Charlottenlund was originally an outlying farm of Marsvinsholm and got its name from Charlotta Wahrenordoff, wife of Marsvinsholm’s owner in the late 1700s, Count Erik Ruuth. In 1841, Charlottenlund was partitioned and became a separate estate, which was bought by C.J. and F. Hemberg in partnership with J. Berlin. Some years later, Charlottenlund was sold to the politician and banker, Count Arvid Posse, who built the present castle between 1849-1850, based on plans by the architect, Hans Jacob Strömberg. The architect was strongly influenced by his teacher, G. C. Brunius, the architect of Lund Cathedral, and had a strong commitment to the medieval style ideal. This led to Strömberg designing the castle at Charlottenlund with features from medieval romanticism. Count Posse, a prominent figure in politics, founded the Agrarian Party in 1867, and later became the speaker and prime minister in the years 1880-1883.

In 1902, Charlottenlund was bought by Danish-born Jacob Lachmann. Since 1881, he had been the owner of a sugar refinery in Ystad, and was later the founder of the sugar works in Köpingebro and Skivarp. Industrial sugar production was to influence Scania’s development to a large extent, mainly in terms of agriculture and communications. Sugar beet had been grown since the 1820s, but it was only in the last decade of the 1800s, largely due to Lachmann’s efforts, that sugar production became a significant part of agricultural activity. The increase in sugar beet cultivation required better transport, which was provided by a considerable expansion of the railway network in the province. Sugar beet transport accounted for around 80 per cent of the income of Scania’s private railways, and several of them were among the country’s most profitable transport routes. Jacob Lachmann amassed a great fortune and part of it was spent on a significant collection of 19th century Nordic art.

Charlottenlund is beautifully situated by the coast road between Ystad and Trelleborg, 6 km west of Ystad. Proximity to the sea and the shady coastal pastures, the surrounding greenery of the park and deciduous forests; all these elements combine to make Charlottenlund a lovely scenic experience. The present owner is the fourth generation’s Claës Lachmann.

Beta Vulgaris L.

Hardly any other utility plant is as strongly associated with Scania as sugar beet. It is mainly the two estates, Charlottenlund and Örenäs, north of Landskrona, that have become rich due to their previous sugar production with enterprising owners who at the time were known as "sugar kings". Sugar beet is a fairly recent addition as a utility plant. It was only in the late 1700s that a method was developed to extract sugar from the beets, and more organised cultivation began. The first known sugar works were built in Silesia, Germany, in 1801 and others soon followed in different parts of the country.

Sugar beet came to Scania in the 1830s and test cultivation began, but without success. Interest cooled, and it was not until the 1880s that sugar beet returned and became a widespread crop in the province. Danish-born Jacob Lachmann established the sugar works in Skivarp and Köpingebro, and owned a sugar refinery in Ystad, which had previously been supplied with beet from plantations in the West Indies.

The development of sugar beet farming occurred in parallel with the expansion of the railways, to the advantage of both parties. The privately-financed railways often had routes adapted for sugar beet production and if the main line was not convenient, the owners built sidings to suitable collection points, where the sugar beet was loaded. Corresponding tracks existed from the stations to the sugar works, and it was here that wagons were shunted and unloaded at the works. At the stations there were special weighing sheds with sugar beet scales. The farmers who did not have access to railway transport drove their harvest to the weighing shed by horse and cart. When the
sugar works’ weighing manager and sugar beet controller had done their work, the sugar beet was loaded onto the railway wagons for transport to the works.

Autumn’s sugar beet season, when the sugar beet was to be harvested, attracted large groups of temporary labour, often from distant regions. In addition to those who came from elsewhere, everybody on the farms was involved in the work, men and women, old and young. The work was heavy and a strain on the back and joints in the damp mist of the beet fields.

Sugar beet is vulnerable to insects including round worms, which procreate easily if cultivation is more intensive than every fourth year in the crop rotation. Other insects that are found under the earth are different types of springtail, polypods and beet worms. Above ground are thrips, flea-beetles, beetfly and beet plant louse. The most favourable conditions for cultivation are well-drained light or medium clays offering good sustenance. Beet is usually sown in April and some weeks into May, depending on the weather. The seed is a pelleted single-grain, i.e. it produces a single plant. Nowadays, beet is sown using special sowing machines, which with great precision place the seeds at a set depth of 2-3 centimetres and an interval of 16-20 centimetres.

In the autumn, the sugar beet is mechanically harvested by advanced beet lifters – a stark contrast to the time when the fields were full of working people. The beet tops are rich in nutrients and used as animal fodder or ploughed in to enrich the soil. The lifted beet is temporarily stored in heaps at the side of the field or in special storage areas at the farm to await transport to the sugar works. If the sugar beet is to be stored in heaps for some time, it must be protected from frost, as a frozen beet that thaws is unusable as raw material for sugar.

Sugar beet requires balanced fertilising that is adapted to the soil’s plant nutrient content.

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