syringes, saws for amputation, and pots of ointment. There were also guns, bows and arrows, pieces of rigging, musical instruments, backgammon, nit combs, compasses, dividers and sun dials as well as religious objects such as rosaries and Crosses.

It is not difficult to imagine how the men lived. Many shoes were found, mostly in the bottom of the ship so it is thought that the men walked about the deck in their bare feet. The remains of a brick oven were discovered. This had a huge cooking pot inset, under which a fire would be lit. Meat would be placed in water in the pot and there was evidence of bones cut into standard portions indicating that the crew had been adequately fed. Stocking, shoes, tunics with laces up the front were found. These would have been worn by poorer men at the time – the rich could have afforded buttons! Many breeches and leather jackets were brought to the surface.

The Mary Rose is now on display in No.3 Dock in Portsmouth Harbour, next to H.M.S. Victory. Until 1994, it was constantly sprayed with water to keep it moist. Then it was treated with polyethylene glycol. Recently, a new museum was built with Lottery funding and sponsorship from some of the big companies such as Southern Water and the Wellcome Trust. From here, there is a good view of the ship which has now dried out and a glass lift enables visitors to view its full extent. Artefacts are also on display including the skeleton of one of the crew beside a replica of him, produced by means of forensic reconstruction.

There are just two names known of those who died on the Mary Rose: Vice Admiral Sir George Carew and the Captain, Roger Grenville. In all, the remains of 179 persons were recovered, most in their 20s. The oldest was forty, the youngest just ten years old! It is thought that thirty five men survived. No doubt they had a tale to tell their families after their terrible ordeal.

1250th ANNIVERSARY OF WHAT?

In 2015 the village is celebrating the 1250 years since its Charter was signed. It should not be thought that this is the 1250th anniversary of the village itself - the village must be a little older than that. The Charter referred to says it was signed on 3 August dated *anno ab incarnatione Domini dcclxii* (762 AD) and records a grant of 12 *tributaries* of land called 'Ferryng', for the building of a *monasterium* there.

This is a valuable source for local history but it has to be read carefully and is open to various interpretations. In the first place, what we have is only a 14th Century copy in Latin, which has probably been translated from Anglo-Saxon, and may have been edited. Scribes of that period thought it helpful to 'update' ancient documents as they transcribed them. The date of 762 is evidently a mistake, either in the original or in the transcription, because the Bishop, Osa, who accepted the grant, was not in office until 765.

Nor is the translation into modern English easy: *tributaries* refers as much to the financial valuation of the land as to its extent, and *monasterium* may mean a community of monks or a Minster Church (church centre, serving a number of local communities). It was probably the latter, referring to what, 26 years later, was explicitly referred to, in a further grant, as the Church of St Andrew.

So the grant of land was for the location and financial support of a church. The location of a church, as opposed to a monastery, is likely to have been in a settled community. The name 'Ferryng' denotes a settlement of 'Ferre's people'. It was owned by Osmund, with a specific valuation, and included 'fields, woods, meadows, streams, springs' – and 'the woodland of Copanora and Tithesham'. All this suggests a farming community already established.

It is difficult to say how long before 765 this farming community had constituted a village. Roman burial urns have been found in both South Ferring and North Ferring but none in the village centre. The only Saxon remains have been found on the top of Highdown – the extensive cemetery with graves dating from around 500 to around 700. But the fact that the early Saxons (or at any rate, some of them) were buried up there does not mean that they lived up there. The better arable land, and meadows, was down on the coastal plain. There is no record of any warfare in Sussex at this time that would have made them favour a hilltop settlement. Nor, apart from the burials, is there anything to suggest a religious reason – many Saxon towns and villages were on the coast itself.

We will probably never know in which decade, or even in which century, Ferre's people settled on the flat land between Highdown and the sea, and built their wooden houses on the gravel ridge that runs through the modern village centre but it seems likely that it was many years before 765. Only new archaeological evidence could put a date on it.

David Garnett has written an excellent article on **.ST. ANDREWS CHURCH: THE FIRST 1250 YEARS'**. Not enough space for it in the Magazine but please read it on our web site: www.ferringhistorygroup.co.uk

OUT AND ABOUT IN 2014

The Group paid a very interesting visit to **Preston Manor** house in June. Preston, now part of Brighton, was (like Ferring) one of the Manors of the Bishop of Chichester but was surrendered to the Crown in 1561 and from there into private hands. Preston Park is all that remains of the manorial estate which once extended south into the present city and the sea front. The present house dates from the 1730s but it has been preserved with the furniture and decoration of the Edwardian era. Our guide gave us a good history of the owners at that time, and took us through the many rooms in which they lived and their servants worked. In 1933 it was bequeathed to Brighton Corporation on condition that it was kept as a museum. The house and walled garden are well worth a visit. Open Tuesday to Friday, April to September.

On a sunny day in September Aidge Roberts gave us a conducted walk around the outskirts of **Arundel**. We waked up Mill Road, to the site of the old water mill (later a trout farm), and the old pumping station that supplied water to the castle and the town, then back along the old mill stream to the banks of the Arun and back to the town's excellent museum.

We did not have to go far for our next visit, which was to **St Andrews Church and churchyard**, where between showers we had another talk by David Bone, on the stones used for the graves and the fabric of the church itself.

Our last visit was to **Broadwater Cemetery**, where Chris Green showed us the many memorial stones to First World War servicemen. Some of these marked their actual graves (those who died of wounds, in local hospitals), others were names added to family headstones (where the soldier, sailor or airman died in France or the other theatres of that enormous conflict). Chris told some of the poignant stories of the regulars, volunteers and conscripts named on the memorials.

PERCY PATTERSON OF PATTERSONS WALK

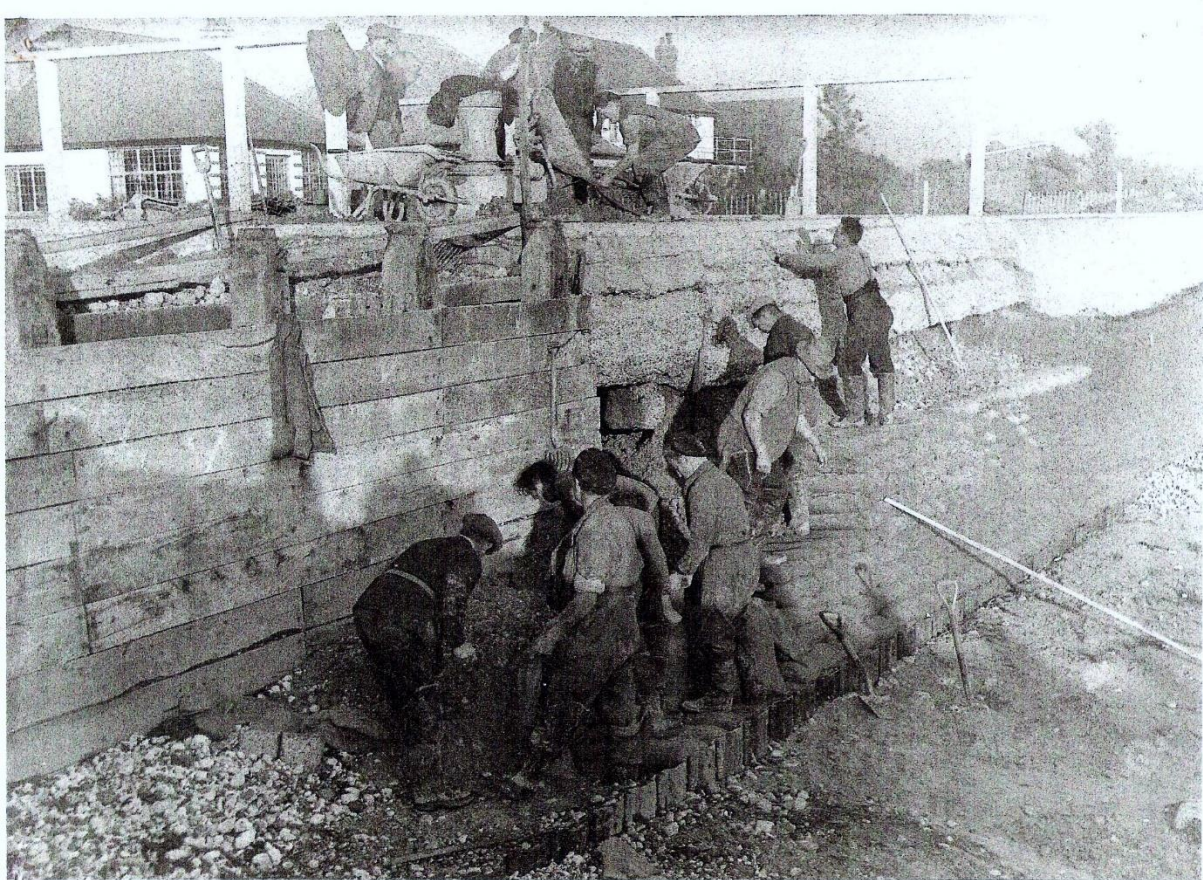
For most of Ferring's history its sea front was a rather wild and lonely place. Ferring Lane (later East Ferring Lane, now Sea Lane) was the only road that reached it – Ocean Drive and West Drive did not exist before 1923 and there was no 'Marine Drive' going on to Goring until 1938. 'Ferring Lane End' was the isolated spot where the smugglers landed their cargo in the famous case of 1810, and before that the location of the beacons to warn of the Armada in 1588. Until the 1920s one could have walked along the edge of the fields towards the seaward end of the Rife but there was no recognised footpath, mainly because very few people would have walked there. Nor did they keep boats on the shingle (there is hardly any mention of fishing in any records before the 1930s).

This isolation began to change in the 1920s. Several large house were built on the sea front, with long gardens running down to the beach - St Malo, Yellow Thatch, Lamorna and Milbury House. At the same time, day trippers started to drive down to Ferring, and park their cars at the end of Sea Lane. The Bluebird Café was built at the other end of the sea front in 1928. If you wanted to walk from one end to the other you would have had to clamber over groynes, or wait for low tide.

This beachside development continued in the 1930s, with more large houses and then bungalows along the sea front, the buildings set well back from the sea but with gardens running down to the top of the shingle. Then came the war and Invasion defences, which cut off the beach entirely with barbed wire and included a minefield laid along the bottom of all the gardens from Sea Lane to West Drive. These obstacles were cleared at the end of the war and just after but there was still no footpath.

What created the footpath was the other sort of coastal defences, the problem of erosion. Pre-war and early post-war photographs show how the sand and shingle had been washed away leaving steep 'cliffs' at the top of the beach. House-owners were calling for protection as they saw the threat to their gardens, and eventually their houses.

In October 1953 Worthing Rural District Council started talking to owners along the sea front about improvements to sea defences in return for a strip of land for use as a coastal walk. The Parish Council supported this approach but would not pay anything toward the cost. The RDC, at a special meeting, decided they would not pay anything either and called for a Public Inquiry by the Ministry of Housing and Local Government, which was held in March 1954. Some agreement on finance was evidently reached because work on the sea defences began in November 1954, and 12 months later was reported as 95 per cent completed. Mick Lush, who still lives in the village, remembers working on the groynes and concrete defences, topped off near the wartime Pill Box to make a promenade platform.



The plan had been for the frontagers to give up the far end of their gardens (previously the minefield and now the access way for the sea defence work) to the RDC for the 'coastal walk' but the agreement seems to have broken down because in Jan 1955 a Compulsory Purchase Order was made for the strip. There was a long struggle to get the path cleared and usable. By 1962 there was still an obstruction halfway along, in front of Lamorna, and this is still showing on the 1969 Ordnance Survey map. But it was finally completed, and surfaced in 1972.

The acquisition and development of this footpath was very much the achievement of one man, Percy Patterson, and in 1970, just before it was complete the Parish Council asked the RDC if it could be named 'Pattersons Walk' (no apostrophe) after its Chairman and RDC

member who had fought for it for so long.



Patterson's Walk: early days

Patterson moved to Ferring in 1946, and lived in Ocean Drive, next door to the house Bud Flanagan had owned. By 1955 he was Secretary of the Residents Association and by 1961 its Chairman. He then served on the Parish Council, becoming Chairman in 1967, and on Worthing Rural District Council, becoming Chairman in 1970. He died in office in 1972 and the Resident's Association News Letter of that year said Patterson's Walk was a fitting tribute to his memory.

The sea defences have been strengthened several times since then and the shingle built up so much in front of Patterson's Walk that there is just a shallow curve down to the high water mark. Much of that shingle on the western side has been colonised by sea cabbage, thrift and other more uncommon plants, and the Walk itself is one of the joys and distinctive attractions of Ferring.



Percy's
three
sisters and
Pattersons
Walk
today.

TRAMS IN SUSSEX .. AND ELSEWHERE

Report by Eileen Godfrey

Members took a trip down Memory Lane at the May meeting – on a tram! Ian Gledhill gave an interesting talk entitled *The History of Trams*. In earlier times, most people walked - which limited the distance they could travel. Stage coaches were introduced in 1640. These carried mail and some passengers but were extremely uncomfortable and very slow, travelling no faster than four miles an hour. In 1830 the first passenger railway ran from Liverpool to Manchester,

with third-class passengers travelling in open carriages and the railway system gradually developed with trains running between towns.

The need for a form of transport *in* town was met with the introduction of trams in the 1820s. John Greenwood introduced a public horse-drawn coach in Manchester in 1824 which carried middle class commuters into the city for sixpence (2½ pence). London soon followed with a similar idea in 1829. This was known as an omnibus (Latin: 'for all') because it carried everybody! These were not exactly smooth running because the road surfaces were either cobbles or full of mud and dirt. It was the Americans who thought of copying the railway and laying tracks in the street, in Harlem, New York, in 1832. This was copied in Birkenhead and later in London with rails being laid between Victoria Station and Westminster Abbey. There was one big problem with these tracks. In order to keep the wheels on the rails, a flange was placed on the track which made it dangerous for pedestrians who could trip on what was known as 'the step'. Eventually the Tramways Act was passed, forbidding the flange on the road so then this was put on the wheel.

Double-decker trams were typically British compared to those on the continent which were single-deckers. In this country, fifty passengers could be carried. At least two horses were needed to pull such a large weight. The horses worked two or three hours a day whereas the driver and conductor worked a ten and a half hour day. This meant that a large number of horses had to be kept. In Manchester, to pull 515 trams, 5244 horses were needed. These had to be fed and also produced an enormous amount of urine and manure. Obviously, a solution had to be found for this problem.

In 1880, steam power started to be used in trams. An Act of Parliament stated that there were to be no visible moving parts; there was to be no smoke or steam; there was to be no noise. It was difficult to comply with all of these conditions and by 1904, steam trams had disappeared in the towns although a rural steam tram ran in Cambridge to carry farm produce and lasted until 1966. This tram was the inspiration for Toby the Tram Engine in the Rev. W. Audry's children's books about *Thomas the Tank Engine*.

Another idea for powering trams came for San Francisco. The famous cable car was opened in 1873. This involved a constantly moving cable in a conduit under the track. The driver could disengage this when needing to stop. Chicago soon copied and the idea spread to various parts of the world including six in this country. Highgate Hill, London, ran theirs until the rails were electrified in 1909.

By 1880, electricity was in vogue but the large batteries full of sulphuric acid stored under the seats were an obvious hazard and Victorian ladies complained about holes burnt in their long skirts and stockings (and presumably legs!) In 1885, Blackpool established the world's first tramway with under-rail electric conduit rather like the cable cars. This proved to be unsuccessful as sand and sea came over and filled the rails. This idea was replaced by the overhead wire, invented in America by Frank Sprague.

1901 saw the opening of the Manchester Tramway with celebrations of the event manifesting themselves in the form of the showy decoration of the trams complete with huge palms on the top deck. Other towns soon followed, even those who didn't need them! Taunton with only 18,000 inhabitants laid just 1¼ miles of track. London used the conduit system which was expensive to put down, while outside the city both the conduit system and trolleys were used.

Ian Gledhill showed an interesting collection of photos including one of a special tram being used to take people to a show by Buffalo Bill in 1903. Trams were also used to transport coal

and various other goods. Seats for passengers were originally carpeted but eventually became so flea-infested that the covering had to be removed and interiors became very spartan. In the early trams, the driver was in the open, there being a driving mechanism at each end. English weather led to the driver's compartment eventually being enclosed. Styles varied in different towns. Some were decorative with wrought iron, stained glass windows and the municipal crest emblazoned on the side.



Bradford was the first town to introduce trolley buses, an idea imported from the U.S.A. Eventually, as trams wore out, various towns followed suit. During the First World War, Sheerness closed the tram system down as it was impossible to import replacement parts from Germany. The Volk's Railway in Brighton, although tram-like, is actually a train. It is the oldest of its kind in the world and is the only one still in use. For just a few years, a tram on stilts, known as Daddy Long Legs, ran along the beach between Brighton and Rottingdean. The Brighton and Shoreham Tramway was opened in 1884 but tracks never reached as far as Brighton as the authorities in Hove refused to allow them. They were seen as too working class.

Worthing had a Tramocar along the seafront in the 20s and 30s. This was both petrol and electric. The driver steered with his right hand and accelerated with his left. A restored one can be seen at Amberley Museum. Devil's Dyke had a tram which was pulled across with ropes attached to towers. Brighton Corporation Tramways ran an extensive tram system with various routes identified by letters and not numbers. The tram depot was built in Lewis Road and is still in use as the bus depot, the trams having been scrapped in 1939 and replaced by trolley buses which ran until 1961.

Trams often failed to be updated and gradually were phased out and replaced by buses. The last town in England to keep its tram system was Sheffield but Blackpool has always kept its trams travelling along the seafront. However, on the Continent, trams continued in towns such

as Brussels, Prague and Amsterdam where a new style tram from America (the P.C.C.) was copied.

Trams have made a big come-back in recent years in places like Paris, Manchester, Birmingham, Sheffield and Edinburgh. They have now cast off their working-class image and are seen as an answer to congestion in our cities. If you are ever in Derbyshire, why not visit the National Tramway Museum at Crick? That should complete your trip down Memory Lane!

FERRING: DEATH RACE 1935

by David Garnett

2015 may finally see a speed limit on Ferring's 'private streets', which is only 80 years after the 30 mph limit in built-up areas was introduced following the 1934 Road Traffic Act. Until then, because there is no specific limit in force, the national speed limit for single carriageways applies: 60 mph. An article in St Andrew's parish magazine commented: "A large measure of unselfishness and courtesy would do much to decrease the number of deaths on the roads. Every road user must get out of old habits and old ideas and realise that in the year of grace, 1935, the roads are very dangerous."

And they were. In 1934, 7343 people were killed on British roads, half of whom were pedestrians. This was when there were only 2.5 million vehicles, half a million of which were cars. Compare that to 2013, when 1,713 people died, the lowest figure since records began in 1926. This was with 34.5 million vehicles, of which 28.7 million (83 per cent) were cars.

The parish magazine said: "It would be safer to let children play on a railway line than in the roads, for there at least one is warned of the approach of a train by the signals, and the trains, in these parts, seldom seem to be going at more than forty miles an hour, whereas in the road there is very often no warning of the approach of a motor-car travelling at fifty miles an hour or more. All parents should instil into the minds of their children that the roads are not for play but only for use for getting from one place to another. When this has been learned we shall hear less of the awful loss of young lives on the roads. Nor is the road to-day a place for loving couples to wander about and gaze in each other's eyes."

Shortly after his appointment in 1934, the new Minister of Transport was on a pedestrian crossing in London when he was almost hit by a speeding sports car and nearly joined the list of casualties himself. This was to lead to the adoption of the safety measure which still bears his name: the Belisha beacon. He was Leslie Hore-Belisha, who described the road casualty figures as "licensed slaughter" when he introduced his Road Traffic Act later that year. And when the new speed limits came into force and the first driving tests (fee of 7/6d) began and the latest edition of the Highway Code was delivered free to every house in the country, he had a house in Ferring.

The parish magazine continued: "Motorists must realise that a motor car is a thing with which a person may very easily be killed. The recent report of the British Medical Association has shown that alcohol has the effect of making anyone who takes it a less safe and efficient driver for some time after taking it. It is therefore a duty to abstain from alcohol if one is going to drive. Alcohol is a luxury in which the motor driver has no right to indulge, and if he cannot exercise enough self-control to abstain from alcohol before driving he should not be allowed to drive."

During 1935 and 1936, Leslie Hore-Belisha rented a house called Elverland. A newspaper story

of the time reported: "The house, which was built about 12 years ago, comprises seven bedrooms and two reception rooms and stands in three acres of gardens stretching down to a private beach. Mr. W. J. Sawyer, a London financier, is the owner." Like many other Ferring buildings of that era, all that remains is the name of the road where it once stood – Elverlands Close.

St Andrew's parish magazine concluded: "There is one effect which a motor seems to have on many people and that is to make the person driving hate to have another motor in front and want to overtake it. The same person if he were walking would not want to overtake everyone else on the path, but when driving he cannot bear to have someone in front and is not happy till he has succeeded in passing when he will very often slow down. Those people who wish for the sensation of driving at a high speed should go to Brooklands or some other speed racing track, and not use the public roads for gratifying their desire for speed."

After Hore-Belisha decided against making Ferring his permanent home, Elverland was offered to Emperor Haile Selassie, who was in exile after the Italian invasion of Abyssinia. He and his family stayed at the Warnes Hotel in Worthing for several weeks in 1936, and one of his sons attended the Tudor Close preparatory school. Haile Selassie also decided against living in Ferring, instead moving to Bath.

When he retired from politics in 1950, Leslie Hore-Belisha became vice-president of the Pedestrians Association.

OUR PROGRAMME FOR 2015

Meetings:

6 February: **Ferring in the 1930s** - Geoffrey Claridge and other members

1 May: **Religious Controversy in Sussex in the C16th** -Eileen Godfrey

7 August: **Ferring Churchyard: the Sexton's story** – David Garnett

6 November: **Jane Austen: the Ferring and Worthing connection** - Janet Clarke

11 December: **Christmas Social** – guest speaker to be confirmed

Other events: talks, walks and visits will be arranged, some linked with the 1250th anniversary of the foundation of St Andrew's Church.

RESEARCH

Researching your house, or Ferring ancestors? We can help. Like to do more general research on Ferring? We would welcome that, and help you get started.

LIBRARY

We have a good selection of old maps, street directories and local history books which we can lend to our members. There are also back numbers of our Newsletter (2001 -2014), with over 100 articles on the history of the village. We also have a database of copies and transcripts of relevant documents from Ferring's history, and a collection of postcards and other photographs of the village's more recent past. Have you got any photographs, postcards, maps, conveyances or other documents that we could copy for our library?

KEEP IN TOUCH

Please visit our web site: www.ferringhistorygroup.co.uk where you will find more articles.

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