

WESTENDER

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VISIT OUR WEBSITE

www.westendlhs.co.uk

E-mail address:

westendlhs@aol.com

EDITOR

Nigel Wood

EDITORIAL & PRODUCTION ADDRESS

40 Hatch Mead

West End, Southampton

SO30 3NE

Hants

FROM OUR ARCHIVE



The above picture taken from our archives shows the junction of the High Street and Upper and Lower New Road. We see Langford's General Store on the right and a group of five people stood posing for the photograph in the middle of a deserted Upper New Road. You will see the lack of buildings in Upper New Road - this photograph being taken in 1908 when there was a heavy snowfall.

If anyone has more pictures of West End taken in the snow, particularly in 1908, we would love to borrow them and scan them for our archive, we would of course return the originals to you.

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**WEST END
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THE GOLDEN AGE OF THE CAR Part 2

By Linda Glasspool

We would set off very,very slowly and were thrown from side to side where the pot holes were so big. There was a little hump back bridge over a stream where if we had too much rain it would flood the road and we would have to drive through it. Fortunately Austins were quite high up on their wheels so she coped with the ruts, bumps and floods very well. If we met a tractor or anything halfway down, we would have to reverse all the way back up the lane to let it pass as it was so narrow.

The last fifty yards straightened out and was a bit wider. When we reached this part of the lane Dad would sometimes sit my brother on his knee and he would "drive" on up. Noel would steer, Dad would operate the pedals, Dad only taking over if we were in danger of landing in the ditch.

As it was a private road Mum would sometimes have a driving lesson. The little hump back bridge was the worst bit as Mum would have to rev her up to get up to the top, then slow down as there was a bend at the bottom, so if we went too quickly we would have landed in the stream.

The Austin seven was a very difficult car to drive due to the short clutch distance between being out of gear and engaged, so taking this and the condition of the lane into account, not to mention the insults and threats to get out and walk which issued from the back seat, I think Mum was very brave to have a go and we did always arrive in one piece.

Uncle Tom and Dad were kindred spirits where cars were concerned, both owning Austin Sevens. They used to talk about 'mass produced American rubbish' (Fords), and how the new cars looked the same from the front as they did from the back so you could not tell if they were coming or going. I imagine the shape they meant would have been the Ford Popular and Morris Minor type.

In the summer we would go to the seaside for a day out. We nearly always went to Meon as this was closest and was quite safe for children as it had a natural sand bank which, when the tide went out left a paddling pool for us to play in.

It took us about three quarters of an hour to get there which seemed like a very long time to us as children.

With picnic, buckets, spades and rubber inner tube to a car tyre packed, we would travel through Botley, Burridge and Park Gate, where we joined the A27 till we got to St. Margaret's Lane which we turned into. This led us into Posbrook Lane and then Triangle Lane, although as a child it was just one long lane to me and as soon as we turned into St. Margaret's Lane I would get excited at the prospect of reaching the sea-side.

Towards the end of the lane we would spot the sea and sing out "I can see the sea". On arrival we would park and pick our spot on the beach which would be ours for the day. We did not invade the privacy of other beach users. There was no need to - there was plenty of space for everyone. Other favourite picnic spots were Cranbury Park and the river at Brambridge.

We would park at Otterbourne and walk through the woods to the lakes at Cranbury Park. About half way through the woods was a little house which was completely surrounded by hedges so dense that you could not see the way in. It always seemed a magical cottage to me hidden away in the woods as it was, and those woods were so quiet, almost creepy. I always thought of it as the house in the woods from "Babes in the Wood". It is still there now at the other side of the motorway bridge, not nearly so interesting as it is no longer hidden in the woods. At Brambridge we would park by the river and walk either up to Shawford or back to Allbrook.

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Somewhere along the way we would have our picnic, paddle our feet, and we always came home with a handful of wild flowers.

The river walks are a kind of tradition in our family. My mother's father had lived in Allbrook as a boy and had spent a lot of time by the river. He was a real countryman and knew all the names of the flowers growing there. I never knew grandad as he died before I was born. Mother tells of how once he and his brothers ran home naked as someone stole their clothes while they were swimming in the river.

On fine evenings Dad would drive us up to Stephen Castle Downs to 'blow the cobwebs away'. It would take us about half an hour to get there. We went via Bishops Waltham.

On arrival at the top we would park in one of the pull-ins along the road - not special pull-ins for parking, just grassy gaps between the hedges where you could park.

We would jump out of the car and run down the hill until our legs seemed to propel themselves. We would play hide and seek in the clumps of trees and bushes and find little natural dens within them. Then we would begin the long climb back up the hill, stopping to pick cowslips on the way. On the way home Dad would stop in Bishops Waltham and buy us an ice cream if the shop was still open. To this day I still think of ice cream when driving through or around Bishops Waltham. We would arrive home just in time for bed.

Journeys

More rarely we would have special days out to places further afield. We went once to a miniature village called Beacons Cote at Beaconsfield. I remember seeing trains travelling around the village and boats sailing into miniature docks. I don't know how long it took us to get there but I should think it was about three hours. I seem to remember it took us a lot longer to get home as we had two punctures on the way back.

Another place we visited was Beaulieu Motor Museum. Not the grand place it is today, just about a dozen or so old cars and motorbikes in the grand hall of the house. But what I enjoyed most that day was a miniature train layout. It was housed in a large shed at the back of the house. I think the gauge of the trains was smaller than usual train sets. It was laid out with towns, villages and countryside, and I was fascinated by it. I was most disappointed when we visited there again a year or so later to find the old cars had all been rehoused in a purpose built building, but the train layout had gone. I have often wondered what happened to it.

More regular journeys were those made to visit relations. Mum's sister lived in Barnet. This was a very long journey and took us four hours. To help pass the time we would look out for special places along the way.

The first of these was the Winchester by-pass which I think was one of the most modern roads in England at that time, it being a dual carriageway. We would then start looking for the Spitfire bridge and after passing under it we would join the A33 to London. Not too much further on there was a long hill and about halfway up was a cafe which was sort of cut out of the chalk. It was called Pit Cafe and was for the lorry drivers. It was very well placed as everything slowed down going up the hill. Talking of lorries they used to have round signs on the back denoting their maximum speed ie 20. They used to go flying past us and Dad would say, "He's doing more than 20 I know". They had to be as we rarely went faster than 20 anyway! The next point of interest was Hartney Wintney. It was here we always stopped to use the public

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toilets as it was about halfway. While we were stopped Dad would also check the radiator for water. That was another very common 'breakdown', radiators boiling. I remember many a time having to stop and Dad, with an old rag around his hand and arm for protection, would gingerly unscrew the cap. It would come off with a hiss and a mighty rush of steam. Meanwhile, we would stretch our legs and maybe have a cuppa from the flask before commencing our journey.

The next point of interest was Blackbushe Aerodrome where we would look for aeroplanes. We would usually see some but mostly on the ground. We would then pass Virginia Water where we looked for, but never saw, the water!

Next we would pass London Airport which was very exciting. There was a very high chain link fence around it. Dad would just pull up on the side of the road (although you weren't supposed to stop) right outside the airport and we would watch for planes. If we were lucky we might see one land or take off.

When we got onto the North Circular Road the traffic got really busy. Dad did not like it. "Everyone," he said, "was in a rush and tear". There were numerous sets of traffic lights along this stretch of road and cars would shoot off from one set only to have to brake hard for the next set. We in our Austin never shot off from anywhere!

Auntie Mabel and Uncle Eric lived at No 77, Woodville Road, Barnet. When we arrived our cousin would be waiting at the end of the road for a ride either in the car or standing on the running board on the passenger side and holding on while Dad drove slowly up the the house. We would stay for a few days holiday, usually at Christmas or in the summer.

Once when we stayed with Auntie we visited Whipsnade Zoo. It was a wonderful place being very spacious for the animals, which was unusual in those days. There were enclosures where lions, bears etc roamed around in relative freedom, not at all like the usual cages most zoos had. It was a huge place and there were pushchairs for young children to ride in. I also remember having a ride on an elephant there.

Our happy days with auntie, uncle and our cousins would be over all too quickly and we would wave all the way to the end of the road at the start of our long journey home. I remember very little of this as before long I would be sound asleep and would only wake if we stopped, sitting bolt upright saying, "What we stopped for?" Mum would say, "We're home," and it seemed impossible that such a long journey was over so quickly.

Changes

There were a few things I remember which, on looking back, were leading up to Dad having to consider getting a newer car.

One of these was a day spent at Lee-on-Solent. While we were there, there was a very heavy thunderstorm. We had to have our picnic in the car. We also had to empty our cups quickly so that we could catch the drips coming through the roof. We didn't go home though, we were out for the day and that was it. We waited for the rain to stop and made the best of what was left of the day.

Another time Dad came into the kitchen with some part which he had had to buy for the car. He was talking to mum and she said, "How much? And I was hoping for a new winter coat this year." It was 1956.

Mum started to talk to Dad about getting another car. Dad was not keen. He was very fond of his car. She was by now, however, 24 years old, and nearly everything else on the road used to overtake us. I was eight years old and my brother twelve, so the space in the back was becoming a bit tight as well.

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It took quite a lot of persuasion but Dad eventually started looking around. After a while he found a car he liked at a price he could afford. He was offered £20 in part exchange for the Austin, which wasn't bad as that was what he had paid for her eleven years previously. By now Dad was getting quite excited at the prospect of a 'new' car.

I remember so well the day we all set off to get the 'new' car. Along the way Dad was singing the praises of the 'new' car, but every so often he'd say, "She's been a good old girl though," and, "We've certainly done some miles in her," and, "She's really done us proud."

By the time we arrived at the garage I didn't want to part with 'our' car at all. I felt safe in her. She was all I'd ever known. I was nearly in tears and asked Dad, "Do we have to part with her?" I was told that we did.

That was the end of the Austin. We drove home in the 'new' car. She was a 1935 Triumph Gloria with a 10.8 horse power engine.....

But that's another story....

DO YOU RECOGNISE ANYONE IN THIS PICTURE?



WELHS member David Lloyd kindly supplied the above photograph showing West End British Legion members on a Princess Coaches trip in 1947. Does anyone know who the individual people in the photograph are and the destination of the trip?

JAMES HALLUM 2nd. LIEUTENANT ROYAL MARINES Part 2

By Paula Downer

Throughout its history the Royal Marines have participated in a number of wars and conflicts worldwide.

According to Steel's Navy List for August & September 1810 James Hallum, 2nd Lieutenant with the Royal Marines 46 Company is on **HMS Argonaut** which was permanently moored in the River Medway within sight of Chatham Dockyard. Chatham was then an important Royal Navy dockyard, the Royal Marines Chatham Division occupied barracks at its southern end.

HMS Argonaut, 64 gun 3rd rate, formerly named Jason, was captured from the French in 1782 and saw many years active service against the French ! In 1804 it became a hospital ship, seemingly, to replace HMS Victory which had been converted to a prison hospital ship in 1796 for wounded French prisoners of war. After the Battle of St. Vincent the Victory had been declared unfit for further active service and left anchored off Chatham Dockyard. The Navy then decided, having recently lost a ship of the line HMS Impregnable (ran aground near Hayling Island), to repair the Victory, work began in 1800, in 1803 the Victory was ready to return to service. Hospital ships were also used for quarantine purposes to protect Britain from infectious diseases. Also on board **HMS Argonaut** with James Hallum RM were Captain RN James James, Surgeon Thomas Watherstone, Assistant Surgeon John Livesey Doolan and Purser Robert Farquhar.

14th August 1811 - James Hallum 2nd Lieutenant RM was appointed to **HMS Venerable**

HMS Venerable - 74 gun 3rd rate Royal Navy ship of the line, launched 12th April 1808 at Northfleet, Kent (shipbuilder - Thomas Pitcher)

During the Peninsular Wars HMS Venerable was involved in a series of successful joint British and Spanish ventures off the north coast of Spain. General Sir Arthur Wellesley was still on campaign in France with his army, he had been posted to Portugal in 1808 to sort out the French ! The French, under Napoleon Bonaparte, had taken control of Portugal and Spain subjecting its people to a brutal and ruthless regime. The ships of Great Britain's Royal Navy were no longer able to access Portuguese ports to blockade the French. Britain was therefore a willing ally to both Spain and Portugal and prepared to provide assistance against Napoleon.

In May 1812, the Royal Navy was under orders from Lord Keith, Commander-in-Chief in the English Channel, to assist the Spanish and annoy the French. The Commodore Sir Home Popham, in command of HMS Venerable, HMS Surveillante 74 gun, HMS Rhin 38 gun and HMS Medusa 32 gun, sailed for the north coast of Spain carrying a large quantity of small arms for the Spanish guerrillas and extra detachments of **Royal Marines**.

Their first port of call was Lequeitio where the French were in possession of a hill fort and fortified convent. Venerable tried to bombard the walls of the fort but being unable to do so, decided to erect a battery on the hill opposite. A 24-pounder gun was put ashore - this was no mean feat, the gun, more than likely a carronade, would have been fastened underneath the ship's launch with rope, the carriage inside the boat. Once ashore the gun was put back onto its carriage and hauled up the hill by men and oxen. Henceforth, the convent and fort were successfully blown up.

From Lequeitio, Sir Home Popham's ships worked their way westward along the coast, destroyed a fort at Bermeo, raided Plencia (Plentzia), at Bilbao Venerable and Surveillante fired at Algorta Fort using spherical case-shot. At Guetaria, seamen and marines were landed, guns were mounted on a hill nearby to bombard the town. A battery was mounted at Isla de Mouro, guerrillas, seamen and marines took Castello de Ano and blew it up. Lastly, Santander was captured which provided General Wellesley with a safe supply port in north Spain. After this, HMS Venerable was ordered back to England.

The Naval Chronicle publication reported that in January 1814 French Frigates Alc  me and Iphig  nie had been captured off Madeira by His Majesty's ships Venerable and Cyane, a sloop of 20 guns. The 44 gun Alc  me and

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Iphigénie were two new French Frigates out on a maiden voyage. Off the coast of Africa they had made prizes of two Guineaman ships which they burnt after looting cargo such as elephants' teeth. From Africa they sailed onto the Canary Islands taking six more prizes; the French ships were now full of valuable cargo - and worth capturing !

Just off Madeira, the Alcème and Iphigénie were sighted by Cyane whom signalled HMS Venerable. The Venerable gave chase and drew alongside to be within firing shot of Alcème. Captain Worth of the Venerable hailed Alcème to surrender and then having received an evasive answer had no choice but to open fire whereupon the Alcème cut across Venerable's bow in order to board her. Captain Worth foiled their attempt to board with his own crew jumping on board the Alcème. A few Frenchmen were knocked overboard and the Alcème was then forced to strike her colours (take down her flag and surrender). The Iphigénie, instead of assisting Alcème, escaped, lightening its load by cutting away its anchors and hauling boats overboard. The Cyane kept the Iphigénie in sight, Venerable joined the chase and being the superior sailing ship closed in on Iphigénie, fired three broadsides, the French ship duly surrendered. The Alcème was taken into the Royal Navy as HMS Dunira, later Immortalite, the Iphigénie taken in as HMS Gloire.



HMS Venerable opens fire on French ship Alcène

Image courtesy of Wikipedia

14th August 1814 - James Hallum 2nd Lieutenant RM was appointed to **HMS Cornwallis**

HMS Cornwallis - 74 gun 3rd rate Royal Navy ship of the line, launched in May 1813 at Bombay Dockyard - built by Jamsetjee Bomanjee Wadia whom was highly respected by the British Admiralty for building sturdy ships. The barley twist design used for deck supports became his trademark. From India, HMS Cornwallis sailed to Portsmouth, arriving in June 1814 to be fitted as a flagship for the Royal Navy. Despite being a heavy teak ship, she proved to be fast on the wind.

In January 1815 with the Peninsular War over, HMS Cornwallis was commissioned to the convoy for the British colony of Cape of Good Hope. The ship inadvertently became embroiled in the United States Naval War of 1812, a conflict between Great Britain and the United States from June 1812 to February 1815.

During the Napoleonic Wars Britain and France had tried to restrict each other from trading with the United States. Britain further irritated the United States by stopping American ships at sea and impressing their sailors, that is, forcing them to enter the British Royal Navy. Britain was at war with France both on land and by sea. On 18th June 1812, the United States formally declared war for the first time in its history, from then on many a battle ensued both on land and at sea until the war was brought to an end by the Treaty of Ghent on 18th February 1815.

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Alas, in those days, this information took a long time to reach ships at sea.

In April 1815, whilst off Cape of Good Hope, and unaware that Britain and the United States were now at peace, HMS Cornwallis encountered a sloop of war USS Hornet which thought that the Cornwallis was a merchant ship, an East Indiaman, and therefore likely to be carrying much sought after cargo. Cornwallis gave chase but was distracted by a marine falling overboard which enabled the Hornet to get away. Next day the chase continued, Hornet hauled overboard guns, anchors, capstan, boats, spare spars, bell and much of her ballast. Cornwallis managed to get close enough to open fire but did not do much damage. However, without guns the Hornet was then rendered useless, the Cornwallis gave up and the Hornet headed back to the United States.



HMS Cornwallis gives chase to USS Hornet

Image courtesy of Mystic Seaport Museum Accession #1946.188.12

By January 1816 HMS Cornwallis was in the East Indies, on the 24th she departed Columbo, Ceylon (now Sri Lanka) for Madras on the south east coast of India. On board she carried the last King of Ceylon, Sri Vikrama Rajasinha whom was being deposed by the British, under an agreement of the Kandyan Convention. The king was to be held as prisoner at Vellore Fort, 80 miles east of Madras. The king was transported to HMS Cornwallis in the governor of Ceylon's carriage watched by a large crowd eager to witness the king's departure. The procession halted momentarily as there were spectators standing above him, the king demanded that they descend - his subjects were not allowed to stand higher than a royal personage, even a deposed king ! Being nearly six feet tall, the king cut a striking figure, wearing a ceremonial outfit of red silk embroidered with gold, baggy purple silk trousers and a splendid turban.

From a barge the king and his consorts were hoisted aboard HMS Cornwallis. A band played as the captain welcomed the royal party whom were taken to their cabins. A Ceylonese cook was on board to cook their meals. During the voyage, the royal prisoners were closely guarded, the king could be awkward at times, one day he was heard to be attacking a day bed with a hatchet - how dare his courtier sit on the royal couch ! The bed had to be thrown overboard ! Whilst on board the king had changed into a Ceylonese sarong but once they arrived at Madras on 21st February he changed into ceremonial dress before disembarking. A sloop carried the royal party to land, thousands of natives were standing on the beach to witness this extraordinary event. Over 2000 years of Sinhalese monarchy had come to an end, Ceylon became part of the British Empire and Sri Vikrama Rajasinha was succeeded by Great Britain's George III as monarch.

Still in the Madras Roads in April 1816, a Court Martial was assembled on HMS Cornwallis, the Captain, Robert O'Brien, was put on trial for disregard of rules of the Admiralty. During his service in the East Indies the previous year, Captain O'Brien had raised a Royal Navy Broad Pennant on the ship's masthead unofficially assuming the

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authority of Commodore and Senior Officer of the East Indies fleet upon the death of Rear-Admiral Sir George Burlton KCB. The post of Commander-in-Chief had been appointed to George Sayer. The charges against Captain O'Brien were proved whom was thereby dismissed from His Majesty's Service. The following month HMS Cornwallis departed the Madras Roads for Plymouth, England via the British Royal Naval Dockyard of Simon's Town south of Cape Town in South Africa and the island of St.Helena. On 21st Aug 1816 HMS Cornwallis departed South Africa for its next stop - St.Helena. It is quite likely that James Hallum 2nd Lieutenant RM disembarked HMS Cornwallis at St.Helena, to board his next and last ship **HMS Eurydice**.

Steel's Navy List dated 1816 show James Hallum 2nd Lieutenant RM appointed to **HMS Eurydice** 1st May 1816.

HMS Eurydice - 24 gun Porcupine-class 5th rate Royal Navy post ship (ships with 20 - 26 guns were post ships with a Captain instead of Commander) built in 1781 at Portsmouth Dockyard.

In April 1816 the Captain of the Eurydice Robert Wauchope departed Portsmouth for St.Helena and the Cape Station (Cape of Good Hope). On board were a number of dispatches for the Admiral in command of St.Helena Station Sir Pulteney Malcolm and the Governor Sir Hudson Lowe. There was also mail for the Cape of Good Hope. On 29th September 1816 HMS Eurydice arrived at a remote island in the middle of the South Atlantic Ocean. From the sea the island of St.Helena appeared as a huge barren volcanic rock, towering cliffs rising to a great height. Due to its location on the trade route between England and the East Indies, the island had been frequented by the East India Company since the 17th century, its ships stopping off to collect food and water.



St.Helena in 1815 by G.H. Bellasis

Image courtesy of <http://sainthelenaisland.info>

The Napoleonic Wars ended in 1815 following Napoleon Bonaparte's defeat at the Battle of Waterloo by the Duke of Wellington. (By this time, Sir Arthur Wellesley had been rewarded with the titles of Viscount/Earl/Marquess then Duke of Wellington). The British government had decided to detain Napoleon on the remote island of St.Helena to avoid him being imprisoned either in England or Europe in fear of another one of his revolutionary uprisings and they did not want a repeat of his escape from Elba in 1814. By the time James Hallum arrived in St.Helena, the great man had been imprisoned there since last October.

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Inland, James Hallum RM would have found a large garrison housing British Army troops and the local St.Helena Infantry/Artillery Regiments, soldiers manning the ramparts, the coast heavily patrolled and nearly 500 guns ready for action. To further prevent anyone aiding Napoleon's escape, ships were constantly circling the island. It had been agreed that St.Helena would remain in the hands of the East India Company with the British government meeting costs arising from guarding Napoleon. The Governor, Sir Hudson Lowe, directly reported to the Secretary for War and the Colonies in London (which was responsible for the army and British Colonies (except India)).

Very strict regulations were enforced. No ship other than a East India Company or British Government (Royal Navy) ship was allowed to anchor in the Road or approach the island unless in urgent need of water and only licensed fishing boats were allowed to fish close to the shore. The arrival and departure of every ship was noted. If any other ship got too close, they were fired upon. However, some Captains were so keen to take a closer look at Napoleon that they would empty their water tanks before getting there ! At sunset every private boat was secured and given an armed guard. Inland, bridges and gates were locked and no one was allowed outside Jamestown without a signed pass after 9 pm. Napoleon was closely guarded, communication with the islanders was forbidden, only select visitors were permitted to see him at his residence at Longwood and they had to be issued with a pass signed by the Governor Hudson Lowe. It is recorded that on January 11th 1817 Napoleon received Sir Pulteney Malcolm, Captain Henry Meynell of HMS Newcastle and Captain Robert Wauchope of HMS Eurydice.

In 1807 an Act of Parliament of the United Kingdom abolished the slave trade in British colonies. To enforce this Act Royal Navy ships were tasked to impede and seize slave ships enroute from Africa to South America and the Caribbean Islands. Ports such as Rio de Janeiro played an active part in the slave trade. To overcome a severe labour shortage on St.Helena Chinese indentured labourers from Canton were employed to work on the land. The slaves that were already on the island were treated more kindly than elsewhere but Governor Hudson Lowe was determined to abolish slavery altogether, he could only do so if he won the respect of the slave owners. By 1818, the Governor felt that he had enough support to hold a meeting with the locals with the result that from 25th December 1818 all children born to slaves were considered free.

The Eurydice plied the seas between St.Helena, the Cape of Good Hope and Rio de Janeiro keeping watch in case Napoleon did manage to escape and looking out for slave ships. With the increase of troops and labourers on St.Helena there was a constant need of supplies, goods such as bullock, sheep, poultry, salt pork, wheat, fruit, soap, salt and candles could be obtained from the Cape. Whilst in Rio de Janeiro harbour, in January 1819, the Eurydice encountered a convict ship Hibernia carrying 159 convicts (some convicted at Southampton Assizes) from Portsmouth to Van Dieman's Land. The Captain of the Hibernia had suffered a mutiny by some of its seamen. When his ship reached Rio de Janeiro the rebellious mutineers were sent to prison on shore. Upon their release the mutineers refused to return to Hibernia asking Captain Wauchope if they could serve on the Eurydice instead. Twelve men left the Hibernia but Captain Wauchope sent only three in return. Being short on crew members the Hibernia could not proceed with its voyage and held Captain Wauchope and the mutineers responsible for its delay. The Hibernia was obviously not a happy ship.

For July 1819, records show that the St.Helena Squadron consisted of HMS Conqueror, 74 gun 3rd rate ship of the line and flag ship of Rear-Admiral Robert Plampin, Hyaena 21 gun 6th rate, Sophia, Nautilus, Hardy, Sappho, Leveret, Redpole, Redwing. The Eurydice was cruising windward of the island with Tees 28 gun 6th rate cruising to leeward.

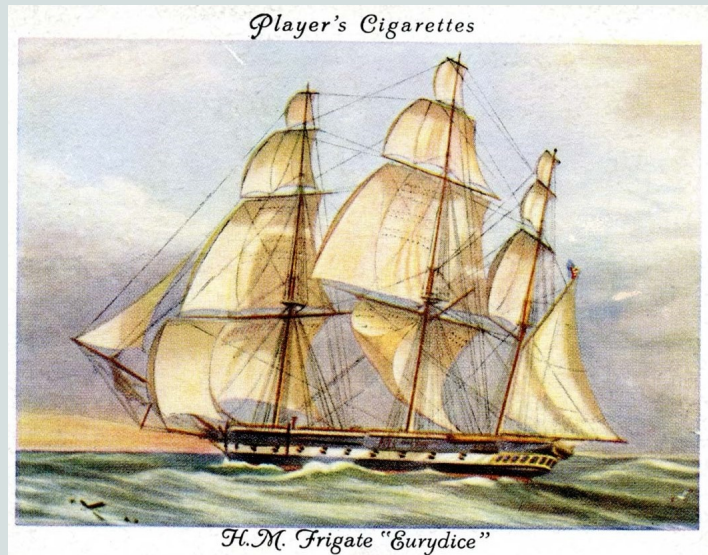
Being at sea, the ships were away from witnessing unfortunate events that were happening on the island such as the unrest between the Chinese population in Upper Jamestown and some soldiers which resulted in two Chinese being shot. The unrest lasted for three days. The soldiers were tried in Court for murder but were acquitted (31st July 1819).

On 3rd Oct 1819 HMS Eurydice departed St.Helena for England, relieved by HMS Menai 26 gun 6th rate, Eurydice arrived at Spithead on 28th Nov 1819. The officers and crew were glad to get home, they had been away for three years and deprived of their comforts for far too long. St.Helena was a bleak, desolate place.

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HMS Eurydice was laid up at Deptford in December 1819, moved to Woolwich in 1821. By early 1824 she had been refitted and recommissioned as a receiving ship (for new Navy recruits or sailors waiting to be appointed to active ships), spending the rest of her days in this role before being broken up at Deptford in March 1834.



HMS Eurydice (1781) would have looked very similar to the 1843 ship shown on this Player's Cigarette Card

With the end of the Napoleonic Wars in 1815 and Britain being at peace with France the British Army Regiments were gradually reduced, some were disbanded. From 30th March 1820 2nd Lieutenant James Hallum, along with many other Royal Marine officers, was placed on Half-Pay which meant that he could be called up should further service be required. Napoleon died at Longwood the following year on 5th May 1821. This suggests that James Hallum RM could not have been at Napoleon's funeral. The role of Guard of Honour was carried out by soldiers of the 20th and 66th Regiments of Foot. Twelve Grenadiers of the 20th and twelve of the 66th Regiment bore Napoleon's coffin to his grave.

What James Did Next - see Part Three in the next issue of Westender

FROM OUR ARCHIVE



This image from our archive was taken of the West End High Street on Monday 13th October 1975 some 44 years ago.

You will notice the absence of traffic and the changes to some of the buildings.

Today it is sometimes difficult to cross the High Street with so much traffic and congestion.

West End's War on Wildlife

By Sue Ballard, PhD.

Among a box of papers recently donated to the museum by West End Parish Council was a handbill for the West End Rat & Sparrow Club. It was the latest trend in sports.

Rats and sparrows were considered vermin, along with moles, crows and pigeons to name but a few. The efficient destruction of vermin on farms had been a problem for centuries. In his article "The Bird Pests of British Agriculture in Recent Centuries", E.L. Jones traces the history of the destruction of birds considered farm pests since the 17th century. The specific species targeted for destruction at any given time depended on the type of agriculture under threat. In the early 17th century, kites, buzzards and ravens were targeted because they preyed on poultry and weak lambs. Churchwarden accounts from this period show payments for the destruction of bullfinches and jays, which stripped orchards of budding fruit. By the mid 18th century, with increases in population, regional small-scale mixed farming had largely given place to widespread production of cereal crops in larger fields. The resulting changes in landscape altered wildlife habitats, inadvertently changing the balance of vermin and their natural predators. This resulted in two new threats to crops: the house sparrow (*Passer domesticus*) and the Norwegian Rat (*Rattus norvegicus*, or brown rat), which by this period had largely replaced the native black rat (*Rattus rattus*).

Payments were made for the destruction of house sparrows at the turn of the 18th & 19th centuries, when the population increases of the Industrial Revolution led to food shortages, which were exasperated during the Napoleonic Wars (1803-1815). The 4th edition of "The Complete Farmer" (anonymous) published in 1790, advocated an increase in the bounty on sparrow heads. Jones states that "even the incomplete Bedfordshire records show that millions of house sparrows were killed and tens of thousands of eggs taken during the eighteenth and nineteenth centuries." But by the end of the 19th century a fierce debate raged over the destruction of house sparrows. In "The Sparrow Question: Social and Scientific Accord in Britain, 1850-1900" (Journal of the History of Biology 2017), Matthew Holmes of the University of Leeds identifies four different groups with interests in the debate over the house sparrow: agriculturalists (who saw it as vermin to be destroyed), natural historians (who saw it as a subject of scientific study for the intrinsic value of knowledge), acclimatisation societies (who were interested in introducing new species to different environments, introducing the sparrow to the USA, Canada, Australia & New Zealand) and economic ornithologists. In a period when scientific enquiry was on the rise, the debate over the justification for the destruction of sparrows was couched in scientific terms as "Economic Ornithology" – that is, the quantification of both the economic cost of the destruction of crops by sparrows and the beneficial effect of the destruction of harmful insects by sparrows acting as a biological control. The debate raged unresolved for 50 years until natural history fell into decline as a discipline, acclimatisation societies repeatedly failed and the recorded observations and calculations by economic ornithologists inclined to support the agriculturalists. The debate fizzled out and the house sparrow continued to be persecuted as vermin.

In her article "The 'Modern' Management of Rats: British agricultural science in farm and field during the twentieth century", Professor Karen Sayer tells us that rats have been the subject of more focused vermin eradication drives since the 16th century and that by the turn of the 19th & 20th centuries a considerable quantity of material and advice to farmers on dealing with rats had accumulated, much of it published by the Incorporated Society for the Destruction of Vermin. Like sparrows, rats were treated as vermin due to their depredations upon harvests, but the reputation of the rat plummeted fatally in the 19th century when it also became associated with disease for the first time. Until this period, disease was thought to be spread by "miasma" (tainted air). The link between bacteria and disease was not recognised until the last third of the 19th century. When the third pandemic of bubonic plague began in China in the 1860s and was carried around the world on steamships over the next 20 years, scientists identified the plague bacteria *Yersinia pestis* and concluded that it was spread by the fleas on rats and other rodents. However, in his 1986 article "The Scarcity of Rats and the Black Death: An Ecological History" David E. Davis, Emeritus Professor of Zoology at North Carolina State University suggested that archaeological evidence does not support the existence of the black rat in Europe during the period of the Black Death (that is, the second pandemic of bubonic plague, which reached Britain in 1348). He also argued that the spread of plague was too rapid to have been rat-borne and that the majority of cases were more likely to have been pneumonic plague (spread by breath), which is easily contracted, infects many individuals in a household and is not seasonal. In contrast, murine (rat-borne) plague is less easy to contract, typically only affects individuals and is restricted to warmer weather. This theory has recently gained support. In "Human Ectoparasites and the Spread of Plague in Europe during the Second Pandemic" (Proceedings of the National Academy of Sciences of the United States of America 2018) Dean & colleagues argue that there is no mention in medieval plague records of large numbers of rats dying, which would be expected if they carried infected fleas. Instead, using mathematical models based on the speed at which the Black Death pandemic spread, they suggest that the model which most closely fits the 1348 pattern is one where the plague was spread by human fleas and lice, which proved far faster than modern outbreaks (the U.S. based

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WESTEND Rat & Sparrow Club.

The above Club has been formed for the destruction of these pests in the Parish.

COMMITTEE:—

Mr. E. H. Sloper (Chairman), Parish Councillors J. Fray, H. Haines, J. Knowlton, J. Welch, G. Williams, G. Wood, and F. Woolley, Messrs. C. Reeves, W. Moody, W. Owton, and C. Smith.

Hon. Secs.—Messrs. G. H. Elliott and B. Haines.

The following gentlemen have been appointed Collectors, with authority to receive and pay for all Rats, **House Sparrows** and Sparrows Eggs, destroyed in the Parish:—

MR. E. H. SLOPER, Quob Farm, Westend.
„ J. FRAY, Hatch Farm, Westend.
„ C. REEVES, Hickley Farm, Westend.
„ W. OWTON, Chalcroft Farm, Westend.
„ W. MOODY, Kenilworth House, Westend.
„ H. HAINES, Home Leigh, Westend.
„ G. WILLIAMS, Allington Lane, Westend.
„ G. WOOD, The Workhouse, Westend.

RATES OF PAYMENT.

Rats' Tails—1s. per dozen.

Fledged **House Sparrows**—3d. per dozen.

House Sparrows' Eggs—1d. per dozen.

SUBSCRIPTIONS.

Farmers—1d. per acre.

Householders (under £12 assessment):—1s.

Householders (above £12 assessment) and
Allotment holders:—2s.

} Per Annum.

All Parishioners are invited to become members and support the Scheme. Subscriptions may be paid to any Member of the Committee or the Hon. Secs.—

Messrs. C. H. ELLIOTT and B. HAINES,

G. F. WILSON & Co., Ltd., Printers &c., Southampton.

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Center for Disease Control and Prevention confirm that there are still outbreaks of *Yersinia pestis*, which is endemic in sub-Saharan Africa and parts of the USA). Other experts argue that the mathematical models of Dean & colleagues are weak. Long before their disputed association with plague, however, the killing of rats had been routine practice in farming and in towns. Professional rat catchers operated from at least the Middle Ages, using a combination of traps, cats, terriers or ferrets. One of the earliest known references to a rat-catcher in European popular culture is the story of the Pied Piper of Hamelin, dating to the first decades of the 14th century and better known in its country of origin as Rattenfänger von Hameln – more literally translated as the Rat Catcher of Hamelin. This predates the second pandemic of 1348. In denying that the black rat was known in Europe at this time, Professor Davis suggests that medieval records of rats probably referred to members of the genus *Arvicola*, or water rat (more properly called a water vole). This seems unlikely, as all major towns paid well for professional rat-catchers, whereas water rats live in rural habitats, nesting in reeds or harvest hay and eating mainly grass and water plants, so would not be a threat to grain stores. In the late Medieval and Early Modern periods, well known for their blood sports (including bear baiting, badger baiting and bull baiting), rat catchers caught rats alive and held rat baiting contests in taverns, where terriers competed to kill the greatest number of rats in a given time, with much money to be made in bets and prizes. While the Cruelty to Animals Act 1835 banned the baiting of bears, bulls and other large animals, it did not extend to rat baiting, which became the most popular form of gambling in Victorian towns with an estimated 70 rat baiting pits in London taverns.

In the late 19th century, the very serious business of vermin control again took a turn toward sport with the widespread establishment of Rat & Sparrow Clubs, which offered financial rewards for the tails of rats and heads of sparrows in a spirit of competition. Such clubs were newly popular but it was not actually a new idea. The oldest recorded club was the Eastling Rat & Sparrow Club in Kent, which was founded in 1745 and lasted until 1964, when it had declined to two active members (who that year had bagged between them 187 rats, 284 sparrows, 15 moles and 41 wasps). Club meetings were social occasions where members would enjoy beers and musical entertainment while rat tails and sparrow heads were counted. Like all other social events in this period, the meetings were reported in the local press. Photographs typically show men seated round a table, pints of beer in hand, with rat tails piled in the middle of the table for counting. One such photograph was even published as a jigsaw. Rat & Sparrow Clubs appear in the Hampshire press from 1902, with clubs being founded at West Grinstead (1902), Bishop's Waltham (1903), Fair Oak (1908), and Alton & District (1910). Fair Oak Rat & Sparrow Club appears to have been the keenest, publishing their scores in the press and not restricting themselves to rats and sparrows alone, but including chaffinches, greenfinches and bullfinches. In Kent, the West Farleigh & District Sparrow & Rat Club had an even wider scope, offering rewards for: bullfinch (worth 4 points), sparrow (1 point), rat (2 points), green linnet (1 point), stoats (3 points), jays (4 points) & moles (2 points). One wonders whether the value in points depended upon the relative rarity, the difficulty in catching & killing, or the damage that each species inflicted on crops.

There was a new impetus to rat catching in 1910, when rats were suspected of bringing bubonic plague to East Anglia from India. In April 1910 Dr Herbert Williams, Medical Officer of the Port of London stated that 50,266 rats had been destroyed in various London docks over the last year. Dr Klein of the Pathological Department at St. Bartholomew's Hospital examined dead rats found in the South West India Dock and confirmed that one had bubonic plague but stated that an infected black rat from India or Argentina escaping into London's sewers would be quickly killed by brown sewer rats. The East Anglia scare eventually proved to be a false alarm, but the fear was real and the potential threat taken seriously by the authorities and escalated to a national level. The local sanitary authority was ordered to systematically exterminate the rats and the Lister Institute sent staff to examine the rats and their parasites before they could be declared safe.

More serious and long lasting than this false alarm were concerns over the depredations of vermin on food production during the food shortages of World War One. The National Coalition Government (May 1915-December 1916) led by Herbert Henry Asquith favoured a "business as usual" policy to maintain morale, which meant that for most of the War the government made minimal interventions in food production and marketing except for control of essential imports: meat, grain and sugar. At the outbreak of war, Britain relied on imports for 80% of wheat, 40% of meat and almost 100% of sugar. As shortages became more serious, a Defence of the Realm Regulations Order came into effect on 18th December 1916, making it illegal for "hotels, restaurants and other places of public eating" to serve more than three courses between 6 p.m. and 9 .30 p.m. or more than two courses at any other time. It also became illegal to feed pigeons or stray animals and to give bread to horses and chickens. Such minimal measures had little effect. When Germany decided to starve Britain into submission by unrestricted submarine warfare in January 1917, voluntary rationing was introduced in February 1917. It was ineffective. Between December 1917 & February 1918, Britain's supply of wheat dwindled to just six weeks' supply. Compulsory rationing was introduced in stages

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until ration books were finally issued in July 1918. As Germany's policy of starving out Britain looked likely to become a reality, the depredation of crops and grain stores by sparrows and rats posed a threat to national security.

In May 1917, on the advice of the Board of Agriculture, the War Agricultural Executive Committee of Winchester Rural District Council issued a memorandum stating that "in the interests of the food production of the nation" they had resolved to recommend that rat & sparrow clubs should be formed in all parishes, with expenses payable out of the rates, although the final decision would lie with the individual parish council. The Board of Agriculture recommended the appointment of a professional rat catcher at a fixed weekly wage and the offering of rewards to any other persons at no more than 1 shilling per dozen for rats' tails, 3d. per dozen for heads of fully-fledged house sparrows, 2d. per dozen for heads of unfledged house sparrows and 1d. per dozen for house sparrows' eggs. School children were encouraged to join the hunt for sparrows (not rats) but could only claim a reward if the work had been supervised by a school master or school mistress. The opportunity for boys to earn a few pennies for handing in their prizes would prove a welcome boost to the household income for those families living in poverty, a major issue in 1917, when the War had pushed inflation to 25%.



The oldest known picture of the Pied Piper of Hamelin copied in 1592 from the window of the Market Church in Hameln, Germany (c.1300-1633). Wikimedia Commons.

Both Bursledon and Swaythling parishes declined to form a rat & sparrow club on the grounds that they had few farm buildings or corn crops. Hamble was willing to form a club but pointed out that cartridges could not be purchased without a signed order.

On Tuesday 15th May 1917, West End Parish Council formally resolved to form a rat & sparrow club in response to the invitation of the County Agricultural Committee. The West End Rat & Sparrow Club was chaired by Mr Edwin H. Sloper of Quob Farm, with Honorary Secretaries G.H. Elliott & B. Haines. The rest of the committee consisted of Parish Councillors James Hutchins Fray of Hatch Farm, Henry Haines, James Knowlton, James Welch, G. Williams, G. Wood, Fred Woolley, Charles Reeves of Hickley Farm, William Moody of Kenilworth House, William Owton of Chalcroft Farm & Charles Smith of Upper Townhill Farm. Of the committee members, Sloper, Fray, Reeves, Owton, Moody, H. Haines, Williams & Wood, were appointed as Collectors authorised to collect all rats, house sparrows and house sparrow eggs and make payments for them.

William Owton of Chalcroft Farm had previously been a member of the Fair Oak & District Rat & Sparrow Club, which in 1909 reported that in the 8 months in which the club had been in existence they had destroyed 1302 rats, 3260 house sparrows and 2221 house sparrow eggs. There was talk of extending the remit of the Club to offer points for stoats, moles and queen wasps. Mr Owton had the second highest score with 1366 points against an average of 483.5 points. Payment was 2d. per dozen points.

Not surprisingly, most of the West End Rat & Sparrow Club committee members were farmers, who would have suffered direct

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losses from vermin. Of the others, George Henry Elliott was the local Headmaster, George Alfred Wood was Master of the Workhouse, James Knowlton was a baker living at Ivy House in Ivy Road & James Welch was a master baker in Botley Road. Fred Woolley had not yet moved into Quob Farm but lived at Woodleigh and was an accountant. The Haines were local builders. G. Williams appears to be George Alfred Williams, shown on the 1911 census as the 15 year old grandson of Naval pensioner Arthur Bolter living at Blenheim Villas. George worked as an assistant nurseryman and in 1917 would have been 21 years old. Clearly, bakers would have a vested interest in controlling rats and the Headmaster would represent the interests of any schoolchildren taking part.

The West End Rat & Sparrow Club offered payment at a rate of 1 shilling per dozen for rats' tails, 3d. per dozen for fledged house sparrows and 1d. per dozen for house sparrows' eggs – differing from the Board of Agriculture's recommendation in offering no reward for unfledged sparrows. Perhaps taking unfledged birds was considered unsporting – or too easy to merit a reward. All parishioners were invited to become members. Subscription rates were 1d. per acre for farmers, 1s. per annum for householders paying less than £12 in rates and 2s. per annum for allotment holders and householders paying more than £12 in rates. A shilling a year to keep one's house free of rats may sound cheap, but in 1917 it was a lot of money – food prices had risen by 61% between July 1914 & July 1916.

The 1910 plague scare had led the authorities to take the threat from rats more seriously and after the War a more comprehensive approach was taken. The Rats and Mice (Destruction) Act came into force on 23rd December 1919 and formed a vital part of Lord Aberconway's post-war reconstruction. Besides farms, the Act was applied to urban environments, ports and ships in ports. It stated "Any person who shall fail to take such steps as from time to time be necessary and reasonably practicable for the destruction of rats and mice on or in any land of which he is the occupier, or for preventing such land from becoming infested with rats or mice, shall be liable on summary conviction to a fine not exceeding five pounds or, where he has been served with a notice under this Act requiring him to take such steps, not exceeding twenty pounds." MeasuringWorth calculates £20 in 1919 to be the equivalent of £902 today.

In December 1935 an article appeared in the Hampshire Telegraph entitled "Those Little Friends" by E.W.I. The author recalled netting sparrows for his local rat & sparrow club as a youngster and killing many more with his catapult and thinking it "fine sport". However, in middle age he had experienced an epiphany. While visiting a Dorset farm he remarked on the absence of blight and the farmer replied that the sparrows killed blight more than they damaged crops. Sparrows, rooks and starlings kept his fields free of wire-worm, grubs and slugs. He appears to have been a lone voice. Rat & sparrow clubs continued to operate throughout the inter-war years.

Not surprisingly, the Second World War renewed the war on vermin in the interests of increasing food production. In June 1940 the Hampshire Telegraph published an article commenting on the new Ministry of Agriculture's National Food Campaign. Amidst the discussion of parks and sporting grounds being ploughed up for food and the possibilities of keeping of pigs, hens and rabbits, the article noted that the War Executive Committee were employing official rat officers and vermin destroyers and the journalist remarked "I would like to see a revival of the ancient rat & sparrow clubs which at one time did such good work." The writer had his wish. In October 1942 Botley & District Farmers Club formed a rat & sparrow club, followed in November 1942 by the Bishop's Waltham Young Farmers Club. But what of West End? After the initial press report of its foundation in May 1917, nothing more is heard of the West End Rat & Sparrow Club.

PAT CAIN

It was with great sadness that we learnt that past WELHS member and supporter, Pat Cain had passed away on the morning of Saturday 14th September 2019.

Pat was for many years an active member of the society, although in recent years she had not enjoyed good health and was house-bound, she passed away in her sleep in hospital at the age of 95 years.

Our sympathies go out to Marie Newton, and all members of Pat's extended family and friends.

Ed.

RECIPE CORNER - Sue Ballard

“PATHAN CHICKEN PILAF” (serves 6)

This recipe is adapted from one published in “Curries & Bugles” by Jennifer Brennan, a memoir of growing up in the last days of the British Raj interspersed with recipes and anecdotes about cooking and eating. Pathan Chicken Pilaf is a native dish from the North West Frontier, the border between Afghanistan and the Pathan regions of India, including the famous Khyber Pass. Brennan describes the region as “poor and primitive” with villages of goatherds living at subsistence level and continual raids between tribes, with the British-built military roads offering the only neutral territory. As Brennan’s father was a high-ranking officer, she grew up among the elite enjoying picnics, tennis and house parties. Even so, much of her book resonates with the memories of my own father who was a soldier on the North-West Frontier during the 1930s and witnessed the grimmer side of life (and death) there.

This dish was cooked for Brennan’s family by their native servants. In the villages where it originated, the value of a chicken meant that it would have been reserved for rare celebrations, cooked atop a small paraffin stove, the lid of the pan sealed with a little flour-and-water-paste to conserve the steam. Here the recipe is adapted for modern cooks. The process of browning the whole chicken before cooking in liquid is similar to that of our classic pot-roast; the difference lies in the traditional Pathan seasonings, a spice blend known as char masala. With roots in the Persian Empire, the aromatic dishes from this region are more akin to those of the Middle East, being mellowier than the fiery curries of southern India.



The British Army at Shaktu on the North West Frontier c.1937 – from my father’s collection

3 large onions, peeled & thinly sliced

1 chicken weighing about 3lb 8oz (1.5 kg)

3 ½ cups long-grain rice

4 Tbsp ghee (a form of clarified butter) – or butter with a little cooking oil to prevent it burning

1 tsp salt

½ tsp freshly ground black pepper

½ tsp each of: cinnamon, ground cloves, ground cumin, ground cardamom

4 Tbsp raisins

Preheat the oven to 300F / Gas 2 / 150C (130 fan). Melt 3 Tbps of the ghee in a large saucepan and fry the onions over a moderate heat until nicely browned, stirring to prevent burning. Remove with a slotted spoon and set aside. In the same pan, brown the chicken on all sides. Add ½ pint water and season with salt and pepper. Bring to a boil, cover with a tight-fitting lid or some foil and simmer for 20-30 minutes until the chicken is just cooked. Remove the chicken and keep hot. Bring 3 pints of water to a rolling boil, add the rice and parboil for 4 minutes. Drain well. Meanwhile, blend the onions with the chicken stock from the pan to make a thick gravy. Mix the onion gravy with the rice and spices and place in a large casserole with the chicken on top. Cover tightly and return to the oven for a further 30 minutes. While the casserole is cooking, fry the raisins in the remaining 1 Tbsp ghee or butter until they puff up. Serve the chicken on a large platter, surrounded by the raisins sprinkled over the rice mixture.

SOUTHAMPTON (Eastleigh) AIRPORT and its significance today

By Alec Samuels

Southampton Airport goes back to the very early days of flying in the early 1900s, before World War I. The spitfire was tested there in 1936. Today the Airport is a successful regional airport, 2m passengers a year, 40,000 aircraft movements, directly and indirectly, providing employment for a substantial number of people, and making a considerable contribution to the local economy. The Airport says that there is increasing demand for their service, and they hope to expand to 5m passengers a year and reach more distant European destinations. The Airport claims that in the future aircraft will be bigger, more passengers needing fewer aircraft, cleaner, due to more efficient engines, and quieter, due to advancing technology.

The length of the runway is restricted by the M27 in the south and the old railway yards in the north. Currently the Airport has applied to Eastleigh Borough Council for planning permission to extend the runway another 170 metres to the north, about as far as they can go, in order to accommodate slightly bigger aircraft or fully laden aircraft to fly to more distant destinations.

In the more distant future the Airport plans to put a tunnel under the runway so as to be able to develop the north east corner of the site, near the old Itchen Navigation.

Government, the Department for Transport, the Civil Aviation Authority and the Airport are consulting on plans to re-organise the allocation of flight paths as a result of advancing technology and modern safety requirements. This would involve “fanning out” the flight paths. At the moment in Southampton the flight path to the south, over the city and the River Itchen, is fairly straight, as is the flight path to the north, over the rural and semi-rural land between Eastleigh and Winchester. The justification or gain for the “fanning out” proposal is said to be spreading the pain: more people on the ground will hear the noise, but the noise level will be less. This argument is specious. Everybody living north and south of the Airport came to live in their home after the Airport was there, so everybody knew that they were going to live under a flight path or not. Those who chose to live under the flight path expected noise; those who chose not to live under the flight path expected to avoid noise, but now they will suffer as well.

Objectors to the expansion of the Airport rely upon three principal reasons, namely noise pollution, air pollution, and the pressure upon the infrastructure on the ground, such as the movement of people and goods to and from the Airport, road and rail problems, and all the consequent development.

South Stoneham House, a beautiful Queen Anne style House built in 1708 for Edward Dummer, is attributed to Nicholas Hawksmoor and is listed. Capability Brown designed the garden in 1773. There was a salmon pool, a walled garden and an orchard. The House was at one time owned by the Flemings. In 1888 it was acquired by Samuel Montagu, who became Lord Swaythling in 1907. In the early 1920s the House and grounds were sold to the University, then a college. The University developed student halls of residence, Connaught Hall, and in 1964 erected a tall tower next to the house. Today the water sport is managed by the Water Activities Centre; the ugly tower is unoccupied and uninhabitable; and the House is empty, deteriorating, indeed in a pathetic state (The Buildings of England, Hampshire: South, Pevsner and others, Yale University Press, 2018, pp 693-695).

Nearby at the top of the escarpment the family had a sort of summer house, Townhill Park House, with a sunken garden designed by Gertrude Jekyll. Sold in the 1920s, Townhill Park House suffered a series of unsuitable uses, until acquired by Gregg School in the 1990s, and is now well maintained by them.

Access from South Stoneham House was gained by a carriage drive up the escarpment through ancient woodland, Marlhill Copse, by the side of the River Itchen and Mansbridge Road (the A27).

The Montagus, as was the Victorian and Edwardian custom, maintained the ancient woodland, the indigenous oak, elm, ash and willow, and introduced American and Asian species, such as Monterey pines and rhododendrons and camelias. In the 1920s the wood was sold, and neglected, and has become a “jungle” and a “swamp”. Recently the Airport has acquired Marlhill Copse, their principal purpose being to lop and fell trees representing a safety factor for aircraft under the flight path. As the trees are subject to a tree preservation order TPO a felling licence from Forestry England is not required, only consent to felling or other tree work by Southampton City Council, which has already indicated a willingness to go along with the proposals, and a planning application is expected soon. To their credit the Airport has commissioned a woodland management plan, by Mr Hugh Milner, a professional tree expert, which hopefully will be implemented; and also hopefully perhaps some controlled public access can be arranged.

The tree proposals have aroused considerable public controversy, the felling of trees and interference with the visual aspect of the tall trees on the skyline of the escarpment, visible along Mansbridge Road. Mr Gareth Narbed and colleagues have tried by judicial review in the High Court to stop the tree work, but have failed. There is talk of a further application to the European Court of Human Rights. We shall see.

Whatever the merits and demerits it is suggested that (1) The safety of aircraft must be secured, (2) ancient woodland should be professionally managed, (3) Professional felling and planting are involved in professional management, (4) The character and appearance of the skyline on the escarpment is very important, and (5) Public access would be desirable.

WOMEN,WORK & WOOL - the Women of Tudor England

A Review by Angela Andrews

It is always exciting to know Dr Cheryl Butler is giving our talk because we have come to expect a well researched presentation and the September offering certainly did not disappoint in spite of Dr Butler suffering with painful back problems. She told us this is a subject close to her heart and, as the talk progressed, we could tell she had studied the subject well. We were treated to a wealth of facts and pictures which this rookie reporter sometimes struggled to keep pace with.

In the 16th century, Dr Butler said, men were very much in control and this included what and who was being recorded and written about and so there is more material about men. However the times were unusual because there were women governing in several countries including England, Scotland and France. Succession was often complicated mainly because male heirs were not available – in England, as we know, this was in spite of Henry VIII's efforts to begat a male heir. However there was still a strong prejudice about women governing and men constantly tried to gain power, often through marriage.

Southampton figures in the marriages of Henry as the city provided part of the dowry for Catherine of Aragon and when Henry divorced her, the dowry went to Ann Boleyn.

When Elizabeth succeeded to the throne, on the death of her half-sister, the childless Mary, she was urged by advisors to marry and have heirs but she wanted to live long enough to make a difference to her country and she managed affairs to project a good image to her subjects. This may have involved travelling around the country; she came to Southampton several times – this may not have always been welcome as a visit by royalty was extremely costly for the host.

Dr Butler then took us through the lives of Tudor women in Southampton using social status as her framework. She said there were often ladies running the manor houses and estates again because of widowhood and/or lack of male heirs. One such was Lady Mary Hill of Nursling who when her husband was sick, persuaded him to alter a will leaving the estate to her and disinheriting his sisters.

We moved on to Tudor House, in Southampton, and the owner Jane William became a very wealthy widow when her husband, Walter William, a dealer in exports and imports, died. She also owned two other houses on the corner of St Michael's Square so it is no wonder she came to the attention of wealthy John Dawtrey, overseer of the Port of Southampton and collector of the King's Customs. Again a very influential position for a Tudor woman. They joined the houses into one larger and impressive house to reflect their wealth and importance and their status was assured by the amount of tax they paid for having a house which straddled two streets. When Jane died, John married Isabel Shirley. She ran a business trading in millstones and carried on with this during 8 years of widowhood when John died, so again the important Tudor House was in the hands of a woman. She married one of the richest men in Southampton, Sir Richard Lister, Lord Chief Justice of England and one of Henry's divorce lawyers.

Women have also been documented as merchants and businesswomen at this time. Mary Janverin was the keeper of The Star Hotel which she had inherited from her father. We know something about her because when she was about 40, she was accused of abusing the Mayor and his wife in church and was brought before the ecclesiastical court in Winchester. Mary outlived her husband and left everything to her daughter.

Margaret Holmes is another interesting Tudor woman – a Merchant Adventurer legally conducting business on the seas. She died with no children and gave her possessions to many acquaintances, often women.

Some women held official positions such as Margaret Fuller who had to take over her husband's role as town scavenger when he died. This involved collecting dung which, though disagreeable, was very lucrative as dung was used as manure and in the production of gunpowder. She had to complete the six months remaining of his tenure of this position but was not allowed to continue after that.

Another woman cited by Cheryl was Alice Thompson who was literate and had a role in the family business.

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Although girls did not attend school, they were beginning to learn reading and writing, perhaps to help with family affairs. There is documented a list written by Alice of money owed to her father.

The Widow Cowert was another lady left wealthy after the death of her mayor husband. She decided not to re-marry but to continue operating as a merchant. That was until William Simmons proposed, was turned down by the Widow but as he was a member of Henry's household, he petitioned the king to intercede for him. Of course, the Widow could not go against the wishes of her king.

Another aspect of Tudor life covered by Cheryl was the working woman. Girls could become apprentices and craftswomen, though not many did. A particular craft dominated by women was silk – women made silk attributes such as ribbons for documents and there was a Silk Shop Yard in Simmel Street, Southampton.

Another woman in that Tudor male world was Joanne Barber who was married to a ...barber. When he died, Joanne wanted to continue the work but initially was turned down by the Guild. Barbers at the time also performed surgery and it could have been the Guild did not think her able to do that. However she appealed the decision and carried on.

There were also women at the margins of society, neither wealthily married/widowed nor craftswomen. These included washerwomen, hucksters, sellers of beer etc. The wives of tradesmen like butchers and bakers often did the work of the business but the men earned the money and owned the business.

Alice Brown was a widow and a baker and burgess. She is the only woman recorded signing a corporation document. Providing bread for many people was an important job and she would have needed a lot of money to operate the trade.

Judith Delamotte (sometimes De la Motte) was another entrepreneur and craftsperson. She and her husband were Huguenot refugees who fled Belgium. He was a clothier and weaver and after his death, Judith carried on the weaving and dyeing business and took a prominent role in the town guild. She was literate and Sea City Museum holds an interesting year book written by her.

Wool was very important to the life and prosperity of Southampton and there was a female wool packers' guild. Membership required conforming to a code of conduct and members had to be of good character; they were not supposed to gossip, though cases of this are documented.

Dr Butler also touched on the position of common women. There was an official licensed brothel, one of only three in the country, probably because Southampton was a busy port with many lusty sailors coming into the town. The brothel was regulated; each lady had a badge and as long as they stayed in the stated area, they were all right – but it is likely many women became casual prostitutes when the sailors were in town.

As the 16th century progressed, Dr Butler told us, the rights of women became less and for example, women could not keep their own property. Accusations of witchcraft were made against women for things like keeping a cat and having body marks like moles. In Tudor times Dr Butler did not think there were awful consequences for this because the church then did not take it seriously but this did change when James I came to the throne and witch hunts and trials were feared.

Dr Butler has obviously carried out much research but she said that although there are records of women, many do not contain names; a female may be referred to as a man's wife/daughter. Many single women with no connections would have gone into service where they were largely anonymous and often treated badly. But as the presentation showed us, where records have been found, some women led interesting and sometimes influential lives even if they did not have the powers of the men.

Dr Butler ended by giving us a website where more information may be found: www.tudorrevels.co.uk.

We thank her for coming when she was suffering pain and giving us a very interesting evening and I'm sure we all wish her a full and speedy recovery.

E751 HRV - WEST END'S LAST FIRE ENGINE

By Nigel Edwards

E751 HRV was the last ever Water Tender aka Fire Engine to operate out of West End Fire Station. The cab and chassis were built by Dennis in Guildford with the water tender body being completed by HCB Angus of Totton. It was registered new in April 1988 and was first issued to Botley Fire Station. However, during August 1994 it was re-issued to us at West End, where it remained until the Fire Station closed in 1996.

After spending many hours in the museum looking at the photograph of E751 HRV with the final crew, I became interested in trying to find out what happened to "our" Fire Engine when it drove away for the last time in 1996.

With the help of a club called "The Fire Service Preservation Group (FSPG)," whose membership comprises men and women who enthusiastically try and maintain and preserve vehicles and specialist equipment relating to the Fire Service, I was delighted to find out that, unlike most 31 year old vehicles, E751 HRV had been saved from the crusher and was alive and well - living in Blaenau Ffestiniog, North Wales.

On ringing the new owner, Mick Osman I quickly learnt that having left us in 1996, E751 HRV was reissued to Hayling Island Fire Station where it remained until sold by Hampshire Fire & Rescue in 2001. E751 HRV was then bought by a member of the FSPG and remained in North Hampshire until being purchased by Mick about ten years ago.

Mick originally kept E751 HRV undercover at a workshop where he worked but following retirement the Fire Engine was left out in the open. Unfortunately, the harsh North Wales climate was not kind to the paintwork and E751 HRV began to lose some of her shine and a few rust blemishes began to appear. Mick's solution showed an incredible dedication to the fire engine's ongoing preservation, for he bought the former village bakery and set about converting the front of the building to allow access as a garage. Mick is currently in conversation with the workshops which maintain the Cheshire Fire Service vehicles regarding them carrying out some restoration work on the bodywork and a complete repaint over the winter months. E751HRV is still very much used. During the summer months it is a regular visitor to shows and carnivals and has even been used as regular transport when a car has not been available.

Mick concluded his tale with an open invitation that I was "more than welcome to come and see for myself." My wife and I therefore found ourselves on 31st July heading north with the Sat Nav set for Blaenau Ffestiniog, camera in hand. The following are a selection of the photographs we took.



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Continued from page 21



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KEY TO PICTURES:

1. A little different to the roads around West End. These are the roads E751 HRV now travels.
2. Not much bigger than its old home in West End, the former bakery in Blennau Ffestiniog.
- 3 & 5 Closer views
- 4 & 6 Still on the windscreen. It WILL fit.
7. It all still works.
8. The crew bay.
9. The business end.

DATES FOR YOUR DIARY

OCTOBER 2

THE LADY WHO SAVED THE NATION

Colin van Geffen

NOVEMBER 6

PORTSMOUTH - Harlots, Dung & Glory Part 2

Andrew Negus

DECEMBER 4

SOCIAL EVENING, QUIZ, CHRISTMAS BUFFET & RAFFLE