

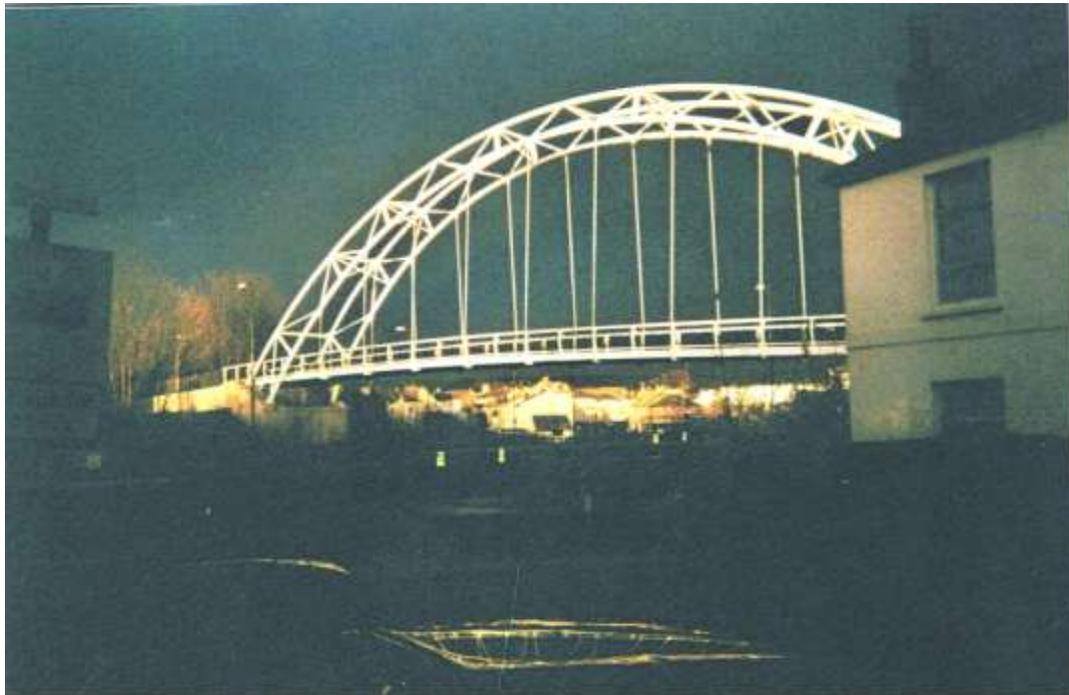
DISCOVERING ALSTONE: ADDITIONS AND CORRECTIONS

The first 4 pages following were added as an insert to some copies of Discovering Alstone Volume 1.

Following this are some less important corrections for Volume 1 and some for Volumes 2 & 3, and further pieces that could have been included. If readers have any further comments, email me: davidnedgar64@gmail.com.

Revised July 2015.

Pictures: below, Jubilee Bridge at sundown reflected in R. Chelt. (19th March 2007 D.E.). Opposite, Marion Cottages, Alstone Lane (2001 M.H.).



Apologies from the authors for some pieces of draft text that made it into the final publication. Here are the most important corrections.

p.2 final para. line 2: “Arle Court”
Change to “Benhall”

p.2 final para. final line: “Alstone covers”
Change to “the ancient tithing of Alstone covered”

p.4 para. 8 line 1: “population of Cheltenham ”
Change to “population of Alstone”

p.6 para. 2 line 3: “the biggest farm thereon”
Change to “the biggest farm in the Sandfields area”

p.6 para. 5 lines 5-6: “for the erection of an Ash Destructor”
Change to “for the access to an Ash Destructor”.

p.6 para. 5 line 7: “in the possession of the Sindry family”
Change Sindry to Sindrey, also on p.25 etc. (Note, we have here used “in possession of” in the old-fashioned sense “tenanted by”: likewise the Boote family).

p.7 title of map: “Rawes’ Plan”
Change to “Based on Rawes’ Plan ”

p.9 title of map: “of Rawes’ Plan”
Change to “in area of map on page 7”

p.10 para. 3 lines 5-6: “but passed down Kingsditch Lane through Brockhampton and”
Delete this phrase. (A route through Elmstone Hardwicke was more likely, and anyway the A4019 is perhaps a Norman route).

p.10 para. 5 line 3: “track more to the N”
Change to “track more to the south-east”.

p.10 para 5 line 5: “a road ran N”
Change to “a road ran west” (Millbrook Street).

p.10 para 5 line 6: “and ended”
Change to “and end”

p.11 para. 1 line 3: “had fee usage”

p.12 final para. line 1: “Of the road shown on this early map”

p.13 para. 1 line 3: “it was blocked of”
Change to “Colletts Drive was blocked off” (This was c.1993-5, when it was not quite decided where or how Colletts Drive should end).

p.13 para. 2 line 4: “Colletts Way”
Change to “Colletts Drive.”

p.13 final para. line 5: “old track S from the original Upper Mill which ...”
Change to “old track west from the original Upper Mill. This mill...”

p.14 para. 1 line 2: “adjacent to the railway”
(Note the evidence for this: it is marked on the mid-1850s Old Town Survey).

p.16 para. 5 line 3: “stonemason on this site.”
Change to “ stonemason near this site (in Knapp Road).”

p.19 para.3 line 6: “Texas Homecare”
Change to “JJB Sports.” (The former Gasometer building had already changed from Texas Homecare to JJB Sports a couple of years before Volume 1 was published).

p.20 para. 2 penultimate line: “beginning of the 19th C”
Change to “beginning of the 20th century”

p.23 para. 3 line 1: “by 1932 Alstone Lawn was derelict”
Change “derelict” to “gone” [see below].

p.23 para. 3 line 3: “in memory of Richard Pate”
Delete this phrase! See Hodsdon’s Gazetteer.

p.23 para. 4 line 1: “The mansion was by then in a ruined state”
Change to “The mansion was by then demolished” (It was already demolished by 1921. The grounds were being used as allotments between its demolition and the construction of Pates Avenue, as we state on p.58).

p.25 penultimate line: “Alstone Playing Field”
Change to “Alstone Croft Playing Field”

p.26 para. 4 line 2: “great uncle of Mr Smith”
That is, “great uncle of Mr Henry Smith”(describing probably the period 1910s or 20s).

p.26 para. 5 line 2: “house called Covertsed”
Change to “field-name Coversted.” (More exactly it is a furlong name).

p.26 para. 5 line 3: “Rewenfield”
Change to “Rewen field” (two words)

p.27 para. 1 line 6: “Council Minus”
Change to “Council Minutes”

p.28 para. 2 line 1: “set up in the 1860’s”
Change to “set up in the 1840s.” (See Rowe’s 1845 guide and the 1844 directory. See also Volume Two).

p.28 para. 2 line 7-8: “with their coal wharves to the nearby Malvern Road link”
Change to “with their link to the nearby Malvern Road coal wharves.”

p.28 para. 5 line 1: “At the same time”
Delete this phrase.

p.30 para.3 line 5: “and, when they ceased business, it was”
Change to “. In 1999 Sharpe & Fisher were”

p.32 para. 1 lines 1-2: “three mills ... two were added”
Change to “two mills ... three were added”

p.35 para. 1 line 4: “now is part of Gloucester Road Junior School”
Delete this phrase. (The mill-pond shown on various maps was never that big. It has been filled in, and its area is occupied only by the skittle alley at the back of the Gas Social Club).

p.37 Caption on photo: “Bath Terrace”
Change to “Bath Parade”

p.39 para. 2 line 7: “Chelt and its banks”
Change to “Chelt and its surrounds”

p.43 para. 1 line 2: “and he and he”
Delete one “and he”

p.43 para. 1 line 5: “should for,”
Change to “should form” (with no comma).

p.43 para. 1 line 14: “the buildings”
Change to “the building”

p.43 para. 2 line 1-2: “said that he ... which”
Change to “said that he hoped the young gentleman who had taken the first plunge into the bath was not the worse for it. A short polo match followed, after which” (Quoted from the Cheltenham Chronicle edn. of 25th June 1887).

p.48 para. 6 final line: “This was established in 1836.”
Delete this sentence.

p.49 para. 5 line 4: “but both St. James and”
Change to “, but because of this, both St. James and”

p.50 para. 1 line 4: “Mechanical Repairs car workshop.”
Change to “Crash Repairs and Mech Repairs car workshops.”

p.50 para 3 line 3: “Irish navvies played a great part”
(Note that it might refer to one particular Irishman, see Volume Two p.61).

p.50 para. 4 line 2: “between 1993 and 1996”
Change to “between 1983 and 1986”

p.52 Add caption to the map: “Merrett’s 1834 map”

p.53 para. 1 line 1: “do get the railway in .. as possible”
Place these words in quotation marks. (Quoted for example in GSIA Journal 1972 p.19).

p.53 penultimate line & also p.55 para. 3 line 2 & also p.55 para. 4 line 2: “coach road”
Change to “Coach Road”

p.58 para. 1 of this section line 3 “to the farm”
Change to “to the farm estate”

p.58 penultimate line: “to the Arle border”
Change to “to (and including) the site of St. Benedict’s School” (Later the site of Christ College. The Arle border was a little further out, probably just short of Arle Road Stores. Likewise at p.6 para. 2 line 4).

p.60 final para. line 6: “led, indirectly, to the final destruction”
(This is clarified more in Volume Two).

p.62 main subtitle: Delete the words “BROOK HOUSE ALIAS.” (There is no evidence this building was ever so called).

p.62 para. 2 of this section line 1: “Goding”
Change to “Atkyns”

p.64 para. 2 lines 3-4: “but the property was really not far from the heart of Cheltenham itself.”
Delete this phrase.

p.64 para. 3 line 1: “After Jesus College acquired it there seems to be a gap in tenancy”
Delete this line. (Clarified more in Volume 2 p.74).

p.70 para. 5 line 2: “Alstone Crescent”
Normally called “Grange Crescent.” (See our Volume 3).

p.76 para. 2 line 1: “gentile”
Change to “genteel”

p.86 Top photo, caption: “Victoria Cottages”
Change to “Victoria Parade”

Sorry, here are more corrections for
VOLUME ONE
and yet more could be said.
Less important ones are in italics.

p.2 para. 4 line 3
Add a comma after “worked”

p.4 IN THE BEGINNING
See elsewhere for better efforts on this awkward subject.

p.4 para. 3 line 3
“only 20 villagers”
Change to “only 20 farmers,” as a translation of villeins, in simple terms. Likewise in para. 5 line 2.

p.4 para. 7 line 4
“the last two being divided by a trackway leading to Arle.”
Delete this phrase. I’d say they were divided on Sandfield’s south side by the Lynn Brook and on its east side by the village centre.

p.4 para. 8 line 1
“As the population of Cheltenham ... taken into cultivation”
Best delete this sentence as it confuses the rest of the paragraph: but at the very least replace “Cheltenham” with “Alstone.”
I would perhaps want to rephrase to avoid the implication that either the fields or the names Hazards Field, Mill Ground and Fosters were later than the other open fields (And that Hazards Field and Bayshill Field were smaller than the other 3 open fields: see para 7 line 3).

p.6 para. 2 line 1
“first quarter of the 19th century”
Change to “first half of the 19th century” since we’ve just been describing 1835. The Cooks’ market gardens were all post-1835 I reckon. Compare para 3 line 1 which says “At about the same time, the Tramway was being built,” but this was actually 25 years earlier. Or, you could shuffle the order of these paragraphs to keep it chronological.

p.7 & p.9
Replace the draft maps published with these final versions:



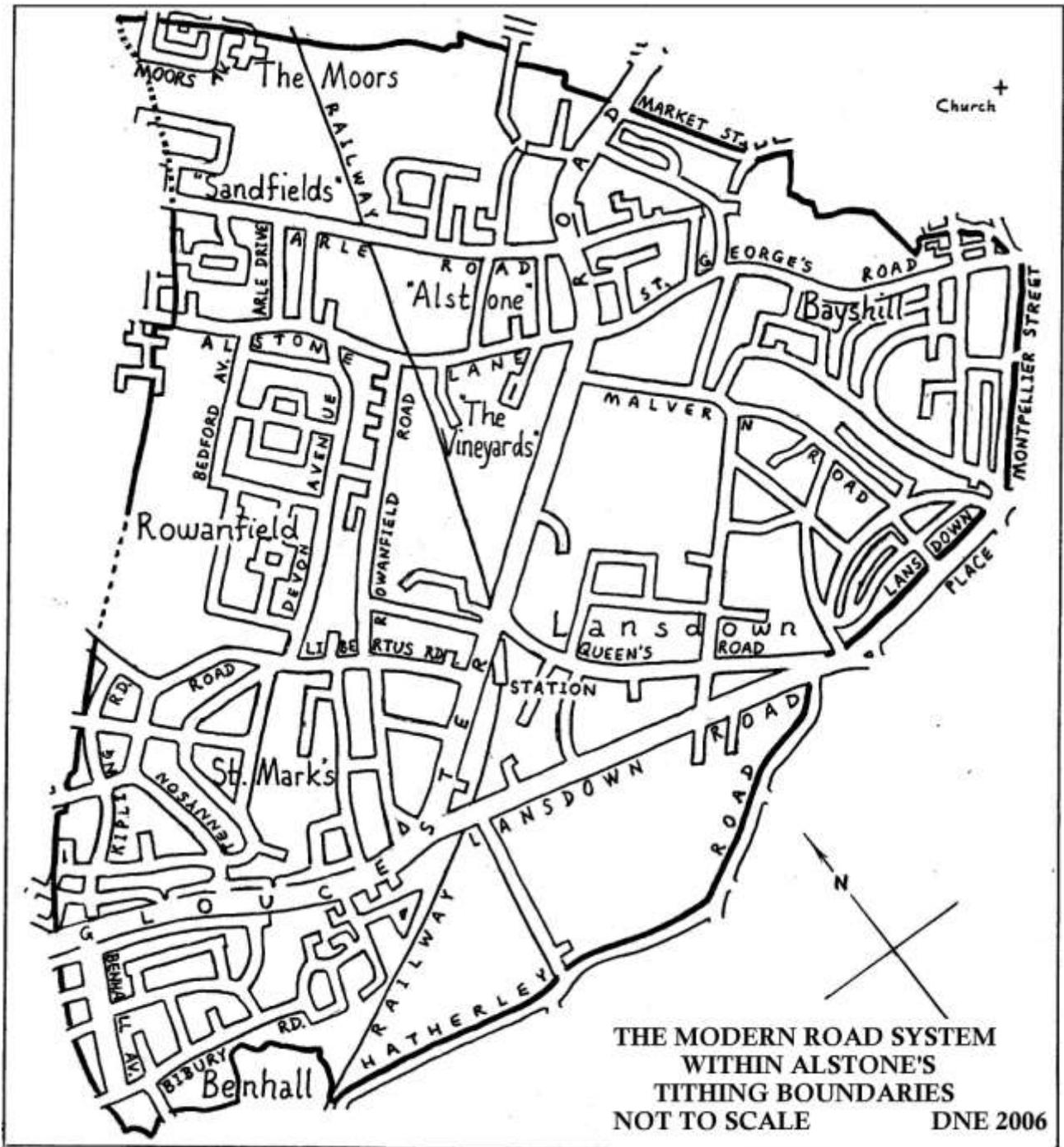
FIELD STUDY

A chart of Alstone's field-names, a revision of the published map by Barbara Rawes in the Cheltenham Local History Society Journal 6 p.18.

KEY

- OR. = Orchard
- P. = Piece
- numbered plots:
- 2 Langett
- 3 Vineyard
- 4 Allstone Green
- 5 Langet
- 6 Wet Furrows Orchard
- 7 Upper Hitchlands
- 8 Four Leys

- 9 Clay Piece
- 10 Well Grounds
- 11 Nursery
- 12 Cottage Piece (or Hoopers Westalls End)
- 13 Averis Acre
- 14 Harp Corner
- 15 Langett
- 16 Little Dudleys
- 17 Cloddymore ?
- 18 Whitehornes Folly



p.10 para. 2 line 3

“Alstone began at the town’s end”

Alstone didn’t begin here by my reckoning, strictly speaking, although there’s not many yards distance involved in the difference. I would say “town’s end” was the end of the town burgage rather than the township manor.

p.10 para. 5 line 6-7

“this track would become Millbrook Street and ended opposite Sandfield Road, thus...”

Sorry for this chronological mouthful. Changing “ended” to “end” helps. And start a new sentence for “Thus,” also helps, since it relates not only to the previous clause but also to the sentence preceding that.

p.10 para. 6 line 2

“sometimes known as Mill Lane”

Currently known as Lower Mill Street, Hodsdon also records it as Gas Lane.

p.13 para. 2 line 4

“called Colletts Way after a former land owner”

Add a comma after “owner,” but in fact its called Colletts Drive, and might have been named after Ron Collett, late of Benhall, prolific clerk to various local parish councils. If this can be confirmed, then obviously delete the phrase “after a former land owner”.

THE WHEELWRIGHT p.14

We haven't mentioned any location. I'm pretty sure there was at least one along Tewkesbury Road.

p.15 para. 5 line 1

“Young’s millwright’s yard was in Mill Lane”

As shown on the Old Town Survey of 1855.

p.14-15

Generic picture titles: *“The Smithy,” “The Wheelwright,” “The Millwright”*

Change to: *“A Smithy,” “A Wheelwright,” “A Millwright”*

p.17 para. 2 line 3

“rare to find a stone mason in the area.”

But the area was full of stone yards, e.g. in Market Street, and it was full of classy building projects too. Quality building stone came straight down the tramway from Leckhampton, and I guess that’s why the area developed so quickly.

THE SCAVENGER p.17-18

The Scavenger Yard is recorded locally in the 1871 census returns, on Gloucester Road, apparently at the corner with Tewkesbury Road.

p.20 para. 2 line 7-8

Add a full-stop after “rail-way”

p.22

(Margery Hyett noted she'd made a minor error in the Higgs pedigree, but I don't know what it was).

p.23 para. 4 line 1

“The mansion was by then in a ruined state ... La Terriere family were glad to dispose of the site” Difficult to rephrase this – might be better to delete the whole of the above.

p.24 para. 1 line 7

“There were, however, only a very few families...”

Change to *“Of the families ...”* *It seems to me there were no families and no market gardens in the area (Rowanfield/Sandfield), until the railway was projected in 1839. After that, they exploded in number: there are 16 surnames listed in the 1847 directory, but most had been there several years by then, and can already be found on the 1841 census.*

p.25 line 13-14

“for Jesus College ... sold a proportion”

Delete the word “for” which makes it sound as if Jesus College encouraged the railway company to deliberately bisect Alstone. (*That might well be true of another local landholder, Pearson Thompson*). *Many other landowners also had to sell a proportion of their land to the railway.*

p.25 line 31-32

“newcomers – the Sindry family”

They had come from Rowanfield Road in fact: see *The History of Hester’s Way Vol.4 p.22-25* for more about this. Also, correct here the spelling of Sindrey, as previously mentioned (p.6).

p.26 para. 3 line 3

“It is believed”

Well, believed by me. As I say above, p.24, many market gardens appeared in around 1840.

p.27 para. 3 lines 3-5

“guess from the compensation paid, at the size of the land.”

(NB. Sandfield House was purchased in 1948, but it wasn’t demolished until c.1962. If Mrs Cook was able to continue to live there, that would affect the amount of compensation she would have been able to receive).

p.28 para. 4 final line

The following two paragraphs, which we originally included, could be added:

“The Brickyard on the Gloucester Road and the Foresters’ Arms have long since gone, first swallowed up by sidings when the Malvern Road Station was built, and later, incorporated into the premises of Messrs Sharpe and Fisher Ltd in the 1950s. That firm too has ceased to exist, though the builders’ merchants Travis Perkins have since taken over the site (in 1999-2000).

So here in this area of Alstone great changes took place, and are still taking place as old buildings are demolished and new ones take their place. It’s hard to visualise what it must have been like before the railway cut through the heart of the village.”

p.30 final line and p.31 first two lines

Delete “Whilst” or replace it with “Meanwhile,” and attach this to the end of the previous paragraph.

p.36 para. 3 line 2

Add a comma after “his mill wheel”

p.36 para. 4 line 4

Delete the comma after “often flooded”

p.38 para. 4 line 6

Add a comma after “the river banks”

p.45

Top photo caption, change “Aerial map” to “Aerial view”

p.46 para. 8 lines 3-4

“no doubt, was a vast improvement”

Well maybe. What’s a playground without a bit of mud? Settle for the possibility that Margery Hyett was being ironic here!

p.48 para. 5 final line

“unacceptably damaged.” You could follow this with my extra bit:

“The wheels pushed the shingle surface into ridges a foot high. The obvious solution was to put the locomotive onto the rails. But the rails at that time proved to be far too weak for such a heavy machine.”

p.50 para. 3 line 3

You could also add at this point my closing remarks on railways:

“A complex of lines called Lansdown Junction was developed in 1891 in the grounds of Dean Close School, when a new line came to Cheltenham, an alternative route for Southampton and the south coast. But no heavy industry ever developed around this south side of Lansdown station, an area that remained agricultural throughout the 19th century. Instead, larger industries spread northwards and encircled the old village centre of Alstone.

The new line of 1891 resulted in an increased amount of rolling stock. This was stored on a range of new sidings extending between Lansdown Station and Alstone Lane level crossing. These sidings were referred to as The Vineyard after the adjacent old field-name, but the surviving ones are currently known officially as Alston Carriage Sidings. This stretch of line is also known by railwaymen as The Creek, another obscure name.

Railway publications are full of photographs of all these locations, but especially of Malvern Road Station because the multitude of tracks that ran around it made it a great area for trainspotters. The best volume is “The Banbury and Cheltenham Direct Railway” by Jenkins, Brown and Parkhouse, especially pp. 119-142. There is plenty of nostalgia for the days of steam. Certainly it was fascinating to look over a working goods yard from your home or school, although your buildings were invariably covered with soot. In addition to those of the railway companies, several local firms had their own sidings and yards.

In 1894 St. James’ was given a much larger and more impressive building - just slightly nearer to town. After its closure in 1966, St. James’ Station was demolished and the site cleared by the Borough Council, ready for redevelopment. Notoriously, nothing at all happened for six years, and most of the site remained undeveloped for a full 34 years, especially at the Alstone end which was just a mixture of car-park and waste ground. The Waitrose superstore of 2001 occupies the site of the 1847 station, as is mentioned on a plaque on the front of the building.

Like other places which have their main railway station outside town, Cheltenham’s urban area has developed an oval shaped outline on the map. The old town centre is the focus of the east end of town, whilst the station is at the centre of the west end. Needless to say, the presence of the station accelerated the urbanisation of Alstone, and to some extent it still does. Alstone is great for commuters.

When British Rail formulated the Inter-City network, Cheltenham was designated as a “city,” despite being neither a huge town nor located at a major railway junction. This status was largely due to the comparatively awkward alignment of Gloucester’s station. There have been calls in the last three years or so to solve several problems at once by creating a new single Inter-City station halfway between Gloucester and Cheltenham, (accessed off Elmbridge Court). The fact that a railway

station must have good car-parking facilities is one of the daft ironies of modern life. (A location nearer to home off Tewkesbury Road might serve the purpose better, but would surely upset someone. For example, it would increase the demand for new building around Swindon Village). No doubt public pressure will eventually make a decision! But the old Lansdown station should survive for some time yet."

p.53 para. 6 line 3

"by the 1970's demolition had begun"

(N.B. This implies that the gas industry is now irrelevant locally. But there is still [2015] a Gas Works nearby).

p.54

Top photo caption, change "Aerial map" to "Aerial view"

p.58 para. 2 line 1

"acreage of the farm"

Maybe change to "acreage of the estate" or "acreage of the farm estate"

p.59 para. 2 line 8-10

"certainly ... possibly"

I'd say certainly, and delete "possibly."

p.59 para. 3 line 4-6

"as a Structural Survey described it"

Delete the word "as" and start a new sentence: "A Structural Survey described it"

p.69 para 2 line 3

"capital cellarage"

I think "capital" is in the colloquial, Estate-agent-ese sense, and maybe should be in quotation marks.

p.72 para. 7 line 1

"None of them possessed much clothing and it ..."

Grammatically correct but awkward. Maybe better: "as for clothing, none of them possessed much, and it ..." or maybe "None of them possessed much clothing, and such as they had ..."

p.73 para. 3 line 2

"10 miles to work"

I would guess this would have occurred primarily during the rural depression, at its peak about 1880-1920. The same commuting to work might apply during the same period to girls in service with the gentry.

VOLUME TWO **ADDITIONS & CORRECTIONS**

p.23 para. 1 line 3

Add a comma after Baron

p.52 para. 2 final line

“in the early 1980s”

Change to “in 1977, which was officially opened in 1978 by Cllr Thornbury, as is indicated on a plaque on the main building.”

p.55 para. 2

Derby Cottages

We have a photo of the rear entrance to these, showing the half-timbering, but unfortunately have mislaid it.

p.56 para. 1

(N.B. Called “Motor House” in the days of Whitton. Conveyances are dated 16/1/1928 and 16/11/1932, and see CBC Town Planning 3436 of 26/1/1933).

p.56 para. 4 line 1-2

(N.B. Henry Davies’s 1848 Annuaire records Mrs Major Walters residing at Manor House, Alstone, most probably this place. So John Williams probably didn’t create the name).

p.56 para. 4 line 2

These sales particulars are extracted from the Cheltenham Examiner, 30 Sept 1891:

ALSTONE, CHELTENHAM

Important sale of a charming Detached old-fashioned FREEHOLD RESIDENCE,
With Conservatory, Greenhouses, Stabling and attractive GROUNDS.

HARRISON, BAYLEY & ADAMS

Have received instructions to SELL BY AUCTION at their Mart, Clarence Street,
On Thursday October 8th 1891, commencing at 4 o’clock precisely,
and subject to conditions of sale, unless previously disposed of by private treaty,
ALL that very desirable PROPERTY, conveniently situate about 1 mile
from the centre of town, close to the Gloucester Road, and within easy distance
of the Three Railway Stations, and known as
ALSTONE MANOR

The old-fashioned half-timbered Residence is comfortably arranged, and a
considerable sum has been recently expended on decorations and improvements.

It comprises on the Entrance Floor, 4 Reception Rooms,
viz., Drawing Room 24’ 6” by 18’, opening into a Conservatory 25’ long,
Dining Room 17’ 6” square, Library 16’ by 14’ 6”, Breakfast Room, Entrance Hall,
Lavatory & W.C., and the whole of the Domestic Offices, comprising
a large and lofty Kitchen, Scullery with Furnace, Larder, Pantry,
Coal Cellar, and Servants’ W.C.

On the First Floor, Bed Room 20’ by 15’ 6”, Ditto 16’ by 14’ 6”,
Ditto 19’ by 10’, and one other.

On the Top Floor, spacious Servants’ Bed Room and a Store Room.

The pleasant GROUNDS are an attractive feature, being arranged in Lawns,
Flower Beds, Walks, and a productive Kitchen Garden, the whole being
planted with choice Fruit Trees in full bearing.

The Range of Glass Houses, about 60’ long, with Southerly exposure,
is also a valuable adjunct, and there is another large Greenhouse.

The Brick-built Stable and Coach-house are approached by a Private Road.

The property has a Frontage of 200' or thereabouts, and a depth of nearly 200',
Gas is laid on, and there is a plentiful supply of Spring Water.

Possession may be had on completion of the purchase.

N.B. – The Property can be strongly recommended to parties desiring a moderate-sized, compact Residence, within a few minutes of the business centre, yet possessing many valuable advantages not usually found in houses within the same radius of the town.

For further particulars, apply to Messrs. Ryland & Waghorne, Solicitors, Clarence Parade; to Messrs. W. & C.H. Jessop, Solicitors, Church Street, or to Messrs. Harrison, Bayley & Adams, Auctioneers, House & Estate Agents, The Mart, Clarence Street, all of Cheltenham.

p.65 Farm Cottage

Earlier, it's almost certainly the dwelling of W. Fulker in the 1851 census, and he's here even earlier in Hunt's 1847 directory. (N.B. GRO D2172, an 1860 lease of Farm Cottage with 6 acres).

p.69 Williams's Cottages para. 2 line 3

"Thomas Simmon(d)s became insolvent and sold up in 1846."

Thomas Simmonds is however in the 1847 Annuaire (compiled in 1846) in Tewkesbury Road, and by the 1849 Annuaire even splashes out on an advert, describing himself as "maltster, ale and table beer brewer" at Victoria Brewery, Tewkesbury Road.

p.70 We could have added the following ANCESTRY OF A PROPERTY: Rosetta Cottage (details from Jill Waller and presumably a recent resident):

1729 James Eckly sold it to John Cook, yeoman.

29/4/1769 Inherited by daughter Elizabeth Squires nee Cook and husband John Squires, yeoman.

20/4/1771 Part sold to William Stroud, yeoman.

30/4/1773 Sold to William Cook, yeoman.

28/4/1786 Inherited by son Thomas Cook and surrendered to his brother Edward Cook.

20/4/1787 Sold to William Davis, yeoman.

8/2/1805 Inherited by son, William Davis, yeoman.

23/5/1810 Surrendered to William Jenkins, farmer.

20/1/1824 Inherited by George Jenkins.

22/10/1828 Surrendered to William Jenkins.

29/9/1832 Surrendered to Thomas Fisher, stonemason.

9/5/1851 & 27/6/1855 Sold to James Little, coach builder.

15/5/1868 Inherited by widow, Mary Little.

29/5/1885 Inherited by neice Lucy (or Louise) Cook nee Little (married to Charles Cook).

27/5/1907 Inherited by Louise's son, Arthur James Cook, gardener.

28/9/1907 Sold to Charles Philip Long, plasterer.

1953 Inherited by widow, Elizabeth P. Long.

16/5/1967 Sold to Cheltenham Corporation.

31/1/1968 Sold to Francis Harry Minchin.

17/1/1974 Sold to Neville and Jane Preston.

4/5/1984 Sold to Michael and Sandra Lichters.

p.79 final 2 lines

“next to the elementary school,”

Check this, as until 1937 there was only one building. It’s possible that the annexe at the back was built at this time for the “elementary” or junior children, but I reckon that wouldn’t have been big enough. I’m not sure where the local junior-age children went instead.

p.85 line 2

“See the book”

Change to “See the book by”

p.95 penultimate word

“Anon.”

Change to “Sarah Ban Breathnach: Simple Abundance © 1995(Aug.8th) adapted from words by Isabelle Eberhardt 1900.”

VOLUME THREE **ADDITIONS & CORRECTIONS**

p.18 para. 4 line 3

“Book 1”

Change to “Book 2”

p.26

Both picture captions

Change Duberley to Duberly

p.26 final para. line 10

“St Clair in the Park”

Change to “St. Clair, in The Park” that is, referring to the street of that name in Leckhampton.

p.48 para.4 line 6

“In 1899”

Change to “By 1891” (see census)

p.53

Title: “Upper Part of Village”

Change to “Upper Part of the Village.”

p.73 Bibliography

“Sampson, Alwyn”

Change to “Sampson, Aylwin”