



## *Extracts from the Chapter minutes from 1701 onwards*

### THE ORGAN

October 1875: £80 paid to Messers Gray & Davidson, organ builders, for removing the organ from the choir screen and erecting it in the Nave for use during the restoration of the Choir. £5.10.0 travel expenses to Rev. Sir J. Ouseley to consult with the Chapter about the position of the new organ.

November 1876: *A contract with Mr. Henry Willis of the Rotunda Organ Works, Rochester Place, Camden Town, London, Organ Builder to erect an organ in the Cathedral was ordered to be sealed - it being determined that the term of 'silence' required by Mr. Willis could not commence till the 23<sup>rd</sup> instant.*

Camden Town is of course famous for the Round House, engine shed to theatre. The only other round building I could find in the vicinity was (right) the Old Piano Factory.

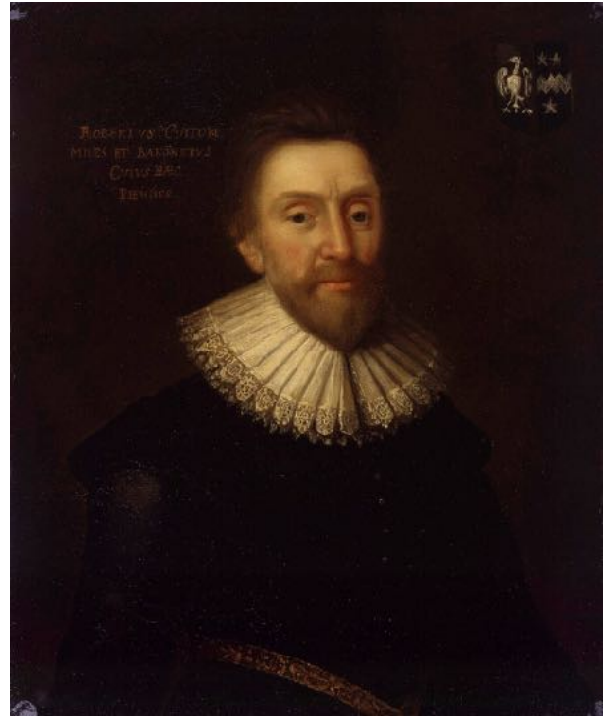


'Father' Willis wanted the Salisbury organ to be the first powered by water and the Chapter minuted the following quote - Urban Sanitary Authority quote for supply of water to the organ. Piping cost £300 - £400. Pressure 140', rate of 60 per 1,000 gallons. Chapter to install meter and keep main in repair. Accepted. However, it unfortunately proved to be impractical.

St. Thomas' Vestry Clerk asked if they could have the old organ and was abruptly refused. However (possibly after pressure from the Bishop) in April 1877 the Chapter relented. - *Agreed to give old organ to St. Thomas' that was on the screen but is now in the nave. Provided the same be re-erected in Saint Thomas' church as near as possible in its integrity.* St. Thomas Vestry Clerk pleased to accept the organ and has requested Messers Hill, the eminent organ builders, to arrange the transfer. £1,000 fire insurance to be transferred to new organ.

## SOMERSET HERALD

I recently came across an odd reference in our own Cathedral website. The writing on the reverse of Magna Carta *anno domini 1215* is 'written in a hand very similar to that of the antiquary and herald Robert Glover'. Intrigued, I looked him up on Wikipedia: Robert Glover (1544 – 10 April 1588) was an English Officer of Arms, genealogist and antiquarian in the reign of Elizabeth I. In the College of Arms, he rose to the rank of Somerset Herald of Arms, serving in that capacity from 1571 until his death in 1588. As marshal and deputy to his father-in-law, William Flower, Norroy King of Arms, he participated in heraldic visitations throughout northern England.



Some of his manuscripts were translated with the help of Sir Robert Bruce Cotton 1571 - 1631 (above). Cotton was elected as MP for Old Sarum in 1624. Cotton was an antiquary and bibliophile and his collection of manuscripts formed the basis of what is now the British Library. His friend, Sir Edward Dering, Lieutenant of Dover Castle forwarded the Canterbury Magna Carta to Cotton. This is the one that was later damaged by fire. The Cotton Library was used by Sir Edward Coke (1552 - 1634), Chief Justice of the King's Bench, to research Magna Carta in his attempts to bring Charles I within the confines of the Law. His decisions and writings profoundly influenced the American Constitution.

## ROBIN HOOD

The legendary character of Maid Marion was linked to Matilda (or Maud) daughter of Lord Robert Fitzwalter, the leader of the discontented barons. Robert accused John of attempting to rape his daughter.

## EIGHTEENTH CENTURY TRANSPORT

Turnpike Trusts were set up by different acts of parliament with powers to collect road tolls for maintaining Britain's principle roads. By the 1830's over 1,000 trusts administered 30,000 miles of roads. Their death-knell was the coming of the railways

and in 1888 roads became the responsibility of county councils. In 1753 the road from Lopcombe Corner to Salisbury became a toll-road. Between 1754 and 1756 the Salisbury to Romsey road was added and the Salisbury to Blandford road. The improvement in the roads was reflected in the efficiency of the Royal Mail coach. In 1811 the coach left London at 8:00pm and arrived in Salisbury at 7:20am travelling at an average speed of 7.20 mph. By 1836 the arrival time was 4:41am and the speed was now 9.67 mph.

Our Tollgate Road harks back to that era. The Turnpike Commissioners could be quite authoritarian. In March 1767 it was minuted: *Ordered that the Commissioners of the Turnpikes be desired to set forth particularly and inform the Chapter of the exact quantity of ground they have taken from the yard belonging to the rectory of St. Martins in Sarum.* In the December: *Ordered that the five guineas received by the Communar of the Commissioners of the Turnpikes be applied towards gilding the communion plate.* The surveyor reckoned the amount of land lost to be 22 poles (an acre is 160 square poles so this land amounts to 22/160 acres). In April 1849: Consent given to *deviation of a public Turnpike road near Colloway Hill through a portion of the parsonage of Warminster to the extent of two roods [rood is a quarter of an acre] and twenty three perches [perch is 30.5 square yards].*



In February 1795, canals entered the equation (remnant at West Grimstead right): *Application having been made to this Chapter for their consent to a bill now pending in Parliament for the Navigation from Southampton to Sarum this Chapter doth consent to the same.* Not usually a body that moved with the times, the Chapter fought the coming of the railways. January 1837: *Chapter does not agree to railway lines on its property at Lockerley, Milford and East Dean. Notice of Dissent given to Act enabling railway to pass through Chapter land at Lockerley, Milford and East Dean.* In 1844 to 1846 they were still protesting: *The Chapter Clerk was directed to signify the dissent of the Chapter to several notices of projected railways affecting Chapter property.* Petition against London, Bristol and South Wales Railway which would pass through Choristers estate at Preshute. *Application having been made to the Chapter for their assent or dissent to a proposed bill for constructing a branch railway from Bishopstoke to the city of Salisbury it was resolved that the answer of the Chapter be withheld.* However in 1846/7 the Chapter gave way to the

inevitable: *Chapter Clerk authorised to invest composition [compensation?] for land taken by Railway companies into the bank of Messers Brodie.* Also Exeter, Yeovil and Dorchester Railway Company advised that Chapter waived any advantage to expiry of time limit over Whitchurch Canonorum. Railway allowed to pass through Chapter estate in February 1847.

## O&S

October 1711 - some are more equal than others: Cushions ordered for Bishop, Dean and Canons.

In February 1835 reference is made to a *Prorogation of Days*. In September 1847 a Proctor is elected to attend a Convocation, summoned by the Primate, in St. Paul[s] set for 22nd September *with continuation and prorogation of days and places*. I take this to have the same meaning as when Parliament is prorogued - discontinuation without dissolving, or simply postponed.

Salisbury has always been a military area. January 1844: *Lt.Col. Malet of the 8th King's Regiment of Infantry requested permission to lay up Colours for 25 years*. October 1844: Agreed with Colonel Reed to the deposit of the colours of the 62nd or Wiltshire Regiment.

August 1850 gardening becomes high-tech: *An iron roller be purchased to be used in the Close*. Deans live on. April 1850 and January 1851: *Permission be given for the erection of a painted window in the Cathedral as a memorial to the memory of the late Dean [Francis Lear]*.

*A new font presented by Mrs Lear be placed in the Morning Chapel to the memory of the late Dean.*

Deans were not the only ones to be memorialised. In March 1863 it was minuted: *It was resolved that as a consequence of the high esteem in which the late Major John Henry Jacobs deceased was justly and universally held no fee be charged for the erection in the Cathedral of a tomb to his memory.* [Chapel of St. Margaret in south transept - coffin enclosed in an arcaded tomb chest with brass on top and inscription strip around base. Designed by G E Street].

In October 1856 Boards of Health become a new feature of Salisbury life: Local Board of Health having made a rate for the whole district now subject to the provisions of the Public Health Act (11 and 12 Victoria CAP D3) includes lighting and repairing roads. Three page legal letter setting out seven points as to why the Dean will appeal against the Board of Health charges. The Chapter agree to fund the case.

Covenant added to Close leases to allow for payment to the local Board of Health of *Special and District rates* (March 1863).

Agreed payment to local Board of Health of £56.1.6 for costs incurred in drainage and water supply to Choristers School (March 1858)

Back numbers available on request.