



# WESTENDER

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## MEN WHO MARCHED AWAY (4)



BRIG. GEN. SIR GEORGE HENRY GATER

We hear a lot of stories these days about the Great War, when “*heroes were led by donkeys*”. This infers that all the generals were somewhat deficient in the leadership department, that may be true for some of the generals, but one man stands out as a real hero....and he was a General to boot!

*Continued on page 4*

West End Local History Society & Westender is sponsored by

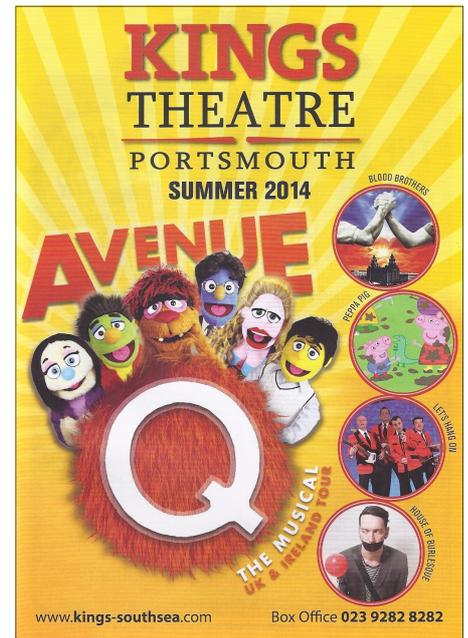


**WEST END  
PARISH  
COUNCIL**



## THE JUNE MEETING

A review by Stan Waight



On the face of it, Ron Hasker's talk on the Past, Present and Future of the Kings Theatre, Portsmouth, didn't seem to promise a lot, and that may be one reason why the turnout, at around 40, wasn't up to the usual number. In the event it turned out to be brilliant. Ron is the current director of the theatre and runs the trust that manages it. He spoke fluently, without notes and clearly with a great enthusiasm for his subject.

Designed by Frank Matcham, a noted theatre designer, the Kings was built in 1906 by local man John W Boughton and opened in 1907. Although built in the peak years of variety entertainment, it was originally intended for opera and drama, but soon became a variety theatre. Its most profitable years were those that followed World War II and in the 1950s it featured a number of pre-London runs. Ron explained how the theatre audience was divided into 'classes', each section having its own entrance and bar; an Edwardian form of air conditioning which depended on hot air rising was employed. Famous actors who have played in the theatre included Sarah Bernhardt, Noel Coward, Sean Connery, Rex Harrison, Spike Milligan, Ivor Novello, Sybil Thorndike and HB Irving.

However, the building's structural condition deteriorated until, in 2000, the only option was deemed to be to demolish it. A petition signed by 28,000 supporters soon followed and the Portsmouth council was persuaded to make a grant to save it; an offer of £150,000 was made provided that a trust could raise an equivalent amount. The sum was raised and a massive restoration was begun in 2003, the plan being to put it back to its original splendour. The talk showed very clearly that the restoration, which is still proceeding and has cost £200,000 so far, was extremely expensive even though 120 volunteers have given their time to it. Seating capacity is now 1600 and the number of toilets has been doubled.

Future plans include more restoration, more redecoration and the provision of an education facility known as the Crocus Project.

**A BIG THANK YOU TO ALL OUR NEW MEMBERS WHO HAVE VOLUNTEERED FOR MUSEUM DUTY, KEEP UP THE GOOD WORK - WE STILL NEED MORE PEOPLE TO COME FORWARD AND HELP**

## WEST END CARNIVAL 2014



The weather was hot and masses of people turned out for this years Carnival (see pictures above). The Samba band were spectacular, St. James' 'Hot Dog & Burger' bar did a roaring trade (and made a lot of smoke) and our humble 'Coconut Shy' proved once again to be very popular. An excellent Parade through the village ending with an exceptionally well attended Fete on Hatch Grange, what could be better!

## WEST END'S NEW CAFÉ "The Hatch" OPENS



Parish Councillors were on hand to open the new café on 31st May 2014, situated at the Parish Centre. Named appropriately "The Hatch" it will provide snacks and hot and cold beverages from a purpose built refreshment area complete with tables and comfortable seating.

It is hoped it will be a success, but needs plenty of local people to support it - so go on, call in for a cuppa and a cake and see for yourself.

**Remember, if you don't support it you will lose it!**

*Continued from front page*

Brigadier-General Sir George Henry Gater, G.C.M.G.,K.C.B.,D.S.O., son of William Henry Gater, a solicitor living at Winslowe House in West End really was a leader that led from the front and ended up wounded twice and highly decorated. Born in West End in 1886 he was educated at Winchester and New College, Oxford. After graduating he studied for a Diploma in Education; teaching in Oxford before he was appointed Assistant Director of Education for Nottinghamshire in 1912. In 1914, at the start of the Great War, he joined the Army with no prior experience, and in the short space of four years became the youngest Brigadier General in the British Army and the only one possessing a Diploma of Education!

After being commissioned a Second Lieutenant with the 9<sup>th</sup> Battalion, Sherwood Foresters on 22<sup>nd</sup> August 1914 he was again promoted to Temporary Captain on 31<sup>st</sup> December 1914 he went with his regiment to Gallipoli, serving at Cape Helles and Suvla Bay. He was promoted Temporary Major on 25<sup>th</sup> July 1915 and commanded his battalion between October 1915 and February 1916, during which time Gallipoli was evacuated. Subsequently he served in Egypt between December 1915 and June 1916, during which time he was awarded the D.S.O. and a mention in despatches (the first of four)

In July 1916 he arrived in France and served on the Somme front with his battalion, transferring to 6<sup>th</sup> Battalion, Lincolnshire Regiment with the rank of Temporary Lieutenant-Colonel on 15<sup>th</sup> August 1916. He served in the trenches and saw extensive fighting. His Division moved to Messines in June 1917 and here he was awarded a bar to his D.S.O. for leading an attack despite being wounded in the mouth and ear by a shell splinter.

Appointed Commander of the 62<sup>nd</sup> Infantry Brigade with the rank of Temporary Brigadier-General on 1<sup>st</sup> November 1917, he led his Brigade as part of the 21<sup>st</sup> Division at the Battle of St. Quentin during the German Spring Offensive. On the first day of the Battle of the Aisne on 27<sup>th</sup> May 1918, Gater's Brigade was involved in heavy fighting and in the course of battle he received a machine-gun wound below his left shoulder, but remained on duty. By the morning of 29<sup>th</sup> May the 21<sup>st</sup> Division had suffered horrendous losses and it was decided to consolidate remnants of various battalions into a composite unit under the command of General Gater. His actions were successful and he was one of the military leaders responsible for halting the German advance at the Marne. By August 1918 Gaters Brigade formed part of 21<sup>st</sup> Division and were in action at the Battle of Albert. The tide of battle turned in the Allies favour and Gaters Brigade continued advancing until the Armistice was declared on 11<sup>th</sup> November 1918.

War over, he resigned his commission with the rank of Brigadier-General on 14<sup>th</sup> January 1919 and returned to civilian life in Education, taking up an appointment as Director of Education for Lancashire County Council. For his services to education he was created a Knight Bachelor in 1936 (Gazetted 21<sup>st</sup> July 1936). In 1939 he took up the post of Permanent Under-Secretary of State for the Colonies, a job he held throughout the War, whilst also serving in other important posts in the Government during the Second World War. He was appointed G.C.M.G. in 1944 and retired from Whitehall in 1947. Living latterly at Church Handborough in Oxfordshire, he passed away on the 14<sup>th</sup> January 1963.

For his service in the Great War as mentioned before he was highly decorated, both by the British Government and by our Allies including the Croix de Guerre and Commander of the Legion of Honour from the French. He had played an important part in halting the final German advance in 1918 during the last major German war effort called the "Kaiser's Schlact". He was always a leader "that led from the front", a very brave man and he was born in West End!

## EXTRACTS FROM THE St. JAMES' CHURCH MAGAZINES (1933) By Pauline Berry

The year 1933 began with the vicar, Revd. Richard Babington reporting that the Sunday School was doing well. He added that the Elementary Day School prospered under Mr Harris, the headmaster. His school would be re-organised in April and senior scholars were to be sent to the new senior school in Hedge End (now Wildern School). Later in the year, Miss A.M. Acton, Mr Haines and the Vicar were to become three of the managers there.

The newly formed Men's Fellowship group was well attended, mainly due to the efforts of Mr Cowley. The first Missionary meeting was held at the Vicarage and the next at Firgrove House on Moorhill Road. A large number attended this second meeting and were entertained to tea by the owners, Mr and Mrs Cubitt.

A frequent advertisement appearing in the monthly magazines was the one for 'The Thornhill Motor Company' in Thornhill Road, acquired by Sir A.H. Rostron (retired commodore of the Cunard Fleet) for his sons N. and A. Rostron. It provided "*petrol, oil, repairs and servicing by qualified mechanics*". Their father, living at the top of Chalk Hill, sometimes read the lessons at Mattin's at St. James' Church. A West End resident remembered seeing his dapper figure striding along West End Road, towards the church where he sat in his own pew.

Mr Robert (Bob) Moody was congratulated by the vicar for managing to reduce the debt on the new Scout Hut in the Vicarage grounds, by £30 and acquire regular help with the running of the 10th Itchen Scout Troop.

The GFS (Girls Friendly Society) organised an entertainment entitled 'Our Gracious King' and 'Freckles' at the Parish Hall, with tickets priced at one shilling or sixpence. In February, Revd. Babington and his wife Evelyn, thanked residents for their messages of congratulations on the arrival of their baby daughter, Susan Mary. Later in the year he reported that the Parish of West End "*was becoming too large to be worked by one man*" and he wished to secure a Curate to help, if the Bishop of Winchester approved. He did and in November Mr R.O. Stephens was appointed. This meant the current paid church worker, Miss Wright, would not be needed any more, but she stayed on as a voluntary worker.

The West End Guides were congratulated for winning the cup in the Annual Competition, decided by their excellent years work, badges, drill and signalling. A Jumble Sale ('Jumble at the Jungle') was to be organised by Miss A.M. Acton of the St. James' Working Party and she requested that jumble should be sent to her home, 'The Jungle', in Lower West End Road. Her sister, Frances, gave notice of a social, a whist drive and an egg collection for Southampton Hospital.

In the summer, the W.I. held a garden party for "*twenty old ladies in the charming grounds of Firgrove House*", courtesy of Mr and Mrs Cubitt. They "*enjoyed tea under the spreading oak tree*" and a Punch and Judy Show presented by Professor Woodley. The W.I. also held "*a jolly social evening*" which was attended by Sir Arthur, Lady and Miss Margaret Rostron. An amusing sketch entitled 'False Alarm' provoked much laughter, Mrs Cubitt played a violin solo and her husband led the community singing.

The Annual Fete was held in July to raise money in payment for the school playground and a Sunday School Treat was enjoyed by many children at Hatch Grange, courtesy of Comdr. and Mrs

## BOTLEY TO FAREHAM RAIL CLOSURES

By Dennis Stokes  
(Botley, Curdridge & Durley Local History Society)

On the 1st February 2014, after a prolonged period of heavy rain, the railway embankment a mile south of Botley station, collapsed and prevented rail services to and from Fareham for six weeks. This stretch of the Eastleigh to Portsmouth railway has caused problems since its opening in 1841. During its construction, the contractor found difficulties in finding firm ground in the Botley area and it was necessary to sink many wooden piles to provide a foundation for the railway station buildings. The line opened on 29th November 1841 but was closed just four days later due to a series of landslips between Botley and Fareham. The line was re-opened on 7th February 1842. Another slip happened on 5th July 1873, the Hampshire Advertiser reported *“A rather serious landslip occurred near the Botley tunnel on the London and South Western Railway last week. A quantity of earth fell in the cutting near the tunnel, covering about 50 yards of the track. The Divisional engineer was on the spot on Thursday and the work of clearing the line was carried on very rapidly. The soil is of a very peculiar description, being composed of clay and a sort of running watery sand. It is stated that a slip has been expected there for some time past.”*

A series of major slips in November and December 1935 occurred immediately to the south of the station near Outlands Lane road bridge causing cancellations and single line working. On 8th January 1936 a major slip blocked the line completely and it was decided to considerably widen the cutting. Here the cutting embankments were particularly steep and the bank was cut back to avoid future problems.

Rail closures were not confined to land slippage. On 18th September 1962, the 2.30am newspaper train from Waterloo reached the point where the recent (2014) land slippage had occurred below Botley when the train was halted by fire at approximately 4.50am. Due to its location, the incident occurred almost mid-way along a three mile section between Botley and Knowle Junction and so it was some time before the alarm could be raised. Hampshire Fire Brigade were alerted at 5.30am and the nearest they could get to the incident was from the Wickham/Titchfield road bridge, a mile away. Two firemen clambered down the steep embankment and walked to the fire which was well alight. With no means to douse the fire all the officers could do was to establish that there were no injuries. Four carriages were totally destroyed and a fifth containing some mail was detached by the train crew and saved. The cause of the fire was put down to possible hot cinders from the engine lodging in the open corridor entrance of the first coach probably assisted by carelessly discarded newspaper wrappings and string accumulated on the floor of the carriage.

A major problem encountered by the Fire Service was getting to the fire which was achieved by travelling through the yard of Fairthorne Farm and across two large corn fields. Access was to provide a major obstacle to the more recent incident of the landslip in February this year. During the wettest winter for 250 years, the Botley to Fareham railway line again succumbed when three sections of the embankment collapsed within one mile of track. The largest slip saw an 80m. long and 6m. high section fall away along with sections of 77m. and 44m. long leaving the track hanging above, similar to the dramatic scenes of the track on the coast at Dawlish. To access the site, Network Rail constructed a new two kilometre road across farmland to enable the removal of 14,000 tonnes of waste material in 700 lorry movements and to bring in 20,000 tonnes of new material in 1000 lorry movements to restore the line.

To support the new embankment, 600 14m. long sheet metal piles have been sunk into the ground along both sides and tied together with steel rods.

A team of 100 workers from Network Rail and contractor Osbourne worked around the clock to get trains running again in mid March. The line re-opened on 15th March 2014.

It was said to be one of the worst landslips seen in this country and is estimated to have cost £3 million.

### Sources:

*“The Bishop Waltham Branch”* by Simmonds & Robertson (ISBN 0 906867 67 3)

*Hampshire Advertiser* 5th July 1873

*Ralph Deacon* formerly of Hampshire Fire Service

*Daily Echo* 26th February 2014 and 15th March 2014

## THE JULY MEETING

A review by Stan Waight

Members can always anticipate a good talk from Geoff Watts but, as Chairman Neville said at the end, he surpassed himself at the July meeting. The title of his talk was 'The Road to Agincourt' and, once again it was fluent and seamless. In my opinion, however, the slides were not up to his usual standard.

The background to the journey and the battle that followed concerned Agnatic law and the English claim to the French crown. This was a law under which women could not succeed to a monarchy. Edward III's daughter Isabella was genetically next in line for the vacant French crown but the law prevented her from succeeding. The claim was not pursued energetically until Henry V came to the throne and reinstated it.

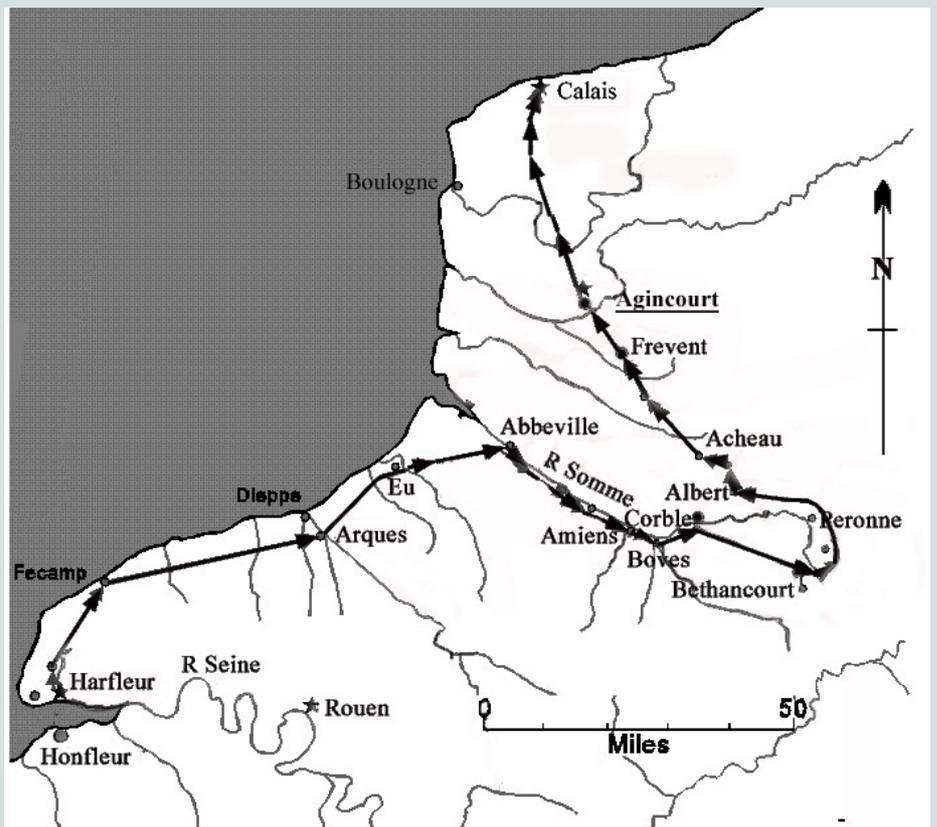
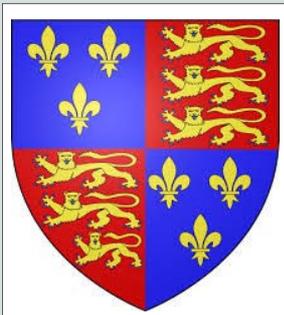
Henry raised an army and used Southampton as his port of embarkation. The object of the venture was to illustrate his claim to the French throne. He arrived in Southampton in 1415, where he survived a plot to kill him and dealt with the plotters. The army sailed from Southampton and arrived in Harfleur in August of that year - the town was besieged and ultimately surrendered in the September.

I don't think that Geoff explained why the decision to march 100 miles northwards was made in the October. Wikipedia suggests that the campaign season was coming to an end, and that the English army had suffered many casualties through disease. Rather than retire directly to England for the winter, with his costly expedition resulting in the capture of only one town, Henry decided to march most of his army through Normandy to the port of Calais, the English stronghold in northern France. Such a march would demonstrate by his presence in the territory at the head of an army that his right to rule in the duchy was more than a mere abstract legal and historical claim.

It wouldn't do justice to Geoff to attempt to report on the rather detailed description of the march that followed. Suffice to say that detours were made to avoid the French army and to overcome topographical problems. Towns were besieged and captured and atrocities took place. Details of the devious route taken are given in the map below.

Nor could I accurately report on the detailed account of the battle at Azincourt, as it was properly known. Henry carried the day against the overwhelming superiority of the French, mainly due to the effectiveness of the English and Welsh archers.

Henry's army then continued its march to Calais without undue hindrance and he returned to London to a rapturous reception.



*Henry V's route from Harfleur to Agincourt*

*Continued from page 5*

Thurlow. Some younger children missed the fun, sports and tea due to an outbreak of measles in the village. Captain Pearson of Oaklands (Allington Lane) died and the vicar described him as “*always ready to help in any good work*”. He had been a member of the County Council, a Church Warden and a Manager at the local school. “*A Christian gentleman, a good friend, the best of neighbours*” wrote Revd. Babington.

The playground (£200) at West End School was improved to such an extent “*that it would be possible to play billiards on it*”. A jumble sale was planned to raise more money to pay for new fencing, coal and bicycle sheds at the school.

Mr Cowley requested serviceable second hand boys boots which he would pass on to the needy. A list of donations from certain generous parishioners was given, intended for the Waifs and Strays Society. Potatoes were also collected by the W.I. (Womens’ Institute) to be sent to the Southampton Hospital. Miss Hatley and other willing collectors raised £27 through the sale of poppies for Remembrance Sunday.

The year 1933 ended with a special recital of Handels ‘Messiah’ at St. James’ Church. Familiar names including Miss W. Moody, Miss F. Bower, Mr S. Egerton and Mr Morm sang parts of this religious work, so popular at Christmas. Miss Moody of Kenilworth House, Telegraph Road, was a frequent soloist in church choral events and a prominent resident of West End.

## WEST END AND HAREFIELD

By Alex Samuels

Harefield used to be part of West End, before voracious Southampton swallowed it up. The Parish of West End included Harefield until 1954.

Harefield House was built on the 238 acre Harefield estate in 1834 by Sir Edward Butler, chairman of the Southampton and Salisbury Railway Company. The house was large, with an observatory, five gardens, a walled garden, greenhouses, orchards, trees, supporting cottages and coach houses and stables, and a farm. The house was said to be Elizabethan in style though contemporary photographs show a typical Victorian style house. Subsequently the estate was bought 1887 by Edwin Jones, who had been born in Romsey and set up business in Southampton. Anticipating the American Civil War and the consequent blockade and interruption in American cotton supplies to England, he built up a stock of raw cotton which he sold to the Lancashire cotton mills owners when the imported American supplies stopped 1861-1865. He set up his drapery store in East Street. He was a good employer, and established sports fields with a pavilion on the estate for the use of the employees, and set up the Edwin Jones Trust. Curiously in the 1930s Sir Sidney Kimber tried to buy the land for his projected Sports Centre but in the event bought land in Bassett for the project. In due course Edwin Jones became Mayor 1873 and 1875 and JP and Deputy Lord Lieutenant and was a considerable benefactor to the town. The body of Dr Livingstone passed through the town during his mayoralty. He died in 1896 and is buried in West End Old Burial Ground. There is a commemorative window in the east side of St James’ Church.

The widow married Dr J L Thomas in 1901, who died in 1913. In 1917 Harefield House was burned out in a disastrous fire and never rebuilt. The site was within the grounds of the present Infant and Primary School in Yeovil Chase. Mrs Thomas moved to Midanbury Lane and died in 1918. The estate was sold in 1917 to the Edwin Jones company. A number of private houses were built on the land between the wars; after the war in the 1960s the Harefield council estate was built, as it stands today. Some of the roads were named after Somerset locations by the developer Somerset Gardens Estates Ltd, and some after Hampshire locations by the Southampton Council.

The Edwin Jones store in East Street, originally called Manchester House, was bombed in WWII, rebuilt in 1959 on its current site at the corner of Queensway; Edwin Jones and Co Ltd had become absorbed into Debenhams in 1928 and in 1973 the store was finally named Debenhams.

### *Bibliography*

The Illustrated History of Southampton Suburbs, Jim Brown, Breedon Books, 2004, pp 56-59.

Harefield: A hidden heritage, Keith Marsh.

The country houses of Southampton, Jessica Vale, Proceedings of the Hampshire Field Club and Archaeological Society (1983) volume 39.

The Lost Houses of Southampton, Jessica Vale, Southampton City Museums 1980.

Thirty-eight years of public service, Sidney Kimber.

The West End Museum contains a wealth of material on the subject.

## THE TREE MAN FROM WEST END

By Nigel Wood



RICHARD PHOTOGRAPHED IN LATER LIFE EXAMINING FILM FOOTAGE



Richards grave marker in Saskatchewan



"The Firs" at West End



A YOUNG RICHARD (centre back) WITH HIS FAMILY AT "THE FIRS" IN WEST END

**Dr.** Richard St. Barbe Baker, O.B.E., (yes, the “e” in Barbe is silent) is today best remembered for lending his name to a road in West End (Barbe Baker Avenue) and to others as the founder of the “Men of the Trees” organisation which today has transformed into the International Tree Foundation.

What many do not realise is that Richard was born in West End. His family lived in a house called “The Firs” in Beacon Road. Born in 1889, Richard attended school locally in Bitterne and as a boy helped his father John Richard St. Barbe Baker in a family business grafting fruit trees. His father John came from a religious background, his grandfather and Richards great grandfather was the well known Rev. Richard Baker, Rector of Botley. John was responsible for building what locals know as “the little green tin church” at the side of his house in Beacon Road. Originally a Mission Hall it survives and serves the community today as a Baptist Church.

He studied Forestry and spent periods in Canada homesteading and became a lumberjack and worked with horses, starting a life-long association with the animals. In 1909 he joined a group of undergraduates at the new University of Saskatchewan and later studied Divinity at Cambridge.

On the outbreak of the Great War in 1914 Richard served in King Edwards Horse, a yeomanry unit, and the Artillery, he was wounded but after recovery returned to active duty. Later in 1917 he was responsible for the movement of thousands of horses to and from Southampton and France for the Remount Depots. He was invalided out of the Army in 1918.

After the war he returned to his studies in forestry. Joining the Colonial Service he was posted to Kenya in 1920 and it was here in 1922 that he established the “Men of the Trees” organisation. An early environmental group they were dedicated to re-forestation as a means of stabilising and improving the environment and tackling the soil erosion problem prevalent in many parts of the world. He travelled extensively throughout the world befriending Kings and Presidents and in the course of his travels being responsible for the planting of thousands of trees. He launched “Save the Redwoods” fund to conserve the Giant Pacific Redwoods of the West Coast of the United States and it was thanks to his work and

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*Continued from page 9*

friendship with President Roosevelt and that of American John Muir that we now have the Redwood National Park in Northern California.

Among his other activities he was a pioneer caravan builder and designer, using war surplus wooden airplane parts in their construction soon after the Great War ended. In 1958 he recreated William Cobbett's famous 'Rural Ride' through Hampshire, Surrey and Sussex. He mounted many expeditions to publicise his environmental projects including one in 1964; a journey around the surrounding countries of the Sahara Desert to promote the planting of trees as a means to reclaim the desert. He practised the Bahai' faith, and was a lifelong Vegan. Richard received a much deserved O.B.E. in 1962 and an honorary degree from the University of Saskatchewan in Canada. He died peacefully at the age of 92 years on 9<sup>th</sup> June 1982 whilst on a lecture tour in Saskatoon, Saskatchewan a few weeks before the diamond jubilee of the founding of the "Men of the Trees". He is buried in Saskatoon in accordance with his faith. His legacy to us is thanks to his inspirational work and that of the Men of the Trees organisation they are said to have been responsible for planting in excess of 27 million trees. Prince Charles became Patron to the re-named International Tree Foundation which still carries on the work of re-afforestation started all those years ago by our very own Westender, Richard St. Barbe Baker.



## LEST WE FORGET ... The West End War Memorial

By Nigel Wood



PROCESSION FROM St. JAMES' CHURCH TO UNVEIL THE WAR MEMORIAL 5th JUNE 1920



UNVEILING THE WEST END WAR MEMORIAL Sunday 5th June 1920

It stands like a sentinel at the top of Shotters Hill in West End, made of grey granite, this simple celtic cross represents the ultimate sacrifice of Westenders who in two world wars paid the ultimate price. We are talking about West End's war memorial or cenotaph constructed by Garrett & Haysome, stonemasons of Southampton. The unveiling took place at 5.15pm on Saturday 5<sup>th</sup> June 1920 and was conducted by Brigadier General Harrison and Colonel E.K. Perkins who was the Deputy Lord Lieutenant of Hampshire.

However, we nearly didn't get a memorial as the War Memorial Committee whose inaugural meeting was held in the Parish Hall at 8.00pm on Wednesday 30<sup>th</sup> April 1919 were divided as to what form a memorial should take. Suggestions included provision of a recreation ground, a Lych gate at the cemetery, a chapel in the cemetery, a brass plaque at a suitable location or a memorial tablet in front of the Parish Hall. In the end however, at a meeting held on Monday 2<sup>nd</sup> June as no decision was reached due to cost and other considerations, the Chairman Mr Haines concluded...*"as the meeting has practically decided against a village War Memorial, the work of the Committee has now come to an end"*. A vote of thanks was taken and the meeting and the committee came to an end.

*Continued on page 11*

*Continued from page 10*

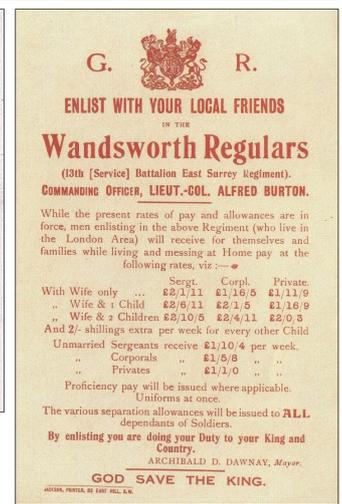
Following the inability of the Parish to agree a War Memorial, Colonel Perkins undertook to erect one; On the back of the plinth is an inscription which reads...."Erected in thankfulness for the preservation of their three sons by a mother and father 1914-1918". The three sons in question were Noel, George and Hew – all three of the Perkins' sons served in the Great War and all returned safely. Noel K. Perkins served as a Lieutenant in the 9<sup>th</sup> Battalion Hampshire Regiment, George F. Perkins became a Brevet Lieutenant-Colonel in the 1<sup>st</sup> Battalion of the Hampshire Regiment and was awarded the DSO as well as the 1914 star whilst Hew B. Perkins served as a Captain in the 5<sup>th</sup> Battalion of the Hampshires.

West End men lost their lives in all theatres during the Great War, but the biggest single loss of life occurred with the sinking of HMT "Royal Edward" carrying men to fight at Gallipoli in 1915. She was torpedoed by a German submarine on Friday 13<sup>th</sup> August; one torpedo from U14 hit the "Royal Edward" on the port side just forward of the main mast. Eight men from West End perished in this sinking – Sidney Brown, George and Frederick Curtis, Frederick Jurd, Bertie and Walter Light, Frederick Thompson and Alfred Webb.

West End men are buried or commemorated in cemeteries in Iraq (then Mesopotamia), Israel, The Somme, Gallipoli, Flanders, Italy and Iran (then Persia). They served their country and are today commemorated not just on the war memorial, but also in St. James' Church in the shape of a wooden plaque listing those who fell and in the Parish Centre where there is an illuminated ornate Roll of Honour listing all those who served and highlighting those who paid the ultimate price.

Amongst those who served was Wing Commander Arthur Wellesley Bigsworth, RNAS; he bombed and sank a German submarine single handed when it was off the Belgian coast and also carried out the first night-time air attack on a German Zeppelin airship, the LZ39. Brigadier-General George Henry Gater, son of Mr W.H. Gater of Winslowe House, became one of youngest generals in the British Army and was highly decorated and knighted for his services. There were many other unsung heroes, too many to mention, but they did their duty for King and Country. One family who lost more than their share of menfolk were the Curtis's. Private William Harry Curtis, 1<sup>st</sup> Battalion Dorsetshire Regiment was killed in action in Flanders at Ypres, Private George Henry Curtis and Pte Frederick John Curtis both of 2<sup>nd</sup> Battalion Hampshire Regiment lost their lives as a result of the sinking of the "Royal Edward" en route to Gallipoli and Private Leslie Curtis died serving with the 10<sup>th</sup> Battalion Hampshire Regiment at Suvla Bay, Gallipoli. A truly devastating loss for just one family!





## FOR KING AND COUNTRY

### A SELECTION OF WORLD WAR ONE RECRUITING POSTERS

#### THE NEXT MEETINGS ARE....

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

October 1  
**SOUTHAMPTON'S SUGAR & SLAVE TRADE**  
*Dr. Andy Russel*

November 5  
**MEN WHO MARCHED AWAY**  
*Nigel Wood & Peter Wallace*

#### ON THIS DAY.....

On this day (August 6th.) in.....

**1623** Anne Hathaway wife of William Shakespeare, died.

**1809** Alfred, Lord Tennyson, English poet and Poet Laureate, born at Somersby rectory in Lincolnshire.

**1825** Bolivia was proclaimed an independent Republic, free from nearly 300 years of Spanish rule, with Antonio Sucre its first President.

**1881** Sir Alexander Fleming, Scottish bacteriologist and discoverer of penicillin, born at Loudon in Ayrshire.

**1890** The electric chair was used for the first time in America, at Auburn Prison, New York - the victim was murderer William Kemmler.

**1893** The 3.5 mile Corinth Canal of Southern Greece was opened.

**1911** Lucille Ball, American comedy film actress, born at Jamestown in New York.

**1945** An atom bomb was dropped on the Japanese city of Hiroshima, from a Boeing B29 bomber 'Enola Gay'.