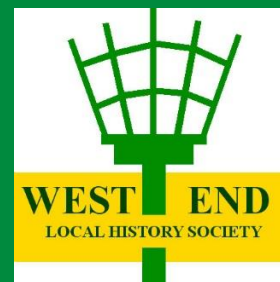


WESTENDER

Newsletter of the West End Local History Society
Autumn 2022



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The lighting of the Beacon 2022

Photograph courtesy of Paula Downer

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Closing Date for contributions to Winter Issue: 26th November 2022

The Sad Tale of Edward Richard & Sophia Barwell of Moorhill House

By Paula Downer

In 1775 a beautiful young girl arrived on the shores of Calcutta, her name was Elizabeth Jane Sanderson, a daughter of a Colonel in the East India Company Army. Elizabeth's intention was to find a husband; it was not long before she had numerous suitors and she had a mischievous streak. Elizabeth told her many admirers that she had planned to go to a society ball in a pea-green Parisian dress with pink silk trimmings, she told them that it would be nice if they dressed in matching colours. And some of them did - so besotted and eager were they to win her heart! Against her better judgement, Elizabeth chose to marry Richard Barwell, a well-known womaniser and gambler; they were married in September 1776.

Elizabeth bore two sons with Richard, Richard and Edward James, but very sadly Elizabeth died only two years after they were married, it is thought that she either died of fever or a difficult childbirth with Edward, who was later baptised in February 1779. The largest memorial which can be seen in South Park Street Cemetery, Calcutta is dedicated in memory of Elizabeth Jane Barwell 'the celebrated Miss Sanderson'.

Heartbroken, Richard Barwell immersed himself in his work; he had been with the East India Company since 1756, by 1774 he was a Member of the Supreme Council of Bengal. Richard's father was William Barwell, one time Governor of Fort William, Calcutta and later a Director of the East India Company. Richard was determined to make enough money so that he could return to England and live in style. He managed to accrue a vast fortune, even with losing huge sums gambling in cards. But he was a bit of a charmer, a womaniser, which once led to him being set upon by a livid husband! Richard had a number of mistresses and probably children by them. After 23 years' service, in 1780, Richard returned to England a wealthy man; he bought Stansted House, West Sussex in 1781, for £102,500 (although varying records suggest a figure of between £90,000 - £192,500). His extensive estate included land in the parishes of Westbourne, Racton, Stoughton, Up Marden, Compton, East Marden, Treyford, Chidham, Bosham and Apuldram.

Renowned landscape gardener Lancelot Brown (better known as 'Capability' Brown) redesigned the park and gardens in a fashionable French style. The house was considered old fashioned and not aesthetically pleasing to the eye, Robert Adam's rivals James Wyatt and Joseph Bonomi (Italian engineer and architectural draughtsman) were employed. The old wings were removed and a double portico (one constructed above the other) was added to the front elevation. An 'ingenious hydraulic arrangement' was installed; exact details for this have not been given, but it has been suggested that water from the River Ems in Westbourne fed an engine house which then supplied Stansted House, the water entering the house via the West Wing Doric pillars. No expense was spared, which left Richard a less wealthy man. Unfortunately, Richard made himself unpopular with the locals. The dignitaries of Chichester invited him to a 'Welcome' party but Richard did not turn up, much to everyone's dismay. Richard shut his gates, so that the locals could not use paths that ran through his estate, even though they had been enjoying this privilege for years. The poor people of the parish could no longer help themselves to spring water. After this incident, whenever Richard appeared in his locality, he was booed and hissed at, then later he tried to make amends, inviting the dignitaries and other influential locals to an extravagant ball with dinner and supper.

In 1785, Richard married Catherine Coffin, a daughter of a Customs Official from Boston, USA (it was rumoured that Richard already had a mistress with children nearby!) Richard and Catherine

Continued on page 3

had ten children, one of them being Edward Richard Barwell, born November 1786 then baptised in October 1787 at the nearby church of St. John the Baptist, Westbourne. This son later came to live at Moorhill House in West End, Hampshire.

In September 1804 Edward's father Richard died at Stansted, aged 62; an impressive memorial sculpted by the eminent Joseph Nollekens was erected in St. John the Baptist Church. Richard had led an extravagant lifestyle, gambling away a fortune, which left him heavily in debt. The estate (of approx. 5,500 acres) had to be sold; Lewis Way bought the estate for £173,000.



Stansted House Today

In Barwell's day, the front of the house had a double portico and a third floor above with smaller windows. The house was destroyed by fire in 1900 and largely rebuilt.



Portrait of Edward Richard Barwell by George Chinnery, 1809

Courtesy of commons.m.wikimedia.org/wiki/File:Portrait_of_Edward_Richard_Barwell.jpg

Continued on page 4

One can only presume that Edward was not as ambitious as his father and settled into a more conventional judicial role in the East India Company Bengal Civil Service. Following family tradition, Edward began as a Writer, in 1805 he was in India and by 1808 Edward was Assistant to the Magistrate and Register of the City Court in Dacca. In June 1809, Edward married Sophia Eliot; two sons followed - Edward D'Oyley (1810) and Henry Montagu (1811), by this time Edward was Register to the Zillah Court in Chittagong. In February 1812, Edward and Sophia were travelling to Europe, possibly because Sophia was expecting another baby; records show that a son, Richard Bensley, was baptised at Warblington Parish Church in 1813, but where he was born, we do not know. In September 1815, Edward returned to India, where he was posted to various Tax Collector roles, by 1823 was Superintendent of the Midnapore Salt Stations, known as 'Chokies' (salt was taxed), then became Commissioner of Revenue rising to rank of Civil and Session Judge within Bengal. A fourth son, Charles Eliot, had been born c. 1816 then a daughter, Augusta Charlotte, was born in 1817. But sadly, tragedy was to strike when their beloved daughter Augusta died in October 1836 at the young age of 18 years 11 months.

Edward and Sophia's second son Henry Montagu joined the 59th Bengal Native Infantry as an Infantry Cadet in 1826-7, was appointed Ensign in 1828, Lieutenant in 1836, A.D.O. and Private Secretary to the Government of Agra in 1835-6. Very sadly, Henry died in August 1837 at the age of 26; he was buried in Shajehanpore, Uttar Pradesh. A memorial was erected by his parents with the following inscription to demonstrate their affection and his worth: 'In every relation of life, whether as a Christian, soldier, son, brother or friend, he commanded the love and esteem of all who knew him'.

Edward Richard Barwell 'Retired on Annuity' from the East India Company on February 6th 1839.

Edward and Sophia's third son Richard Bensley went to Eton; he later became a Lieutenant in the Royal Navy. Richard was living at Upper Charles Street, St. Margaret, Westminster in London when he sadly lost his life in August 1839, aged 27, as a result of an accidental fall from a horse.

Their first son, Edward D'Oyley, entered the legal service, qualifying as a Barrister-at-law (Inner Temple), he married Anna Maria Louisa Halhed in Calcutta in February 1838. They had a son, Edward Henry Colquhoun, in 1839 whom very sadly died in April 1840 at the age of only 1 year and 3 days. Further grief was to follow as Edward D'Oyley himself sadly died later that year in November at the age of 30; both father and infant son were buried in South Park Street Cemetery.

The Census of England 1841 show Edward and Sophia living in the Leigh Tything of Havant Parish, Hampshire which is not far from Stansted (presumably West Leigh House). The Barwell residents are shown as born in a 'Foreign Country' but the Census does not show relationships to each other. Listed are: Edward Richard Barwell, his wife Sophia, Sophia Matilda Barwell age 20 (Edward's brother Arthur Champion Barwell's daughter), Anna Maria Louisa Barwell aged 8, Charles Arthur Barwell aged 8, along with six servants. With families often using the same names, it has been difficult to establish the relationship of the last two names with Edward Richard Barwell.

Like his brother Edward D'Oyley, Charles Eliot entered the legal service becoming an Attorney (Public Notary) for the Supreme Court of Judicature in Bengal. In January 1839, Charles married Frances Catherine Godby in Calcutta Cathedral but Charles very sadly passed away in October 1841 aged 25; his death certificate shows cause of death as 'Hydrothorax'. Charles Eliot Barwell's will describes him as 'late of Calcutta but at West Leigh, Hampshire in the County of Southampton'. In the last five years, all five of Edward and Sophia's children had died.

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Devastated, heartbroken and unable to settle at West Leigh, Edward and Sophia came to live in West End, c.1842-3. They occupied Moorhill House, then owned by the Executors of the late James Barlow Hoy. According to the 1845 Tithe Records for West End, plot number 130 details a house, lodge, stable yard, plantation, plot number 131 shows six acres of arable land.



Moorhill House in 1929 'occupying a delightful situation near the Hampshire coast'
(This is the original Moorhill House which was demolished c. 1960s)
Photograph Courtesy of Hampshire Records Office Ref. 159M88/1064

They were not there long, the tragedies that they had both suffered had obviously taken their toll. Edward very sadly died 6th March 1846, aged 59; his death certificate shows cause as 'softening of brain generally with destruction of septum' and his wife Sophia, very sadly died the following month on 14th April, aged 55, her death caused by epilepsy. This could suggest that Edward possibly died of an overindulgence of drugs. In India, smoking a hookah was seen as a way of life and opium was readily available; it would hardly be surprising if this is the case, as Edward may have found that it was the only way he could cope with his grief.



Inside Westbourne Church there is a memorial to Edward Richard and Sophia Barwell and their five children. Outside, by the side door, lies the Barwell family tomb

Richard Barwell was a friend of Warren Hastings so he would have known Nathaniel Middleton. From reading Richard Barwell's letters, he knew of William Fitzhugh based at Canton. Interestingly, in the early years of his career, Joseph Bonomi was Thomas Leverton's assistant. Thomas Leverton was the architect for Nathaniel Middleton's house at Townhill Park! It is possible that Joseph Bonomi may have influenced the design of the water supply arrangement to Townhill Park House.

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This research began when I came across the Barwell family in a small book entitled ‘A Place in the Forest, Being the story of Stansted in Sussex’ by the Earl of Bessborough; a chapter is devoted to Richard Barwell, one of the owners of this house. At the back of my mind, I recalled that Nathaniel Middleton’s brother John’s daughter, Susan Anne Middleton, married a Lieutenant Nathaniel Barwell of Weybridge in Surrey. I had to investigate further! However, I have not managed to establish a connection between Nathaniel and Richard Barwell, but it is quite possible that they are related.

West End Fire Brigade (Part Two)

by Pauline Berry

In 1903, the newly formed West End Fire Brigade was finally taking shape and the words “West End Fire Station” were painted in large letters on the door of Mr. Langford’s corner shop. Owing to a lack of a permanent station building, he had generously offered to store the brigade’s basic equipment (hoses, axes, ladder, stand-pipe etc.) in return for 10 shillings (£40 today) per year. The voluntary firemen had their names on a wall-mounted board there and they also had plaques “Fireman” affixed to each of their homes. At that time, their names were H. Barnett, J. Welch, P. Bunney, L. Webster, S. Boyt, F. Lewis and J. Bignell.

The minutes of the sub-committee of West End Parish Council (W.E.P.C.) state that the Guardians (administrators) of the South Stoneham Workhouse in West End had written expressing their concerns for the safety of their 200-plus inmates. The Guardians drew attention to their necessity for regular fire drills and fire escapes in their building, costing £466 (£37,280 today). The reply they received from W.E.P.C. that 15 hydrants, 150 feet of hose, a reel, branch pipe, spade and lamp etc. could be added at a cost of about £116 (£1,2224 today).

The Guardians of the Workhouse were also worried about their lack of a telephone and the poor water pressure supplied by the South Hants Water Company. In the event of a fire, it was suggested that a messenger should be sent post haste to the pumping station in Shirley! There, he would have to start the manual pump himself to acquire the extra water.

The same year, 1903, the Board of Guardians offered a manual (push-cart) fire engine for £30, according to Eric Raffo’s book “Half A Loaf”. The W.E.P.C. referred to it as a “truck” when it came into use. On Christmas Eve 1904, a collection from grateful parishioners presented the firemen with a festive gratuity of £3 or so (£234 today) for their hard work protecting West End.

In March 1905, the firemen attended their first serious fire at the New Inn (now Rosemount Court) and received much praise for their efforts using the 350 feet of hose. It was recorded that “they had proved their efficiency by their promptitude and energy”. Mr Knowlton (the baker) was elected in 1910 by the W.E.P.C. as their Fire Committee Chairman. The following year a decision was made by the Council to eventually build a lean-to fire station at the North end of the old Parish Hall on the corner of Chapel Road. The “truck” having been used at a fire at Thornhill Park was mentioned in the Council’s minutes.

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On Easter Sunday, April 4th 1915, the West End Fire Brigade used all their equipment to attempt to put out a large fire at Harefield House, the former home of businessman Edwin Jones. With Captain Charles Sillence senior in charge, the West End brigade hastened to the fire by pulling and pushing their handcart, running all the way! Despite the presence of Southampton Fire Brigade, the simple lack of water pressure caused the mansion to be lost. The blame was put upon the high use of water at the Swaythling [horse] Remount Centre. The owners of Harefield House were said to have been at church but much of their furniture was saved and spread out on the large lawn. The insurance company paid out £10 (£600 today) for the loss of the firemen's hose and £6 (£360 today) was donated for the firemen to share. The building was never replaced and the estate was sold in 1917.

Later, in October 1917, another large fire occurred at Gater's Mill, cause unknown. Once again, West End Fire Brigade was assisted by the Southampton Fire Brigade, so great was the fire. One eye witness, a servant girl working in the nearby Old Hill House, was reported as saying that there were at least six fire engines in attendance. Water was taken from the River Itchen in such large quantities that she "had never seen it so low". The smell of burning wheat and flour from the mill was said to have permeated the area for week. This all reduced the mill's capacity for production and it never really recovered, closing a few years later.

Mr Burney (Captain), went off to fight in the War in 1917 and Mr Welch (the baker) was appointed Vice Captain in his absence. Records of the activities of West End Fire Brigade are sparse for the next few years, during and after the War, and there was still no substantial fire station or fire engine in existence. Owing to the gradual lack of interest in becoming a voluntary fireman, the West End Fire Brigade was disbanded in 1925, but not for long!

N.B. Many thanks to the following for their information: West End Parish Council (Minutes), Eric Raffo ("Half a Loaf"), Charles Sillence senior ("Tales of Old West End"), Bob Moody ("I Remember, I Remember").

Moorhill Road A27: Carriageway or Footway?

By Alec Samuels

Is Moorhill Road, the A27, West End, carriageway (vehicles) or carriageway (vehicles) and footway (pedestrians)? It has been thought that the boundary between Southampton and Eastleigh ran along the middle of the road, but that is not correct: The boundary for the entire length is to the south east. All the road falls within the Borough of Eastleigh, the County of Hampshire, none within the City of Southampton. In the old days Moorhill Road was little more than a country lane, unmade, running through open country. To the south east lay the wooded estate and house of Edwin Jones, of the Southampton store latterly known as Debenhams. To the north west lay Telegraph Woods, famous as a beacon high point, used for transmitting messages from the south west to London.

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In the old days there were no separate footways. However, as urbanisation spread, and in particular when motor cars appeared, their speed representing a real risk to pedestrians, the need was felt for separation and segregation from pedestrians. The need for the footway or pavement for pedestrians became apparent after WWI, and even more so after WWII, now that almost the whole of the adult population drove motor vehicles, and those vehicles frequently were driven at speeds highly dangerous to pedestrians.

In the nineteenth century Moorhill Road was a quiet out-of-town area, with a few well spaced late Regency and early Victorian family style houses set in spacious surroundings. Many have now been converted into multiple dwellings or demolished. Then in 1954 Southampton Corporation purchased the Harefield estate and built a substantial housing estate. Additional private housing has been built along the north west side of Moorhill Road. No doubt the need to preserve the woodland between Southampton and Eastleigh was a restraining factor in widening Moorhill Road.

Over the years Moorhill Road the A27 has become much more heavily used, growing population, many more vehicles, access to much more housing, and a useful alternative route, especially where there has been trouble on the motorway M27 or the Bursledon Road through Bitterne. There is a reservoir near the junction with Telegraph Road. A new access/egress point to the Aegeas Bowl cricket ground and golf course has been made in Moorhill Road just short of the Charles Watts Way junction.

When the A27 was improved the new widened road followed the line of the old road. The widening was not very substantial, and virtually no footway was marked out separately and kerbed. Little provision was made for pedestrians. We are all expected to be car borne. No part of the old lane was stopped up as carriageway, it was all just left as technically carriageway. Along from the Church what looks to be the old road now converted into footway is in fact still carriageway, even though a sort of boundary line emerged for part of the length. The consequence has been that vehicles can lawfully use what might be mistaken for footway. Fortunately, most vehicles using this part are driven and parked responsibly. But cycles may lawfully use it, and so may those dreaded e-scooters when they are lawful vehicles. The Highway Authority should regularise the situation, stop up the relevant part of the old carriageway and establish a proper continuous safe footway for pedestrians.

© Alec Samuels

People on Plynths

A Review by Roy Andrews

The June meeting presentation was by Tony Cross who by his own admittance had not given the talk for a couple of years. As the title suggests, there followed a long list of statues scattered around Hampshire, although Marble Arch in London did manage to crop up at one stage and Palmerston's Forts around Portsmouth and Henry VIII castle at Hurst Point were also mentioned.

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Most statues are of famous people although occasionally they are just a representation of the area like the “Mudlarks” on the quay at Lymington or the “Horseman” in Winchester High Street, or Firefighters through the ages outside their HQ in Eastleigh, or Roger Burnett’s “Dancing Girls” at Alton. Unusually, at Bitterne Library a long-time borrower was chosen to model for the statue of a lady appearing to put a book into the wall. And a statue of the comedian Benny Hill was declined by Southampton Council (political correctness?), but as his old shows are now back on TV, it would be nice if they would change their minds!

We were reminded of the Duke of Wellington’s place in history and his huge statue at Aldershot, likewise of Lord Palmerston and his statue in a Southampton Park. And King Alfred at Winchester and the large statue by Alfred Gilbert of Queen Victoria in The Great Hall. At the cathedral are two statues of William Walker, the diver who spent months underpinning the building’s foundations.

In Petersfield Square is the statue of William III although he had no connection to that town; he also crops up ‘gilded’ in Portsmouth Dockyard. Outside Eastleigh railway station is Charlotte Young seated; she was an educationalist, little known in her day but still remembered today thanks to the statue. Many more of the good and the mighty Tony managed to cover and by no means least the statue of ex-manager Ted Bates outside the Southampton Football Club ground. This is the second attempt at his effigy, the first having to be removed for being ridiculed as looking nothing like him.

We Landed By Moonlight
Dr Henry Goodall
Review by Angela Andrews

We welcomed Dr Henry Goodall, chair of the trustees of Friends of The New Forest Airfields (F.O.N.F.A.) to the July meeting and he began by promoting the interesting and valuable work of his organization. F.O.N.F.A. was set up to protect, preserve and promote our aviation heritage and they have a museum in Bransgore, near Christchurch. It is open on Sundays in the summer and includes models, equipment, dioramas and interesting displays to spread the history of the twelve wartime New Forest Airfields. The Friends also undertake outreach to schools because they believe it is vital children and young people learn of the events and individual stories of bravery and heroism that have shaped their lives now.

Dr Goodall then went on to speak about the Special Operations Executive (S.O.E.) missions in World War Two. This was Churchill’s “private army”, set up in 1940 and also known as “the Ministry of Ungentlemanly Warfare”. He was very keen to develop a group of highly trained operatives who would be flown into France and other places to create problems for the occupying Germans by working with resistance movements to sabotage and disrupt life. There was some opposition to this group because there already was a Secret Intelligence Service (S.I.S.) but Churchill’s will prevailed and selected personnel, including women, were sent to two mansions in Scotland to train alongside the Commandoes. They were trained to blend in with the locals when they landed so they had to be

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fluent French speakers but they also had specific skills such as radio operating, forging documents and survival skills.

Once trained, the operatives were dropped into occupied Europe and this was done by two highly skilled squadrons, “Moon Squadrons 138 and 161” known as the Air Taxi Service. They were based at R.A.F. Tempsford, which was a base designed to look like an ordinary farm.

Operations could only take place for two weeks in four, hence the reference to “moonlight”. The role of the Air Taxi Service was to drop operatives mainly in France and pick up returning operatives, downed airmen or other politically vulnerable people who might be in danger of capture and worse by the Germans. This service needed experienced and very brave fliers because they flew without lights and could not use radios, radar or other means of navigation to guide them. They had only maps to follow in the dark and they would not have known their destination until just before flying. Many flights went from Tangmere near Chichester and pilots would be based there at “the Cottage”.

When a flight was to take place, it would be pre-arranged with the resistance organizations and codes would be used. When the flight reached the destination, the pilot had to look for three lights arranged in an L-shape to direct him to land. Code letters would be flashed and another, pre-arranged code letter would be flashed back. If this did not happen, the flight returned without landing. If the pilot was assured about the operation, he would land within the marked area where resistance members would be waiting to meet them. Within the next 2 – 4 minutes the whole operation had to be completed. There was usually only one agent arriving with his/her equipment and maybe a passenger to pick up for the flight home. Equipment could include weapons, bombs, detonators and very compact radio equipment. Pilots and agents alike had to be very quick, very brave, very clever and extremely alert.

Although the Halifax was used for some of these operations, the aircraft most often used was the Westland Lysander, nicknamed “Lizzie”. Dr Goodall told us that 90% of these dangerous and clandestine night flights were undertaken by Lysanders. This was a very tough aircraft, strengthened with a bar of aluminum and able to fly in difficult conditions. Underneath, it was fitted with an extra tank for fuel so could fly for longer and it also had a fixed ladder for quicker egress and access when every second counted. Later, the Lockheed Hudson was used; this was a bigger aircraft and could carry more people, but it also needed a bigger landing area. The Americans became involved in similar operations and they were based at R.A.F. Harrington and used B-17 Flying Fortresses.

Dr Goodall had already mentioned that women were recruited for the S.O.E. Sixty women were involved with S.O.E. and thirty-nine were sent to occupied France; fifteen of these brave women were executed by the Germans. These were very tough and capable ladies who came from all walks of life including an Indian princess, Noor Inayat Khan. She was a wireless operator who was captured and executed at Dachau concentration camp. Dr Goodall finished by telling us about the only surviving operative, Phyllis “Pippa” Latour who is now 102. Her codename was Genevieve and she came from South Africa. She had been a flight mechanic but asked to join the S.O.E. in revenge for a close family friend, who she thought of as her grandfather and who had been shot by the

Continued on page 11

Nazis. She ingeniously used to arrange her hair ribbons into coded messages that she had to remember. She was on one occasion questioned by the Germans but they did not look at the hair ties and she was released.

Dr Goodall's well presented talk generated some interesting comments and memories from members and will perhaps inspire some among us to visit the F.O.N.F.A. museum to learn more.

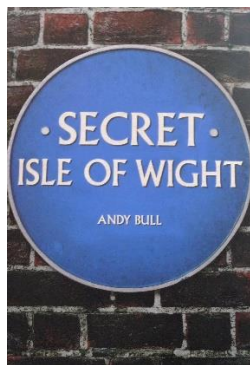
Footnote

By coincidence, I recently visited, briefly, the museum at Tangmere and this had a tableau of a replica Lysander ready to take off with S.O.E. operatives on board as well as many other interesting exhibits and individual accounts of bravery and heroism. This museum is open between February and November.

BOOK REVIEW BY NIGEL WOOD

"Secret Isle of Wight" by Andy Bull

If you have an interest in the Isle of Wight and want to find out facts about the island and their historical background, famous people, incidents and events this book is for you. Divided up into chapters, of which there are eight covering various themes and events, there are also useful blue highlighted sections featuring "Did You Know" facts. After reading Andy Bull's book "Secret Isle of Wight" you will want to visit the island and investigate first hand the fascinating nuggets of historical information contained in this excellent and informative book. A book well worth reading!



"Secret Isle of Wight" by Andy Bull
ISBN 9781398105225
£15.99
Amberley Publishing
96 pages 100 illustrations
Also available in Kindle, Kobo and iBook
formats

BOOK REVIEW BY NIGEL WOOD

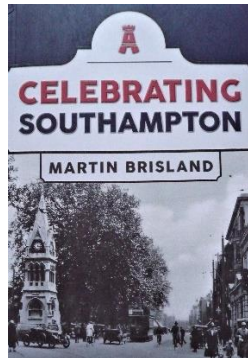
"Celebrating Southampton" by Martin Brisland

As the title suggests, this book celebrates Southampton's Heritage, and what a fascinating all-encompassing heritage it is, including people, events, architecture, memorials and statues to name but a few. Martin Brisland has done the city proud with this tome, beautifully complimented with just the right quantity of excellent images, in both sepia and colour.

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Fascinating facts and figures abound but importantly do not overpower the reader. The book is a must for those with an inquiring mind and an interest in the heritage of our city.

I freely admit that I found the contents riveting and hard to put down, congratulations must go to the author.



“Celebrating Southampton” by Martin
Brisland

ISBN 9781398106246

£15.99

Amberley Publishing

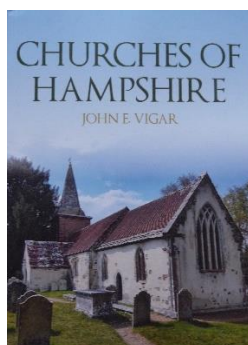
96 pages 100 illustrations

Also available in Kindle, Kobo and iBook
formats

BOOK REVIEW BY NIGEL WOOD

“Churches of Hampshire” by John E. Vigar

This new book from Amberley entitled “Churches of Hampshire” by John Vigar has been extremely well put together and superbly illustrated with 100 colour photographs. Altogether, some 50 churches are illustrated and accompanied by fascinating text of the history of each building along with personalities involved and events. Churches included in the book range from many smaller parish churches in the county up to the venerable Romsey Abbey and date from the Saxon period up to relatively recent times. This will be a useful guidebook for all those who are interested in visiting historic churches, well recommended reading.



“Churches of Hampshire” by John E. Vigar

ISBN 9781398110670

£15.99

Amberley Publishing

96 pages 100 illustrations

Also available in Kindle, Kobo and iBook
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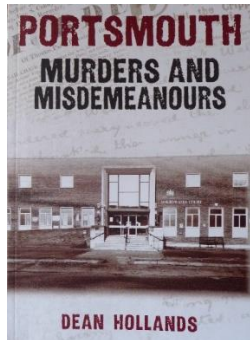
BOOK REVIEW BY NIGEL WOOD

“Portsmouth Murders and Misdemeanours” by Dean Hollands

This book by its very title induces a certain amount of curiosity, particularly in anyone who lives locally. However, this is not a straight-forward listing of recent crimes committed in Portsmouth,

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but rather a look at crimes through the ages going back to the 1600's with the assassination of the Duke of Buckingham right through to an interesting episode relating to the Mutiny on the Bounty and through to more modern crimes and misdemeanours. This book has it all, with 100 excellent illustrations that relate to the particular story. Dean Hollands has certainly unearthed some fascinating stories, some a little macabre whilst others are a little gruesome but very readable.



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Misdemeanours” by Dean Hollands

ISBN 9781398110076

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Amberley Publishing

96 pages 100 illustrations

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WEST END NEWS

New Signs in the Museum Garden

The Tying Plate and Milestone signs had become very faded and have now been replaced. The new signs reflect the Parish Council corporate style signs that you see around the village.



Photographs courtesy Lin Dowdell.

Picnic in the Park

Hatch Grange 2nd June 2022

This event, organised by the Parish Council, was a fabulous evening out. It was very well attended by the community, and ended with singing and lighting of The Beacon.

The Society had a Coconut Shy, which was very successful, with queues for most of the evening. We eventually ran out of coconuts and raised £186.

Thanks to all members who came along to help.



COCONUT SHY AT PICNIC IN THE PARK.
Photograph courtesy Lin Dowdell.

Captain Rostron's Grave

Captain Rostron's grave in the Old Burial Ground at West End was given a facelift at the end of June 2022, paid for by West End Local History Society and the work expertly carried out by The Graveside Sisters. As you can see from the photograph, they did an excellent job.



CAPTAIN ROSTRON'S GRAVE

Photograph courtesy of The Graveside Sisters

SAD NEWS

We recently heard the news that our member Pat Hallifax had sadly died. Three members of our Committee attended the funeral service at St James' Church on 26th July 2022.

Patrick Hallifax 14th September 1935 - 3rd July 2022.
Our heartfelt condolences to Mary and family.
