



GREAT WAR 100

WESTENDER

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FROM OUR ARCHIVE



TELEGRAPH WOODS ESTATE, WEST END IN THE EARLY 1920's

Our picture shows the opening up of what was to become the Telegraph Woods estate in West End around the early 1920's. The picture shows the building of Southern Road in the days when there was no mechanical aid to help with soil excavation, it was all done by hand and transported about on tipper trucks (similar to mining trucks) by heavy horses. Also in our archive are a series of photographs taken at this time which show a steam traction engine powering a portable sawmill to cut the trees up into manageable sizes. In the early 20th century when the builder Alfred Ives put in the first roads, he first sold off all the felled timber, the excavated sand and gravel (for which the area was well known) and even the leaf mulch!!, prior to any building work commencing. The original houses were built to order, although later spec. building took over.

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**WEST END
PARISH
COUNCIL**



JOHN ROCHFORD BLAKISTON & HIS SON JOHN FRANCIS

By Paula Downer

This is the life story of the son of a Mr & Mrs Blakiston who lived at 'The Wilderness' in West End Road. Mr Blakiston lived there until his death in April 1921. He is buried in the Old Burial Ground in West End.



John Rochfort Blakiston's grave



View of the back of 'The Wilderness' c.1910
(Photo courtesy of BLHS)

Mr Blakiston was born as John Rochfort Blakiston on 9th April 1840 in Lymington. He was the son of John and Jane Blakiston of Mobberley in Cheshire.

John Rochfort Blakiston married Georgina Helen Cubitt on 14th September 1876 in Suffolk, East Anglia, she was the daughter of the Reverend Francis William Cubitt. John and Georgina had four children. Three were born before they came to West End; two daughters Margaret and Mary Helen (date of birth/location not found), their only son John Francis was born 21st March 1882 in Amersham, Buckinghamshire. In 1887 John Rochfort and Georgina came to live at 'The Wilderness' in West End and then their last daughter Catherine was born.

According to the 1891 census, John Rochfort is described as Head of the family, age 50 and 'Living on his own means' - their son John Francis is 9 years of age. John Rochfort was a stout member of the community, being churchwarden at St. James' Church and Honorable Secretary of the local 'Coal Club'.

John Rochfort and Georgina sent their son away to Wellington College in Berkshire to be educated. In 1911 John Francis joined the Archaeological Survey of India organisation. While holding his position in the Archaeological organisation John Francis Blakiston joined the Cavalry of the Indian Army (38th Central India Horse). He was in the Indian Army Reserve of Officers, becoming Acting Captain while holding the post of Adjutant in 1918. He gained rank of Captain in 1922, holding this post until 1930.

He married twice, first to Paula Howard, they were married in Allahabad, India in May 1918. In July 1937 he married Margaret Ward-Jackson in Ploughley, Oxfordshire.

It seems that his marriage to Paula Howard did not last, in 1926 Paula is onboard a ship from Bombay heading back to England.

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As Archaeological Superintendent of Muhammadan and British Monuments (Northern Circle) J.F. Blakiston produced publication No.19 in the 'Memoirs of the Archaeological Survey of India' series titled 'The Jami Masjid at Badaun and other buildings in the United Provinces'. The publication, dated 1926, contains some fine detailed drawings of these buildings. In 1935 John Francis Blakiston became the Director-General of the Archaeological Survey in India. He held this post until 1937. In the same year he was invested as a Companion, Order of the Indian Empire (C.I.E.).

By 1937 John Francis Blakiston was in his mid-fifties, he probably thought that it was time to re-marry and start a family. John Francis came back to England and married Margaret Dora Ward-Jackson, she was in her late twenties. They had three children, John Alan Cubitt was born 15th July 1938 in Ploughley, their two daughters were born in Brackley - Susan Anne Margaret born 18th May 1940 and Jane Mary Dora Helen born 28th February 1944. During the Second World War he joined the Home Guard, gaining rank as Major. John Francis Blakiston died in Caernarvon on 8th January 1965.

John Francis Blakiston's grandfather John Blakiston spent many years in the British Army, gaining rank of Major with the 27th Regiment of foot. His father was Sir Matthew Blakiston 2nd baronet. Sir Matthew Blakiston had succeeded to the title of 2nd baronet Blakiston of London in 1774. He married Anne Rochfort of Clogrennane, County Carlow, Ireland in 1782. They had five children, Major John Blakiston being the third son, born February 1785 in Dublin. Sir Matthew Blakiston owned land in Ireland, he was also a partner in Maunsell's Bank in Limerick. Unfortunately the bank collapsed during the harsh times of the Napoleonic Wars.

Sir Matthew Blakiston and his wife Anne came to live in Lymington. Their memorial tablets can be seen in Thomas's Church in Lymington. Sir Matthew died September 1806 aged 45, his wife Anne died November 1862 aged 101....a fine age in those days !

The title of 1st Baronet Blakiston, London was originally created in 1763 for Sir Matthew Blakiston. He was Alderman of London between the years 1750 – 1769, he was also Sheriff of London during this period and held office as Lord Major of London 1760 – 1761. He was invested as a Knight in 1759.

So it seems that John Francis Blakiston comes from a long line of landed gentry and furthermore it appears that the late Queen Mother is related to the Blakiston family. And John Francis Blakiston's mother Georgina Helen Cubitt is listed in the Plantagenet Roll of Royal Blood as being a descendent of Edward III !



John Francis Blakiston's Great Grandparent's Memorial Tablets

AMERICAN RECIPES FOR WARTIME BRITAIN

From a booklet published by The Women's Gas Council

Recently the museum was given a wartime (1941) cookbook which also contained a booklet entitled "American Recipes for Wartime Britain". Both the book and booklet are now on display. The booklet was published by the Women's Gas Council and was one of a series to aid wartime housewives. Here are a few of the recipes you might like to try:

BARBECUED SPAM

1 tin Spam (or other cooked meat)	1 teaspoon sugar
2 tablespoons frying fat	1 tablespoon red jelly or jam
3 tablespoons vinegar	$\frac{1}{2}$ teaspoonful paprika
1 teaspoonful mustard	$\frac{1}{2}$ lb. Shallots or onions (boiled)

Cut the meat into slices $\frac{1}{4}$ in. thick, and fry until slightly brown on each side. Drain well and keep hot. Place other ingredients (except shallots) in the frying pan. Stir until smooth, over a gentle heat. When boiling strain over the meat.

Garnish with the boiled onions or shallots and serve at once.

JIFFY COOKIES

- $\frac{1}{2}$ large tin sweetened condensed milk.
- 2 oz. cornflakes.
- $\frac{1}{2}$ oz. raisins or sultanas.
- 2 heaped tablespoonfuls peanut butter.

Cream the peanut butter and the condensed milk well together. Stir in the cornflakes and dried fruits. Place the mixture in small spoonfuls on a well greased tin, fairly well apart. Bake in a moderate oven for 15 to 20 minutes, until golden-brown and firm. Remove from the tin at once and cool on a rack. The amount makes about 18 cookies.

MOCHA CHIFFON PIE

- $\frac{1}{2}$ lb. shortcrust pastry.
- 1 dried egg (reconstituted)
- $\frac{1}{2}$ pint milk (evaporated)
- 1 oz. sugar.
- $\frac{3}{4}$ oz. gelatine.
- $\frac{1}{2}$ pint water.
- 3 teaspoonsful coffee (cold)
- Rum flavouring.

Prepare a pie shell or flan from the shortcrust pastry. Bake in a hot oven for 10 to 15 minutes until crisp and golden brown. Put aside to cool. Mix the reconstituted egg with the milk and sugar and stir slowly until boiling. Soften the gelatine with the water and stir in milk until dissolved. Add the coffee and rum flavouring (if liked) to taste. Pour into a cold basin and put aside to cool. When half set whisk vigorously until light and spongy and then pile into the pie shell. Put aside to set and serve very cold.

Note: A thank you to Kerry Houghton for donating these books. Ed

APRIL MEETING A.G.M.

A review by Roy Andrews

Forty five members attended the Annual General Meeting, not a bad turn out, and after the Minutes of the previous year's A.G.M. were accepted, the Chairman's and other committee members' reports were given. Next came the excitement of the selection of committee members for the coming year. As usual though nobody other than the present committee members would put themselves forward for selection and thus all were reselected except Margaret Wallace who stood down as Museum Roster Organiser and in the absence of any new volunteer that nice Lin Dowdell has agreed to take on the role "temporarily " until someone out there volunteers!

Next we had the item which was possibly what most of the members turned up for: a talk by husband and wife WELHS members Peter and Catherine Hatton on their hobby of Bee Keeping. Dressed in their matching Bee Keepers Boiler Suits - different colours so they knew whose was whose - they announced that when bee keeping was first mooted, there had been no way they wanted this as a hobby. However they succumbed and after reading books and attending courses, they are now successful Bee Keepers.

A hive can hold between 50-60 thousand bees made up of female workers and male drones and one Queen, the only egg layer, whom they mark with white to enable them to identify her.

The most important concerns for bee keepers include disease killing the bees, guarding against mice and Hive Beetle attacks and problems along the way like losing, twice, queen bees fleeing the hive with a third of the colony. Another early problem when they located hives to the allotments was that in the first two years no honey was produced.

Peter had brought along a hive he had built himself and broke it down into its various sections explaining what each did and explained that it is not the cold which kills the bees but damp so he has added insulation to his. A hive when complete can weigh 150 pounds.

This was a very interesting talk by two self confessed inexperienced public speakers and there was lively interest shown in the hive during refreshment time.

P.S. Their honey is delicious as well - I can vouch for that - and always on sale at the WELHS monthly meeting with a donation from each sale being generously given to the Society.

MORE ARTICLES WANTED

I know everyone must be getting a little tired of hearing the same old plea 'I need more articles for Westender', but it is true. Although we have been fortunate enough to have a couple of new contributors, we still need more.

All those members who come along to meetings must have memories of West End, its not that difficult to put pen to paper.

Are there any members doing research into their village's past, family history research or perhaps a facet of local history that you find interesting.

We are reliant on YOU to put pen to paper and contribute - without your articles our newsletter will fold - please consider this carefully. Thank you **Ed.**

LIFE AT RAILWAY COTTAGES IN THE 'THIRTIES

By Pauline Berry

Our member Alan Budd came into the museum recently to recount his memories of his childhood in Railway Cottages, Allington Lane, West End. He was a small child when he moved there with his parents, Fred and Queenie, and siblings, Dennis, Phyllis and Peggy (born later) in 1931. The pair of cottages are still there, close to the bridge over the railway line and Alan's home was the one closest to the village. It was a tied cottage, belonging to the nearby farmer, Mr Christian, and the other semi was occupied by Mr Small, a cowman working for him.

Life was simple but happy, with no electricity, mains water or gas, just a well in the front garden and the house was lit by oil lamps or candles. Mrs Budd cooked on the big range in the kitchen where the family liked to gather. Mr Budd, a labourer but a bricklayer by trade, tended a large garden, with pigs, chickens, vegetables and fruit to help feed his growing family.

Alan recalls how their sow had to be walked, with the aid of a prodding stick, all the way to Horton Heath to be 'serviced'. Later on, the resulting piglets were slaughtered by Reuben Fray, the butcher at Rosemount (now the site of Tesco Express), who kept half by agreement and the other half jointed and returned to the Budd family. There was sufficient for Mrs Budd to deliver some of the meat to relatives in the area, transported in their old pram!

The family frequently went 'wooding' to collect bundles of kindling nearby, for the cooking range, to supplement the coal supply delivered by Mr Catlyn, the local coal merchant in West End. Another occupation for the children was picking strawberries from the railway embankment, strictly against the rules, as was placing a halfpenny coin on the rails in the hope that it would grow into a penny when the train passed over it. Alas, it only disintegrated and the idea was soon dropped!

This rural spot was a source of great fun for the Budd family children, bathing in the River Itchen, larking around in the water, picnicking, hayricks, freedom from care. They would walk the two miles to West End School via Allington Lane and Quob Lane, often flooded, kicking over piles of cut grass and bird-nesting on the way. They often played with the eight children from the Brewton family, who lived in the neighbouring thatched Keepers' Cottage (opposite 'Oaklands House'). Leapfrog was one of their games and they sometimes played truant from school if they were all late.

The corner close to Railway Cottages was called Gipsy Corner, for the gipsies would arrive there annually in their horse-drawn caravans. They sold their wooden clothes pegs and used the Budd's well, with permission, for drawing water. No trouble. Another exciting sight was that of steam traction engines passing along the lane, pulling trailers laden with timber.

The Budd children received one penny per week pocket money in summer, and a halfpenny each in winter, when things were tight. This led to a trip to the corner shop run by Fred Hines where Chapel Road met the High Street, to spend their precious money on Aniseed Balls or Spanish Root, similar to liquorice, which once chewed caused their teeth to need cleaning by eating apples. A halfpenny would also buy broken biscuits at the grocer's shop, no toothbrushes for them and the school dentist called just once per year. The 'nit-nurse' was a regular visitor at the school and the worst cases were sent home immediately.

Alan admits he was 'a bit of a rebel' at school, often in fights and in trouble with Mr Harris, the headmaster. He was often threatened with 'the stick' but never received it - that is, not until he went to Hedge End Senior School where Mr Shelley (formerly of West End School) ruled with a rod of iron. Once, Alan was sent to the Infant's class, at West End School, as a punishment.

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But it did not work because he spent the day making the girls giggle! A convenient scrubbing brush and soap lay close by any miscreant who swore, but was never used!

His life at school, Alan recalls, was probably made more complicated by a mistake in his birth date (another story) which, he believed, caused many arguments. He had fond memories, however, of the teachers, Mrs Webb, Miss Stutchbury and Mrs Delft. The strict regime was also softened by the hot cocoa drinks given out to pupils in winter.

The Budd family moved from Railway Cottages circa 1935, into Briar Cottage in the High Street and later to West End Road, where his brother Lesley was born.

WEST END HONEY FOR SALE

Once again as last year our thanks to WELHS members Peter and Kathryn Hatton who live in West End and keep bees and have honey for sale. The honey is actually produced here in West End and sells for £3.50 per jar for 227g (8oz in real weight).

They have very generously offered again to donate £1 in future from the sale of each jar to WELHS funds - so by buying the honey you will have something nice to consume and also benefit the society.

Peter and Kathryn can be contacted on 02380 474789 and are happy to deliver to your door here in West End whilst on their travels. They will also bring a quantity to the meetings for sale, so bring your money!

Ed

LOOKING BACK

A short article from "West End News" community magazine of 1983

C.M.Sillence writes.....

Moorgreen

There is evidence to suggest that the Hamlet of Moorgreen, which during my youth, boasted two Pubs, a shop and a Sub-Post Office, is much older than the village of West End.

Maps earlier than 1820 show five Tumuli in the area, two behind the old South Stoneham Poorhouse (now Moorgreen Hospital), another two in the vicinity of St. James Junior School and another on the opposite side of the road near the site of the now demolished Moorgreen Inn.

It was about 1952 that Mr Eric Watson and myself were helping to lift potatoes at Moorgreen Farm when he found a fine example of a Stone Age Adze which his son took to Wildern School for Exhibition. Whilst admitting one Adze does not constitute enough evidence to indicate that there was a Settlement in the area, it does give enough food for thought in that direction, especially as the Farm is quite old.

The Farmhouse, according to a Hants Archaeological Survey, dates from the 16th century but appears to have additions built in the 18th and mid 19th centuries.

There is an interesting old wooden and Studdle (sic) stoned barn area late 18th century and Mr Brian Pragnell, whose late grandfather and father have been tenants for many years, states that the old well has never been known to dry up.

QUAKERS AT WAR

A review by Roy Andrews

At the May meeting Dr Frances Hurd gave us a very interesting talk which she had originally been asked to research and give to the Chichester Friends (Quakers) on the history of Quakers, well known for their passivism, in war time.

The founder of the Quakers, George Fox, in the mid- seventeenth century, had set out their guiding principles which were a belief in equality, toleration and peace. In the early days these considerations were not always shown in return to the Quakers and they suffered persecution; eventually many fled to America where Quaker William Penn founded Pennsylvania.

Never a very large organisation, though bigger in the USA than here, the Quakers have always “punched above their weight “ particularly in wartime. Their first test was in 1798 when the French invaded Ireland during the Napoleonic Wars. Quakers treated casualties on both sides in accord with their principle of equality. And in 1805 they raised £7000, the equivalent today of £250.000, which Quaker Luke Howard took to Germany to combat the ravages of the war there.

1820 saw the Quakers in Greece after that country had rebelled against Turkish rule; here they raised money to feed families and provide school meals which they continued to do for twenty years.

The Irish Famine from 1846-50 saw the Quakers raise the equivalent at today’s rates of £10,000,000 to feed the starving.

In 1853, the Quakers attempted to prevent Britain getting involved in the Crimean War against Russia. Having failed in this, they provided famine relief to Finland, at that time part of Russia, which had been devastated by British bombardment.

The American Civil War from 1861-65 had the Quakers create an ‘Underground Railway’ enabling black slaves to escape to the northern states.

By the time of the Franco/Russian War of 1870-71 the principle of giving aid to all sides in any confrontation was formally adopted by the Quakers. The Red Cross having been upset by the Quakers’ use of their symbol the Quakers adopted the still used today logo of the red/black star.

The Boer War of 1899-1902 saw the British confining the women and children of both the white and the black enemy in vast ‘Concentration Camps’ where because of poor planning and difficult logistics of feeding the huge numbers of internees, 27,000 died, 81% of them children. The Quakers in their attempts to provide food were accused by the British of ‘Lack of Patriotism’.

The start of World War One saw many men, not only Quakers, become ‘Conscientious Objectors’ resulting in the introduction in 1916 of the Military Conscription Act. Sixteen thousand applied to be excused, six thousand were refused and forced into the army, almost six thousand were sent to prison and 35 were sentenced to death although this was commuted to 10 years hard labour at the very last minute. These men were forced to complete the whole sentence even after the war ended. Those Quakers who did go to the ‘Front’ became unarmed stretcher bearers displaying the red/black star on their uniform which was generally respected by both sides. Eight hospitals, six hospital ships and six ambulance trains were set up by the Quakers with a further four hospitals in England. The Friends Ambulance Unit became an officially recognised body.

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At the war's end the Quakers went to Germany and fed the starving population and continued for five years to feed 1,000,000 children. During the 20s and 30s, work continued in Europe and with the rise of Hitler in Germany, the Quakers became involved with the 'Kinder Transport' which enabled many Jews to flee to this country.

During World War Two, the Friends Ambulance Service (FAS) had 1300 members, two of whom Dr. Hurd revealed were her mother and father. The average age of the FAS was 22 years. They would always go wherever they were needed, resulting in 17 dying and 16 being sent to German Prison Camps. Also set up was the Friends Relief Service which offered civilian support in the UK, Europe, Middle East and North Africa.

In 1947 the Quakers were awarded the Nobel Peace Prize for their work in both world wars and former members of the Friends Ambulance Service were instrumental in setting up OXFAM.

In all we had an excellently researched and presented talk by Dr. Hurd which I am sure the Chichester Quakers appreciated as much as we did.

A NORDIC ECLIPSE CRUISE

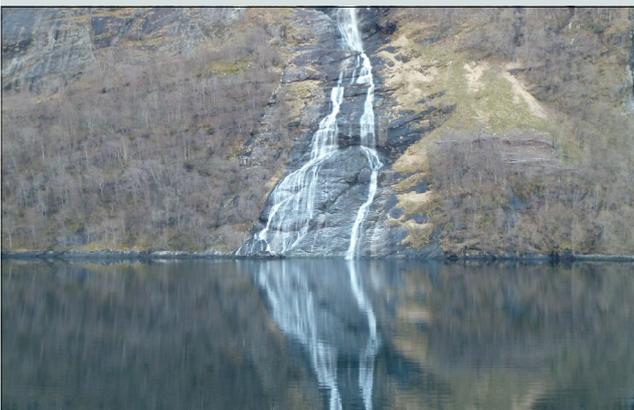
11th - 23rd March 2015

By Peter & Margaret Wallace

Margaret and I departed Southampton Docks on board the MS "Saga Sapphire" for a 12 night cruise to Norway and the islands to the north of Scotland as far as the Faroe's. Our captain for the trip was Philip Rentell who was to play an important part later in the cruise.

This was our first time sailing with Saga, and we were very impressed with the ship and crew who kept us fed and watered during the cruise. The sea for this time of year was very calm due to high pressure over Norway. Our first port of call was Bergen on Saturday 14th March; the day dawned fresh and bright with clear blue skies all day. We decided to go ashore to explore the hidden gems of Bergen on foot, a very enjoyable day, but was it cold!!!

Over night we travelled from Bergen 60 miles into Norway along the steep sided and snow capped mountains of Geirangerfjord. We sailed towards Geiranger in the bright morning sun, the moon which was nearing the sun, was to play an important part later in the holiday. We were the first cruise ship of the season to negotiate the fjord and a thin layer of ice cracked as we proceeded along the route. Most of the waterfalls were still frozen but the fall known as VAT69 was in flow (shaped like a bottle of whiskey of the same name).



We had one more port of call in Norway, Andalsnes where we went on a combined coach and train excursion on the Rauma Railway. On the way to pick up the train we passed through the Romsdal Valley which features some of the most spectacular scenery in the entire country. Trollveggen (the Troll Wall) one of the cliff formations in the valley, has a vertical drop of 1,000 metres (3,300 ft). We spent St. Patrick's Day crossing the North Sea to Lerwick and a coach excursion awaited to take us to an area called Northmavine with spectacular views out to sea.

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Thursday 19th March turned out to be an overcast day which did not bode well for the day of the eclipse. Whilst out on an excursion from Torshaven, Faroe Islands, we visited a local wood turner, who only used wood that was native to the islands, nothing was imported. The wood turner skilfully turned blocks of wood into lampshades and shallow bowls. The house like many others in the area had a turf roof.



CAPTAIN PHILIP RENTELL

March 20, 2015 The Eclipse

“The day dawned with low clouds and heavy showers, but there was a change in the wind, the cold front must be going through. A few miles away ‘Oriana’ was waiting for us to ‘get out of the way’ and just after six we left the berth and moved slowly out to sea. To the west of the islands I knew the swell was rising, to the east it was calm, while way above, the odd patch of blue sky was occasionally appearing. Local forecasters and the satellite charts were saying that the best chance would be in the area around the southern islands, but westerly wind was being funnelled through the fjords bringing dark cumulus clouds and very heavy showers.

Once clear the vessel was turned to the south, the speed reduced. With just over three hours to go, I was looking up trying to get some impression of what the weather Gods were going to do. Gradually more blue sky appeared, but frustratingly distant. Speed was increased. Meanwhile, the Master on the ‘Oriana’ appeared to have changed his mind, instead of going alongside in Torshaven he had followed us out into open waters, and in fact seemed to be tracing out exact track.

Around 8:40am the sun was coming and going. I saw the first indication of the moon just crossing the edge of the sun, but the low shower clouds kept coming. Much higher there appeared to be an intermittent band of stratus which would make a sighting even more frustratingly difficult. For almost half an hour only the odd glimpse of the moon gradually covering the sun could be seen as another wave of heavy grey clouds came down wind and over our heads.



And then, with only ten minutes to go, more blue sky appeared. Speed was increased again, I kept looking towards the islands and tried to gauge where those darker clouds would be at totality. Tom, the Officer of the Watch, received my order and the ship was swung to port, by now I wanted my 37,000 tonne charge to become a Ferrari. We chased the blue.

At 9:41am the fiery rim of the sun was in the only visible patch of clear sky, and we experienced two minutes of totality, what a thrill, what an experience. And what a sense of satisfaction!



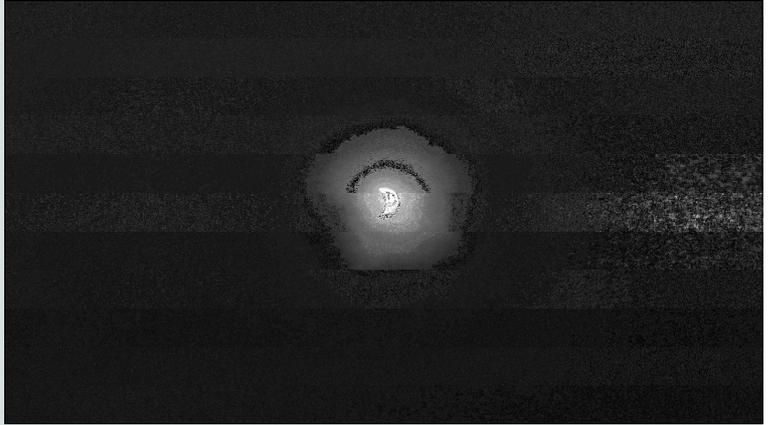
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We have some very happy passengers who seemed to be, for some obscure reason, somewhat amused when I came over the Tannoy and said that. According to the radar, 'Oriana' appeared to be under a heavy rain shower. To our office I simply e-mailed, 'Mission accomplished'".

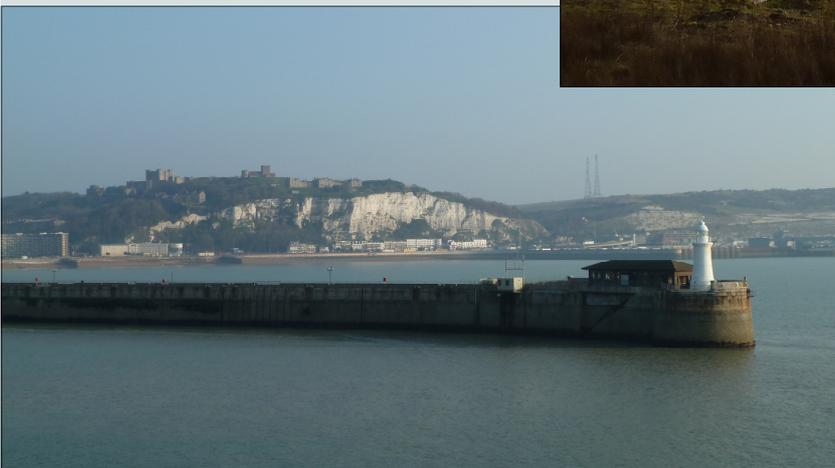
This story was taken from the Captain's Blog.

Over the night of 20th/21st March, we sailed south of the Orkney Islands arriving early in the morning to a bright and sunny day. After breakfast we joined our coach for a tour of the Hoy and West Mainland passing many stone circles and an area known a Scapa Flow, where the German Navy scuttled their ships at the end of the Great War.



We passed close by to Skara Brae World Heritage site. This was not included on our itinerary to visit.

During the Second World War HMS "Royal Oak" was sunk in Scapa Flow due to enemy action, the wreck marker buoy can be seen in the middle of the picture.



The rest of 21st/22nd was spent at sea to arrive at our port of Dover to disembark on the morning of 23rd March 2015.

It had been a wonderful cruise, one of the best!

WEST END CARNIVAL 2015

The Carnival Procession is on Saturday 20th. June 2015 - The parade will commence at 1pm making its way to Hatch Grange by approximately 2pm. The Carnival Procession will now start in Quob Lane and finish in the High Street opposite the Lodge House (Hatch Grange) and not at the Parish Centre main entrance.

Arena Events - Approximately 2pm to 5pm

Carnival Quiz 2015 - Kindly hosted once again this year by the Master Builder, Thursday 18 June 2015, start at 8pm - why not book a table to eat beforehand and reserve your seat as last year was really popular. Other events include:

Carnival Walk 2015 - Dog Show 2015 - Garden Competition 2015 - Haskins have kindly agreed to judge the entries again this year. Judging will take place in Thursday 18 June, exact times to be confirmed - Allotment Competition 2015 - Haskins have kindly agreed to judge the entries again this year. Judging will take place in Thursday 18 June, exact times to be confirmed.

Further information can be obtained: email - westendcarnival@hotmail.co.uk or ring the Parish Office on 023 8046 2371 for details. The Carnival web site will be updated with latest news items and you can follow us on twitter @westendcarnival or like us on facebook at the West End Carnival - Official Site. *(This information is taken from the West End Carnival website)*

THE NEXT MEETINGS ARE.....

July 1

QUEEN VICTORIA'S LAST JOURNEY
Peter Keat

August 5

SOCIAL EVENING AT THE MUSEUM
With free refreshments and raffle

September 2

VICTORIAN SOUTHAMPTON: the Age of Steam and Expansion 1820-1894
Jake Simpkin

ON THIS DAY.....

On this day (June 3rd.) in.....

1804 Richard Cobden, British statesman and economist, born at Heyshott. Near Midhurst in Sussex, the son of a farmer.

1808 Jefferson Davis, American statesman and President of the Confederate States in the American Civil War, born at Fairview in Kentucky.

1865 King George V, the second son of Edward VII and Queen Alexandra, born at Marlborough House in London.

1875 Georges Bizet, French composer, notably the opera 'Carmen', died at Bougival near Paris.

1898 Samuel Plimsoll, English social reformer, known as 'The Sailors' Friend', who devised the Plimsoll Line for the safe loading of ships, died at Folkestone in Kent.

1899 Johann Strauss the Younger, Austrian composer of light music, notably the 'Blue Danube', died in Vienna.

1915 Paulette Goddard, American film actress, born at Great Neck in the State of New York as Marion Levy.

1956 Third class rail travel was abolished on British Rail, to conform with continental practice.