

# WESTENDER

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## MEN WHO MARCHED AWAY (3)



In this edition our cover photo is of No.309169 Private Peter Bunney. Peter who lived at Townhill Lane, West End was conscripted in April 1917, initially serving as No. 142210 Private in the Labour Battalion of the Devonshire Regiment. He transferred to the Tank Corps but did not go overseas due to ill health, instead serving at the Depot. Peter fell victim to pneumonia, probably due to his ill health, and became a victim during the great flu epidemic that spread across Europe at the end of the Great War. He died at home on Monday 21st October 1918 and is buried in The Old Burial Ground behind the War Memorial in West End.

West End Local History Society & Westender is sponsored by



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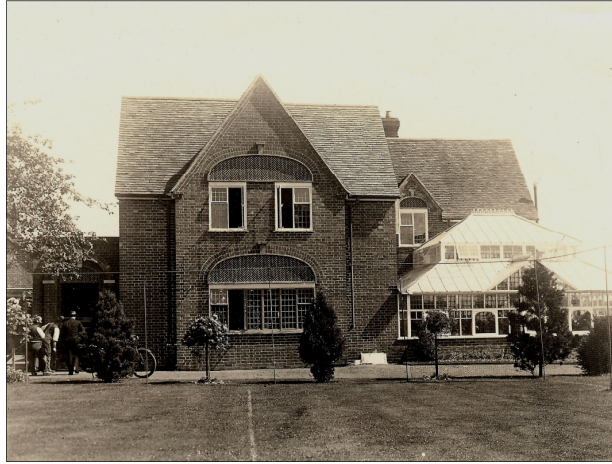


## FRED WOOLLEY

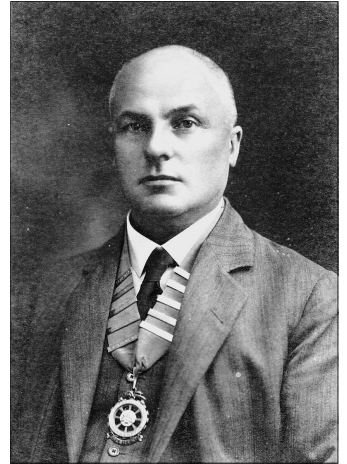
By Alec Samuels



MAYOR & ALDERMAN



BURNMOOR FARMHOUSE (QUOB FARM)



FRED WOOLLEY

**F**red Woolley 1877-1949 was a Westender of significance. Born in Staffordshire in 1877, he arrived in West End in 1912. Professionally he was a highly successful accountant FSAA practising at 8-10 Portland Terrance and 5 Portland Street, one of the largest practices in the south of England. The firm became Woolley and Waldron, and then in recent years was taken over by BDO, a large national firm. Woolley served on the Southampton town council as councillor and then Alderman, becoming twice Mayor 1931-1933 (the 708 and 709 mayor), and a Freeman; he was also a magistrate. His life was characterised by charitable and public work.

In 1912 he became the Secretary of the Titanic Relief Fund. Some 1400 families received assistance. A centenary plaque in the West End Museum records the four Westenders connected with the Titanic, Captain Rostron, Fred Woolley, and two men who lost their lives in the sinking, Messrs Jukes and Diaper.

### Royal South Hants Hospital

1934-1948 Woolley was Chairman of the Royal South Hants Hospital, which was taken over by the NHS in 1948. At a service 27 March 1955 in the chapel the Reverend Keith Lampugh Bishop of Southampton dedicated a window in memory of Woolley. The window shows Jesus the great healer, with illustrations of Jesus' healing, and also of Florence Nightingale. Sheila Waldron, wife of his friend, acted as the model for the female figures. The chapel has survived, a listed building, cared for by the Friends, all the other original 1840 buildings having gone.

### Fred Woolley House

Stoneham Park House, subsequently named Bracken Place, was built in 22 acres in 1913 by architect Leonard Gauntlett Hill (1893-1947) for £5,341 for John Edward Arthur Willis for his son Richard, who was unfortunately killed in WWI. In 1922, with the help of £10,000 Red Cross money the house was bought for £7,250, opened by the Countess of Portsmouth, to establish the Hampshire Home of Recovery, caring mainly for wounded soldiers from WWI, though women were admitted as patients in 1928. The tranquillity of the semi-rural setting was always much appreciated. In 1948 it was taken over by the NHS and continued in use as a rehabilitation and convalescent home. From 1950 it was known as Fred Woolley House, in recognition of Woolley's work at the Royal South Hants Hospital. During WWII the house was used as a hospital for military and civilian casualties. To widespread regret the home closed in 1996. Two stained glass windows, St George and St Giles, originally erected in the house in memory of Richard Willis Fleming who was killed in WWI, were relocated in the North Stoneham Church of St Nicholas. The house was eventually sold and is now converted into residential apartments.

*Continued on page 3*

*Cpntinued from page 2*

### Buildings

Woolley worked closely with the celebrated local architect Herbert Collins, succeeding him in 1928 as chairman of the Swaythling Housing Association, which built many of the houses in Mansbridge. Collins built Orchards Way in West End, now a conservation area, in which stands the West End Local History Museum, formerly the fire station, the land once owned by Woolley. Ever a committed Methodist, and Methodist preacher, as Mayor in 1932 Woolley presided over the opening of the Swaythling Methodist Hall in Burgess Road, an octagonal building designed by Herbert Collins. Half the cost of £25,000 was provided by the well-known Methodist flour entrepreneur Arthur Rank and the other half by Herbert Collins.

### West End

In 1912 Woolley came to live in West End with his wife and family, Fred born 1907, George born 1912, and subsequently Roy 1915. The house was named Woodleigh, an 1851 house situated at the bottom of Chalk Hill, a substantial home with substantial gardens, and also a brickfield extending to Ivy Lane. The workers were housed in cottages in Chalk Hill. When he left in 1921 Woolley sold the property to Scaffolding (Great Britain) Ltd; they in turn sold out in November 2007, and today the site is occupied by flats and townhouses. In 1918 Woolley purchased Quob Farm and in 1921 he moved into the farmhouse. For some reason he changed the name to Burnmoor Farm. He also leased and then purchased Hatch Farm on the death of Mr Fletcher the former owner; it is believed that he put his son George in to manage the farm. During WWII parts of the land were requisitioned for use for searchlights and anti-aircraft guns and barrage balloons. In later years George lived at the Black Farmhouse at Gater's Mill on Gater's Hill. Fred Woolley won prizes for his pedigree Jersey cattle.

Following Woolley's death in 1949 all his estate was sold.

### Conclusion

Fred Woolley was a successful professional and business man in Southampton in the first half of C20 and a leading civic dignitary. For the last forty years of his life he lived in West End as a substantial property owner and successful gentleman farmer.

### References

I am grateful for assistance from Pauline Berry and Nigel Wood.

Local Legends (7)

The story behind Fred Woolley House

The Westender 2006

The Westender vol 8 no 2 p 9

There is a photograph in the National Portrait Gallery NPG of Fred Woolley with Stanley Baldwin and J H Thomas in 1932.

Eastleigh's Yesterdays, Drewitt.

Hatch Farm, Pauline Berry, p 37.

There is much material on Fred Woolley in the West End Museum.

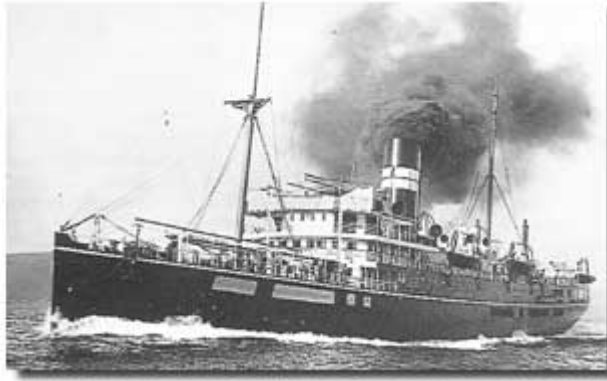
## **MUSEUM VOLUNTEERS WANTED**

We still need volunteers on a regular basis to help man the museum - the duty is not demanding and is only for a two hour period. Perhaps you could volunteer for duty once a month, as a "newby" you would be initially on duty with someone who has done it before to show you the ropes. Its also a good way to familiarise yourself with some of the photographs, copy documents, maps and artefacts we have in the museum. Go on, volunteer today, see Margaret Wallace or any committee member for information. Thank you.



## THE MYSTERY SINKING OF SS “ALBHONA”

By John Avery



**SS Albhona** was a British Passenger Liner of 4,066 tons built in 1910 by A. Stephen & Sons for the British India Steam Navigation. She was powered by two quadruple expansion steam engines of 1,317nhp powered by 6 large boilers giving 14 knots. *Abhona* was a new ship, having just completed her steam trials consisting of 12 thorough runs [4 at top speed] on the Clyde before proceeding to Plymouth, whence she sailed for Rangoon via Gibraltar and the Suez Canal on November 4th, 1910. The ship was intended for service in eastern waters and did not carry any passengers on her voyage out from England. Her crew numbered 90 all told, of whom 13 were Europeans, and she was commanded by Capt. T. B. Tilling, an officer of long and proved service with the British India Line. The ship was not equipped with radio.

On November 7th, when in lat. 44 N., long. 90 W., the *Abhona* was sighted by the Danish steamship, *Boscia*, which took her to be in difficulties as she had a heavy list to port. The Danish vessel was unable to render any assistance as the weather was very rough and she was some distance away. Shortly after the sighting the liner sank but a black ship's boat with a brown sail was seen for a time but eventually disappeared as if it had sunk. Those on board the *Boscia* were not aware of the identity of the liner, but saw that she had a black funnel with a white ring. This circumstance and the black ship's boat led the British India Company to believe that this was the *Abhona*. No word of the ship ever came to hand, but on November 27th a Spanish steam-trawler picked up flotsam from the *Abhona* off Gijon, Spain. As was the custom of the BI fleet, none of its vessels were insured.

At the BOT Inquiry a suggestion was made that the ship struck a submerged wreck but this was never proved. There has been some discussion as to whether the water in the ballast tanks was adjusted to give a better pitch in rough seas and an error had occurred.

## RECENT ARCHIVE ACQUISITIONS



WEST END COACH OUTING c.1920  
Question: Does anyone know the location?



WEST END WOMEN'S SOCIAL CLUB CARNIVAL FLOAT  
Question: Does anyone know which year?



## **THERE'S AN AWFUL LOT OF FOOTBALL IN BRAZIL**

**By John Avery**

The Antelope Ground, located between St Mary's Road and Graham Road Southampton was primarily a cricket ground; in the winter months local football teams enjoyed using the pitch. Patients and staff at the adjoining RSH hospital no doubt watched a match occasionally. Nowadays a self storage facility [Brintons Road] and the new NHS psychiatric unit Antelope House occupy the site. Charles Miller a Southampton schoolboy played for the St Mary's Choirboy's Football Club, one of the local teams. [A bit of a mouthful so they became The Saints.]

Young Charlie Miller attended the Bannister Court School, just west of The Avenue. His Scottish parents had settled in Sao Paulo, Brazil, where his father was in commerce. Charlie was sent back to the "old country" to complete his education.

Not well known for academic achievement, Bannister Court School put the emphasis on character development through frequent and vigorous exercise. Charlie excelled at cricket but even more so at football.

Nearing the end of his time at school, Charlie could have joined a top-class club as a professional footballer, or gone into business in London and played at an amateur club like The Corinthians. However, worried about his mother's failing health, Charlie boarded the steam ship "Magdalena" in September 1894 and returned to Brazil.

Landing at Santos in October, Charlie's luggage included two footballs. He took employment as a shipping agent, his bi-lingual skills being of great use. He continued to take an interest in sport and joined the Sao Paulo Athletic Club. He was surprised that although cricket was popular with the members, the game of soccer was unknown.

Miller invited 21 members of the club to meet him the next Sunday afternoon to introduce them to the sport. Only 10 showed up and a kick around was all that was possible that day. But a fortnight later he had his 22 players and the first game of soccer on Brazilian soil was played. The rest as we say is history.

Brazil, five times winner of the FIFA World Cup and host in 2014 had its humble beginnings thanks to a kick around encouraged by Charlie Miller.

[acknowledgements to Arthur Jeffery for his research]

## **WEST END CARNIVAL 2014**

This years Carnival theme will be "Countries of the World", so it promises to be a colourful event.

The Carnival Procession will be on Saturday 21 June 2014 - The parade will commence at 1pm making its way to Hatch Grange by approximately 2pm. The Carnival Procession will now start in Quob Lane and finish in the High Street opposite the Lodge House (Hatch Grange) and not at the Parish Centre main entrance. The arena events will take place from approximately 2pm to 5pm.

Carnival Quiz 2014 - Kindly hosted once again this year by the Master Builder, Thursday 19 June 2014, start at 8pm.

There will be other events during Carnival Week - Carnival Walks 2014, Best Cup Cake Competition 2014, Garden Competition 2014, Allotment Competition 2014, Princess Competition 2014. More competitions and events to be announced soon. Further information can be obtained: email - westendcarnival@hotmail.co.uk or ring the Parish Office on 023 8046 2371 for details. The carnival web site will be updated with latest news items and you can follow them on twitter @westendcarnival or "like us" on facebook at the West End Carnival - Official Site.

## THE APRIL MEETING

A review by Stan Waight

As is usual, the principal part of the April meeting, albeit the shortest, was devoted to the Annual General Meeting. Full details of the event will be published elsewhere, but it should be said here that the Committee was thanked for its efforts in the past year and that it and all the officers were re-elected en bloc.

There followed a talk entitled 'An Evening with Bill White'. Bill's talk seemed to me to reveal a passion for the world of jazz and other popular music, particularly of the early WW2 years. As an apprentice bricklayer earning 25 shillings a week, Bill found that the world of entertainment was opened to him in the purchase of recordings of those years. In particular, he acquired a collection of the 1940s items that were produced to entertain US forces everywhere.

These items included records, books, radio programmes and clips from films, and the talk was illustrated by extracts from each. Although there was a definite American bias to the material, the BBC did get a fair mention. Well-known groups and individuals figured in the examples, from the 'big band' sound to crooners and the 'pop' singers of the day. Among many others, we heard from Glenn Miller, to Bing Crosby and Frank Sinatra on the American side and from the Squadronaires to Vera Lynn, Anne Shelton and Pearl Bailey on the British. (in fact, I think that 50% of the talk was occupied by the content of tracks from records).

For those of us who are old enough to remember the war years, there was more than a little nostalgia - I found myself singing (to myself!) such songs as 'I'll be seeing You', 'Don't sit under the Apple Tree' and 'Bless 'em All'.

Bill must have spent a long time putting his 'talk' together and we thank him for it..

## SOUTHAMPTON CENOTAPH TALK



There will be a talk by Lona Fryatt [Southampton Cenotaph Families and Friends Group] at 7pm on 19th June 2014.

The venue is Northguild Lecture Theatre Art Gallery entrance Civic Centre, free admission.

After the talk a short introduction on **Captain Charles Fryatt**, who in 1916 rammed an enemy U Boat with his ship and was executed by a firing squad. Fryatt was born in Southampton and members of the Fryatt family with Geoff Watts, John Avery, Genevieve Bailey, Will Temple and Barry Gilbert are proposing a plaque in his memory at Holyrood Church - the merchant service memorial.

**We hope to form The Captain Charles Fryatt Memorial [Southampton] group and to use this opportunity to gain supporters and to elect a committee.**

If you are unable to attend but would be in support please register your interest at [john@avery7710.freerve.co.uk](mailto:john@avery7710.freerve.co.uk) Tel: 023 80638650

## EXTRACTS FROM ST. JAMES' PARISH MAGAZINE (1931-32)

By Pauline Berry



LEFT

Revd. R.H. Babington  
Vicar of West End  
1929 - 1942

RIGHT

South Stoneham  
Institution  
(later part of Moorgreen  
Hospital)



In 1931, the Vicar of St. James' Church, the Revd. Richard (Dick) H. Babington, also became the chaplain of the South Stoneham Institution (Moorgreen Hospital) in Botley Road. There was still £25 owing in the Organ Renovation Fund and Mr Cowley rose to the occasion, running a series of popular dances at the old Parish Hall (corner of Chapel Road), raising a commendable £14. By July, only £6 was outstanding and the Vicar commented "*It would be a great comfort to get rid of this debt*".

Sixty local people showed a great interest in joining the new tennis club in March. The new courts would be next to St. James' Church, on spare land on Church Hill (now Hatherell Close) donated by the owners, Mr & Miss Synge of Tower House, "*on a bus route with magnificent views over the countryside*". The following month, two hard and one grass tennis courts plus a pavilion were constructed on this site and the club commenced.

The church magazine continued by reporting that the new St. James' Drama Society had performed a morality play entitled 'Dame Truth' which was poorly attended, partly due to the bad weather. The vicar thought a comedy would have attracted a larger house and admitted he preferred slapstick comedy when going to the cinema.

The following parish organisations were listed: The Communicants Guild, the Mothers' Union, the GFS (Girls Friendly Society) run by Miss Synge, the Boy Scouts (run by Mr Sheridan and Mr Bob Moody), the Girl Guides (Miss Jordan of Winton now Merlyn House), the Brownies & Cubs (Mrs Willoughby of The Mount, opposite Littlewood Gardens), The Men's Club (run by Mr Mattison in the Reading Room), The Drama Society (Mr A. Fray and Miss F. Acton) and the Working (Craft) Party (Miss A. Acton).

An address was given by Capt. Sir Arthur Henry Rostron, retired Commodore of the Cunard Fleet and of Titanic fame, on Anglo-American Friendship. This was a subject he knew well, having visited America numerous times and carried many of its subjects on the ships, Berengaria and Mauretania under his command.

Bad weather in the summer of 1931 forced the Annual Fete indoors, into the old Parish Hall, the Vicarage and Kirkstyle, a large house next door. "*It rained cats and dogs*", stated the Revd. Babington. The choirmens' outing to Windsor Castle on a Princess Coach, was entertained by a barrel organ during a break in the journey. They arrived home at 9.45pm., having also stopped twice to lubricate the voices of those singing most of the way!

Doctor Elias Jeffrey, of Hope Lodge (now Westwood Court), died "*after a long and faithful service in the war against disease*". He had been the local G.P. for about 13 years and his position in the same building was superseded by Dr. Herbert Bamber and later, his son Claude, for many of the following years.

The August magazine gave a report from the vicar on the bad summer for farmers and that "*the world was in the grip of the worst common depression in living memory*". In view of this, the church council decided to delay the installation of extra heating until a later date, but allowing Mr Synge to make enquiries on their behalf, in the meantime.

*Continued on page 8*



*Continued from page 7*

Miss Pildren resigned her post as the Infant School headmistress and was followed by a proposal that a merger between the Infant and Junior Schools would be propitious, with Mr Harris as the overall head teacher.



West End Tennis Club grounds - higher level looking east c.1930



West End Tennis Club, St. James Church in background c.1930



West End tennis courts & clubhouse - lower level looking east c.1930



Capt. Sir A.H. Rostron

In January 1932, the Revd. Babington wrote that the new church inner porch was in position but not yet paid for, and a fourth stove had been installed in the church in the hope that it would solve the heating problem. Contributions were needed *“from those in the congregaion whose teeth have chattered in times past”*.

Mr F. May was praised highly for his 50 year service in the church choir, *“who never wearied and always gave his best service”*. Mr May recalled many memories including Mr Atkins, the schoolmaster and organist who kept order with a stick from a bundle of faggots. Then Mr Elliott the headmaster and a later organist, with modern ideas who held services in the Parish Hall whilst the new church was being built. He remembered even further back, into the 1880's, when under the Revd. Tudor Williams, the first choir outing in a “brake” pulled by horses which refused to pass Hatch Bottom (Chapel Road) until urged on by Mr Fletcher's men!

Having finished his stories, Mr May was eased bodily into a newly upholstered easy chair by Mr Wiltshire. This was gift from the choir and servers, and produced by Mr W. Haines of Bitterne at cost price. He was also presented with a cheque and everyone's best wishes.  
(to be continued...)

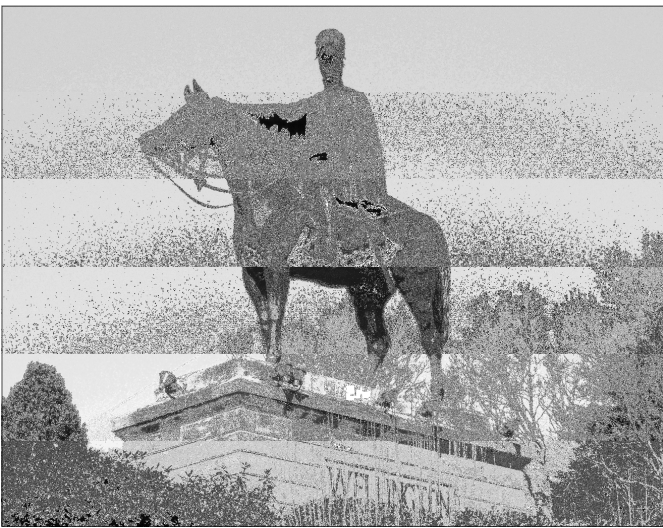


## THE MAY MEETING

A review by Stan Waight

More than 50 members and visitors attended the meeting to hear Jill Daniels, Southampton Blue Cross Guide, present 'Where and What is That, Part 2'. I know that Jill has spoken to us before, but, for the life of me, I can't remember covering Part 1. Jill is an excellent speaker; her presentations are articulate and she moves seamlessly from one topic to the next. On this occasion her 'talk' was totally absorbing, and went on for over an hour. Jill's method was to show a slide of some landmark in Hampshire, ask the audience to locate it and then talk a bit about it.

For instance, the bronze statue of the Duke of Wellington mounted on Copenhagen, now located at Aldershot, was originally set up on the triumphal arch at Hyde Park Corner in 1827/8 and moved to Aldershot in 1885.

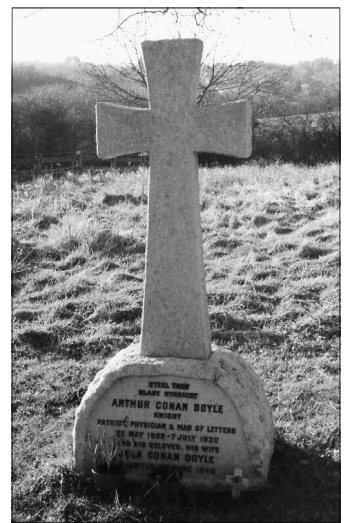


*Left*

*Wellington on Copenhagen*

*Right*

*Conan Doyle's reburial plot in Minstead*



Other topics included:

Hanns Way in Eastleigh with memories of Benny Hill, 'The Fastest Milkman in the West'.

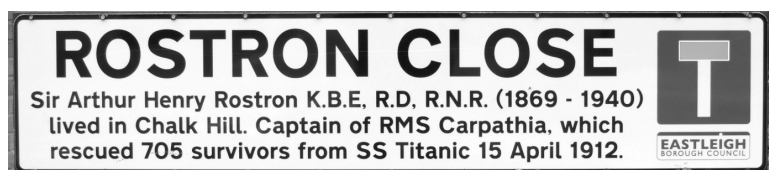
The tapestries in the D-Day museum in Portsmouth.

The gravestone marking the reburying of Conan Doyle in Minstead.

Isington Mill, near Binstead, home of Viscount Montgomery

Jill's presentation is intended to be given anywhere in Hampshire so she could be forgiven for showing a slide of something that all of the audience recognised immediately - the street sign for Rostron Close, West End.

I'm sure that everyone was totally engrossed, in fact I found it fascinating. We look forward to Part 3!

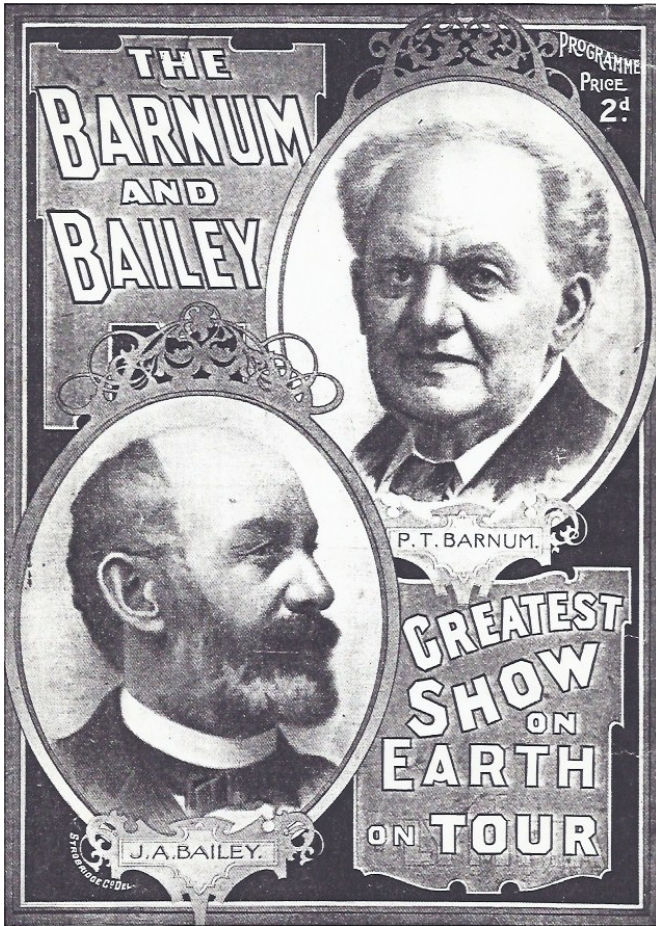


*Left: Isington Mill near Binstead*

*Above: The street sign for Rostron Close in West End*

## THE CIRCUS COMES TO TOWN

By Bill White



In the early hours of the morning of the 11<sup>th</sup> July 1899 a special train arrived at Southampton Terminus Station. This was followed by three more trains and a passenger train from Salisbury. All were owned by the Barnum and Bailey Circus which was touring England. In 1898 they had visited Weymouth and Bournemouth before coming to Southampton, always using their special trains. The animals such as elephants and horses on the first train would have been fed and watered whilst awaiting the arrival of the third section which contained the work gang responsible for the unloading (Americans called the separate trains “sections”).

The circus was a small town in itself, looking after all its needs from the smithy for the horses to the restaurant for the performers and workers. All had to be loaded on the trains after the end of the last performance at 10 o'clock, transported to the next town and be ready to open the side shows with a street parade at 9 o'clock the following morning.

The performers and workmen numbered 860 people, there were 460 horses and 104 road vehicles (floats, cages and tableaux). The menagerie had elephants, camels, zebras, bears and many other animals such as *Johanna* the female gorilla.

The circus tent was 525ft long, 240ft wide and 65ft high, and had three rings for simultaneous performances. As the circus ground at West Marlands (on the site of the present Civic Centre) was not all that large, Southampton only had a two ring circus, but normally the tent could seat 15,000 people in separate seats.

The tent for the menagerie was 250ft by 150ft, and another contained the restaurant for 500 people. Other tents contained the freak shows, dressing rooms, lavatories, ticket offices and workshops. This would have been a tremendous undertaking to move at any time but in 1898/99, using railways and horse power, more so. What a sight this must have been to the people, leaning over the road bridge to see all the shunting of trains and unloading going on in the early hours. The elephants backing out of their special cars; horses, ponies and zebras all being led to the showground. Horse teams were used for unloading the flat cars and pulling their loads up through the town. Having unloaded, performed the parade and given the two performances, the whole lot had to be put back on the train and off to the next town, which happened to be Portsmouth.

The *Barnum and Bailey* circus trains were built by W.R. Renshaw and Co., Stoke on Trent. All the vehicles were bogie cars and, at 59ft long, were longer than their English counterparts. An American engineer came over to supervise the construction and it is probable that 68 vehicles were built. The US designs had to be reduced in height for the English loading gauge and all flat cars were designed for loading from ground level. All the wheels were restricted to 28” diameter because of the the height problem and were supplied from Krupps of Germany who specialised in steels wheels.

The stock was made up of the following:

- A.....35 Flat cars
- B.....18 Stock Cars
- C.....1 Double Deck Pony Car
- D.....3 Elephant Cars

*Continued on page 11*



Continued from page 10

E.....8 Sleeping Cars

F.....1 Baggage Car

1 Advertising Car

The trains were made up into the following sections:

Section 1.....3D 12A 1B

Section 2.....1B 7A 1C

Section 3.....1B 3E 6A 7B

Section 4.....1B 5E 10A 1F and probably Bailey's own private car.



All the vehicles had buckeye coupling (American style) but the end wagons had conventional buffers and draw gear.

The advertising car had English couplings to attach it to a scheduled service in advance of the circus, for publicity and site details. The sleeper cars were painted dark lake with gold lettering and the freight cars were yellow with red lettering and underframes painted dark green. All had

**BARNUM AND BAILEY THE GREATEST SHOW ON EARTH** on the sides. What a sight to have seen one of these trains travelling through the English countryside.

As the tour proceeded around England, the relevant Railway Group would have provided the locomotives for the trains. The GWR had a 2-4-0 loco designed by William Dean and the class was nicknamed *Barnums* in honour of the circus.

The tour of the circus was extended into Europe and finished with a winter season in Paris in 1901-02 after travelling through Belgium, France, Germany etc.. Whilst in Germany there was an accident on the railway with damage being done to some wagons. These were replaced by Renshaws at the German Railway's expense.

The carriages and wagons were probably taken across the channel as deck cargo because train ferries as such had not been thought of at this time. Some of the tableaux and floats were brought over and returned to America for their commitments in the States. The trains were probably pulled by continental locomotives with a *barrier* vehicle adapted to suit the different couplings. At the end of the tour the trains were returned to England and the circus returned to the USA.

Fifty of the original wagons were next used by Buffalo Bill Cody's Wild West Show which had been taken over by the Barnum and Bailey management and toured the UK and Europe from 1903 to 1906, ending at Ghent on the 21<sup>st</sup> September. The Wild West Show toured the country visiting Dorchester and Poole before coming to Southampton for the last time in 1906. The railway staff at the Terminus Station must have been getting used to these visits,

The Buffalo Bill show was photographed in black and white and was advertised at the *Empire* in Bugle Street for 3 days only on the 22<sup>nd</sup>, 23<sup>rd</sup> and 24<sup>th</sup> of January 1914. A copy of this film has been found and after restoration was shown on a television programme about Buffalo Bill.

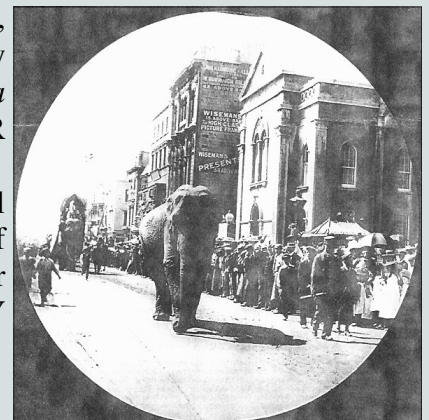
When the trains became redundant, some of the vehicles were broken up, some went to Chatterley Whitfield Colliery for transporting miners (they were called *monkey vans*) and others taken over by the *Alexandra (Newport and South Wales) Docks and Railway* and survived into GWR ownership.

Just one sleeping car remains, having been rescued by the Industrial Museum in Cardiff after being used as a holiday chalet in Paignton. If funds permitted, how nice it would be to restore it as a circus sleeping car in its rich red colour and still proclaiming **BARNUM AND BAILEY THE GREATEST SHOW ON EARTH**.

*Acknowledgments:*

Chris Leigh; Theatre Museum; The Echo, Southampton.

(Originally published in Southampton University Industrial Archaeology Group Journal November 1993)



THE CIRCUS IN SOUTHAMPTON



## OLD BILL

Following on from last editions 'Old Bill' cartoon postcards produced by Captain Bruce Bairnsfather during the Great War, we include two more of the postcards here:

**LEFT:** *Out since Mons:* "Well, what sort of a night 'ave yer 'ad?" *Novice (Persistent Optimist):* "Oh, all right. 'Ad to get out a bit now and again".

**RIGHT:** *Keeping His Hand In.* Private Smith, the company bomber, formerly "Shiner", the popular juggler, frequently causes considerable anxiety to his platoon".



## THE NEXT MEETINGS ARE....

July 2  
**THE ROAD TO AGINCOURT**  
Geoff Watts

August 6  
**SOCIAL EVENING AT THE MUSEUM**  
(including raffle and free refreshments)  
All Welcome

September 3  
**CARLTON CRESCENT & ROCKSTONE PLACE**  
Jake Simpkin

## ON THIS DAY.....

**On this day (June 4th.) in.....**

**1703** Samuel Pepys was buried at St. Olave's in London's Hart Street.

**1738** King George III, the grandson of George II, was born in lodgings at St. James' Square in London.

**1805** The first 'Trooping of the Colour' took place, at Horse Guards Parade in London.

**1831** Prince Leopold of Saxe-Coburg was chosen as the first sovereign of independent Belgium.

**1910** Christopher Cockerell, British engineer and inventor of the amphibious Hovercraft, born at Cambridge.

**1913** The 'Suffragette' Derby took place, during which Emily Davidson was trampled to death when she threw herself in front of the King's horse 'Anmer' at Tattenham Corner.

**1940** The evacuation of allied forces from Dunkirk and St. Valery was completed - having started on 27th May.

**1941** Kaiser Wilhelm II, German Emperor, died in exile in the Netherlands.