Emsworth Maritime & Historical Trust

President: The Rt Hon Lord Willetts of Havant
Registered Charity No. 1204910

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ACCREDITED MUSEUM
Arts Council England

The Emsworth Echo

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Contents

Petition to the Duke of Wellington in 1837

by Inhabitants of Warblington and Havant

While investigating the Swing Riots of 1830, local historian Ann Griffiths came across the following petition in the archives at Southampton University.

Petition from the inhabitants of the two adjoining parishes of Warblington (including Emsworth village) and Havant to Arthur Wellesley, first Duke of Wellington, Lord Lieutenant of Hampshire:

"We respectfully take leave to inform Your Grace that this neighbourhood, namely the two adjoining parishes of Warblington (comprising the populous village of Emsworth) and Havant, with other places, have lately increased in crime and immorality to an alarming extent, practised with impunity, from the difficulty of obtaining magisterial interference without great inconvenience and expense, Sir John Ommanney, and Sir Henry Leak being both abroad whilst J.F. Williams, esquire, who resides at an inconvenient distance is frequently and necessarily absent on his professional duties; he being a Commissioner of the Court of Bankruptcy, so that a Bench can now be seldom formed at Havant.

Permit us to request Your Grace will be pleased to cause the name of Mr. John Barton, a gentleman of talent and unimpeachable integrity, and in every way qualified to fulfil the duties of so important an office, to be inserted in the Commission of the Peace for the county of Southampton: Mr. Barton's residence on the confines of the two parishes, with a population exceeding [five thousand] by placing him within reach of both, will afford a facility to the redress of evil and in the humble opinion of your memorialists, impose a salutary check on crime."

The petition is signed by the following inhabitants:

Daniel Davies, D.D., Minister of Emsworth;
George Turner, gentleman;
John Allen, captain, Royal Navy;
Gawen Holloway, gentleman;
[?]F.K.W. Smith, chemist;
George [?]Erratt, grocer;
Thomas [?]King;
Townsend Cox, grocer;
John Hicks, surgeon and etc.;
William [?]Lowington, gentleman;
Thomas Wolfe, Royal Navy;
Henry Hall, saddler;
Benjamin Chase, builder;
Charles Osborn, surveyor, Hayling;
George Miller, surgeon;
George Mott, brewer;
Thomas Pullinger, cooper;
William [?]Hotson, builder;
Thomas [?]Iveson, wine merchant;
William Hipkins, yeoman;
James Preston, Emsworth;
John [?]Mincell, inn [?]keeper;
John Day, gentleman;
James Harris, Mus. Bac.;
J.Lloyd;
John Griffin;
Frederick Bradburne;
Edward Duke, gentleman;
Samuel Cobby [?]orga [smudged];
Edward Ford, whitesmith;
J.Smith Lane, gentleman;
Charles Mant, gentleman;
J.Westwood, banker;
A.[?]Strong, surgeon;
[?]Robert [?]Saxby, R.M.;
G.H.Smith, draper;
Benjamin [?]Marshall, grocer;
W.Fielder, innkeeper;
John Bulbeck, ironmonger;
John Stride, stationer;
Hollis Thorpe, baker;
[?]Nd Crockford, Emsworth;
Robert Brockway, Emsworth;
David Walker, gentleman;
David Palmer Walker, merchant;
Daniel W.Stephens, gentleman;
James Cullis, builder;
James Cobby, * ..... * \ High Constable /;

Continued overleaf

Petition to the Duke of Wellington contd

Richard Collins, leathercutter;
James Tatchell, manufacturer;
William King, shipbuilder, etc.;
John [?]Dussell/Duffell, [?]gnr;
John Hoare, Custom House;
Joseph Law, merchant;
John Small, schoolmaster;
William Hellyer, builder
William Day, millwright;
George Bowman, yeoman;
Thomas Cluer, shipwright;
James Cobby, gentleman;

Another petition,almost identical in wording, is signed by the following Havant inhabitants:
Geo[rge] Tho[mas] Staunton
S.Poyntz
[?]N.[?]Davis
[?]James Stoneham
Henry Stoneham
St. John Alder, Rector of Bedhampton
H.Snook
P.B.Osmond
John Snook
James Hewett
J.B.Clarke
J.[?]Bulbeck Edm[und]
Joseph Hicks
C.B.Longcroft
Charles Lane
Thomas Martin, solicitor, Havant
Samuel Gloyne
William Grigg
W.Gloyne
Walter Lellyett
James Robins
George Smith
Thomas Gawne, gentleman, Havant
Digby Dent
James M.Maidlove, gentleman
Stephen Miller, sailmaker

Both petitions include the phrase "By order of the subscribers. C. Mant, secretary pro tem".

Source:
Wellington papers. MS61/WP4/28/27. University of Southampton Special Collections, University of Southampton, University Road, Southampton, SO17 1BJ.

From Apothecary to Modern-day Chemist – The journey that Emsworth's Pharmacists (and their fascinating buildings) have made through the ages

by Andrew Butler

For over 200 years Emsworth has benefitted from the presence of several chemists, and their history helps to teach us how the role of the pharmacist has changed dramatically through the decades. Even today, Emsworth is served by 'The Old Pharmacy' and the 'Emsworth Pharmacy', which are located at each end of the High Street; they both occupy architecturally interesting buildings. But the building on the corner of King Street and High Street that we now call 'The Old Pharmacy' has been a pharmacy for barely 20 years; it was a butchers shop, J R Mant & Sons in the 1920s and 30s. His son Len had a cycle and motor business next door fronting the High Street.

The 'real' Old Pharmacy is Number 38 High Street, a stone's throw from the current pharmacy. Now occupied by St Wilfrid's Hospice charity shop, this building has a fascinating history as a dispensing chemist

The Old Pharmacy, 38 High Street

dating back at least 200 years. The earliest verifiable record dates from 1816, when Dr James Hicks established a dispensary. But there are reports of a pharmacist in this building supplying the local workhouse with lotions and medication dating back to 1771.

The Old Pharmacy underwent much evolution until September 2004, when John Preddy moved the business across the road, and took the 'Old Pharmacy' name with him. That pharmacy is still operating under the same ownership today, while the original building has now morphed into the St Wilfrid's Hospice charity shop.

The Museum has numerous artefacts from this long-standing facility, dating back to when Edwin Stubbs ran the pharmacy in the 1890s, and Wilfred Slatter in the 1920s. But the origins of the building date much further back – all the way to the 14th century. Over the years, the building is reputed to have been the primary storage for smuggled contraband. Using a network of interconnected cellars and tunnels stretching down to the harbour, smuggled goods came in alongside fish, and were allegedly stored in a secret room underneath the building!

The current Emsworth Pharmacy is also located in the architecturally interesting Central Buildings, on the corner of West Street. This impressive art deco building was erected around 1935. The new building originally hosted Mants cycle shop on the ground floor, and apartments above. It became a Lloyds Chemist in the 1980s, and changed hands only recently when Lloyds sold off their retail stores.

Central Buildings on the corner of West Street

But we have to thank Tony Yoward for the most interesting stories relating to Emsworth pharmacies. Back in 1910, Ernest Hobson bought a shoe shop at 22 North Street, and opened his own pharmacy the following year. Emsworth was growing rapidly by then, and the coming of the railway had stimulated development along North Street. There was plenty of demand for two operating pharmacies, and they were roughly the same distance away from the doctor's surgery.

Ernest ran the business successfully until 1927, when it was sold to Cecil Williams, who ran the shop alone until 1952. But age catches up with all of us, and Cecil needed someone more youthful to help share the load. A young Tony Yoward, just demobbed from Army active service in Korea, joined the team in 1952, together with his pharmacist wife, Mary. And in 1963, they bought the business outright, and ran it until they retired in 1986.

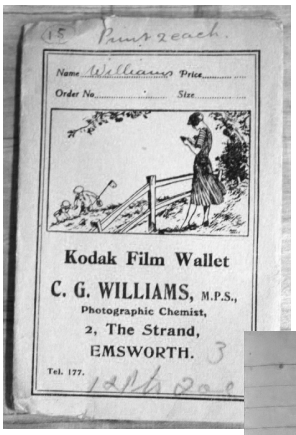
Mr and Mrs Cecil Williams with their first car bought from Len Mant's garage in West Street in the 1930s

22 North Street, which is now the Jonathan Ditton hairdressing salon, is an interesting building in its own right. It's one of a row of five shops called The Strand. The shops were built a few years after fire destroyed the original Stansted House in 1900, and reputedly the builders utilised building materials salvaged from that fire. All five shops have a very grand façade, with fancy Corinthian columns that seem very out of place for a modest row of Edwardian shops. These are topped with ornate stone mouldings, and there is an impressive stone

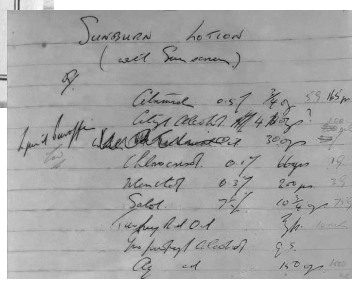
Continued overleaf

balcony on the roof of the whole building. Until World War II, this was capped off by wrought iron railings. But they were removed to support the war effort, and never replaced.

Thanks to Tony (and others who have donated or loaned relevant artefacts), the Museum has an impressive range of evidence that teaches us a lot about how the role of a dispensing chemist has changed over the years. A century ago, chemists sold an abundant assortment of products. Because most medicinal products were created in the shop from various ingredients, chemists would sell both homeopathic and prescribed medicines and treatments, and the target audience wasn't confined to humans! Wilfred Slatter (and his predecessor Edwin Stubbs) both also specialised in medicines for horses, cattle and other farm animals!



Cecil Williams was a photographic chemist as well as a qualified optician



Tony Yoward's ingredient list for sunburn lotion

It was also normal for chemists to invest in complimentary skills and services (as many still do today). Cecil Williams was a qualified optician, and both pharmacies operated photographic developing services, and sold photographic equipment.

Today, most of the medicines we take are in the form of pills. And those pills arrive in safety containers or foil packaging that guide us carefully in their use. Back in 1952, when Tony Yoward arrived in Emsworth, nearly all ingested medicines were taken in liquid form, and the responsibility for creating the right dosage and combination of ingredients lay with the dispensing chemist.

Even creams and ointments were typically created by hand, and every chemist would maintain a Chemists Book to remind them of the recipes for various lotions, ointments, powders and creams. On the left is a typical page from the book that Tony used, showing the ingredient list for a sunburn lotion. It was just a typical foolscap exercise book, updated by hand as best practices and scientific achievement evolved. Most pills were also hand made on the premises, by mixing active ingredients with chalk and compressing the mixture in a special pill maker.

So each pharmacy became a mini pharmaceutical factory, with all the stock handling and logistical challenges a factory has today. Tony had to ensure that there was an ample quantity of bottles, corks and protective packaging to meet demand – absolutely no plastics were used back then! A huge amount of water was also used – both as the base ingredient of most mixed medicines, but also to wash the bottles for re-use. People paid a deposit on the medicine bottles, as an incentive to return them. The culpability for administering the correct doses, and maintaining high levels of hygiene, rested completely with Tony – a huge burden of responsibility for a busy local pharmacist.

And the hours were hard, as a pharmacy had to organise its opening hours around the needs of the local community. People couldn't take time off during the day to visit their doctor, so the surgery hours only started at 5 pm, and finished around 8 pm, or even later. As soon as people received their prescriptions, they walked directly to one of the two pharmacies, and expected to pick up their medicine or treatment within minutes. So a pharmacist's daily routine rarely finished before 9 pm.

Warblington Farmhouse and Peggy Guggenheim

by Christine Bury

Marguerite 'Peggy' Guggenheim, born in New York in 1898, was a wealthy American. A socialite, bohemian and member of avant-garde literary circles, she moved to Europe in 1920. In later life Peggy Guggenheim became an internationally renowned collector of modern art, but her most domesticated years, when her children went to school nearby, were spent at Yew Tree Cottage near Petersfield from 1934-39. Today her art collection is housed in Venice on the Grand Canal at her former home, the Palazzo Venier dei Leoni.

So what brought this globe-trotting lady to Warblington in Hampshire?

After Peggy Guggenheim's marriage to American artist and writer Laurence Vail ended, she moved to England, first to Dartmoor and then to Hampshire in the 1930s. Peggy fell in love with the West Sussex countryside thanks to her lover, Douglas Garman, whose mother lived at South Harting. Prior to renting Yew Tree Cottage, Peggy took a five week lease during the summer on Warblington farmhouse.

She took possession on 7th July, 1934, having driven down from London laden with luggage and accompanied by her two children, Sinbad and Pegeen. Her friend Emily Coleman and son Johnny arrived a few days later. They travelled by train from Waterloo to Havant with 6 suitcases, 1 typewriter, 2 boxes, a tennis racquet, a sabre, 2 coats and other odds and ends. Coleman in her diary described the farmhouse as ravishing with great wide 18th century windows, perfect in proportions, looking out upon the garden. In the garden were the remains of a Tudor castle gatehouse and elms lined the moat.

During the five-week stay many family and friends visited. There was horse riding, tennis tournaments, card playing, trips to the cinema, picnics and sea bathing. Not to mention that emotions often ran high with plenty of lively chat, arguments and drinking.

We know all this because of an exhibition on Guggenheim at the Petersfield Museum this summer to mark the 25th anniversary of the Museum and Art Gallery.

So where was the owner of Warblington Farmhouse at this time?

Sir Dudley Burton Napier North with his second wife, Eilean, and children lived in Warblingon. North was a Naval officer and thus often away.

Continued on page 9

From Apothecary to Modern-day Chemist contd

So next time you are walking past the original 'Old Pharmacy', or The Strand, stop and admire the handsome buildings that once housed Emsworth's two original chemist shops. Observe the over-elaborate Corinthian arches that frame the entrance to the hairdressing salon, or maybe think about the smuggled spirits and tobacco that might have been a lucrative side line for some of Emsworth's less ethical original pharmacists. And remember the essential service that these places provided – as do their two successors today. In the meantime, what better way to end this article other than the Pharmacist's toast, which is "Moderate good health to you all!"

Of Rectories and Rectors
by Patricia Williamson

The Old Rectory on Pook Lane is grade 2 listed, built in the 18th century. The first Revd William Norris (the elder) was installed as Rector of Warblington Church in 1789 and took up residence. His son William Norris the younger was curate at Warblington under the supervision of his father, whom he succeeded as Rector after his death in 1827. His long life (over 97 years) finished as it had started – in the Rectory. It was this William Norris (the younger) who requested a church for Emsworth which resulted in the building of St James' in 1840. He also set up a parish subscription for St James', which raised £1,865 to construct a house for the St James' incumbent. He and his family gave £730.

The elder William's younger son James ministered in Warblington and Emsworth occasionally but rose to be Master of Corpus Christi College in Oxford. His son William Burrell Norris, nephew of the younger William, was curate from 1775-8. Often called 'Young Willie' to distinguish him rom his uncle and grandfather William Burrell Norris served 50 years as Rector, retiring in 1928. He bought the family home from the Ecclesiastical Commission and spent his last years in the Rectory, dying in 1941. The three Norris Rector's incumbencies spanned 139 years in Warblington Church and over 160 years as residents of the Rectory.

Kingsey House

This building, now known as Kingsey House, 52 Havant Road, served as the St James' Rectory from 1846 to 192O.

The first occupant was the Revd Sheppard (inducted in 1844 and Rector from

Former Rectory in Pook Lane, Warblington.

1863), until his death in 1889 — a man of means as the 1881 census tells us that he had five female and one male servant. He paid for extensions to the house and is commemorated in today's marble pulpit, given by his grandchildren. He was buried in St James' churchyard, where his memorial can still be seen, although moved from the site of his grave when headstones were relocated in the early 1970s.

He was succeeded in 1889 by the Revd Napier, a former Wesleyan missionary. In his short tenure of about three years, he made significant changes, i.e. enlarged the chancel, removed the old box pews, replaced the flooring and put in heating, amongst other improvements. His memorial is the brass eagle lectern.

The next incumbent was the Revd Herbert Guildford Sprigg, again a man of considerable means, who in 1913 bought land adjacent to the Rectory, including what is now Kingsey Avenue and up to the West side of what is now Clovelly Road, bordering on the property of the mansion Valetta. He also bought the 1890s house Rockbeare, now St Anne's, 34 Havant Road.

He attempted to retire in 1913 but a parish petition signed by 900 persuaded him to stay on until, in ill health, he resigned in 1920.

The new incumbent was the Revd Oswald Hunt, former senior curate of St Mary, Portsea. He made moves to unite the two parishes. An Order in Council approved this in 1924, but it was not until the retirement of

Revd Norris of Warblington in 1928 that this came about.

But where was Revd Hunt's Rectory? Not in the former building occupied by all the above as that was owned by the Revd Sprigg. He renamed it Kingsey House, after his birthplace in Bucks., and continued to occupy it until his death in 1931.

It appears from the local directory that Revd Hunt gave his address as The Rectory, New Brighton Road or Hollybank or Wraysbury House. This latter building in Long Copse Lane still exists and can be seen online, but is now divided into two 'semis'. The Revd Hunt, soon after his induction, married a young Naval war widow with two children living with her in-laws, the Darley's, in Wraysbury House. Presumably he was living there and calling it 'The Rectory'. Why the name Wraysbury? Well, the previous owner, one Guy Elliott Harcourt was the last Lord of the Manor of Wraysbury, but why did he choose to live in Emsworth and did he build the house?

The house Rockbeare (now St. Anne's) seems to have been sold to the parish, presumably by the Revd Sprigg, in the late 1920s and became the Rectory for the incoming Rector of the new parish of Warblington-with-Emsworth, the Revd H Lake, from 1930 to 1937, then for the Revd J Glynn until 1958 when he was succeeded by the Revd Douglas Caiger.

St Anne's House, formerly Rockbeare

He it was who sold the property to the nuns of St Anne's Convent, then on the site of the present Highland Road and Close, because as the sisters became fewer and older, a smaller house was wanted. Proceeds from the sale enabled the construction of the current Rectory in Church Path. Revd Caiger laid the foundation stone and the Caiger family moved there in 1965.

The nuns of St Anne, who renamed No. 34 as St Anne's, continued getting older and fewer, resulting in the sale of the house in the early 1970s to Charing Cross Hospital Trust as a holiday home for patients, with an onsite purpose-built dialysis unit and a resident nurse. The nuns went to a sister house in Southsea but the name St Anne's was kept.

In early 2021, having closed as a holiday home, the hospital sold the property to a local developer. Although the Victorian former Rectory is not a listed building it seems to have some preservation order so has been retained and converted into flats for letting. Four, three-bedroom detached bungalows have been built, and occupied at time of writing in the once lovely Rectory garden, and the dialysis unit converted to a two-bedroom bungalow, the whole complex being named St Anne's Close. So many changes, but locals are pleased the St Anne's name has been kept.

Warblington Farmhouse and Peggy Guggenheim continued from page 7

He was born in 1881 and had a long Naval career. In 1932 North became Director of Naval Operations and was appointed Flag Officer Commanding Royal Yachts from 1934-39. His career and the pageant held at his Warblington home were detailed in *The Emsworth Echo*, Issue No. 53, November 2021. North had married Eilean in 1923 and the couple had four children. It is quite possible that she too was away in the summer of 1934 and that the property had been rented out to such a cosmopolitan tenant.

Source:

Peggy Guggenheim Petersfield to Palazzo by Karole P B Vail and Louise Weller. Vail is Director of the Peggy Guggenheim Collection, Venice. Weller is Head of Collections and Exhibitions at Petersfield Museum and Art Gallery

Basil S Williams aka 'Basil the Bus'

by Christine Bury

'Bone shaker', 'comfortable ride', these are just two of the remarks made by locals who recall the bus services and excursions run by the Hants & Sussex company in the nearly 60 years of its operation under the leadership of Emsworth businessman, Basil Williams.

Born in 1914, Basil's interest in buses began at an early age when as a schoolboy he rigged his bicycle out as a bus. He lived in Southleigh Road and while travelling from Emsworth to Farlington each day Basil nurtured the idea of running bus services himself. He was an avid bus watcher and timetable enthusiast – a bus spotter rather than a train spotter!

The would-be entrepreneur became interested in the RAF's development of Thorney Island and realised its potential for a bus service running between Emsworth and Thorney Island. A Hawker Fury fighter had crashed on the island in 1933 and a subsequent investigation revealed that the green fields of the flat island would make an ideal site for an RAF base. Within two years work on the base began and the first 400 airmen moved into RAF Thorney Island in March 1938.

In the meantime Basil, aged just 22, set up Hants & Sussex Motor Services Ltd in April 1937. He had already applied to the South Eastern Traffic Commissioner without success for the right to run buses on certain routes and had thus begun his life-time business rivalry with Southdown Motor Services Ltd.

The first coach ordered by the Hants & Sussex was a Dennis Lancet capable of carrying 32 passengers. The livery was black and cream and its first job was a religious sisterhood outing. The new bus was destined for the Emsworth-Thorney Island route but administrative delays meant it was not used for that purpose until early 1939. In the meantime, Basil provided a vehicle for all the RAF's requirements such as transport to away football matches.

Between 1937 and 1939 as the new company became more established, contract and private work increased. Basil negotiated the purchase of the first of several companies and so acquired licences to operate in various local areas. He also bought more coaches, often second hand. Once war started and the pressure increased on buses and the transportation of servicemen, Basil acquired his first double decker bus and expanded his bus fleet. He was still doing mainly contract work, particularly for the Royal Navy and Royal Air Force, taking servicemen on a daily basis between training camps. One of the difficulties at this time was the supply of professional drivers, many of whom were called up, and often itinerant drivers had to be used. Conductors, however, were easier to find. Hants & Sussex were one of the first bus companies in the area to employ young women in this role.

The increasing number of buses and coaches meant a greater amount of maintenance was needed and this took place at Emsworth's Sultan Road depot located on Eades coal yard. By 1942 the fleet stood at 15 vehicles. An advertisement in *Commercial Motor* in 1942 offered bus drivers 1/8d and coach drivers 1/7d an hour.

A year later Basil Williams, after much discussion with fellow directors and staff, decided to change the fleet livery to maroon and Julian red with cream relief, partly

because no other operator in the area used these colours. The staff uniforms changed from green to navy blue with red piping.

Working conditions were frequently difficult and hazardous, often involving journeys without headlights in the blackout under direct instructions from the Admiralty and the War Office.

The company continued to extend its services during the war but the build-up to D-Day gave rise to the biggest contract yet. The workforce building the Mulberry Harbours operated 24 hours a day in three shifts. Hants & Sussex took one shift in and brought the other back three times a day.

1944 was memorable for another reason for in that year Basil married Irene Savage.

Following the end of the war Basil Williams built up his organisation quickly. He purchased a shop at 66 North Street, Emsworth in September 1945 to house the Secretary's office and accounts staff. In the front was a public booking office that served the whole group because Basil continued to acquire other companies thus enabling expansion into more areas in Hampshire and West Sussex.

Management, financial and health problems beset him in the early 1950s and the fleet had reduced from 40 in 1952 to 23 in 1953. In September 1954 Basil and his wife resigned from the boards of all the companies, with one exception, within the group. The couple were still shareholders but could no longer control events. Companies and buses were sold and the Hants & Sussex company was legally wound up in 1961.

But this was not the end of Basil's involvement with buses. Southern Motorways was formed, new and second hand buses and coaches were gradually purchased and operations began afresh. The Hants and Sussex logo could still be seen on the fleet. 1966 was a great year. A new 52 seater coach was bought and Basil purchased Hollybank House.

Among those present at the opening of the Emsworth town service in 1949 were Basil Williams; Mr Lewis, chairman of Havant UDC; Mrs Williams and baby Vivian; and Alan Lowe (the company's accountant)

Deregulation of bus services in 1986 meant that bus operators no longer had to register all the bus services which they proposed to operate without any financial support with the Traffic Commissioner. Instead County Councils were charged with putting all services that they wished to operate out to competitive tender. Basil decided to continue running all services currently offered. He was still buying and selling buses, acquiring new routes, dropping others. A long term residency came to an end though in December 1990 when he moved vehicles and maintenance from the Sultan Road depot after 52 years. A temporary home was found at Southleigh Farm before a more permanent home was established in Leigh Park.

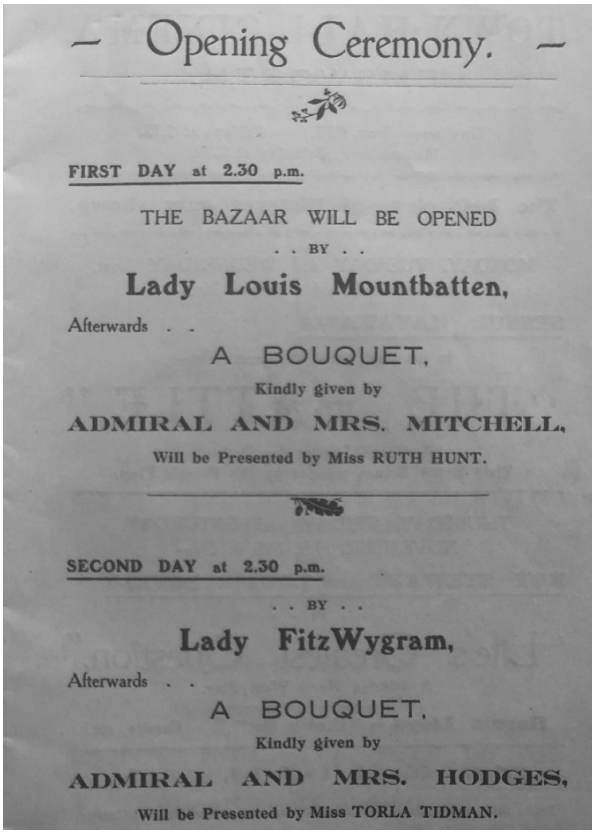
In 1992 after 55 years Basil decided to retire from day to day management of the regular bus and coach services. Financial and operational troubles still persisted and trading ceased in 1996. Basil died in June 1999 aged 85. The memory of riding his buses and coaches is still alive today, though, as local residents recall trips they made on Basil's 'bone shakers or comfy seats' on either a regular bus service or an excursion day trip.

Source:
Hants and Sussex The Basil Williams Story by Alan Lambert. ISBN 9780957268555, Bowden Publishing.

The Grand Bazaar

by Gordon Braddock

In 1920 the new Rector Oswald Hunt saw the need for a social centre near St James Church. He instigated money-raising activities to fund construction of a Hall in Church Path. For several years there were bazaars, jumble sales, concerts, drama productions, cake and tea parties, etc. As more money was needed the idea of a Grand Bazaar was born and took place a century ago in the Central Hall, Emsworth.



– Opening Ceremony. –

FIRST DAY at 2.30 p.m.

THE BAZAAR WILL BE OPENED

. . BY . .

Lady Louis Mountbatten,

Afterwards . .

A BOUQUET,

Kindly given by

ADMIRAL AND MRS. MITCHELL,

Will be Presented by Miss RUTH HUNT.

SECOND DAY at 2.30 p.m.

. . BY . .

Lady FitzWygram,

Afterwards . .

A BOUQUET,

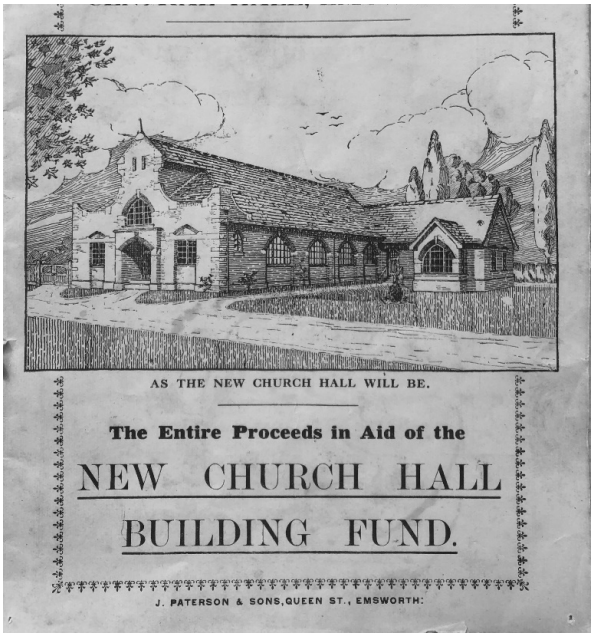
Kindly given by

ADMIRAL AND MRS. HODGES,

Will be Presented by Miss TORLA TIDMAN.

At 2.30 pm on Tuesday 18th November 1924 the Grand Bazaar was formally opened by Edwina, wife of Lord Louis Mountbatten who lived at Adsdean House. The following day that honour was granted to Lady FitzWygram from Staunton Park. Bouquets were given by 3 year old Ruth Hunt, daughter of the Rector, and Miss Hall who replaced Torla Tidman.

There were sundry stalls selling a wide variety of goods including White Elephant, Second-Hand and a Pound (any ideas ?).



AS THE NEW CHURCH HALL WILL BE.

The Entire Proceeds in Aid of the

NEW CHURCH HALL BUILDING FUND.

J. PATERSON & SONS, QUEEN ST., EMSWORTH.

Programmes cost 2d (less than 1p). The architectural artist who drew the above image had a vivid imagination.
Spot the differences with the building (below) today.

Shooting (supervised by Admiral Gordon Smith) and Penny Building (overseen by Mr Orchard and Sunday School teachers) preceded 'Numerous Other Attractions' – presumably too many to mention! A later account suggested an Auction and Coats and Cushion sales amongst the latter.

Teas were served for 6d (2½p). Musical items and selections were played in the Small Hall in the evenings.

Advertising raised revenue and give a snapshot of commercial life a century ago. The Foster & Co, Coal and Coke merchants (tel. Emsworth 20) featured prominently as did Cookes, the Tailors close to the Railway Station in North Street. W Pink & Sons were high class grocers and provision merchants based in Portsmouth but with a branch in The Square. Havant Electrical Engineers George Bentley and Wine and Spirit Merchants, Preston Watson & Co., advertised as did Pink's of Chichester.

PIMCO (Portsea Island Mutual Cooperative Society) bought a centre double-page spread in the programme. They boasted 'Best Quality goods' in the local branch at Emsworth 'EVERYTIME and ALL THE TIME'. Business was conducted on the lines of . . 'Good Quality at Fair Prices, Proper Wages and Conditions of the Staff'.

J Paterson & Sons of Queen Street printed the programme. At 12 Queen Steet was watch-maker and jeweller A E Hounsom. In King Street W Wraight & Son, builders, boasted greenhouses, pit-lights & frames and garages. Undertaking was 'carefully carried out' (it still is). A S Cridlan's ironmonger shop specialised in hot water and range work and 'Saving coal by fixing a BEWTY BARLESS FIRE from 17/6 (cheaper makes from 7/-)'.

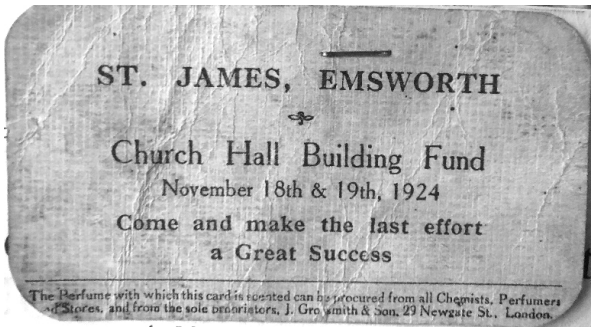
W J King & Sons sold seeds and other nursery products in the Square. In North Street, The Strand Dairy Co. (proprietor F P Gray) delivered pure new milk twice daily and were purveyors of eggs, cream and Devonshire Farm butter.

Ernest Carter meat stores traded at 14 North Street. Also in that flourishing shopping street were C Bailey (jewellers, watch and clock makers at number 37), J Hetheridge (monumental and general masons and undertakers) and W E Jolley (carver, gilder and picture frame manufacturer at No. 18). Ditman & Malpas Ltd. provided poultry and pig food 'of Every Description' and had branches in Queen Street and Quay Mills as well as North Street.

A M Newell of 1 High Street was a family butcher. The kiddies' shoe shop Voysey's and their boot and shoe warehouse were also in the High Street as were Decorators and Furnishers, Scadgell & Son offering upholstering, carpets, bedsteads and electric lamps . . . and free estimates for structural alterations, renovations and decorating.

H Densem was a dispensing, veterinary and photographic chemist who also traded in hot water bottles and thermos flasks. Leonard Mant was the cycle agent at 29 High Street. Upholsterer, painter, decorator, undertaker W J Orsborn was at 14 West Street.

An intriguing advertising ruse was on the tickets, allegedly scented with perfume.


ST. JAMES, EMSWORTH

Church Hall Building Fund

November 18th & 19th, 1924

Come and make the last effort a Great Success

The Perfume with which this card is scented can be procured from all Chemists, Perfumers and Stores, and from the sole proprietors, J. Grossmith & Son, 29 Newgate St., London.

The small print underneath this ticket claims the perfume from J. Grossmith and Son, 29 Newgate, London could be bought 'from all chemists, perfumers and outlets and from sole proprietors'. The company is still in business, 180 years after its foundation.

The amount raised for the Church Hall fund due to the Grand Bazaar was quoted as £548 18s 3d.

On 25th March 1925 Major Middleton Robinson laid the foundation stone which is still visible on the east wall.

The official hall opening ceremony took place on Wednesday 18th November 1925, one year after the Grand Bazaar. The total cost of building and furnishing was quoted as £3,412. Receipts and promised funds amounted to £3,062, a shortfall of £350. The remaining funds were raised and the hall was built and remains in regular use today.

Restoration of the River Ems Valley by Sarah Hughes, Chalk Stream Resilience Officer (Ems & Hambrook)*

Situated in the South Downs National Park, the River Ems catchment area starts in the north at Uppark House (Tower Hill) and Harting Down, and includes villages such as Compton, North Marden, Up Marden, West Marden, Stoughton, Walderton, Racton, Stansted Park, Aldsworth and Westbourne. Its southernmost point is the Slipper Mill Pond in Emsworth, where the river flows into Chichester harbour (Area of Outstanding Natural Beauty).

Everything that is used/deposited within the Ems catchment impacts the chalk watercourse, i.e. agriculture, septic tanks, road runoff, private outfalls, industrial waste, livestock, dogs (flea & tick treatments) etc.

Chalk rivers are vitally important and rare ecosystems. There are approximately 283 chalk streams in the world, with the majority (85%) in the UK.

- They are fed from groundwater chalk aquifers so have clean, clear water at relatively stable temperatures.
- They support an unusual diversity of wildlife including important fish populations and specialist insect species.
- They are home to threatened plants and animals such as water vole, European eel and brown trout.
- Due to their very clean, clear waters they have supported many industries historically.
- They offer a unique environment for aquatic plants such as water crowfoot, starwort, fool's watercress and water parsnip.

** for Arun & Rother Rivers Trust trading as the Western Sussex Rivers Trust*

Photo above right: Richard and Will Crombie

The River Ems has two main arms.

One starts northwest of Wildham Woods, flowing south through Wildham Barn towards Stoughton, passing the major springs, Rudkin's Source, near the bottom of Lambdown Hill, before entering Stoughton and flowing out to Mitchmere Pond and Farm.

The watercourse then flows past Portsmouth Water's potable water abstraction site at Walderton. Evidence shows that the river had a much stronger flow before abstraction, which started in the 1960s, with *Where to fish guides: 1928-1966* stating the Ems above Racton as 'good for trouting'. After 1973 there is no mention of the Ems as a place to fish.

The river then enters Lordington where mills and fisheries once were, suggesting there was once stronger than average flow.

It then passes on the westside of Racton Park Farm and continues under Common Road. There was a sheepwash here below Broadwash Bridge, on Common Road, just north of Foxbury Lane, suggesting a good water flow.

Records suggest that the river was never dry below Aldemoor/Lord's Fishpond, north of Westbourne, before abstraction began in the 1960s. It was rarely dry below Broadwash Bridge and for parts of the year trout and eel could be found as far north as Mitchmere Pond.

The river then flows into Deepsprings, a wildlife haven with a wet meadow and woodland.

It continues to the old canal and Watersmeet, where the second arm of the River Ems joins from Stubbermere, Brickkiln Ponds and the Aldsworth Pond.

Aerial view from Common Road, looking north to Racton/Lordington and the top part of River Ems catchment

Photo: Malcolm Lamb

From Watersmeet to Westbourne Mill the river is one for approximately 150 metres – the only place this happens in the whole River Ems catchment.

At Westbourne Mill the river divides: one arm flows down the millstream, the other flows parallel until they join west of King Street.

The river splits again at Old Rectory Close, one flows along the west side of Mill Lane, the other meanders through Mill Meadows Farm, both flowing under the A27.

The river joins and splits again at Lumley Mill, with the Lumley watercourse on the eastern side and the River Ems flowing through Constant Spring and on to Brook Meadow Local Nature Reserve.

Finally, the River Ems flows into Chichester harbour, possibly in five divisions.

The River Ems is a vitally important 'blue' 8.80 km wildlife corridor enabling wildlife to commute from the coastal plain to the South Downs National Park and wider landscape. The river supports a wealth of creatures, from microscopic organisms to mammals like bats, water voles and otters.

The journey upstream for some of our most endangered species is fraught with difficulties. We have over-engineered our watercourses, straightening them, with no natural banks/flood areas, only hard engineering, huge sluices and weirs.

The southeast of England is a water stressed area and we need to be mindful of our water use as it is either water out of our tap or in our river. Water is abstracted for customers to use and sadly we're using too much.

Portsmouth Water needs to achieve sustainable abstraction from the aquifer – without water the River Ems is dead. Unsustainable abstraction reduces the resilience of the river, which has a flashy nature, drying in the summer and flooding in the winter.

With further development planned we must work as a community to protect this important chalk river and wildlife corridor.

Working in partnership with local landowners and residents, we can make a change. We would like to reverse decades of over-engineering to make the River Ems as fish friendly as possible and provide a habitat for wildlife to shelter, as well as to improve biodiversity within and adjacent to the river and the catchment that it supports.

Continued overleaf

Restoration of the River Ems Valley contd

We have developed a community led, 10-year restoration plan for the River Ems, with aspirations of recharging the aquifer, making it resilient to climate change, holding back water wherever possible, being diligent with the impacts of flooding and drought, and using nature-based solutions to increase biodiversity and connectivity.

The restoration work will include:

- Working in partnership with farmers, reducing abstraction and providing buffer zones for point and diffused pollution sources, especially from livestock.
- Creating and restoring ponds, water meadows, meanders, scrapes etc. to hold back water and recharge the aquifer.
- Hedgerow/woodland planting, hedgelaying and dead hedging to improve biodiversity and connectivity.
- Removal of obstructions to ease migration routes, such as weirs, concrete walls and man-made obstructions to flow.
- Recording, eradication and management of Invasive Non-Native Species.
- Providing 'the Dos and Don'ts' of septic tank care highlighting habitat protection.
- Enthusing the community to take action and save water.

Working together we can ensure the River Ems is a beautiful river for future generations and wildlife to enjoy. Visit wsrt.org.uk to find out more and sign up as a volunteer.

Langstone Bridge

by Margaret Sheppard

Two hundred years ago the first bridge from the mainland to Hayling Island was opened on 8th September 1824 by the Duke of Norfolk. Before the bridge was built the main access to the island was via the historic Wadeway causeway. This was cut in two by the excavation of a deep channel when the short-lived Portsmouth and Chichester Canal was built in the 1820s. The Canal company therefore funded construction of a 960 ft long timber road bridge. This bridge was built on piles of African oak and had a 40 ft swing section in the centre to allow vessels to pass through.

Tolls to pay for the construction were established at the outset. The toll house was at the northern end and tolls continued to be charged for the first and later the second bridge until 1960. The first bridge described in its heyday as 'one of the finest structures of the kind in the Kingdom' gradually deteriorated but remained in service until the 1950s. First pedestrians, horses, carriages and carts used the bridge but in time a weight limit had to be fixed with the advent of lorries, buses and cars. After WW2 only single-decker buses were allowed across and if they were carrying too many passengers some had to get out and walk regardless of the weather to reduce axle weight.

The replacement concrete bridge opened in 1956. Both road bridges and the now defunct railway line have transformed life on Hayling Island. In 1811 there were just 778 inhabitants living on the island. Today Hayling is home to more than 17,000 people.

Sir Dymoke White's coach and four taking Hugh Molson and party across the new Langstone Bridge the day after the opening in 1956

Fires in the 1850s

by Jane Anne Jewell

Jane Anne Jewell, née King, was born in 1826, the granddaughter of John King the shipbuilder after whom King Street is named. Mrs Jewell, former headmistress at St James' School, lived in Emsworth all her life and died in 1931 aged 105. Her recollections of life in the village were written down in 1898 and further information was added in 1925. Her notebooks are held in the Museum. It is a wonderful archive. Here is just one extract.

A fire broke out very late one night on the west side of Queen Street in a house used as a small school and a china shop. The alarm spread to King Street to our house where we had a very old lady ill in bed. The maid hearing the alarm looked out of the window and saw the fire and the vine on the wall towards Queen Street scorching in the heat. She hurried to her mistress and was told to go and fetch her lover, a fisherman, who lived in a cottage lower down the street.

Two lady friends from Tower Street arrived in a mysterious vehicle from the Black Dog called a 'Sociable'. This was a tiny omnibus with about three seats on either side and a little door with steps to let down at the back, also a small round seat in the front for the driver and windows that did not open. Such was the haste of the ladies to come to their friends' assistance that they came in their dressing gowns and without their wigs. The 'Sociable' stayed in the street all night to take away the sick woman if the house should become in danger. The daughter of the house – of mature age – slept peacefully till it was all over and she was called by the maid in the morning.

Opposite the burning house in Queen Street was the printers and it was feared that the stores of varnish would catch fire. Next door lay a dead man in a lead coffin and the coffin was in danger of melting from the heat, so the little hand engine supplied with relays of buckets played alternatively on both sides of the street. The maid's lover went into the burning house but was fetched out as the on-lookers saw the walls were falling in. The little hand engine was not very effective and no long ladder was available, so a little child, sent from Chichester to school, was burned to death.

A[nother] fire in the shipyard in King Street destroyed much of the goods prepared for the Navy. Fires in Emsworth have been extremely rare – apparently it was no easy matter to burn down even an old wooden cottage despite the dangers of tallow candles being carelessly carried, wooden partitions and dark oak cupboards [often being] close to the living room grates.

Emsworth Museum
will
reopen for the 2025 season
on
Saturday, 5th April

Our Neighbour Downstairs

by Trevor Davies

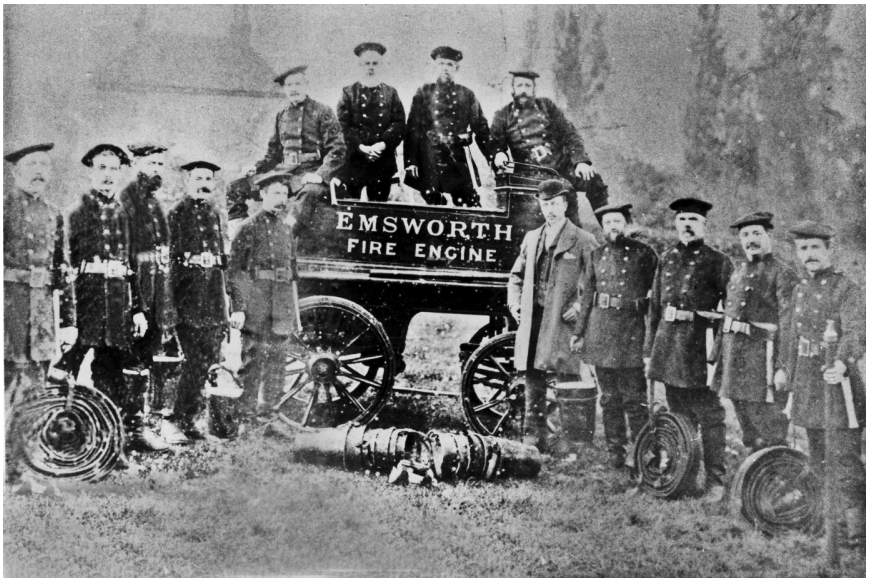


Fig. 1. Emsworth firemen in 1885 dressed in their wool uniforms

As many of you will know, the building the Museum occupies was originally built as the offices of the Warblington Urban District council (WUDC). At the time, WUDC were responsible for firefighting in the community, so they decided to include the fire station on the ground floor. Even though the Council left the first floor in 1932 when they merged with Havant and Waterlooville, the fire station remained – making it one of the oldest fire stations in the country.

Although the Museum has always been on good terms with our neighbours downstairs (the fire alarm system is shared), we have not previously considered their contribution to Emsworth's history – until now. Our firemen, current and retired, have a real passion for the history of the fire brigade. Furthermore, they are happy to share their deep knowledge with others (like myself) who are ignorant of the process through which the fire brigade developed. Some of the change has been driven by legislation responding to the events of the 20th century. In researching this year's exhibition, I have been struck by three thoughts in particular.

First, firemen's uniforms provide surprising continuity. There are noticeable similarities in firemen's uniforms from 1885 (Fig. 1 the earliest image we have in our fire brigade collection) until the 1970s. This was because wool was the least combustible material then known – so, for almost 100 years, all firemen's uniforms were made from black wool. Firemen have collected these uniforms and willingly agreed to lend us examples for our recent exhibition.

In the 1960s motor racing saw a number of tragic losses of life due to fire after a collision. Equally tragic was the fire that swept through Apollo 1 on the launch pad killing the three astronauts inside. Together, these incidents provided the impetus for DuPont to launch Nomex as the first genuine fireproof material. Following this development, firemen's uniforms changed rapidly to embrace the new technology, initially coloured black and subsequently the yellow high visibility variant we see today.

Second, when addressing the local firefighting issues, the WUDC took some brave and farsighted decisions. When the WUDC was constituted on 1st January 1895 as the result of new legislation, one of the first items on their agenda was the provision of firefighting resources in the community.

There was clearly some debate, but on 11th January 1898 a letter from the captain of the fire brigade was laid before the Council asking it to consider the purchase of a steam fire engine and lifesaving apparatus.

There was more debate about this relatively expensive, state of the art, investment. Nevertheless, on 29th August 1898, a special meeting of the Council to consider tenders for a steam fire engine and escape was called. Eleven Councillors attended. After considerable discussion and the defeat of a group who favoured a less expensively specified fire engine, a tender from Shand Mason at £435 (over £70,000 today) for a horse drawn steam fire engine and London Brigade escape (i.e. a light lattice escape ladder that stands by itself) was accepted. Not only did this fire engine serve Emsworth for the next 25 years, its ability to pump water long distances at pressure was not matched until WWII (Fig. 2).

The operation of this fire engine must have been quite challenging. When the fire brigade was summoned, the fire which had already been laid with kindling in the firebox was lit; the horses were harnessed and the fire engine driven to the fire, pausing to be stoked along the way. Hopefully, by the time it reached the fire, there was sufficient steam pressure to work the pump.

Sadly, the new fire engine was delivered too late to help fight the fire that broke out in the roof of Stansted House on 10th August 1900. Emsworth and Havant fire brigades

Fig. 3. Emsworth's Merryweather fire engine leading a procession along Record Road in the 1930s

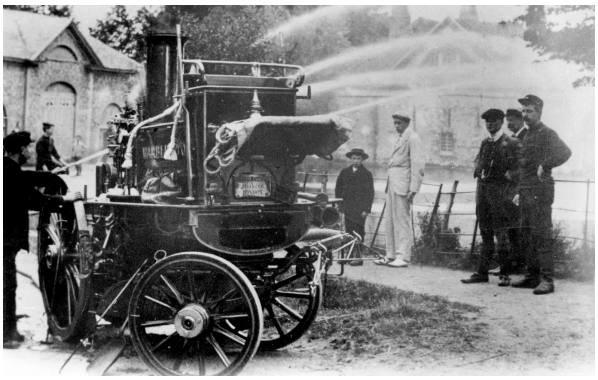


Fig. 2. Shand Mason horse drawn steam fire engine pumping during a practice at Lumley Mill

attended, fighting the fire with two hand-pumped appliances. They were completely inadequate for the task at hand, and the main part of Stansted House was destroyed.

Third, because the fire brigade was manned by local volunteers and funded by local taxes, there was a close relationship between the fire brigade and the community. This is demonstrated by the participation of the smartly turned-out fire brigade with their polished brass helmets, on an open-topped fire engine marching down Record Road on their way to a local function (Fig. 3).

Because Emsworth fire station is mainly staffed by retained firefighters who work locally, but report for firefighting duty when required, the principle of community involvement is still present. For this reason, membership of the local fire brigade was (and still is) often a family affair.

More broadly, the support the community gave to local institutions is a fascinating part of our local history. In addition to the fire brigade, the Museum holds evidence of how the hospital was supported by the community, and how provision was made for those in need before the creation of the welfare state. Residents gave what they could afford. We have evidence of local land owners voluntarily contributing large sums. While it is difficult to translate these ideas into a cohesive display, they are important in understanding how society worked in earlier times.

BRICKS – Emsworth's most enduring land-based legacy

Part 2 by Andrew Butler

My previous article in 2023 explored the history of brick making and the impact that this industry has had on the Emsworth area – in particular Hayling Island and Chidham. Most of these smaller operations were seasonal, often owned by farmers and other trades people who would make bricks alongside their other employment.

Brickworks were also frequently funded by wealthy landowners and this was the stimulus for the growth of brick making around Rowlands Castle. Landowners had a desire to create building materials as local as possible to where these materials would be used. They would sometimes create a brick making operation just for a season or two to meet an immediate need and staff this with itinerant workers who were named 'journeymen'. These workers moved around from year to year and relied on the landowners for board and lodging.

The influence of large estates like Stansted, Staunton and Idsworth, coupled with a rich seam of local Reading Clay, provided the momentum for focus on brickmaking around Rowlands Castle. But that early momentum would provide the catalyst for something much grander.

A 1785 map of the Stansted Estate shows a brick kiln and clay pits, while brickmaking in Rowlands Castle dates back to at least 1810 when a brick kiln is shown at Red Hill on Ordnance Survey maps. Multiple other small brickmaking operations were set up to support the building of Leigh Park House.

The repeal of the hated brick tax, and the building in 1859 of the railway line to Portsmouth, created the catalyst for the formation of the Rowlands Castle Brick & Tileworks in 1888. Often known as Bastin's – after Edward Bastin, the primary shareholder and managing director – this brickworks rapidly became the largest brick making operation in the Emsworth area.

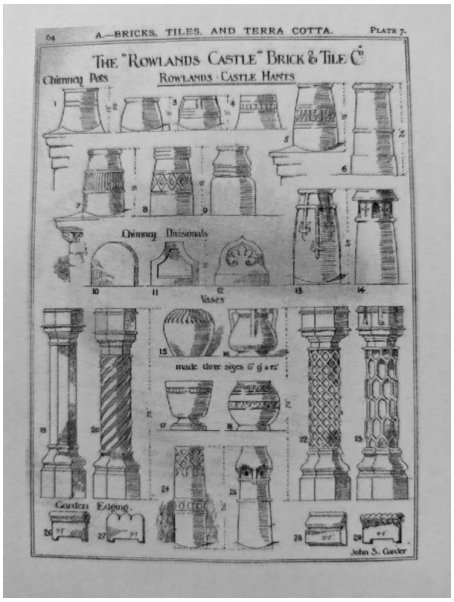


Fig. 1.

Rowlands Castle bricks (and other products) were always prized for their fine workmanship. The company was quick to exploit the Victorian fashion for ornate chimney pots, as Figure 1 shows. This image is sourced from Malcolm Smith's *The Brickworks and the Village*, published in 2016, and is reproduced from a catalogue published around 1900. These ornate chimney pots, finials and other rooftop mouldings became a specialisation of brickworks in this whole area, and were certainly not unique to Rowlands Castle.

Figure 2 shows just a small sample of the huge range of chimney pots – curated from multiple local brickmaking sources – that have been preserved at the Bursledon Brickworks Museum. Visitors to the rooftop terrace at the Chichester Novium Museum are also able to see multiple examples of local chimney pots visible on the Chichester skyline today.

Rowlands Castle also became celebrated for their finely shaped bricks which became very popular on public buildings in the area – including our own Emsworth Museum building, for which there is strong anecdotal

Fig. 2.

Fig. 3.

evidence that Rowlands Castle bricks were used. Figure 3 shows just a sample of the variety of custom shapes on offer to buyers, which were all typically made by hand due to their complexity and small sample sizes.

Despite being formed only in 1888, Rowland Castle brickworks was able to rapidly secure some very lucrative and visible contracts, probably thanks to the family connections enjoyed by Edward Bastin. The most celebrated success was the Brighton Metropole Hotel, which was built in 1890. Edward Bastin was so proud to win this highly visible contract, that he showed an image of the Metropole Hotel prominently on the company's letterhead. Rowlands Castle was also instrumental in the rebuilding of Stansted House (after the old house was engulfed by fire in 1900) and large portions of the Royal Navy dockyard at Portsmouth.

But the glory days did not last long. The company was sold in 1909 to its works manager, Harry Robinson. In 1920, it was then sold again to Walter Tarrant, a successful developer from Surrey. Under Tarrant, the great majority of output went into the building of houses for wealthy owners around Sunningdale, Virginia Water and Wentworth.

At its heyday in 1927, Rowlands Castle was producing about 5.5 million handmade bricks and tiles a year, plus around 3 million wire-cut and pressed bricks. But in 1931, the company went into receivership. It was bailed out yet again, but fell into a terminal decline as modern building methods reduced the demand for bricks, and the larger brick companies were able to leverage scale that the smaller brickmaking concerns could not emulate.

Fig. 4.

Continued overleaf

BRICKS Part 2 contd

By 1966, Rowlands Castle was producing less than 1 million bricks a year and in 1968 the business closed for good. By 1971, nearly all traces of the extensive buildings had gone – replaced ironically by a Travis Perkins builders' yard. The celebrated brickworks office, built in a very ornate style and sometimes called the Sample House, lived on until 2007. Then it was carefully dismantled and has been in storage at the Bursledon Brick Museum ever since awaiting its reconstruction.

These days, there are few visible traces of the once extensive brickmaking industry in the Emsworth area – although the clay pits at Rowlands Castle and Maybush Copse (Chidham) can still be explored as they gradually return to the bosom of Mother Nature. And many fine local buildings – including our own Museum – still stand proud as a legacy of this local industry. Those pioneers like Noel and Albert Pycroft and Edward Bastin have left us invaluable souvenirs of the impact they have made on Emsworth and beyond.

Souces:
Figure 1 Malcolm Smith *The Brickworks and the Village*

Figure 2 Bursledon Brickmaking Museum

Figure 3 Bursledon Brickmaking Museum

Figure 4 Malcolm Smith *The Brickworks and the Village*

Winter 2025 Talk

Talk tickets available at £5 each from Bookends of Emsworth. Cash only

February 6th, Global Wars and Chaos
How did we get here and what's the solution?
Speaker: General The Lord Richards of Herstmonceux

Venue: Community Centre, North Street

Wodehouse and Cricket

by Ollie Randall

For the youthful P G Wodehouse, 1903 was a year that opened the door to two important new worlds. Not only was it the year in which he discovered Emsworth but it was also when he joined the celebrated Authors XI cricket team. Joining the team was a new high point for Wodehouse, both in terms of literary prestige and connections, and of his relationship with cricket, a game about which he was fanatical. Wodehouse's time as a member of the Authors XI lasted for a similar timespan to his life in Emsworth: he was one of Authors' keenest members, playing for the last time in their final pre-war match in 1912.

After leaving school in 1900, Wodehouse had set about building a writing career for himself, carving out a niche as a writer of school stories – with a heavy specialisation in cricket. He happily wrote about other games too, but, in his own words, 'cricket ranked a long way in front of all other forms of sport'. This comment came in a lively essay called 'Now, talking about cricket –' which was published in 1901. Wodehouse was using cricket themes to hone his craft. In September 1902, his first novel, *The Pothunters,* was published: its plot revolves around the mysterious burglary of a school cricket pavilion. (It's a curious fact that the perpetrator turns out to be a redheaded man called Stokes.)

Then in May 1903, on the strength of *The Pothunters*, Wodehouse was invited to play for the Authors XI at the village of Esher in Surrey. Wodehouse was a handy player: a reasonable batsman and a very capable bowler. But his excitement about the actual cricket was surely eclipsed by the fact that the captain of the team was Wodehouse's literary hero, Arthur Conan Doyle. This was a thrilling meeting for the twenty-one-year-old Wodehouse: an opportunity to get to know one of the most successful writers of the day, whom Wodehouse personally revered. The team included other hugely

Members of the Authors XI cricket team with their opponents, the Artists, at a 22nd May 1903 cricket game. Prominent authors in the photo include P G Wodehouse (back row, third from left), Arthur Conan Doyle (back row, sixth from left) and J M Barrie (seated on bench, third from right)

successful writers, including J M Barrie, who would write *Peter Pan* the following year – but there can be no doubt that it was Conan Doyle whom Wodehouse most looked up to.

The cricket-field meeting clearly went well: less than a week later, Wodehouse authored a lyric in *Punch*, entitled 'Back To His Native Strand,' predicting the resurrection of the temporarily-dead Sherlock Holmes. Conan Doyle was indeed working on some new Holmes stories, which began to be published in the *Strand Magazine* that October. Wodehouse must have found this out during the match, and presumably got Conan Doyle's permission to publish this scoop. A couple of weeks after that, Wodehouse managed to arrange an interview with Conan Doyle on behalf of *V.C. Magazine*.

Their new cricket bond helped the conversation to flow: Wodehouse recorded Conan Doyle's observation that 'a man who can manage a cricket team on tour and see that they don't think the match is next week and don't lose their cricket bags and don't let their wives get ill the day before a match, is fit to govern a colony.' Conan Doyle's other gems included the encouraging advice that 'the life of an author is divided into two parts. During the first he goes to publishers. During the second they come to him. Then he begins to get a bit of his own back.'

Things began to go increasingly well for Wodehouse, and cricket was a critical part of this trend. Throughout that summer and autumn of 1903, he filled his notebook with ideas for cricket-themed stories. Most of these were school stories, but some of them showed signs that he was still daydreaming about his new role with Conan Doyle's Authors XI:

'Mems for *Punch*
a) Man who made money by selling literary ideas and titles to authors, e.g. 'Man with the Single Spat' to Conan Doyle. (Might bring this into 'Lodgings in Belgravia')

b) Advice to Journalists: (Story book) (e.g. playing v editor in cricket match and bowling to suit him if he'll take article, or offering to run him out).'

Many of these cricket ideas made it into print, such as 'My Cricket Drama' and 'The Cricketer in Winter,' both published in *Punch* in September 1903. Then in November, his

Continued overleaf

second book came out: *Tales of St Austin's*, a collection of sixteen of Wodehouse's school-themed pieces. Twelve of these sixteen featured cricket, including the essay 'Now, talking about cricket –'

For the rest of the decade, Wodehouse continued writing about schoolboys (and especially their cricket escapades) and playing for the Authors XI. He proved to be one of their best players – not too difficult a feat when compared to some of his teammates, perhaps – but not quite as good as the ever-magnificent Conan Doyle. Wodehouse and his captain became such fast friends that Conan Doyle invited him to stay for several days at his home, Undershaw, near Haslemere in Surrey. The occasion was a private cricket week, in which all the team members were Conan Doyle's personal friends.

Until 1907, the Authors always spent a weekend in Esher, playing the locals and a team of Artists. But from 1905 until 1912, they played an annual match in a much more awe-inspiring venue: Lord's Cricket Ground. First came five matches against the Actors, and then – when the Actors dropped the fixture – they played three matches against a team of Publishers instead. Wodehouse played in six of these eight matches, in front of hundreds, perhaps thousands, of spectators. For a cricket lover, there could have been nothing more magical than playing at Lord's – and as for his writing career, his place in the high-profile Authors XI guaranteed him a certain level of recognition. Wodehouse had definitely arrived.

In 1909, *Mike* was published: the last and greatest of Wodehouse's schoolboy stories, it starred a teenage cricket prodigy learning the sacred code of public-school life. *Mike* turned out to be Wodehouse's farewell to the theme of cricket. Having perfected the school story genre, he set his sights on new topics – and left Emsworth for the shores of America.

Ollie Randall is working on a PhD about cricket-playing writers at King's College London. His scholarly article featuring Wodehouse – 'Cricket, Literary Culture and In-Groups in Early Twentieth-Century Britain' – was recently published in the Transactions of the Royal Historical Society and is freely available online.

Jeeves: Man and Myth

by Christine Bury

Jeeves the erudite and competent valet in the P G Wodehouse stories is a perfect foil to his happy go lucky and often hapless master, Bertie Wooster. For almost 60 years the couple featured in many comedic stories. Wodehouse based the character of Jeeves on a real person as he wrote to Rowland Ryder, son of the Warwickshire County Cricket Club secretary, in 1967. Ryder had asked whether Wodehouse had really named the character after a professional cricketer, Percy Jeeves.

Wodehouse replied:

"Yes, you are quite right. It must have been in 1913 that I paid a visit to my parents in Cheltenham and went to see Warwickshire play Gloucestershire on the Cheltenham

College ground. I suppose Jeeves bowling must have impressed me, for I remembered him in 1916 when I was in New York and starting the Jeeves and Bertie saga, and it was just the name I wanted.

I have always thought till lately that he was playing for Gloucestershire that day. (I remember admiring his action very much.)"

So, who was Percy Jeeves that Wodehouse should have admired and remembered him three years after he saw him in action on the cricket pitch. Warwickshire lost that day, Jeeves only took one run and one wicket, yet that match gained his name immortality.

Percy was born on 5th March 1888 in the West Riding of Yorkshire, the third son of Edwin and Nancy Jeeves. His father was a railwayman. Percy was the third son and he and his brothers first picked up a bat and ball at school. Percy loved cricket and on becoming a professional cricketer he joined Warwickshire.

Like so many other young men who never fulfilled their potential, Percy died in WW1 on the Somme battlefield.

Source:
The Real Jeeves by Brian Halford published by Pitch Publishing in 2013

Emsworth Sailing School

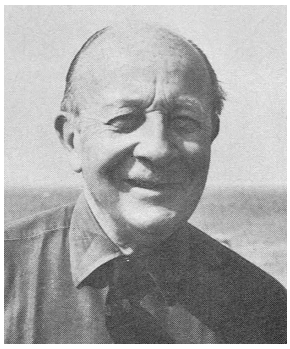
by
Chris Clode and Ted Stokes

In May 1961 the *Hampshire* county magazine published an article on the joys of sailing and detailed the life story of the founder of the Emsworth Sailing School, Crab Searl. The author, Ted Stokes, reminisced:

"Racing requires skill, yes, and first class seamanship. But so does exploring by water, adventure by water – just cruising or even messing about. There are so many things you can do in a boat. Why do only one?"

Aged just 42, Crab (Group Captain F H L Searl) left a stressful business life and came to Emsworth in 1954 on the advice of his doctor. He had always loved sailing. Ted asked Crab what he did with his leisure. 'Oh, if I have a day off,' he said with a wicked twinkle in his eye, 'I go for a sail'.

He started the Sailing School in 1958 with just one boat but by 1961 had four Wayfarers, two Scows, and an Enterprise. No less than 800 pupils, including Lieutenant General Sir Brian Horrocks, had been taught by him. Crab had also married one of his



Crab Searl

Photo: From an article by Strahan Soames, former chairman of The Emsworth Maritime & Historical Trust, in Yachts and Yachting, October 24th, 1969

pupils, Joan, and the couple lived in the spritsail barge, *Waveney*, which was moored just off Emsworth.

The burgee(above left), emblem of the Sailing School based at the bottom of Bath Road, was gifted to Emsworth Museum by Denis Evans who was Crab's co-director and managing director of the school from 1961-71. The burgee is a red crab on a white and blue background. Crab's nickname came from his time in the RAF when he flew sideways one day.

In 1964 Crab passed his knowledge and love of sailing onto many others when he wrote *The Pan Book of Sailing*. It is still in print.

Continued overleaf

Emsworth Sailing School contd

Wayfarer and Scow. Photo: Colin N Urry

Chris Clode, former Commodore of the Emsworth Sailing Club, takes up the tale: "I'm not sure of the exact date but Jim Gordon, the then principal of Rockley Point Sailing School in Poole Harbour, took over ownership of Emsworth Sailing School from Crab Searl either in the late 1970s or early 80s. Jim Gordon's eldest son Chris was seconded from Rockley to Emsworth Sailing School as the manager and ran it until 1982 when the then Island Sailing (later to become Sunsail), based at Northney Marina, merged with Emsworth Sailing School.

A new manager was appointed in the form of an ex-army RSM, one Tom Gregory, who expanded the school into cruiser sailing and introduced RYA cruiser courses in a small fleet of Beneteau First 32s to augment the Wayfarers, Toppers and Lasers that formed the bulk of the dinghy fleet.

During the 1980s the school became very popular and residential courses were sold out from early April until late September every year. Students were billeted in various houses around Emsworth and the 'landladies' became synonymous with the success of the school. Many are still alive and remember those days well.

Several local families sent their children to the school to learn to sail and many of those then went on to become RYA instructors at the school. Even now, some 40 years later, many are involved in senior positions in the yachting industry worldwide.

With the expansion of the school new larger premises were needed and Yacht Villa was acquired, a large house immediately to the west of Emsworth Sailing Club. Planning permission was submitted to move the school from 59 Bath Road to Yacht Villa, but after many objections from local residents, this was refused. Yacht Villa was then used as accommodation for some of the students, but the school itself remained at 59 Bath Road.

In 1988 Sunsail, the parent company of Emsworth Sailing School, moved to the new Port Solent development at the north end of Portsmouth Harbour. Emsworth Sailing School disbanded and became known as the Portsmouth Harbour Yacht Club, based in the Port House at Port Solent.

This left Yacht Villa and 59 Bath Road vacant. No. 59 was sold to Roger Swainston, then one of the Sunsail Directors. He demolished the building and built two semi-detached town houses which still remain in Bath Road. Yacht Villa was demolished and sold to developers who subsequently went bust. In 1992 part of the remaining land was acquired by Emsworth Sailing Club as an extension to their dinghy park, and the rest added to the garden of Angus Duncan's house, 52 Bath Road. Angus had helped facilitate the acquisition of the plot, hence his benefitting from a larger garden.

Many current Emsworth residents either learned to sail at Emsworth Sailing School or taught there as instructors. It was one of the most successful sailing schools in the country and evokes happy memories amongst thousands of students who spent part of their summer holidays learning to sail and enjoying the natural beauty of Chichester Harbour."

Sources:

'Ready About! Heave Ho!' *The Yachtsman,* March 1960. Article by Strahan Soames

'Doing nothing skilfully can be so exciting', *Hampshire* county magazine, May 1961. Article by Ted Stokes

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