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NOTES & QUERIES

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From The Editors

In this issue we welcome two new contributors, John Grivell of South Australia and Fred Coldicott - who needs no introduction to those who have read his *Memories of an Old Campdonian*. Our thanks to both for sharing the results of their studies with us. Family history research is the theme of John Grivell's article and will prove encouraging to those now engaged in this pursuit. However few will manage to trace their ancestry so far and to so distinguished an origin! Place and family names within this story are as found in the original documents so in themselves give an added feeling for the archival delving involved.

The construction of the Mickleton railway tunnel is the tale told by Fred Coldicott and includes an account of what some have called the 'Battle of Mickleton.' In addition as a bonus we discover what it was like as a schoolboy to be able to watch the magnificent steam trains and the shunting at Campden goods yard.

Notes on a number of topics include use of some of the material collected for one of the Society's Christmas events and a doubt as to the reliability of Clarendon's well-known comment on Colonel Bard. In addition an excerpt from a parish magazine of the second world war found as part of the documentary research connected with the survey of St James churchyard explains when many of the railings were removed. This links with a note on the present position on the work of the survey which indicates that much new material is available for research into the past inhabitants of Chipping Campden. Any member interested in using it is invited to consult the leader of the research group.

Finally a complete list of publications now in print and forthcoming provides an opportunity for readers to check their bookshelves!

Lord Clarendon and Colonel Bard

Jill Wilson

Lord Clarendon's *History of the Great Rebellion*¹ includes a much quoted - and vitriolic - comment on the burning down of Campden House at the withdrawal of the garrison commanded by Colonel Bard. It may be helpful to examine the full context for any clue to the reason for his apparent ill-will. The summary of the contents of Book IX includes:-

“... Faction in the prince's council. Goring wishes to command in the west. . . . The lord Goring joins the king at Oxford. Resolutions taken there. Jealousy between Rupert and Goring. . . .” :

the paragraphs in question are as follows, taking up the story when, after many pages on the discussions and political manoeuvring, Goring has received the orders he was seeking:-

p. 587. “... With these triumphant orders, the lord Goring returned into the west; where we shall now leave him, and wait upon his majesty, in his unfortunate march, until we find cause to lament that counsel, which so fatally dismissed him and his forces, at a time, in which, if he were born to serve his country, his presence might have been of great use and benefit to the king; which it never was after in any occasion.

When Goring was thus separated from the king's army, his majesty marched to Evesham; and in his way, drew out his garrison from Cambden-house; which had brought no other benefit to the public, than the enriching the licentious governor thereof; who exercised an illimited tyranny over the whole country, and took his leave of it, in wantonly burning the noble structure where he had too long inhabited, and which, not many years before, had cost above thirty thousand pounds the building. Within a few days after the king left Evesham, it was surprised by the enemy, or rather stormed and taken for want of men to defend the works; and the governor and all the garrison made prisoners. . . .”

In all this there is no indication of any specific personal animosity against Colonel Bard who is unnamed. However there seems no doubt that Clarendon had been against the splitting of the King's forces and was endeavouring to emphasise the disadvantages resulting from this.

A comment on his approach to history describes him as:-

A party man, of penetrating discernment and wide culture, he looks upon history as a kind of arresting statement, explicative and persuasive, in which the regard for truth is subordinated to the interest of art and to the service of a cause.²

Thus it can be suggested that he would not have let the truth stand in the way of a good story or turn of phrase if it served his purpose to stress the straits to which the King was reduced by sending part of his forces with Lord Goring. Indeed his point would have been much less forceful if it had been suggested that Campden House had been fired under orders rather than by a scoundrelly 'governor'.³ Although Clarendon began his history in 1646, by the time it had been published in the reign of Queen Anne, Colonel Bard was long dead and no one was likely to seek to clear the memory of this unnamed and highly colourful character. What really did happen? The case against Colonel Bard is still unproven but perhaps a small grain of salt may be added to any case based solely on Lord Clarendon's account. Could it even be argued that Bard's action saved Campden from the fate of Evesham?

NOTES

1 *The History of The Rebellion and Civil Wars in England* by Edward Earl of Clarendon, OUP (1839)

2 *A History of English Literature*, Émile Legouis & Louis Cazamian, p. 677, J.M.Dent, (Revised 1947).

3 *CADHAS Notes & Queries*, Vol.I Nos. 1 & 2, pp 5 & 15, 'Sir Henry Bard, Adventurer, Traveller, Soldier, Diplomatist'; CADHAS (1993, 1994) and Vol. I, Nos. 5 & 6, pp 51 & 63, 'Chipping Campden and its District in the Civil War', Dr Philip Tennant, CADHAS (1995, 1996)

The Grivell Family

John Grivell

My name is Baden John Grivell. I was born in 1933 in a small country town in South Australia called Yorketown. I received my first name after Lord Baden Powell because both my father and the doctor who delivered me were Scoutmasters. The rest of my name is the same as my father's but he was usually called Jack. Jack was the name his mother had actually intended for him, but it seems grandfather got it wrong when he went to register his arrival. I have always been known as John except when I joined a scout troop which already had thirteen Johns! My father was a telephone engineer who was involved in a small way with the development of the Pedal Radio of Flying Doctor fame. He rose to senior positions before he retired in 1965. His father was a blacksmith and farrier who shod horses for the horse trams in early days and later looked after a team of Clydesdales. I am a retired communications engineer and I now live in Dernancourt, a North-Eastern suburb of Adelaide.

My mother came from a farming background. Her great-grandmother was the eldest daughter of John William Adams and Susanna Adams who emigrated as free settlers in 1836. They came with Governor Hinmarsh in HMS Buffalo from Portsea, England, to set up the new colony of South Australia. They were known to be among the very first settlers in the infant colony. Investigation into my father's forebears is comparatively more recent, although it was family tradition that they had originally been Normans who did their English colonising with William the Conqueror.

Research into the Grivell family was initially done by a distant cousin of mine, Carol Tuck. It extended from the 1840s when three brothers came to Australia as free settlers and back a few generations in England. From her records (unpublished) and my own records, I was able to draw up a family tree back to the 1700s. My father's youngest first cousin, Lorna Paech (née Grivell) at 73 is one of three senior members of the family alive today. One night in 1995, by a lucky accident, Lorna showed one of her bridge partners, who came from Bristol, a copy of my chart. Seeing that the parents (John Grivelle and Phoebe - née Garraway) of the three immigrant brothers were married in Old Sodbury, she made the association with William Grevel, the wool dealer of Chipping Campden. Lorna was about to visit England so during that visit she went to Chipping Campden and saw Grevel House in High Street and the brasses in St. James Church. On return to Adelaide she wrote a letter to "The Historian, St. James Church, Chipping Campden" which started a chain of correspondence between Jill Wilson and our family and led to a visit to Chipping Campden by my wife Margaret and myself in June, 1997. Meantime Jill Wilson had generously carried out further research on the Greville family and obtained for us documents from other sources in England.

Of course there was no certainty that we would be able to trace the links back to William Grevel, if indeed there were any, but the more we read about him and English history of his era, the more it seemed possible. Given the passage of 600 years and the scarcity of records, it would not have surprised me to find a "dead-end", but we have been able to make the connection with a fair degree of certainty. Some clues were apparent from the earlier work. There were frequent references to Gloucestershire, the wool towns and the immediate surrounding area. Several names were associated with baptisms at Charlton Kings in the 1700s. It was some time before we found a map showing Charlton Kings, and even later that

we discovered that it was a manor property owned by the Greville family. It could also be seen from the developing family tree that the name had changed from Grevel, Grevell and Greville through Grevile and Grevil to Grivill, Grivelle and eventually to Grivell. This spelling was apparently first used about 1600, and became established in our branch about 1725.

It was the meticulous work of Mrs Mary Paget, Director of Research of the Charlton Kings Local History Society, in that society's Bulletin No 8 (Autumn 1982) passed on to us by Jill Wilson, which showed the connection back to William Grevel of Campden. William and his family owned a considerable number of properties. Quite apart from the fortune accruing from his successful wool trading, it was said they gained control of further substantial estates by their wise choice of spouses. It was indeed the transfers of two of these properties which appear to have been responsible for the preservation of the records of our branch of the family. The properties were the manors of Charlton Kings and Ashley, both near Cheltenham, Glos. After the death of William Grevel in 1401, these two manors were apparently held by William's eldest son, John Grevill of Seizincote, and then his son, Sir John Grevill junior, whose will was registered in 1480. Sir John's son, Thomas, who was also known as Thomas Cooksey of Milcote, died in 1499 without male heirs and so the properties passed to the second significant leg of the family, the descendants of William Grevel's second son, Ludovic. Ludovic's first son was called William Grevill of Drayton (although some of the Warwickshire records show it as John), his grandson was Ralph and the great-grandson to whom the estate passed was John Grevill esq., of Drayton. On his death, about the end of 1503, it passed to John's son, Sir Edward. He served overseas as a soldier and married Dame Anne Denton. This line, from the first son of Ludovic Grevill, eventually produced Sir Fulke Greville (third) who obtained a grant of Warwick Castle from James 1st in 1604, and became the first Baron Brooke in 1621. It seems that Sir Edward was more successful as a soldier than as a property manager, and soon after 1520 he sold the manors of Charlton Kings and Ashley to the second significant leg of Ludovic's family. This line was headed by a John Grevill, according to the Gloucestershire records, and this John had a son Richard Grevill of Lymington. Richard's son, Robert, became the owner of the manors. About this same time the manor buildings of Lymington (now Upper Lemington near Moreton-in-Marsh) were demolished, and the land was returned to farming. This property left the control of the family at Lymington near this time and may have been included in a contra deal with Sir Edward at the time of the transfer.

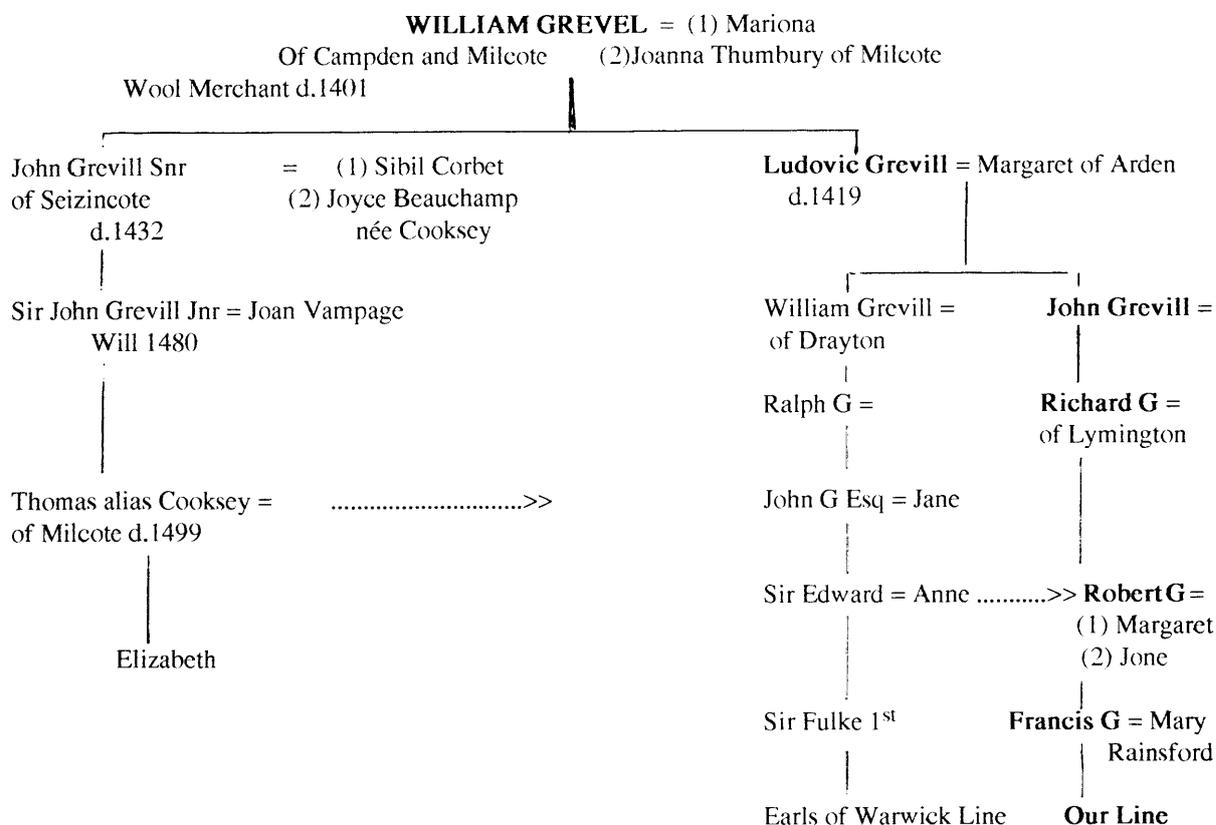
There is no record of a manor house being built at Charlton Kings but several family members have lived there or on other Cheltenham holdings. It appears that Charlton Kings was in the control of Robert's descendants until about 1700 and these descendants are all shown as 'Esquire.' Today Charlton Kings is part of Cheltenham and is easily located by finding St Mary's Church, which was the site of many family marriages and baptisms.

Sufficient of the above information was available for me to draw up a tentative family tree before we travelled to Chipping Campden in June 1997. During this visit we were most graciously received by several historians and archivists who agreed with our findings and stated that, despite the apparent differences in the Warwickshire records regarding the name of Ludovic's first son, we were "entitled to believe" that our version of the succession was the correct one. It was important that we were able to confirm the Upper Lemington connection and to define the second son of Ludovic at the head of our branch of the family, as the grandson of William Grevel. Following down that line we were able to make a direct

connection to a Giles Greville who was our forefather at the head of the family tree I had produced earlier. We also had the great satisfaction of standing on most of the properties mentioned above.

Simplified Family Tree (siblings etc not shown)

Property Transfers shown>>



We are indebted to Drs Donald and Jennifer Olliff for a tour of Grevel House. Also we thank John Fryer, the choirmaster of St James, for the invitation for me to sing in the choir on Sunday 15th June, where I stood near the Brasses of William Grevel and his first wife, my 18th generation forebears. We marvel at the faith and devotion of the many generations who have worshipped there for more than half a millenium.

Should any readers be able to give additional information particularly about the Lemington Line or the forebears of William Grevel, we would be grateful to receive it.

We record our special thanks to the Campden and District Historical and Archaeological Society and especially Carol Jackson, Jill Wilson, Allan Warmington and Dorothy Brook whose interest, care, advice and assistance made our visit so productive and enjoyable.

Key References

- 1 *The History and Antiquities of Chipping Campden*, Percy C. Rushen, 1911
- 2 *A History of Chipping Campden*, Christopher Whitfield, 1958
- 3 *An Account of the Noble Family of Greville*, Joseph Edmondson, 1766
- 4 *Charlton Kings Local History Society Bulletin* 8 - Autumn, 1982
- 5 *Charlton Kings Local History Society Bulletin* 13 - re the Manors
- 6 *Charlton Kings Local History Society Bulletin* 14 - Spring 1985 re St Mary's Church
- 7 *Warwick Castle and its Earls*, The Countess of Warwick, 2 vols.

**Campden at War - an Excerpt from
St James Parish Magazine, November, 1940**

The Vicarage

My dear people,

The scrap-iron dump in Leasebourne is a constant reminder to us of the country's need for metal to carry on the war - it is also evidence that every means of obtaining iron has been exploited. Railings have been taken from many places throughout the land to help build up the mechanism of war.

Railings in churchyards have been so frequently mentioned in the Press, and instructions regarding the contribution of these to the national cause having been issued in the *Diocesan Gazette*, I felt that we in Campden should decide a course of action regarding the railings in our churchyard. The Church Council therefore met on Sept. 16th, and having viewed the railings unanimously came to the following conclusions:

(1) That the matter be referred to a general meeting of the parochial electors and the vestry, to take place on Monday, October 7th, at 7 p.m. That the statutory notice be placed on the church door, and also published in the Parish Magazine.

(2) They suggest that no railings be removed without the consent of individuals concerned.

To be sure that the demand was as great as suggested in the Press, enquiry was made to the Ministry of Supply, who replied:

"Dear Sir,

I much appreciate your letter of Sept. 27th, concerning iron railings in the churchyard at Campden, and these are certainly required for scrap, where they can be obtained."

At the general meeting of the Parochial Electors and Vestry held on Monday, October 7th, a full discussion took place, and the following resolution was passed *nem. con.* (one gentleman abstaining from voting):

"That all broken and unsightly railings in Campden churchyard be removed, provided the relatives were unable to be traced."

"That railings surrounding private graves, in good condition, and with relatives still living, should remain."

"No action to be taken for three months."

From the above it will be clear that there are two main considerations:

(1) We cannot ignore the national emergency.

(2) We will not hurt the feelings of anyone who has an interest in any grave marked by iron railings in the churchyard.

It will be observed that only those railings round neglected graves will be removed.

Yours sincerely,
BRYAN O'LOUGHLIN

The History of Mickleton (Campden) Tunnel

Frederick William Coldicott

An account of events leading up to and during the building of the Mickleton or Campden Tunnel; with some personal reflections and experiences added.

In 1821 a line from Moreton-in-Marsh to Stratford-upon-Avon was opened to carry passengers and goods. The carriages and trucks were drawn by horses. In 1825 the Stockton to Darlington railway was opened. In 1836 the Steam Locomotive Railway from Birmingham to Gloucester was opened. In the early 1840s the Great Western ran from Oxford to Birmingham. The engineer who planned and constructed this line was the great Isambard Brunel, who at the age of 27 years was appointed Chief Engineer to the Great Western Railway Company.

In 1844 a new railway company was formed: the Oxford, Worcester and Wolverhampton Railway Company. An Act of Parliament was passed allowing plans to build the railway. Isambard Brunel was appointed Chief Engineer and Planner. The original plan was to run across the meadows by Berrington Mill and enter Campden near the Volunteer Inn at the beginning of Watery Lane (now Park Road). The plan also included a branch line from Campden to Stratford-upon-Avon. Thankfully this plan was defeated by the opposition of the Earl of Gainsborough. The start of the branch line was changed to Honeybourne, and the line was ultimately changed to its present course. This meant the construction of a mile long tunnel near Mickleton, which eventually took five years to complete.

Just imagine what would have happened to Campden if the original plan had developed! The station, goods yard and sidelanes would have been in the town, with all the accompanying noise and dirt. My mother always told us that her grandfather, Nathan Izod, said the railway workshop would definitely have been here, so Campden would have ended up like present day Swindon. That, of course, would have been a catastrophe.

Anyway a new plan was developed, and agreement was reached with the local landowners in May 1844. £1,679 was paid to the Earl of Harrowby, £1,937 to the Earl of Gainsborough, and £236 to Canon Kennaway, the Vicar of Campden, for allowing the line to pass through their lands. The contract to construct the tunnel was given to Ackroyds, a firm of contractors, and they put a man named Mr Marchant in charge of the project.

After the work started in the summer of 1846, Brunel was not pleased at the progress being made and Marchant complained of the difficulties caused by water and clay. At various times work was suspended, and in July 1848, the Railway Board ordered Brunel to arrange with the contractors to give up the work and leave the site. Lack of capital and controversy over whether to have broad or narrow gauge also caused delay. Eventually more capital was raised and work began again in 1851, but in July of that year Brunel was ordered to take over the project himself, and further payments to the contractors were refused.

On the threat of being turned out, the contractor's man, Mr Marchant, barricaded the works and defied the railway company and Brunel himself. The railway company's agent, a Mr Varden, came over from Banbury with a body of men, determined to take possession. Mr Marchant, hearing of this persuaded two local magistrates to be present with a number of constables armed with cutlasses.

After talks between Brunel and Marchant, with threats of fighting, the magistrates read out the Riot Act. Brunel then retired, putting off any action until the following day. Early next morning the magistrates were on the scene again with the constables. Brunel arrived with some of his men, and Marchant faced him with a larger body of navvies armed with picks and shovels etc. After the magistrates again read the Riot Act the men dispersed.

Brunel pretended to accept the situation, but secretly sent out messages to recall all his workmen from all along the line. The magistrates, in the meantime, having considered the matter closed, retired from the scene. However, Mr James Ashwin, the magistrate from Bretforton, found out what Brunel had done, and realising there might be serious trouble, set out at once on his horse and arrived at the works at about three o'clock in the morning. On the way he met a body of men who had been travelling all night on Brunel's order. They were not quite sure where the tunnel was, so Mr Ashwin directed them the wrong way. On arriving at the works, Ashwin found Brunel with his officers and managers waiting for his men to arrive. Mr Ashwin was able to convince Brunel that he must side with him in keeping the law, and it is said that he swore Brunel in as a special constable on the spot.

After long discussion, Brunel's men started to come in from all directions; a total of about 3,000 men. Fighting broke out between Brunel's men and Marchant's men. Mr Ashwin, aided by Brunel, eventually managed to restore order. There were no fatal casualties, though several arms and legs were broken.

Brunel and Marchant both agreed to go to arbitration. This resulted in the railway company paying off the contractors, and completing the work themselves. Mr Ashwin, who had acted with great courage and patience, was sent a letter of thanks from the Bench at Gloucester for the part he had played in the affair.

In March 1852 Brunel resigned after much controversy with the Great Western over which gauge to have and other matters. In the spring of that year serious floods damaged the tunnel, but this was overcome, and it was finally completed in the Spring of 1853.

The line was first operated by an independent contractor who supplied the locomotives and rolling stock, then by the London and North Western, and finally they sold it to the Great Western, who operated it until the railways were nationalised in 1946. Speaking quite categorically I think nationalisation was a great mistake, resulting in much more traffic on our overcrowded roads, particularly heavy goods traffic.

As far as Campden was concerned, the coming of the railway and building of the tunnel caused great upheaval. The population was increased by over 300, most of them strange, rough navvies. Some lived in lodgings, some in a row of cottages specially built for them at Paul's Pike, and some in the huts built on the site. Of course other villages in the district suffered similar troubles, but it wasn't all gloom and doom. Public houses, shops and bootmakers etc. benefited considerably. Unfortunately the Dovers Games became more rowdy and the attendances became larger; sadly this is the reason why the Games came to an end.

The Campden shopkeepers and the tunnel contractors were always at loggerheads over the prices the Campden shopkeepers were charging. The tunnel workers said they were paying 10½d for a four pound loaf, whilst the price in Liverpool and London was only 7½d. William

Somerton, a Campden grocer, wrote to the contractors denying the allegations, saying the bread was 8d a loaf, bacon 8d to 10d a pound and mutton 7d a pound.

When the line became fully operational there were five passenger trains passing through Campden each weekday, and two on Sundays. Of course there were many goods trains carrying coal and all types of goods. The Noel Arms provided a horse-drawn bus to meet all the passenger trains, a service which they carried out until after the end of the 1914-18 War.

During my schooldays in the 1920s we always spent our holidays down the fields between Campden and the railway, usually arriving at the station in time to watch the 3 o'clock shunter. This was a goods train which came up from the Honeybourne direction, and any trucks destined for Campden had to be separated and shunted onto the sideline and goods shed. Then it carried on up the line to do the same at other stations, taking away the trucks from the previous days. The line between Honeybourne and Campden stations is a gradual uphill climb, so a locomotive was kept permanently at Honeybourne to assist heavy goods trains. We always called this engine "Puffing Billy". After the trains had passed through Campden Station "Puffing Billy" ceased pushing and returned to its base at Honeybourne.

There has been only one fatal accident in the tunnel. I can well remember that. It was in 1916, and it involved a Campden man named Frank Ashwin, who worked as a linesman. A train ran into him in the tunnel. An extension had just been opened to the churchyard, and he was the second person to be buried there.

I remember one afternoon two school pals and myself sat on the embankment to watch the trains as they came out of the tunnel. After the 4 o'clock passenger train came out we decided to walk through the tunnel. We went in for three or four hundred yards, but it got so dark we came back. Of course we should have had a torch or a lantern. It was very damp. Water was dripping from the roof. At intervals there were recesses where you could stand in.

I often think how it would feel if you were in there when an express came through.

Tithes demanded for land used by the Railway

Amongst the many documents held in the Muniment Room of St James Church is a letter from the Oxford, Worcester and Wolverhampton Railway Company addressed to the Churchwardens and dated 25th March, 1848 [D.5.2]. This is clearly in response to a demand for tithes to be paid and points out that tithes are not payable on land that is not in beneficial use. Thus no payment was due on the land since the railway was still under construction.

A further search will be needed to find out if there is any record of tithes being paid after the railway was opened.

The Hanging Post on No-man's Land

In the true mystery of the Campden Wonder Joan Perry and her two sons Richard and John were accused of murder in 1660. A pamphlet, published in 1662 after the surprising return of William Harrison, the alleged victim, says they were

arraigned, condemned, and executed for the supposed murder of Master Harrison. The place of their execution was on Broadway hills in the sight of Cambden where a Gibbet was erected, the mother and one of her Sons were hanged and buried under the Gibbet, the other Son who was Servant to Mr. Harrison was hanged in chains on the same Gibbet, where part of him remains to be seen to this day.¹

The precise place of the gibbet or hanging post has long been a matter of doubt. Of course others were hung there over the centuries but the Perry family remains the best known and the main reason why the location of this gruesome spot has been puzzled over by local historians amongst others.

The above quotation gives an indication as to its position. Another is contained in a note written by the Oxford antiquary, Anthony Wood - who seems to have enjoyed a bit of interesting gossip -

John Perry hung in chains on the same gallows. Richard and Joan Perry were after execution taken down and buried under the gallows. Three days after a gentle-woman pretending to understand witches hired a man to dig up the grave so that she might search Joan's body - she being on horseback drew up to the grave which was opened but the horse, starting at the sight of the body in the grave, ran away under the gallows and her head hitting against John's feet struck her off from the horse into the grave. ...²

Thus the location of the gibbet must have been beside a high road, with a view of Campden and between Campden and the hill down to Broadway. Ogilvy's road maps and other evidence suggest that the present A44 from the top of Westington hill (Izod's Post) to pretty nearly the top of Fish Hill (near the turn to the Country Park) follows very much the same route as the road has for centuries - but there is no view of Campden for almost the entire distance. Just in one place, above Combe, however it is possible to see down to Campden.

At this point there is a curious feature in the parish boundaries of Willersey, Saintbury, Campden and Broadway where they all nearly meet near Gypsy Springs on the A44 road. There is a curious triangular excrescence at the southernmost tip of Willersey parish that looks as if it had been stolen from Saintbury. It is bounded on the northwest by Saintbury, on the east by Campden and on the south by Broadway. Until very recently this could be identified from the road by the old hedges that surrounded this area, but modern farming practice has more or less extinguished the old field and parish boundary markers just here. This feature has been part of the parish boundary for at least 1,150 years - it is described in a charter granting Willersey to Evesham Abbey, dated between 840 and 852³, and is called Eadulfing Gore. (Was perhaps Eadulf the first man hanged there?)

Another charter, dated 920⁴, confirming the lands of Pershore Abbey calls the same area *No Man's Land* which was a name that was still in use until very recently. It seems to have been a place to be avoided even 1000 years ago. In an estate map of 1818, the field adjoining No Mans Land is called 'Upper Gallows Ground' and the next one along the road is called 'Long Gallows Ground'. These were part of the Noel estates and were enclosed as part of the ancient Combe Grange, long before the 1799 enclosure award. These names may well have been given because the gallows could be so clearly seen from them. When beating the

bounds one Rogation-tide it was possible, with permission, to enter this area and to confirm the excellent, though distant, view down to Campden church and the roofscape of the High Street.

Whilst the identification has not been made for certain it seems extremely likely that the three Perrys and perhaps many others were hanged here in No Mans Land.⁵

Notes

- 1 *The Campden Wonder* ed. Sir George Clark, OUP (1959) p.107, quotes a pamphlet published in 1602 by Charles Tyus.
- 2 *ibid.* p.32, quotes ms annotation by Anthony Wood (1632 - 1695) on his own copy of Sir Thomas Overbury's account.
- 3 See Kemble *Codex Diplomaticus Aevi Saxonici* (London 1848) Vol 3. Appendix 274; and Birch *Cartularium Saxonicum* (London 1885) No. 482.
4. See Kemble: Op cit No 370; and Birch: op cit No 1482
5. Most of the material on which this note was based was assembled by the team preparing *Campden Curiosities* for the CADHAS Christmas event in 1995. At this distance in time it is regretted that the authorship of some of the above paragraphs etc cannot be ascertained.

The Churchyard Survey

The survey of St James Churchyard, which began in 1994 under the aegis of the Society, has now reached the stage where a record has been made of every monument in the old and extension churchyards. A card index includes every name found and the computerised listing remains to be completed. Further work on other aspects of the survey will follow. Any member interested in consulting the record forms or beginning a study of the demographic material collected etc is invited to contact the Research Sub-committee *via* Jill Wilson (841007) or Leila King (840207).

Query

If you can contribute to the answer to the following question, please contact "The Editors." 14, Pear Tree Close, Chipping Campden, GL55 6DB. A written answer would be most helpful.

Keyte Family Does anyone have any information about the family of Michael Keyte (1835-1892) of Broad Campden and his wife Elizabeth Ann (1840-1905)? Among their descendants were Alfred William Keyte of Catbrook (?) who died in 1964, and Nellie, who married Ben Benfield of Westington. [033]

Campden and District Historical and Archaeological Society

List of publications

Now available:

F.W.Coldicott *Memories of an Old Campdonian* (1994). xviii + 120 pp, about 20 photos. Price £7.50. (The memoirs of a local man, born in 1910, who has spent practically the whole of his life in Campden).

Craig Fees (ed) *A Child in Arcadia; the Chipping Campden boyhood of H.T. Osborn, 1902 - 1907*; (2nd Edition, 1997). viii + 79 pp. 17 photos. Price £5.00. (Æ fascinating series of vignettes of the life in Campden of a man who came here in 1902 with Ashbee's Guild of Handicraft. Tales of the impact of country life on the Londoners, his memories of guildsmen and locals, of schooldays, of an incident during the visit of King Edward VII to Campden, etc., etc.).

Geoffrey Powell *Why History; the Tenth Anniversary Lecture given to CADHAS* (1994) (14 pp) Price £1.50.

Occasional Papers:

Allan Warmington *The Manor & Borough of Campden in 1273* (1996) (28 pp); Price £1.75

Geoffrey Powell *Frederick Griggs RA and Chipping Campden* (reprinted from Gloucestershire History, 1989) (4 pp. illustrated). Price 50p

Forthcoming:

The following three books will be published in April 1998:

The Inns and Alehouses of Chipping Campden Approx. 80 pp and 35 photos. (This traces the history of all the inns and alehouses that have been identified as existing in Campden throughout the centuries). Price £4.00

T. Jones *Wentworth Huyshe* Approx. 120 pp and 20 photos and other illustrations. (The biography of a nineteenth century war correspondent, artist, medievalist and associate of the Guild of Handicraft). Price £8.00

Jane Wilgress *Alec Miller; Guildsman & Sculptor in Chipping Campden* (2nd Edition, 1998). Approx 70 pp and up to 35 photos. (A short biography by his daughter, including her childhood memories of Campden). Price £5.00

Also available (by arrangement with Campden Record Series):

The General Accounts of the Churchwardens of Chipping Campden, 1626 to 1907, transcribed by Leighton Bishop, with a note on Chipping Campden by Geoffrey Powell and a preface by Leighton Bishop; Sketch map; 4 illustrations; indexed; xviii & 808 pp.. (paperback, published at £28) Price £22 (inc p & p in UK)

The above publications are available from Allan Warmington, Westington Corner, Chipping Campden, Glos. GL55 6DW. Cheques should be made out to CADHAS and sent with order. (Price of publications to be sent overseas will be supplied on enquiry).