



Exposition Traverser la Manche

1000 ans de relations anglo-normandes

DU 18 OCTOBRE 2013

AU 25 JANVIER 2014

**ARCHIVES
HISTORIQUES
DU DÉPARTEMENT**

Du mardi au vendredi de 8h45 à 18h

Les trois premiers samedis du mois 8h45-12h, 13h-18h

Les autres samedis 13h-18h

Entrée libre

**Pôle culturel Grammont • Rouen
42 rue Henri II Plantagenêt**

www.archivesdepartementales76.net
Renseignements au 02 35 03 54 95

Préface

DIDIER MARIE
PRÉSIDENT DU DÉPARTEMENT

Facing the sea, the department of Seine-Maritime has always had a special relationship with the territories of southern England, on the other side of «Channel», including the County of East Sussex.

The cross-Channel keeps this link alive between our two countries.

Linked by history, our two communities have desired since 2007 to be partners to revive this common past. In this context, a Franco-British documentary fund was provided, training materials were created to the attention of college students on both sides and a dedicated bilingual Internet site (www.archexpo.net) is online for the public to discover wealth conserved in Seine-Maritime and East Sussex collections.

Culmination of this transfrontier collaboration, this double exhibition in Rouen and Hastings is the result of intensive research that enables us to rediscover the most iconic pieces of the millennium of history and relationships nurtured between our territories, beyond the sea. History made of human, economic exchanges, where cultural influences, ignoring borders, have greatly contributed to shaping our identity in Seine-Maritime.

As President of the community and lead partner for Arch' Expo project, I must also pay tribute to the efforts of the European Union, which helped lead to this wonderful project. Sometimes barely visible, the European funds allocated to the Department of Seine-Maritime (18 million euros between 2007 and 2013) are nonetheless often decisive in the realization of development projects supported by our community, serving all residents of our territory, in a variety of areas (transport, culture, economy, education, environment, ...).

Cultivate a shared memory is strengthening the ties that bind us and the means to draw in the richness of our past, the density of our collective journey, the strength to draw new perspectives. The Department of Seine-Maritime is fully committed in this process through its three sites - in Rouen and Darnetal - completely dedicated to the collection, preservation, classification and dissemination of records, but also through the course of Memory available in our colleges under the Educational Success Departmental Agreement (CRED).

I invite all people in Seine-Maritime to explore these two shows and «Crossing the Channel» !

Foreword

BECKY SHAW
CHIEF EXECUTIVE, EAST SUSSEX COUNTY COUNCIL

With just the English Channel between them, East Sussex and Normandy have long had links, both hostile and peaceful. Some of those connections, such as the Norman Conquest at the Battle of Hastings and the First and Second World Wars, and are well-known. Others - such as the sheltering of religious refugees, piracy and smuggling, the exchange of ideas and the growth of the cross channel tourist industry - are perhaps less so.

To these have been added the links provided by membership of the European Union, which has provided the opportunity and impetus for joint working between East Sussex and Seine-Maritime both on this project and in the future and to showcase both the historical links between the two counties and their fabulous archive collections. I am also delighted that on the English side of the Channel, the exhibition will be hosted by Hastings Museum, whose objects will complement the archives on display.

Many early East Sussex maps illustrate the county's focus on the sea by placing South at the top of the map rather than at the bottom. For our ancestors, the Channel was more important than London and was a link, not a barrier. This project celebrates that link. May it long continue.

Introduction

VINCENT MAROTEAUX
DIRECTEUR DES ARCHIVES DÉPARTEMENTALES DE SEINE-MARITIME

ELIZABETH HUGHES
COUNTY ARCHIVIST OF EAST SUSSEX

VIRGINIE MONNIÉ
CHARGÉE DE MISSION ARCH' EXPO

Reflecting the history of relations between the two regions of Seine-Maritime and East Sussex, the exhibition at Grammont Cultural Centre in Rouen and Hastings Museum are the culmination of the European cross-border cooperation project 'Arch Expo'.

Funded under the Interreg IVA France (Channel)- England 2007-2013, and supplemented by an online portal, it is the achievement of several years of cooperation between the departmental archives of Seine-Maritime and East Sussex Record Office.

Beyond the already established partnership in other areas between the French department and the English county, there were genuine links to justify this joint working. Geographical links, of course, the two regions being connected by a still active maritime corridor, but also historical links that has so often brought them closer. The name of William the Conqueror comes immediately to mind, as it was in East Sussex that he landed, near Hastings, not far from where he won a decisive victory, giving its name to the abbey and town of Battle. But we will see in this publication that links go well beyond this major political event. The role of Norman craftsmen in the introduction and spread of the blast furnace in southern England in the late 15th century is worth mentioning, as is the East Sussex port of Rye for hosting Norman refugees, fleeing from religious wars, a century later.

Cultural and tourist links are also very strong and forged over time. The Normans exercised a strong influence on English architecture during their time as dukes of Normandy and Kings of England, but this influence has also played in reverse, as evidenced in the late medieval taste for alabaster products from across the Channel. In the 19th century, at a time of growing tourism, the British enjoyed coming to Normandy, bringing a major shift in their sea bathing habits: the seaside town of Brighton has shown the way to Dieppe and other tourist centres in the region which have followed its example.

The exhibition at Rouen combines a broad overview of historical themes, ranging from maritime and economic exchanges to tourism and culture. The Hastings exhibition focuses both on great events – from the Battle of Hastings to the First World War – and on daily life, such as the local reaction to smuggling and piracy.

Following the plan of the Rouen exhibition, this publication is a summary of the exhibitions at the two sites, based mainly of the resources of the Seine-Maritime Archives, East Sussex Record Office and Hastings Museum. Many external institutions took part in this project, such as the National Archives, the municipal library of Rouen or departmental Museum of Antiquities. Richly illustrated, this catalogue is supported by documented texts, for which we must thank the various writers. This will thus offer, we hope, a new look over the thousand years that have shaped the current identity of our communities.





VIKING SWORD FOUND IN THE SEINE.

Musée départemental des Antiquités, Rouen, inv. 1804.12.1 (D).

Numerous objects discovered during archaeological digs show that the Vikings were present and how they gradually spread throughout the area. These objects, generally found in tombs, demonstrate great artistry and skill in metal-working. This long sword, dated as tenth-century, is of Scandinavian origin. It was found when the Seine was being dredged. It comprises a flat, semi-circular pommel and a rectangular guard and upper cross-guard.



THE BAPTISM OF ROLLO, IN *LE ROMAN DE ROU ET DES DUCS DE NORMANDIE*, PAR ROBERT WACE, POÈTE NORMAND DU XII^e SIÈCLE, PUBLIÉ POUR LA PREMIÈRE FOIS D'APRÈS LES MANUSCRITS DE FRANCE ET D'ANGLETERRE..., BY FRÉDÉRIC PLUQUET, ROUEN, ÉDOUARD FRÈRE, 1827.

ADSM, BHN 160/1.

Born in Denmark or Norway and forced into exile for pillaging, Rollo, also called Rou, or Robert the 1st (Robert the Rich) after being baptised, had commanded an army of Vikings and taken part in several raids, even attempting to besiege Paris. Although he was defeated by a coalition of great lords, King Charles the Simple agreed a treaty with him in Saint-Clair-sur-Epte in 911. Rollo agreed to be baptised and married the King's daughter Gisla, who died without giving him an heir. Written in the common tongue by Robert Wace, who was born on the island of Jersey, the *ROMAN DE ROU* was commissioned by Henry II (Henry Plantagenet).



SILVER COINS BEARING THE EFFIGIES OF DUKES WILLIAM LONGSWORD AND WILLIAM THE CONQUEROR.

Musée départemental des Antiquités, Rouen, inv. 83.2 et inv. 464 b (A).

These coins show that Rollo's dynasty had become established. The first bears the likeness of Rollo's immediate successor, William Longsword, his son from a first marriage (927-942), while the others show the face of William the Conqueror a century later.



COMMEMORATION OF THE CREATION OF THE DUCHY OF NORMANDY 911 – 1911.

Silver bronze plaque, private Collection

Face with the effigy of Rollo: Rollo, the first Duke of Normandy, landing from Viking boats on a beach, the sword stuck in the ground and receiving a coronet from heaven, signed A. Guilloux.

Face with an aerial view of the City of Rouen: Millennium of Normandy 911-1911, CA signature.



POSTER MARKING A THOUSAND YEARS OF NORMANDY, 1911.

ADSM, 62 Fi 4.

Celebrations were held in 1911 in Rouen, the ancient capital of the Normandy, to mark the thousandth anniversary of the duchy's foundation. The events included exhibitions, plays, processions and a conference held in the Academy of Learned Societies. It lasted for a month and was extremely popular, with almost 400,000 people attending the grand historical procession. This document was displayed in a poster competition and combines historical vision with an art deco style typical of the 1910s.



LIST OF THE COMPANIONS OF WILLIAM THE CONQUEROR, 18TH CENTURY

Paper register, ADSM J 221

On the death of Edward the Confessor in 1066, Harold was crowned King of England, and taking the throne returned to William the Conqueror. Given the refusal of Harold to leave him the kingdom, William decided to raise an army to get across the Channel. Just ten months between the death of Edward and the victory of Hastings. The decision of such a landing was carefully considered by the Duke and his closest barons. He organizes in Easter, a large gathering of his vassals in Lillebonne to assess its support. The service that every vassal to his lord requires only 40 days of service per year, and within the duchy. William has had to rely on external support for his duchy and promising rewards of land to enter England to raise a substantial army. Thus we see many Britons join the ranks, but also the lords of Flanders, Anjou, Aquitaine and Burgundy. All meet on June 18 in Dives-sur-Mer to gather all the equipment and weapons necessary for this attack. The landing took place smoothly and maneuvers of the army led to the victory of Hastings.



SEAL OF WILLIAM THE CONQUEROR, 1069.

National Archives, Paris. Collection of individual seals, X 679 (reproduction after seal moulding).

Like coins, seals were used in the Middle Ages to depict the person using the seal. The seal of William the Conqueror, shown on horseback, is one of the earliest images of this type on seals. The caption associated with the seal reads: "By this sign, recognise William, chief of the Normans". Holding a standard in one hand and a shield in the other, he is shown as a warlord leading his army. On the other side, William is shown sitting on a throne, holding a sword in one hand and the globe mounted with a cross in the other. The caption for this side reads: "By this sign, recognise the same, King of England".



A PAGE FROM DOMESDAY BOOK, THE SURVEY OF LANDS WHICH WAS DRAWN UP ON THE ORDERS OF WILLIAM THE CONQUEROR IN 1086.

The National Archives. Editions Alecto (Domesday). Limited.

After the conquest, Sussex was divided into administrative areas called rapes. There were three of these in East Sussex—Hastings, Pevensey and Lewes. The rape of Hastings was granted to the Count of Eu, that of Pevensey to the Count of Mortain, and William de Warenne became the lord of Lewes, adopting the town as his primary seat. He was one of the Norman barons who had distinguished himself alongside William the Conqueror at the battle of Hastings and was richly rewarded for his services, being granted almost 298 manors and 28 towns. Trusted by the new monarch, he was appointed First Lord of the Regency Council and Chief Justiciar of the Kingdom. This privileged position led to jealousy. The page begins with the lands of William de Warenne and the entry for the Borough of Lewes.



CONFIRMATION CHARTER OF WILLIAM THE CONQUEROR IN FAVOUR OF FÉCAMP ABBEY, 1085.

ADSM, 7 H 2151.

Fécamp had an important role as early as the reign of William Longsword (927-942), the son of Rollo, thanks to the existence of a ducal residence near the former abbey which had been abandoned at the end of the ninth century before being restored as a collegiate church by Richard I in 990 and then being given abbey status in 1001 by Richard II. The abbey is one of the few religious establishments to have had possessions in England before 1066. Shortly after 1028 king Canute granted the abbey two-thirds of the dues paid by Winchelsea and Brede. Some years later, Edward the Confessor added other coastal estates in Sussex (Steyning, Hastings). In this charter, William the Conqueror confirms the grants of Steyning manor and gives the abbey Bury manor in compensation for Hastings. The first of the crosses underneath the text of the charter, which served as signatures, is that of William the Conqueror, and just to the right is that of his son, the future king of England, William Rufus.



CHARTER OF HENRY II (HENRY PLANTAGENET) GRANTING THE ESTATE OF BENTWORTH TO ROUEN CATHEDRAL, 1155-1158, WITH SEAL.

ADSM, G 4482.

Like many Norman religious establishments, the Archbishopric of Rouen benefited from the generosity of the duke-kings in England. This deed of Henry II (Henry Plantagenet) confirms its title to the estate of Bentworth (in north-east Hampshire) which had been granted to it by his grandfather, Henry I, and where it receives payment for the administration of justice. The document is sealed with a double-sided seal, following the model introduced by William the Conqueror. The obverse depicts the king in majesty holding a sword in one hand and the globe mounted by a cross and a bird, while the reverse shows him on horseback, holding a sword in his right hand and a shield close to his body in his left hand, in a typical mounted combat pose. The onlookers include Thomas Becket, future Archbishop of Canterbury who was then chancellor.



NORMAN CUSTOMS, FOLLOWED BY ANALYSES OF THE DECREES OF THE EXCHEQUER FROM 1206 TO 1248 AND THE CHARTER TO THE NORMANS, 14TH CENTURY.

ADSM, 28 F 2 fol. 7.

Normandy had laid down in writing a set of legal rules, called the *Très ancien coutumier de Normandie* in the late part of the 12th century. The second part of these rules would be put in writing after Normandy became part of France in the first half of the 13th century and was to remain in force until the Revolution. It included some rights and practices very specific to Normandy, such as the right to flotsam and jetsam and the right of an aggrieved party to call for justice. This custom, the oldest in France and which remained in force to some extent in Normandy until the Revolution, was a strong source of inspiration for English law and is still in use in the Channel Islands.



**ROBERT THE MAGNIFICENT PLAYING CHESS; DEPICTION OF THE EXCHEQUER OF NORMANDY.
IMAGE FROM THE *CHRONIQUES DE NORMANDIE*, c. 1350.**

BM de Rouen, ms Y 26, fol. 59.

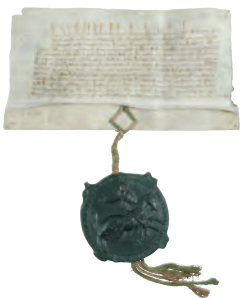
This illumination shows Duke Robert the Magnificent playing chess, a game which reached the West around the turn of the millennium and rapidly became the preferred pastime of the upper classes. The title of the Exchequer of Normandy probably derives from échiquier, the French word for chessboard. This is because the ducal treasurers would certainly have performed their calculations on cloths with a black and white chequered pattern, which looked like a chessboard. When Normandy became part of the French kingdom in 1204 the Exchequer survived as a judicial body, becoming the Parliament of Normandy in 1515. The institution travelled to England, probably at the end of the eleventh century, and the British Minister of Finance is still called the Chancellor of the Exchequer.



**PLEA FOR PROTECTION BY THE ABBOT OF TRÉPORT TO MARGARET OF ANJOU, QUEEN OF ENGLAND, AROUND 1470,
FOLLOWED BY A COPY OF THE ACT GRANTING THE PRIORY OF HASTINGS TO SAINT-MICHEL
N TRÉPORT BY JOHN I, COUNT OF EU IN 1151.**

ADSM, 17 Hp 1/3-4.

The Abbey of Saint-Michel in Tréport was founded around 1059 by Robert I, Count of Eu, one of the members of the 1066 campaign and one of the principal beneficiaries of land redistribution. This meant that the counts owned the land of Hastings, whose church was given to the abbey in 1151. After the end of the Hundred Years War in 1470, abbot André tried to regain ownership of the priory and appealed for the help of the queen of England, Margaret of Anjou, the wife of Henry VI, who had recently been restored to the throne. This was in the midst of the Wars of the Roses between the houses of Lancaster and York. In his plea, the abbot of Tréport asks the queen “that the supplicants have restored to them their church, all the fruits, annuities and income pertaining to it, and that an order be given for the supplicants and their said agent to be received peacefully and given possession, and that they may suffer, enjoy and use the church of Hastings in peace”. It seems unlikely that the monks would have succeeded in asserting their rights, as Henry VI was finally removed from power and murdered less than a year after his return to the throne of England.



**CHARTER OF EDWARD III, CONFIRMING THE ARCHBISHOP OF ROUEN AS THE OWNER OF BENTWORTH,
9 JULY 1335, WITH SEAL.**

ADSM, G 1113.

This charter, sent to Carlisle, demonstrates that Norman institutions continued to hold possessions in England, as it confirms the grants previously made to the Archbishopric of Rouen by Henry I (Henry Beauclerc) and the Plantagenet kings. The twin-faced seal, depicting king Edward III, is exceptionally fine and well-preserved. Edward III's mother Isabella was the daughter of Philip the Fair, and Edward therefore considered his rights to the Crown of France to be greater than those of Philip VI of Valois. This claim led to the Hundred Years War which began in 1337 when the king of France seized the Duchy of Aquitaine, which had been retained by English monarchs.



**CHARTER OF HENRY V GRANTING AN INCOME TO THE CHAPLAIN OF ROUEN CASTLE
IN THANKS FOR HIS “GLORIOUS VICTORY”, 24 MARCH 1420.**

ADSM, H dépôt 1, BP124.

Shortly after building the castle, Philippe-Auguste appointed the Hôtel-Dieu of Rouen to run the chapel. After conquering the town, Henry V confirmed this body's former privileges and awarded it an income for serving the chapel. The great care with which the initial letter and the first line of this charter are written underlines the importance which Henry V attached to this link with the ancient ducal tradition. His title, King of France and England, can also be noted. Not long after this, his status was reduced to that of regent by the treaty of Troyes.



**“CHÂTEAU DU VIEUX PALAIS AT ROUEN IN NORMANDY”, ENGRAVING BY JAMES BASIRE
FROM A DRAWING BY LOUIS-JEAN ALLAIS, 18TH CENTURY.**

ADSM, 1 Fi 599.

As soon as he entered Rouen, Henry V started work on a new fortress where the Seine meets the western part of the city walls (this is now the boulevard des Belges). Known later on as the “Vieux Palais”, it was destroyed during the Revolution. The king of England also reinforced the castle to the north of the town built by king Philippe Auguste after the defeat of 1204. This English engraving shows us the Vieux Palais on the left as it appeared in the eighteenth century (a map appears at the bottom), with the keep of Philippe-Auguste's castle, now known as Joan of Arc's Tower, on the right. She was held in one of the towers of this castle during her trial.



DEED OF THE VISCOUNT OF ROUEN UNDER THE SEAL OF HENRY VI, 17 DECEMBER 1439.

ADSM, G 1893.

Henry V was able to assert his authority in Normandy thanks to his control of Rouen. The English stayed for almost thirty years. Although there was little change in the way Normandy was governed, there was a symbolic change in the seal. A single seal, that of the Viscount of Rouen, has two shields side by side: the first, with the arms of France and fleurs-de-lys, and the second, divided, with the same arms in the first and third sections but the three leopards of England in the second and fourth sections.



MAP OF ROUEN BESIEGED AND TAKEN BY CHARLES IX, 1562.

BMR, Est. Topo G bmr 3737.

Large Protestant communities became established in Upper Normandy, centred mainly on Rouen and Dieppe, following the Protestant Reformation. The Huguenots took control of Rouen in April 1562 shortly after the massacre of Vassy, which marked the start of the civil war, and indulged in large-scale destruction, including mutilation of the statues in the cathedral. The town was surrounded by royal troops before English reinforcements could arrive, and the town changed hands again on the 21st of October. Violent reprisals then took place. This map shows Rouen and the positions of the royal troops surrounding it, with the breach opened near the Saint-Hilaire gate.



SIEGE AND ATTACK OF THE TOWN OF GOURNAY-EN-BRAY, 26 SEPTEMBER 1591. MAP IN PEN ON PAPER WITH BACKING (FACSIMILE OF AN ORIGINAL IN ENGLAND).

ADSM, 12 Fi 635.

The conflict had started with a revolt by Protestants and ended with one by members of the Catholic League. This copy of an English map depicts the siege of the town of Gournay-en-Bray by royal troops under the command of Marshal Gontaut-Biron and supported by the English forces of the Count of Essex. The town had been held since September 1589 by members of the Catholic League, who did not accept Henry IV, who was still a Protestant at that time, as king of France.



THE BOMBARDMENT OF DIEPPE BY THE ENGLISH NAVY, ENGRAVING BY AVELINE, LATE 17TH CENTURY.

ADSM, 1 Fi 409.

The period from the 16th century to the start of the 19th century was marked by several conflicts, interspersed with often short-lived peace treaties (1655, 1783, 1801, etc.). One of the bloodiest episodes in the region was the bombardment of Dieppe by English troops in 1694 during the War of the League of Augsburg, depicted in this engraving by Pierre Aveline (1656-1722), which destroyed much of the town. Le Havre was also bombed in 1759 during the Seven Years War. When planning the fortifications for Dieppe, Vauban noted that the town "is close to England and Holland, which must be considered as powerful enemies capable of great designs against which we must protect ourselves".



ARRIVAL OF QUEEN VICTORIA AT THE CASTLE OF EU ON 21 SEPTEMBER 1843. ETCHING DRAWN AND ENGRAVED BY PERCIVAL SKELTON.

ADSM, 1 Fi 327.

Queen Victoria (1837-1901) was invited to France by King Louis-Philippe (1830-1848) and is seen here arriving in her carriage at the castle of Eu, owned by the Orléans family. This visit was to seal an improvement in Franco-English diplomatic relations after years of crisis marked by several colonial events: the Turko-Egyptian crisis (when the Pasha of Egypt, Mehmet Ali, rebelled against the Sultan of Turkey), the Portendick affair on the question of trade in gum arabic off the coast of Senegal, the dispute on rights of trading ships to call in at ports on the coast of Africa, the affair of the Sandwich islands, etc. Both this visit by Queen Victoria to Eu and that of Louis-Philippe to Windsor the following October in 1844 were the clearest expression of the first Entente cordiale.



"CHÂTEAU DU VIEUX PALAIS AT ROUEN IN NORMANDY", ENGRAVING BY JAMES BASIRE FROM A DRAWING BY LOUIS-JEAN ALLAIS, 18TH CENTURY.

ADSM, 1 Fi 599.

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ADDRESS BY THE CITY OF LONDON TO KING LOUIS-PHILIPPE DURING HIS VISIT TO WINDSOR IN OCTOBER 1844. LITHOGRAPHIC REPRODUCTION, IN EDOUARD PINGRET, VOYAGE DE S. M. LOUIS-PHILIPPE 1^{ER} ROI DES FRANÇAIS AU CHÂTEAU DE WINDSOR DÉDIÉ À S. M. VICTORIA REINE D'ANGLETERRE, PARIS, 1846.
ADSM, BHH 1419.

The text of this congratulatory address by the Joint Council of the City of London to Louis-Philippe was read out to the king in October 1844 in Windsor by the City archivist, Henry Alworth Merewether, who also signed this address, copied onto vellum and decorated by several artists and presented to the King in July 1845.



«BOYS, COME OVER HERE, YOU'RE WANTED». PUBLICATION OF THE PARLIAMENTARY RECRUITING COMMITTEE IN LONDON; ALLEN (DAVID) & SONS, PRINTERS OF HARROW, MIDDLESEX AND LONDON.
ADSM, 169Fi guerre 14-18 61.

This poster, published in huge numbers by the Parliamentary recruiting committee, probably in 1915, was aimed at young Englishmen who might be considering joining up for active service at the front. Recruitment was voluntary until 1916 when a law introducing conscription was introduced. This English soldier holding a bayonet is scanning the horizon to the east, where the major battles took place.



ENGLISH CAVALRY IN ÉTRETAT. PRINT FROM A GLASS PLATE.
ADSM, 38 Fi 1616.

In December 1914 the general military hospital of the British Expeditionary Force and the staff of the Royal Army Medical Corps moved into Étretat. The officers and non-commissioned officers were housed in hotels and villas that had been requisitioned, while other ranks were put up in barracks that had been built for this purpose. The officers very much enjoyed riding out on the beaches and in the fields and forests.



TELEGRAM ANNOUNCING THE VISIT OF KING GEORGE V, 21 OCTOBER 1915.
ADSM, 10 RP 136/7.

The telegraph, along with carrier pigeons and radio, was a fast and effective means of communication between the Allies and the front line during the war. Messages were always sent in code to prevent the enemy intercepting the information. This message, encrypted using a highly sophisticated cipher, relates to the secret visit made by King George V to British troops in Rouen.



REPORT OF THE CENTRAL COMMISSIONER OF ROUEN ON THE WORK OF TWO ENGLISH MASONIC LODGES, 22 JANUARY 1942.
ADSM, funds of the prefect's office, 51 W 369.

Masons being held responsible for the defeat, the Vichy government quickly takes action against them. A law of 13 August 1940 prohibits Masonic lodges also called secret societies and requires officials to sign a declaration. Property and financial assets are seized. On 11 August 1941, a new law prohibits former members the exercise of public functions and authorize the publication in the Official Journal of their names. Among the ten lodges based in Rouen, two were considered English: «Joan of Arc No. 5» and «Norman Friendships» attached to the Grand National Independent houses.



REPORT BY CAPTAIN LAINÉ, COMMANDER OF THE YVETOT GENDARMERIE SECTION, ON THE DISCOVERY OF ENGLISH LEAFLETS IN BOURVILLE, 13 FEBRUARY 1942.
ADSM, 1408 W 574.

COPY OF COURRIER DE L'AIR NEWSLETTER DATED 28 JANUARY 1943.
Private collection.

Leaflet drops from aircraft or balloons were introduced in the First World War, and were to become a propaganda weapon widely used by both sides in the Second World War. Set up in July 1940, the Special Operations Executive (SOE) organised propaganda for German-occupied countries. The leaflet drops were carried out by Royal Air Force (RAF) training units. The leaflets were designed to demoralise German troops and encourage the population to resist. There were various formats: the «Courier de l'Air» referred to in this document was a small, four-page newsletter.





VISIT BY QUEEN ELIZABETH II TO ROUEN ON 19 MAY 1972, PRESS CUTTING.

ADSM, 29W (Z 83 404).

During the second state visit by Queen Elizabeth II to France, from 15 to 19 May 1972, the last event for the royal couple was a short stop in Rouen. Arriving at Rouen station in the early afternoon of 19 May, the Queen and Prince Philip were welcomed by an enthusiastic crowd, travelled to Saint-Sever cemetery for a service of commemoration in honour of the 12,000 British troops who lost their lives in the two world wars and then hosted a reception on the royal yacht Britannia, tied up at quai Jean de Béthencourt attended by Jean Lecanuet, senator and mayor of Rouen and the Prime Minister Jacques Chaban-Delmas. The edition of "Jour de France" magazine published on 6 June 1972 contains several photographs taken during the queen's visit.



NICOLAS MARIE OZANNE, "LE PORT DE DIEPPE ANIMÉ". 18TH CENTURY. ORIGINAL PEN DRAWING.

ADSM, 1 Fi 598.

Nicolas Marie Ozanne, a naval draughtsman, was born in Brest in January 1728 and died in Paris in January 1811. After 1775 he was commissioned by the king to draw up 80 maps and views of ports of the kingdom, which were engraved by his brother-in-law Le Gouaz. This drawing of Dieppe shows the towpath, the space left clear to allow boats to be pulled out of the water by horses or men. On the other side we see the quai Henri IV, the castle and Saint-Jacques church. On the right is the Hôtel d'Anvers and on the left stands the Pollet district.



APPOINTMENT OF A CAPTAIN BY THE LORD HIGH ADMIRAL OF GREAT BRITAIN, 1757.

SAILOR'S APPRENTICESHIP CONTRACT, 12 FEBRUARY 1760.

ADSM, 201 BP 689.

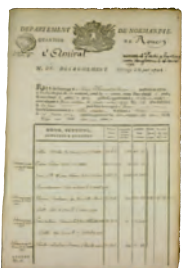
Dated 1757, the first document appoints Robert Farwell as captain of the *Dolphin*, an unarmed trading ship with a capacity of 90 tons and bound for Newfoundland, Portugal or Spain. The appointment was made in the name of the Lord High Admiral "of Great Britain and Ireland etc. and of all His Majesty's plantations". In 1757 this post was held by Lord Anson (1697-1762). Promoted to Vice-Admiral and raised to the peerage at the start of the War of the Austrian Succession, he commanded the naval forces fighting against France during the Seven Years War; in May 1758 he was at the head of the British naval blockade of Brest and led raids on Saint-Malo. He was extremely popular in England on the other side of the Channel thanks to his "Voyage Round the World in the Years 170 to 1744", published in London in 1748. The second document is a sailor's apprenticeship contract. It is in the format of a mediaeval chirograph: these documents were drawn up in duplicate, one over the other, and cut through along a zig-zag line or indent so that the two parts could be matched together (this is why these contracts are also called indentures).



NOTICE OF AUCTION OF THE ENGLISH SHIP THE *DOLPHIN*, 1780.

ADSM, 216 BP 339.

French pirates captured an English ship during the War of American Independence, in which the two countries were on opposite sides. The vessel was put up for sale before French Admiralty officers in Le Havre. The *Dolphin* was a thirty-six-foot unarmed trading vessel. Privateering was then common practice: ship owners, covered by a licence of "letter of marque" issued by the High Admiral of France, were entitled to commit acts of piracy against ships of countries hostile to France. The loot was shared out according to set rules: one-fifth to the king, one-tenth to the High Admiral of France, two-thirds to the ship owner and the rest to the crew, widows and wounded.



WRECK LOG OF THE *AMIRAL*, LOST OFF HASTINGS ON 16 JANUARY 1792.

ADSM, 7 P 6/14.

Commercial shipping registers show the extent of sea trade on ships leaving Upper Normandy. Some ships were shipwrecked before they reached their destination, as was the case of the *Amiral* which was lost off the English coast near Hastings on 16 January 1792. It had been fitted out in Rouen on 1 March 1791. She was a sloop, that is to say a single-masted sailing ship with one jib (triangular sail) forward. Her capacity was 50 tons, or approximately 72 m³. She carried eight crew: a sailor, an officer, a cabin boy, four replacement crew and an apprentice.



RECEIPT MADE OUT TO JOHN CUTBERD, ENGLISH MERCHANT, BY PIERRE SURREAU, RECEIVER GENERAL OF NORMANDY, FOR A CONSIGNMENT OF OATS, 21 OCTOBER 1423.

ADSM, J 1203, gift of the East Sussex Record Office, 2008.

This commercial transaction, carried out at the height of the Hundred Years War when Normandy was under English occupation, shows that trade between the two territories was still continuing. The merchant was paid 65 Tours pounds (9 pounds 15 pence sterling) for oats delivered to the stables of the Duke of Bedford, who was then acting as regent of France on behalf of the young Henry VI.



ORDONNANCE OF THE BAILIFF OF DIEPPE ON FEES PAYABLE TO THE ARCHBISHOP OF ROUEN FOR CROSSING THE CHANNEL, 26 OCTOBER 1729. PAPER POSTER.

ADSM, G 896.

This ordinance was issued by Joseph Boullenc, bailiff of Dieppe, at the request of the representative of the Archbishop of Rouen. In his capacity as the local lord, he charged fees on all passengers, goods and luggage travelling by sea to England. These controversial customary payments had been set in a tariff schedule drawn up in 1695, a year after the town had been bombed by the Anglo-Dutch fleet. All passengers were required to obtain a licence confirming that they had paid the fee, and the ship's captain was responsible for unpaid fees. There would be no regular passenger service to England until 1774.

DIEPPE HABERDASHERS REFUSE TO ALLOW AN ENGLISHMAN TO JOIN THEIR CORPORATION, 5 DECEMBER 1765, EXTRACT FROM THE MINUTES.

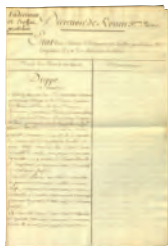
ADSM, 5 EP 24/1.



This is a record of the deliberations of the haberdashers and drapers of Dieppe, who used to meet at the rue de l'Ancienne poissonnerie, and of the acceptance of masters and apprentices to their ranks. On 5 November 1765 they were notified of a memorandum sent to the governor, Mr. Trudaine, by Mr. Johnson, asking to be admitted to the corporation in return for payment to the community of 600 pounds. Johnson was an English Catholic who had been living in France for twelve years. Trudaine supported the request, claiming that this new member would only have beneficial consequences for trade with England. But the haberdashers, referring to their bye-laws, replied that they could not accept any individual not born in France. They were particularly concerned that his knowledge of the country and the language would make him a dangerous rival.

SEIZURE OF PROHIBITED FABRIC FROM ENGLAND, 1751.

ADSM, C 179.



Detailed inventory of goods seized in Dieppe and Rouen. The same record contains a report dated 16 May 1771 drawn up by John Holker junior containing suggestions as to how to combat English smuggling. The report describes the goods smuggled and lists the French and foreign ports where they are landed, and accuses some Dieppe fishermen of being involved. The author claims that to avoid being captured the smugglers wait at sea off Dieppe, and small fishing boats come out from Dieppe to trans-ship the illegal goods. Dieppe fishermen are not checked when they return to harbour. In Le Havre, smuggling is easier because of the presence of foreigners in the town.

MOVEMENT OF SHIPPING AT THE PORT OF ROUEN, REPORT BY THE CHAMBER OF COMMERCE, IN ENGLISH, 1879.

ADSM, 8 M 603.

Free trade between the two sides of the Channel did not really take off until the mid-nineteenth century. English duties on raw materials, finished and semi-finished goods were cut sharply in 1842, while export duties on finished goods were abolished. Three years later all export duties and most import duties were scrapped. In 1853, Gladstone, Palmerston's Chancellor of the Exchequer, cut customs levies even further. By 1860, the year in which the Cobden-Chevalier treaty was agreed, the only products still subject to duty were mainly luxury goods. The statistics for shipping in the port of Rouen show that English vessels made up a very large proportion of the traffic entering the port.

JOHN HOLKER'S COAT OF ARMS AND HIS LETTERS OF ENNOBLEMENT, REGISTERED BY THE COUR DES AIDES ON 14 AUGUST 1775.

ADSM, 3 B 58 fol. 57.



Born in Stretford in England and a supporter of the Stuart claimant to the throne, John Holker had to leave his native land for political reasons. When he arrived in the capital of Normandy he joined forces with an industrialist of Darnétal to set up a factory. He returned to London and Lancaster to buy the looms and thread needed for production and to hire skilled English workers. The "Royal Factory of Velvet and Cotton Cloth" was located in the rue Saint-Julien in the Saint-Sever district; it had 30 looms and 4 English calenders. John Holker also owned a workshop in Oissel where he made improvements to his machines, and he opened the first factory making oil of vitriol around 1767. Holker was appointed Inspector-General of Manufactories by Trudaine in recognition of his services to the textile industry, and was ennobled in 1774.

PLAN OF A FACTORY IN DÉVILLE OWNED BY MESSRS. RAWLE, POUPARD DE NEUFIZE AND SON, SEVESNE AND JOHN COLLIERE, 1803.

ADSM 7 S 284.



Valentin Rawle was the first person to set up water-driven spinning Jennies in the Rouen area. They were visited by Napoleon himself. Rawle had opened his first cotton mill, holding 6,000 spindles on two floors, in 1798. This plan shows the second cotton mill built in Déville in 1803-1804. It occupied three floors and had double the capacity of the first one. It employed 950 workers in 1805, making it the largest cotton mill in the area. The owner had fifty houses built for his workforce close to the mill, the first example of English-style brick-built housing in the Cailly valley.

JOURNAL OF NOTES MADE IN ENGLAND BY CAMILLE KOECHLIN ON THE PREMISES OF MESSRS. THOMSON, CHIPPINDALL & CO. NEAR MANCHESTER, 1830.

ADSM, 60 J 1.



Camille Koechlin, a member of a textile-manufacturing family from Alsace, used this journal to record his observations on a trip to England during which he visited the premises of Thomson, Chippindall & Co. near Manchester. In it he describes the weaving, dyeing and bleaching processes and the machinery used. Many Norman industrialists followed Camille Koechlin's example and travelled to England to find out more about the English innovations that were likely to be introduced in their own firms.



MALAUNAY, EXIT OF WORKERS IN THE ESTABLISHMENT KNOWLES AND CO., 20TH CENTURY

Photography NB, 2 Fi Malaunay 5, iconographic Fund

COMPOUND STEAM ENGINE BUILT BY M. E. WINDSOR (ENGLISH DESIGNER AND ENGINEER BASED IN ROUEN). PLATE TAKEN FROM THE "REVUE INDUSTRIELLE" PRODUCED DURING THE 1889 WORLD FAIR.

Private collection.



The plate shows a two-cylinder steam engine built by E. W. Windsor. The construction of these machines made the name of the company, and of Rouen engineering. The Windsor machine-building workshops had been founded in 1832 by Mr. Hall, under the company name of Hall, Powell and Scott, after three engineers who had previously worked for the Hall company of Dartford in England. They were bought up by Mr. Windsor who ran them before handing over to his son. The firm made steam engines, movement transmission device, lifting equipment for municipal water departments, and hydraulic engines which were exported and offered a competitive challenge to English and German industry. because of their superior quality.



PARIS TO ROUEN RAILWAY, CALENDAR FOR THE LEAP YEAR 1844.

ADSM, 1 Fi 597.

This 1844 calendar depicting a railway commemorates the start of train travel in the Lower Seine. The line, almost 130 kilometres long, follows the Seine valley. Work started in May 1840 and was in English hands. A number of strikes broke out during construction of the line: for example, in April 1884 between four and five hundred English workers on the Rouen-Le Havre section downed tools because they were unhappy with their pay. It took two years to complete the line from Paris to Rouen. On 24 April 1843 English and French workers attended a topping-out ceremony at Saint-Sever station, which opened for business on 3 May.

ROUEN, LE HAVRE AND DIEPPE RAILWAY, SOTTEVILLE STATION, WORKSHOPS OF MESSRS. BUDDICOM & CO. ETCHING BY A. MAUGENDRE, 19TH CENTURY.

ADSM, 1 Fi 454.



The Compagnie de Rouen had to be able to produce carriages and locomotives in order to run the line. The backers of the proposed railway line between Paris and Rouen again turned to England, which already supplied many of the locomotives used in France. The Compagnie de Rouen decided to award the contract to the English firm of Alcard and Buddicom. Instead of importing equipment, the company decided to bring over almost four hundred engineers, managers and technicians, and set up at the place des Chartreux in Petit-Quevilly in August 1841. This location near the port of Rouen was ideal for taking deliveries of raw materials such as coal and some steel products. The first "Buddicum" carriages and locomotives were delivered in 1842. In 1845 the workshops were moved to Sotteville, closer to the railway tracks.

UNIVERSAL EXHIBITION OF 1862 IN LONDON, FRENCH STYLE

LIST OF PARTICIPANTS BASED IN ROUEN OFFERED BY THE ADMISSION JURY

ADSM, 8 M 47 Fund, General Administration and Economics Department



Universal Exhibition held in London from May 1 to November 1, 1862. This exhibition funded by the Royal Society of Arts, Manufactures and Trade comprised 28 000 exhibitors from 36 countries from a wide range of industry, technology and decorative arts of the time.

Norman manufacturers have participated in the event, featuring in the list of participants from the region of Rouen. In Lower Seine, there were three juries to select the delegation by domain: one for Rouen, one for the Dieppe area and to Havre. Participants were either manufacturers or inventors or authors. On their return, written reports were requested on their innovations or on exposed machines they had seen work in their industry.

This paper shows the importance of industrial trade between England and Normandy and emulation that existed between the two sides of the Channel to develop new innovations and improve production techniques.



PLATES MADE DURING THE SECOND PERIOD OF OPERATIONS OF THE LEDOUX-WOOD WORKSHOPS, UNDATED.
DRAWING IN PEN, PENCIL AND WASH BY C. RIDEY.
ADSM, 16 Fi 51.

It was in 1797 that the Englishman George Wood set up his business in Forges-les-Eaux. He concentrated on the production of “fine earthenware”, made according to a technique developed in England in the 18th century, designed to look like porcelain. It was made using clay which turns white on firing, to which finely-ground flint was added, and the resulting paste was worked by potters. Items were shaped, put through a first firing, then decorated and glazed before going through a second firing. George Wood died in 1811, and the factory was taken over by one of his workers, Nicolas Marin Ledoux, who soon married Wood’s widow. The factory then employed around



BUDICOM LOCOMOTIVE.

ADSM, 2 Fi Sotteville-lès-Rouen 18.

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THE “NOUVEAU PONT AUX ANGLAIS”; MALAUNAY, THE ARCHES OF THE VIADUCT, EARLY 20TH CENTURY. POSTCARDS.

ADSM, 2 Fi Bonsecours 184 et 64 Fi 548.



Five long tunnels had to be dug and six viaducts constructed over the Seine in the building of the Paris to Rouen railway. Extending the line to Le Havre and Dieppe meant building a bridge at the end of Brouilly island to carry the tunnel under Saint Catherine’s hill: this was known as the Pont aux Anglais, or English Bridge. It was made of wooden arches on stone pilings and was opened on 20 March 1847. A few months after it was opened, fire broke out during a riot and destroyed two arches on the left bank.

The Malaunay and Barentin viaducts were also built

by English workers, but this time in brick. The extension of the line was supposed to be opened in 1846, but the collapse of the Barentin viaduct, caused by the use of poor-quality bricks, delayed the opening until March 1847.

NEW SMALLER MAP OF THE CHANNEL TO ASSIST THE KING’S SHIPS, 1749.

ADSM, 51 Fi.



The Channel is one of the busiest seas in the world from the point of view of ship numbers, and covers an area of 75,000 km². It links the Atlantic Ocean to the North Sea and acts as a border between France and England. The current word used to describe it in French, La Manche, is quite recent, as for many centuries it was called “the Sea of Brittany”.



LIST OF FOREIGNERS TRAVELLING TO DIEPPE FOR SEA-BATHING, 1821.

ADSM, 5 M 192.

Sea-bathing became fashionable in Normandy in the 19th century, following the trend set in England by Brighton. It started to become popular in Dieppe in 1821, a few months before the arrival of the Duchess of Berry. Many foreigners were seen on Dieppe’s beaches, mainly English, for whom the journey was made easier by the introduction of steamers crossing the Channel. Another factor making Dieppe a favourite destination for English travellers was the presence of a large English colony in the town, involved in trade and tourism.

DIEPPE, THE BRIGHTON, TRAVELLING FROM NEWHAVEN, ENTERING PORT; THE FASTEST OF THE ENGLISH STEAMERS, C. 1900. POSTCARDS.

ADSM, 64 Fi 3829 and 3659.



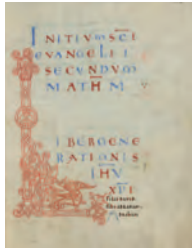
The Newhaven is a French turbine- and propeller-driven liner. Built at the Forges et Chantiers de la Méditerranée in Le Havre, taken into service in 1911 and modified to run on oil in 1932, it was 92 metres long with a top speed of 24 knots. It was converted into a hospital ship in the First World War, and saw action in the Second World War in the evacuation of Dunkirk before being requisitioned by the German forces. Too badly damaged to operate in the Channel again, it was sold in 1949 and later broken up.

The Brighton, the fourth vessel to bear this name was one of the first turbine-driven liners on the Dieppe-Newhaven route. Built at the Dumbarton shipyard in Scotland, it had two propellers and ran at 6,000 horsepower. It was launched in Scotland in 1903. During the First World War it was used as the marine headquarters of King George V and later also acted as a hospital ship. It was sold in 1930 and converted into a yacht by its new owner, Sir Walter Guinness.



CHEMINS DE FER DE L'OUEST AND LONDON BRIGHTON & SOUTH COAST RAILWAY, c. 1900.
Illustrated colour poster by Fraipon. ADSM, 63 Fi 127.

The earliest tourism posters were produced for the Compagnie des Chemins de fer de l'Ouest in 1886, with towns and tourist offices following this example later on. This poster urges holidaymakers to take the train, "the quickest and cheapest route" to travel to England and its beaches. There were two services a day between Dieppe and Newhaven. By train, passengers could get from Paris to London in just ten hours!



THE GOSPELS OF JUMIÈGES, FROM ABINGDON (OXFORDSHIRE), LATE 11TH CENTURY.
BM de Rouen, Ms A 21.

11th century is deeply marked by the appearance of illumination in Norman manuscripts. This is mainly due to the monastic revival and the need for religious communities to build a library. England is so famous for its art schools and its signature style. Several workshops are experiencing significant radiation as those of Canterbury and Winchester.

Given the related trade with England, the Norman abbeys start to order manuscripts across the Channel, and then send their copyists and illuminators to be trained in these schools.

This manuscript from the Abbey of Jumièges is one of the few that have been written entirely by the Normans in England, in the monastery of Abingdon. It was made at the request of Rainaldus, abbot of the monastery from 1087 to 1097, former monk of Jumièges for its original abbey. These are the Gospels, some initials are performed on full page with an orange red ink.

In folio 14 recto, we can see an initial L containing a dragon. Looking closely, we see another stroke made the point slightly offset with the letter painted.



ENGLISH ALABASTER CARVING DEPICTING THE MURDER OF SAINT THOMAS BECKET, SECOND HALF OF THE 15TH CENTURY. SEMI-RELIEF.
Musée départemental des Antiquités, Rouen, inv. 626.

Alabaster quarries were located in Derbyshire, leading to a major industry producing religious sculptures in the late Middle Ages, centred on Nottingham. This type of semi- or high-relief carving was very popular in Normandy, with vast quantities being imported and used and mainly as altarpiece decoration. This example, quite badly worn, depicts the murder of Thomas Becket, chancellor to Henry II (Henry Plantagenet) and archbishop of Canterbury. He was killed in the choir of his church in 1170 for defending the liberties of the Church against the king; he is shown in the centre, kneeling before the altar, surrounded by his murderers, one of whom is drawing his sword. He was very soon canonised. Like all the upper classes of society at the time, Becket's family was of Norman origin, which perhaps explains why he was held in such regard in Normandy.



ARCHITECTURAL ANTIQUITIES OF NORMANDY, LONDON BY J.S. COTMAN - J. & A. CORNHILL, 1822.
ADSM, BHN 664.

Many British citizens started to explore their Anglo-Norman roots from the second half of the 18th century onwards. Normandy was a popular destination for artists: painters like Turner, photographers like Tenison, but also engravers who reproduced their creations. Published in 1820 and 1825, the Architectural Antiquities of Normandy contains 97 engravings produced by John Sell Cotman. The very detailed descriptions were written by the antiques collector Dawson Turner. Rouen cathedral is particularly well presented, with two double-page views showing the western side and the south portal. The number of buildings that were then attached to the cathedral is remarkable.



ENGLISH HOUSE. PLATE TAKEN FROM "HABITATIONS CHAMPÊTRES" BY A. PETIT, PUBLISHED c. 1855.
ADSM, 47 Fi 19.

Books containing architectural plates became increasingly popular in the second half of the 19th century. The early volumes concentrated on monumental architecture, but soon works on civil and domestic buildings started to appear. The book on country dwellings by A. Petit shows the full panorama of rural houses throughout Europe. The English home depicted here is typical of Victorian-era buildings with its Gothic-style pinnacles and its bow window: a window projecting out from the façade, which was extremely popular in England in the following decades.



ROUEN, VILLA IN THE RUE SENARD, ARCHITECT P. LEFEBVRE. PRINTED PLATE TAKEN FROM "VILLAS ET PETITES MAISONS DU XX^E SIÈCLE".
Paris - Central Art and Architecture Library, c.1920.
ADSM, 47 Fi P19.

This middle-class home built around 1920 shows how influential the regionalist trend was both in towns and at the seaside. Timber framing, or a concrete imitation, came back into fashion shortly before 1900 and remained popular until the end of the 1930s, giving this type of villa the "Anglo-Norman" look. The internal layout is inspired by English habits, shown particularly by the separate hall.

**A PUBLIC SCHOOL IN MONT-CAUVAIRE:
PHOTOGRAPH ALBUM, 1926-1927.**

ADSM, 136 J 11 et 12.



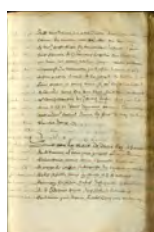
The Collège de Normandie opened its doors in 1902.

It was a private school for Catholic and Protestant pupils from the ages of 7 to 9 right through to the school-leaving examination. It was modelled on Harrow school in England. Modern languages were a prominent feature of the syllabus, and all pupils had to spend three months at a school in England. Physical education and games were compulsory. Pupils played football, real tennis and lacrosse, and did gymnastics and fencing. Pupils had access to outstanding sports facilities: a 2,400 m3 outdoor pool, five football pitches, a stadium, seven tennis courts, a basketball court and a fencing court. As at Harrow, crafts such as woodwork were also on the timetable. Education was an all-round affair, incorporating both formal teaching and the social aspects of life. There were no dormitories: around forty pupils lived in small houses, copies of those at Harrow, and named after trees: "Les Pommiers" (Apples), "Les Tilleuls" (Limes)...

INTERPRETER OF ENGLISH LANGUAGES

LETTERS OF NATURALIZATION GRANTED TO GEORGES LE CORDIER, AN INTERPRETER FOR THE ENGLISH LANGUAGE IN ROUEN, APRIL 10, 1612.

Archives of Finance Bureau of Rouen. ADSM, C 1244.



At his request, Georges Le Cordier is naturalized because «the service rendered to the public in that profession» of interpreter he carried out for 35 years in Rouen. Georges Le Cordier was born in a Scottish village. He is the son of a Scottish mother and a father from Picardie. Married to a French lady, he expressed a desire to end his life in Rouen and to exercise his profession.

SEEKING AN ENGLISH TEACHER: LETTER FROM THE COLLÈGE ROYAL DE ROUEN TO THE RECTOR OF THE ACADEMY, 9 DECEMBER 1830.

ADSM, 1 T 1658.



Shortly after the Royal Council for Public Education had given its approval to the teaching of English, the Collège royal de Rouen, the forerunner to the Lycée Corneille, wrote to the rector complaining of difficulty in finding a qualified teacher. As it was recommended that pupils start learning English around the age of thirteen or fourteen, the rector told the school to advertise the post in Rouen newspapers.

THE FIRST FOOTBALL CLUB IN FRANCE: BYE-LAWS OF THE LE HAVRE ATHLETIC CLUB, 1894.

ADSM, 4 M 481.



The Le Havre Football club was set up in 1872 by English Protestant expatriates working as traders or shop assistants in Le Havre. In 1891 the Le Havre Athletic Club adopted the colours of the English universities where the players had studied: the famous light blue of Cambridge and dark blue of Oxford. Between 1872 and 1894, the team played a "combination" form of the sport which blended the rules of soccer and rugby, both of which had been invented in England. The club applied for official recognition in 1894, and then split into two sections, one for soccer and one for rugby. The soccer section was very successful, winning national championships in 1899 and 1900. The rugby section was boosted by the arrival of new British players in the late 1890s.

THE GRAND DIEPPE STEEPLECHASE BY LOUIS HEYRAULT, LITHOGRAPHY, 1856.

Ville de Dieppe, Château-Musée © B. Legros



Dieppe followed the English fashion for horse-racing, opening a racecourse as early as 1852 at which steeplechases were held. Followers of horse-racing were known as "sportsmen", while the word "sport" was used in France only to describe horse-racing, as in the definition given in the 1883 edition of the Littré dictionary.

ENGLISH EVENING DRESS: FASHION PLATE FROM THE FASHION MAGAZINE "LE MUSÉE DES TAILLEURS", EARLY 20TH CENTURY.

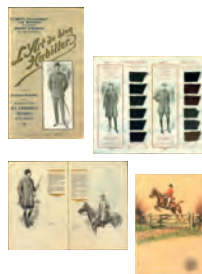
Private collection.



French male fashion was strongly influenced by England, especially from the nineteenth century onwards. This can be seen in articles of clothing such as frock-coats, tail coats, top hats as well as blazers, ties and so on. Cloth produced in England was also highly prized for the production of high-quality clothing.

SO BRITISH!: "L'ART DE BIEN S'HABILLER"; "ALBUM DES COSTUMES", EARLY 20TH CENTURY.

Private collection.



Even in clothes made from a particular type of high-quality fabric made in the Normandy town of Elbeuf, "the art of dressing well" was regarded as synonymous with the art of wearing English-style clothes, whether for sports (golf, tennis and horse-racing), in town or on formal occasions. Many articles of clothing kept their English names in French. The elegance of the English aristocrats and rich businessmen who met in clubs, wearing the same kinds of clothes, had a lasting influence on men's fashion.

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