



MEMORIES OF OLD SEAVIEW

By R. J. Cheverton and S. L. Matthews

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FOREWORD

At the request of numerous friends in the village and some regular holidaymakers, this collection of 'Memories of Old Seaview' consists mainly of contributions by Mr. Jack Cheverton and Mr. Sidney Matthews, both lifelong residents of the village of Seaview, Ryde, Isle of Wight. Mr. Cheverton lives at Nottingham Cottage, Rope Walk, one of the oldest houses in Seaview. He is an ardent worshipper at Saint Peter's Church and the bulk of his contributions have appeared in the church magazine over the years. Mr. Matthews, former postmaster of Seaview, and a valued member of the former Ryde Borough Council, has long been at the centre of everyday life in the village.

ACKNOWLEDGMENTS

The authors express grateful thanks to the Rev. L. Attrill, Vicar of Seaview, and the Parochial Church Council of Saint Peter's Church, for their full co-operation in the production of this publication: to the many local residents who have encouraged and assisted with research; and to Mr. Trevor Barton for the loan of photographs.

SEAVIEW STORY

By S. L. MATTHEWS

First mention of Seaview was probably in July 1545 when the French, in a naval attack on Portsmouth, landed near what is now the Old Fort Cafe on the Esplanade and routed defenders from a small emplacement at Fort Bank. Two hundred years later, John Caws and his wife Elizabeth, with their 12 children, lived in cottages around what is now the Sophie Watson Rest Gardens. John was the bailiff of Priory Ruin . . . a high man of peaceful disposition. One of his sons, Anthony, continued to live in one cottage after the rest of the family had dispersed. Anthony had eight children — six sons and two daughters — and the cottages, two of which remain today, were known as East Common or Husseys.

Around the year 1800 by agreement with the Nunwell Estate, freeholders of this part of St. Helen's parish, Anthony Caws and his family exchanged their holding of East Common for the house and surrounding field near Old Fort Bank. The field is now bounded by High Street, West Street and Rope Walk. One cottage stood on the corner of High Street and West Street and was occupied by Benjamin Wheeler. The only other houses were, probably, Salterns, Red Cross House, Seagrove, Pier Road, Esplanade Cafe, Sea grove Bay Cottages, and The Priory. At Nettlestone were the cottages around the Green and in Holgate Lane, and Nettlestone Old Manor. At Pondwell there was an old mill and a cottage or two, and at Woodlands Vale a cluster of cottages and an inn known as Cherigan. Springvale had yet to be developed.

Within 15 years the lower half of the western side of High Street was made up to allow for the building of homes for the six sons and two daughters of Anthony Caws. The land was divided into nine plots between High Street and Rope Walk. Charlotte Caws, who married Thomas Davis, was allocated the lower plot on which stood Old Fort House, and the rest of the land between Esplanade and West Street was, in 42ft. portions, allocated to seven other members of the Caws family. Benjamin Wheeler lived in the cottage where Villa Marguerite now stands. Anthony Caws's second daughter married William Matthews, and she was given the plot of land on the seaward side of Seaview Hotel. The western side of this land was set aside for a rope walk and used to stretch new ropes for the pilot vessels. Several members of the family were occupied in this work. Of the seven houses built facing the High Street, it appears that only two have not been enlarged at the front. The others were altered to accommodate summer visitors. Today just one plot remains in the hands of the original family. By 1815 (Waterloo) Seaview was a village of eight families of three names. The Duver development scheme of about 150 years ago altered the character of Seaview, but the origin of the area and Salterns Marshes is uncertain. It is believed that barges used a creek through the marshes to a mill at Pondwell.

About 1800, James Kirkpatrick, a Newport businessman, bought Salterns Cottages, the Marshes, and open land now bounded by Fairy Road, Rope Walk and Salterns sea wall. Kirkpatrick built Seafield House and revived the lapsed salt-harvesting industry. He engaged John Matthews (my great-great-grandfather) to manage the project, and soon 50 tons of salt was produced and sold at a guinea a bushel. John Matthews and his family lived in the corner cottage facing Duver Road and other salt workers in the adjoining cottages the boiling house being at the southern end. Kirkpatrick enclosed Seafield House with the stone wall which still lines Salterns Road between Bluett Avenue and Fairy Road. The wall divided Fairy Road from Ryde Road, ending at Church Road and continuing to Rope Walk and Salterns Wall. When Seafield Estate was split up in 1907, the wall was broken. In 1819, Kirkpatrick sold his interests, and salt-making ceased again. The Beach family acquired Seafield House.

For 20 years until Queen Victoria came to the throne, Anthony Caws's family settled on their freehold estate within the confines of High Street, West Street, Rope Walk and the Esplanade, and the main names in the village were Caws, Davis, Matthews, Daish and Greenharn, occupying the houses along the Esplanade and West Street, which were built in 1830-1850. It was about this time that the village became known as Sea View.

In 1843, Mr. W. A. Glynn, of Fairy Hill, granted leases to build houses in Circular Road, and friends of the Barclay family built Seaview House. Holidaymakers began to discover the attractions of Seaview. . . its hard yellow sands, excellent views, and reasonably priced accommodation. The opening of the London-Portsmouth railway and the introduction of steamboat services to Ryde Pier made access easier. In 1815 the mariners of Seaview began to take up piloting, and rocks were cleared from the High Street slipway to allow for the launching of their sturdy rowing punts. From the year 1850 a major increase in the tourist trade resulted in the enlargement of houses in lower High Street: the construction of three-storey flats in Circular Road facing the sea; houses in upper Church Road; and others at the lower end of Old Scaview Lane. Smaller houses were built in West Street, High Street, Circular Road and around Seaview house. Two hotels were built, Seaview Hotel and Crown Hotel. The former, one of the original eight houses of the Caws family, was converted into the Oak

Hotel with a large oak tree in the forecourt. Crown Hotel, at the eastern end of Bluett Avenue, faced the sea and was a small two-storey double-fronted building. It was demolished in 1885. A post office was opened, with Mrs. William Caws as postmistress.

By the year 1860, Seaview was a thriving holiday resort. Saint Peter's Church, Beulah Free Church, and the old Methodist Church near the yacht club were built, and boating and sailing were pioneered by Messrs. Edwin Mursell, from Bembridge, and Mr. George Newell, a Seaview coastguard. Prawn and lobster fishing were lucrative additions to the boat hire trade, and in August up to 20 men and boys were employed. Seaview Regatta was started in the 1870's. Between 1845 and 1875 holiday accommodation doubled and with it the need for reliable transport to and from Ryde. The only way in and out of Seaview was by Old Seaview Lane by horse and carriage and the suggestion that a pier be built at Seaview to provide a direct link with Portsmouth Harbour received enthusiastic local support. A public meeting was held at the Seaview Hotel, and Mr. Francis Caws, local architect and engineer, put forward the form of structure. He was supported by his father, Capt. Silas Caws, Mr. W. A. Glynn of Seagrove, and Mr. Samuel Storey (M.P. for Sunderland and proprietor of the Portsmouth Evening News). Assisting in the project was Mr. Edward Caws, younger brother of Mr. Francis Caws. Several Ryde residents were involved in the formation and administration of the Seaview Pier Company, including Mr. John W. Fardell and Mr. G. C. Vincent.

Conceived, designed and executed by Mr. Francis Caws, the pier was built in 1880 by direct labour and cost about £7,000. Capital of the company was about £10,000, ordinary shares being £5 each, and about two-thirds of the issue was taken. Mr. W. A. Glynn had the Pier Esplanade and wall built and then made it over to the Pier Company in exchange for shares and cash. Until 1914 the Pier was in full use in handling holiday traffic between Portsmouth and Seaview. Because of its unique construction, it was often illustrated in holiday magazines and guide books, and a favourite game amongst children of the village was to march in line abreast along the pier, all in step, thus making the suspended structure sway.

Large residential buildings were erected in Madeira Road, at the eastern end of Ryde Road, and lower Steyne Road. But the largest project by far was the building of the Pier Hotel on the instructions of Mr. W A Glynn of Seagrove Manor. Designed as a terrace, it was later used as a hotel and changed ownership twice before being demolished in 1973, being then known as The Halland Hotel. St. Leonard's, at the corner of Pier Road, was built by Mr Douglas Caws in 1886. Somerset Road was constructed and Upper Steyne Road, both for building purposes, and further development followed at Old Seaview Lane. From 1800 to 1843 Seaview was confined to the area inside High Street. West Street, Rope Walk and the Esplanade. In 50 years it spread to Priory Estate owned by Mr. Henley Grose Smith, and east of Gully Road stream. Seagrove Bay Esplanade was built-up with 13 holiday homes. Other houses were built in Ferniclose and Gully Road. In Ryde Road a new type of house appeared, small and semi-detached.

In the year 1890 a straight road from Steyne Road - Ryde Road to Pondweff was envisaged, and in a dozen years the Ryde Road houses were completed, and with those at Seagrove totalled about 70 by 1905. Piloting and yacht captaincy gave employment to many Seaview men, and the latter profession often proved lucrative. By now there were about 200 houses in Seaview, most of the residents relying on the holiday trade as a source of revenue. House letting became popular, and the four house agents were kept busy, although there were still no boarding houses, guest houses or private hotels. Many residents constructed chalets in their gardens for their own use in the summer months while their houses were let to wealthy visitors.

Seaview, with St. Helens and St. John's at Ryde, became one authority under the St. Helens Urban District Council. Sewers were laid, roads made and, at last, piped water laid on. The Highways Commission ceased to function, and the vestry meeting no longer levied the rates. Seaview Yacht Club was founded at the turn of the century and the village became an ecclesiastical parish. Saint Peter's Church had its first vicar appointed, the Methodist Church in Ryde Road was built, and the old one next to the yacht club closed. Esplanade Road was constructed along with the massive stone wall to protect it from the sea, and Pier Hotel changed from being

private residences to a hotel. Gas and electricity were installed in the village, the mains being laid from Ryde to Seaview in one operation, with gas the most popular.

By 1907, Seaview became less isolated. Seafield Estate, owned for over 30 years by Miss Mary Condor, passed upon her death to a Miss Richards of Westridge, and she sold the estate to a Kentish company, largely through the influence of Mr. Richard Newell. Seafield Road, Bluett Avenue, and Fairy Road were constructed and individual plots sold, freehold, at fairly unrestrictive conditions of sale. Duver Road was opened to vehicles, and Salterns, from being a separate hamlet, merged into Seaview. Community interest with Springvale increased and Seafield Estate developed progressively from 1908 until 1939. Since 1945, all the remaining plots have been built upon.

Prior to 1914, ownership of the foreshore rights at Seaview were in dispute, and some residents made representations to the government of the day. The Board of Trade decreed that foreshore rights between the stream at Ryde Canoe Lake and Ferniclose Brook at Seagrove Bay between high and low water marks were vested in the Crown and leased to St. Helens U.D.C.

In 1919 the first private hotels, guest houses and boarding houses opened. West Priory Cottages were built in the mid-'20s and the houses in Priory Drive 10 years later. Between the wars, some houses were built in Gully Road, and post-war the houses at the southern end. Pondwell estate was commenced from 1945, when the old Pondwell House country mansion was demolished.

PILOT'S PROGRESS

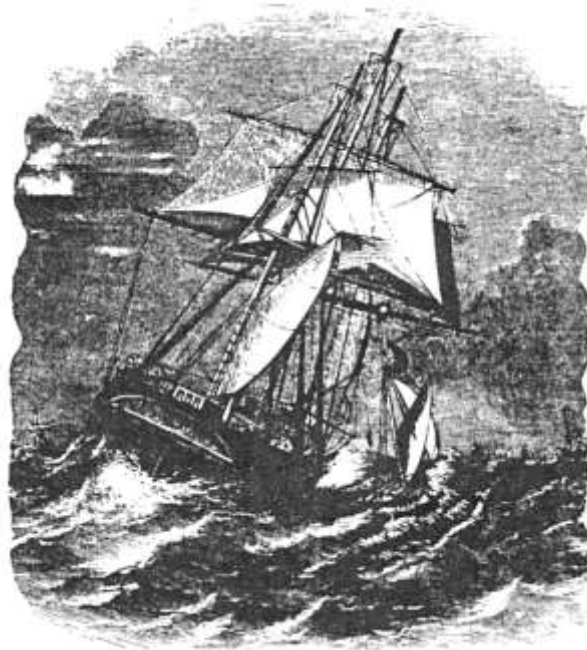
Pilots and piloting are synonymous with Seaview, and notably the family of Anthony Caws, founders of the village around 1799 when they became owners of the Old Fort on the Esplanade. In March, 1794, the pilot boat wherry, returning from St. Helen's Roads, capsized, and pilot James Caws drowned. Further losses occurred in 1824. The 'Mysore', of Cowes, was run down and lost with all hands. Also lost were the 'George', the 'Thetis' and the 'Blonde'. In October, in a north-easterly gale and within a few miles of land, the 'Neptune' was driven well towards the French coast, but a change of wind enabled her to return to Seaview. Also adrift, in the Galliot, was pilot Robert Caws, but he rode out the storm, which lasted 36 hours.

In 1824, in November, the 'Hope' of Ryde disappeared in the locality of the Owers. In February, 1827, Thomas Matthews was lost overboard off Seaview. His body was recovered on the Sussex Coast, and he was buried in Brighton. The 'Agenora' was being towed by the Fast Indiaman 'Vansittart', which missed stays and her anchors tore out the 'Agenora's' quarters and sank her. There was no loss of life, and the 'Agenora' was replaced by the 'Gratitude'.

In 1856, a Mr. Brimson and Mr. Charles Dyer, both of Seaview, were drowned off Weymouth—they were members of a pilot boat crew. The 'Alarm' sank in collision with a steamer, the Elbe, and was replaced by the 'Hesperus', which dragged anchor and smashed against Yarmouth Pier. She was raised and taken to Cowes for repairs.

Around the turn of the century, the 'Emma' anchored about 300 yards off Seaview Esplanade, dragged anchor in a storm and broke up on the rocks east of the High Street, There was no one on board. She was replaced by the 'Spider' which, with the 'Neptune', the 'Hesperus' and the 'Agenora' were attached to Seaview.

And, in the summer of 1910, pilot Percy Caws was drowned about 400 yards off Seaview whilst sailing a dinghy for pleasure. His two companions were saved.



BOOTHBY PILOT ON BOARD IN HEAVY WEATHER.

NETTLESTONE STORY

By R. J. CHEVERTON

The path through Holgate Farm House led to Cooper's Field, the home of Seaview Football Club. During summer months it was a camp site for Boys' Brigades, Church Lads' and Young Jews' clubs from the East End of London. Local sports were held there and many residents preferred the path route to Seaview. The Cooper family devoted much of their time to the small chapel at Nettlestone, the Sunday School being open to children of all denominations.

Seaview Heights was part of Seagrove Estate and known as Big Ground and Seven Acres Field. During the Munich talks of 1938, the War Department took over Big Ground as an anti-aircraft site and later took in Seven Acres. The brickworks in Gully Road were owned by Mr. W. A. Glynn and local labour was employed. Bricks made there were used in the construction of houses in Ryde Road, Seagrove and Priory Bays. The bricks, bright red, were not as hard as the yellow ones used on the houses in Madeira Road, and Old Seaview Lane, which were made at Faithfull & Son's yard at Carpenter's Road, Saint Helens. At Walker's Copse, Miss Polly Walker lived in the tiny cottage, and earned her living by taking in washing . . . all done by hand.

In the early days of the last war, all the trees were felled to allow gun crews better vision. On the night of March 10, 1941, Portsmouth suffered one of its worst air-raids. Heavy gunfire began at about 7.45 p.m. and continued almost without a break until 5 am. One Nettlestone gun was put out of action because of excessive use, and the mainland sky reflected the many fires.

Nettlestone was once a tiny village extending from Nettlestone Farm to the south side of the post office. Prince's Mead was the last house towards Seaview until White House was built for a Mr. Pantin. The cottages at Nettlestone Hill were built for Mr Stephen Salter and were named after public schools. Mr. Salter lived at Pondwell, having moved there from Oxford, where he used to design the University boats. In 1895 the rents were five shillings per week. Nettlestone House, by the Green, was owned by a Mr. O'Hagin, who employed servants, a butler and a coachman.

San Roque was the home of the Godfrey family. Mr. Godfrey, the village G.P., did rounds on an old tricycle after giving up his pony and trap. He died in 1912 and there is a memorial tablet to him in the south wall of Saint Peter's Church. At Lessland lived Mr. A. S. Gordon, secretary of the Royal I.W. County Hospital. He was variously church-warden, reader and choirman at Seaview church, and in his youth had won a race for penny-farthing bicycles around Ryde Canoe Lake.

Nettlestone Green, playground and site for Guy Fawkes night bonfires until they were stopped by the police because of fire risk, was reduced in area to allow for road and footpath improvements. Games of football often concluded with a collection of coppers to pay for broken windows. Nearby lived the Mr. Albert Shiner, who played football for several Island clubs and was probably the first local player to sign English League forms — he went to Derby County. His son Roy also made the grade in professional soccer via Cheltenham Town, Sheffield Wednesday, Hull City and Huddersfield. Close by, the five sons of Mr. and Mrs. Vaughan Allen made names for themselves in the football world.

Nettlestone School was built in 1905 for the I.W. County Council as a girls' and infants' school. It consisted of two classrooms and a lobby, and was staffed by a headmistress, teacher and pupil teacher, and replaced Saint Peter's School at Seaview. Over the years it has been enlarged and modernised.

THE BARTLETT FAMILY

The Roadside Hotel in the 1920s replaced the previous building, a dwelling house known as the Roadside Inn and managed by the Lacey family. Upton View was a small cottage occupied by Mr. and Mrs. Spragg and approached from the road by stone steps, with two yew trees forming an archway. The Bartlett family lived in a terrace cottage near the school. Mr. Bartlett was a coachmaker and wheelwright and three of his five sons assisted him. Their workshop was near the school and the sawpit was about 5ft. deep with a timber frame over the top where trees were placed for sawing. Mr. Bartlett guided the saw whilst one son, perhaps somewhat riskily, supervised operations inside the pit. Local elm and ash was used and the majority of work entailed making and repairing farm carts, with wheelbarrows as a standby at £1 a time. Mr. Bartlett was keen on music, a violinist and a fine bass singer, and he and his sons often presented concerts at large houses in the area.

THE CREETH FAMILY

Messrs. A. H. Creeth, a firm of over 100 years standing until the business was sold to the Westridge Construction Co., operated a blacksmith's shop where the Methodist Church now stands. Sixty years ago Mr. Creeth and his four sons worked the yard with several men and apprentices. I remember the array of horseshoes on the walls of the smithy, and in the yard wagon wheels awaiting the fitting of new bond irons. This entailed lighting a fire in a circular grate. Lengths of iron were bent to a circle by rollers and placed in the forge where the ends were welded together and the irons made red hot and put in place, then soaked in water to prevent burning. Other aspects of the business were plumbing and motor engineering, but the speciality was steam propulsion. From the small beginnings of an eight-seater bus, Creeth's soon had several buses on the road. One was an old London double-decker which they converted to suit Island roads, and Bartlett's assisted with coachwork construction. A regular service was made to Ryde, once a day, during the First World War. In the early '20s a tyre press was installed, previous fittings being made at Newport. The advent of the motor car saw Creeth's turn to the production of steel springs. Special tanks were installed to store the oil used in tempering steel and the firm became main suppliers to Island and some mainland firms.

Few houses had mains electricity and none in Nettlestone had gas, so Creeth's sold paraffin at 24d a quarter-gallon. The spread of wireless saw them again in the forefront of enterprise. . . they had their own electricity plant and charged batteries and accumulators. Mr. Albert Creeth was a sidesman at Saint Peter's Church for over 20 years, and a member of the P.C.C. Creeth's supplied and installed the electric motor and blowing apparatus for the church organ in 1927.



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THE WARDER FAMILY

At the turn of the century, the Warder family was as well known in Nettlestone as the Caws family in Seaview, especially James, Legh Richmond, John and Ellen. James (Jim) was steward of Priory Estate, and when Miss Edwards inherited the estate she found his advice invaluable. That he was thrifty was common knowledge, though the local tale that he collected enough stones and gravel by the wayside to make foundations for his house was perhaps untrue. At South Spit, the house which stands behind Nettlestone House, Jim tended a productive garden, harvesting his own seed, and when collecting rents from tenant, he used a quill pen which he cut himself. He and his brother John were tree fellers, mainly on the Priory Estate and at Seafield. Their skill with cross-cut saws, wedges and wooden "beetles" (to lift trees and throw them in the right direction) often attracted a crowd of spectators. Jim was organist at Saint Peter's Church.

Mr. John Warder had a bakehouse which stood in the garden behind the present post office at Nettlestone. Ovens were brick, burning faggots, Old John was also the village postman. Always fond of children, he would walk around the village with an old sack tied around him as an apron, and was always the centre of attraction. On Sundays he dressed in a black suit, his long white beard nicely combed. He attended the Methodist Church and when his wife worried because he wore old clothes he'd say "Don't worry, my dear. All those as knows me knows I got better clothes—and those that don't . . . well don't matter!" Ellen Price, a sister, lived in a house where The Hawthorns stands, her husband Oliver worked at a smallholding at Pondwell on the site of the Wishing Well. She was keen on music, taught the piano, and had a line contralto voice. She was a member of Saint Helens Church Choir and a reporter for the Island Star, a Liberal weekly newspaper which went out of production after the first world war. She covered the East Wight and often walked to Bembridge or Brading to report a meeting, in her own brand of shorthand.

An outstanding personality of Nettlestone of 60 years ago was Mrs "Ma" Stevens, who kept a small shop at East View on the lower green road. Refined, well-spoken and short in stature, she was always dressed in black, with a cloth cap, and sold just about everything. The counter was covered in white American cloth, and was always kept clear. On a large desk she kept a book for orders (and debts). Two small tables, with chairs, were provided for the comfort of customers, and she did a steady trade in teas and lemonade. At the age of nine, she gave me my first job, collecting empty bottles from customers and delivering groceries. My reward? A glass of lemonade, a few sweets, 2d, and in the August holidays 1/- a week. She used packets of sugar as

weights and although her prices were usually a penny or so dearer than “Seaview prices” she still did a good trade. Lighting was one candle on the counter, and closing time never fixed. If she wanted to attract the attention of passers-by for a chat, she would stand in the doorway and ring a small handbell.

THE PAVILION

The Pavilion clock was supplied by Mr. Arthur Weekes, clockmaker, of Southsea, who also had a shop in Seaview and the building was first erected at Bembridge, but later bought by a Mr. ‘Dicky’ Dawson of Regent House. Short in stature, he sported a long white beard and for many years was the Seaview postmaster, and also had a gift shop where Sir Francis Pittis’s office now stands. Around 1909 the only hall in the village was at the Assembly Rooms in lower Ryde Road. ‘Dicky’ secured a plot of land in Seafield Road on which he had 10 terraced houses built. The time was just after the exhibition at the White City, and locals were quick to give the new white houses the same name. They were built by Mr. James Ball, of Cowes, and the architect was Edward Caws of Seaview. Though designed as summer residences for visitors, the houses did not find immediate buyers at the price of £250.

The transportation of the Pavilion from Bembridge to Seaview was made by Mr. William Chick of Seaview, who ran a carter’s business. With his horses he moved the larger sections on a borrowed hay wagon, leaving Bembridge at 6 a.m.

At the outbreak of the first world war the young men of Britain were urged to enlist in Kitchener’s Army, and at Seaview the scene of recruiting was a grass plot where Oakwood now stands. On a platform assembled a recruiting sergeant and a few prominent residents. Towering over them was the squire and patron of St. Peter’s Church, Mr. William Glynn, resplendent in a scarlet Guards uniform. Speeches over, volunteers were called for and as each man—some mere boys—stepped forward he was cheered by a large crowd of villagers. About 20 joined, and next day embarked from Seaview Pier — again cheered by a large crowd. Some gave their lives, others have passed by. Among the few remaining is Mr. George Wickens, of Ryde Road. ‘Greater love hath no man than this, that he lay down his life for his friends’.

Mr. Thomas Lander managed the Pavilion and took over ownership when ‘Dickie’ Dawson died. The building held about 200 people plus about 25 in the gallery. The drop curtain depicted Seagrove Bay with Horestone Point and the rocks in the background. During the first world war a new curtain was painted by W. H. F. Thompson, or ‘Budge’ as he was known, showing a Royal Navy destroyer at speed. Six large mirrors helped make the hall appear larger, and there was a handrail on each side for the benefit of roller skaters.

During the ministry of the Rev. F. R. Dawson, a curate, the Rev. J. Pearson, a keen athlete, organised boxing practice. He recruited sparring partners but once had the worst of a session and carried the marks on his face over a week-end. As a result he was persuaded to discontinue the pursuit. During the first world war, many concerts were staged at the Pavilion in aid of the Red Cross and Forces’ Comforts Fund. The Rev. Reilly often took part, and a frequent compere was Mr. Eustace Koe. The ‘Bem Boys’, a party from the R.N.A.S. seaplane base at Bembridge, and stationed at the Royal Spithead Hotel, often put on shows. After the great war came a dancing boom, and some summers a resident concert party appeared at the Pavilion alternating with Shanklin-based casts. Concerts were also given by boys from Dr. Barbardo’s Homes with handbell and xylophone items. Before the I.W. Sports Club was built, the Pavilion was used as a badminton club, and as a private school by a Mrs. Bishop. Miss Lilian Lander, daughter of the proprietors organised Sunday treats there and Seaview Horticultural Society held shows.

In the year 1916, Saint Peter’s Church vestry meeting featured a contest for church-warden between the local squire and Thomas Lander, a choirman. Thomas Lander won easily, and some years later the Rev, Reilly, on a return visit, said he would never forget the day the radical tailor stood against the squire and won. Oakwood was formerly an Army hut and was bought by Thomas Lander in the early 1920s and the family moved there

from Victoria House in the High Street. It was once the stop for Creeth's buses when they ran the Premier buses. They provided a shelter to accommodate 20 people and a ticket office where bookings could be made to Portsmouth and Waterloo as well as Island stations. The cheap day boat fare was 1s 6d. return, and a book of bus tickets to Ryde cost 2s 3d.

Moving pictures were introduced to the Pavilion in about 1916, but the evening performances were never well patronised despite the lack of a bus service to Ryde at night. Mr. Lander arranged weekly film shows at St. Helens in the old Liberal Hall. Messrs. Wilson Chalton and Albert Shiner, who operated the portable projector, had to push the apparatus to St. Helens on a hand truck. The film was run by hand and at the end of each clip, usually about 15 minutes, Mr. Shiner had a well-earned rest while Mr. Wilson Chalton changed the spools. There were long intervals but no one seemed to mind as long as the pianist kept playing.

After the first world war, another attempt was made to provide film shows at Seaview Pavilion, this time by a Mr. Mead, formerly employed at the old Ryde Cinema. The opening of the Scala Cinema, at Ryde, and the improved bus service were the main reasons for yet another failure. When Mr. Lander died in 1933 his widow managed the Pavilion, but later sold it to a Miss Noakes, of Little Selsdon (now Robin Hill). Interested in music and the theatre, she made considerable improvements, increasing the seating capacity by about 70, a new entrance hall, cloakroom and ticket office, central heating, proscenium and drop curtains. Much of the work was done by Messrs. Abbott and Nash. The re-opening featured radio entertainer Leonard Henry and several other well-known artistes. Later, dramatic plays were presented' produced by Miss Bremner.

The second world war put an end to many village activities, and the Pavilion was sold and made into a night club. Mr. Bill Bonnick, owner of the Old Fort Cafe, became the next owner, but the various organisations in the village failed to make full use of the facilities offered. In the 1950s yet another attempt was made to start a cinema project. Film actor Barry Jones performed the opening ceremony, and starred in the first film. 'The Clouded Yellow', but with audiences seldom numbering no more than 10, the venture failed. The Pavilion was then used for making glass-fibre boats, and for light engineering. Now, it is owned by the local masonic brethren, Spithead Lodge.

SEAVIEW SHOPS

Along the Esplanade from the yacht club, next to Coronation House, a small shop was used by Messrs. Woodnutt, of St. Helens, to exhibit ships' chandlery, and after the first world war it became a photography shop owned by Mr. Nicholls, of Ryde. Now it is a gift shop. Next door is Old Fort Cafe, formerly a thatched stone-built cottage with a lean-to on the eastern side. Here Miss Frances Newell ran a greengrocery business. She was of a pleasant disposition and had a quaint way of persuading customers to spend their money: 'Well, what about a cute little cab-bodge . . . or a jolly cucumber?' When she retired, the property was sold to a Mr. Salter, of Ryde, who had the site cleared and built the Riviera Cafe. During demolition, some old walls, mud-bonded, were discovered, relics of the fortress of 1540. Beach Cottage was once the local pottery, now at Salterns, and has been used for a variety of purposes. It was once occupied by an artist, Mr. Jeffoot, and Seaview Yacht Club.

Wickens Cottage, High Street, was one of the first shops in Seaview and for many years was occupied by Matthews, bakers. Fuchsia Cottage and, at the rear, Myrtle Cottage, were also occupied by the Matthews family and adjoining was the workshop of Henry Matthews, builder. No greater credit could be given to a local building than that offered by the older craftsmen: 'Nothing wrong with that house. - . Matthews built it.' Henry was also a keen photographer and had a small studio built, now owned by Mr. Warren the boatbuilder. Behind the bakehouse was a lawn where parties were held. Miss Emily Belle Matthews ran a cake shop, assisted by two nieces. Generous to a fault, she would give cakes to children who had no money. The late Mr. Jack Henley

was foreman baker and roundsmen were employed. Soon after the first world war the business was closed and the property sold. Fuchsia reverted to a cottage, and the bakehouse is now The Surprise. The shop and adjoining cottage was bought by Mr. G. H. Wickens in about 1923, and opened as a ladies' and gent's hairdressers. etc., until the end of the last war, when it became a private cottage again. None who remembered a fair-headed youth who spent his summer holidays here with his aunt. Mrs. C. H. Wickens, visualised that one day he would be Prime Minister. . . Edward Heath.

Some old buildings have been joined to one another. The Wedge is typical. Some house owners were related and made the best of their freehold land. Sir Francis Pittis's estate agent's office was once the local post office until 1910, then it became a dining room for the Regent House Hotel, which in turn was made into flats. The corner site was used as a hairdressers. On the opposite corner, the Midland Bank opened just after the last war, was Seaview Supply and Cash Stores or, more popularly, Lower Watson's, being owned by Watson's. Mr. James Matthews managed the shop from the early 1900s until the business was transferred to Watsons top shop. The Midland Bank closed, and is now the Bookworm, a bookshop run by Mrs. Rosemary Smart. In the early days shop remained open until 9 p.m. on Saturdays and Jim regularly had a yarn to the men of the village as they waited for their 'baccy' to be weighed. For children the tub of broken biscuits never seemed to be empty.

The shop next door was a fishmonger's run by Mr. Alfred Grundy, of Ryde. After the first world war it was again a fishmonger's, for Mr. Johncox, of Ryde, then it became a much-needed butcher's shop for Mr. E. Thorpe. Little Croft housed Mr. C. Bottrill, the local barber, before he moved to the High Street. Victoria House and Cathay, both in the High Street, were at one time one property. The former was a tailor's and outfitter's owned by Mr. Thomas Lander, two or three tailors being employed.

The ground floor of Cathay was used by the Capital and Counties Bank, open two days a week, the cashier driving out from Ryde in his horse and trap which he stabled at Speedwell Mews. After the first world war, Mr. Lander moved to West Street. Capital and Counties Bank was taken over by Lloyd's who in about 1920 acquired Harland House from Mrs. Mead. It was the only bank in Seaview, and had a resident manager.

Victoria House was bought by Mr. Jack Henley, who started a bakery and confectionery business. He installed modern ovens, employed several men, and delivered to St. Helens and Ryde. Cathay was used as a tea room and later sold groceries. Upon the death of Mr. Henley, the Island Bakeries took over for a few years, but the building soon reverted to being a dwelling house. Osborne House was, during the first war, a hairdressers owned by Mr. Charles Bottrill and when he retired it became a home-made cake shop. Wit's End was a greengrocers run by a Mr. King and then by Mr. G. Petty, of Nettlestone. Later Mrs. Triscott had an antique shop there. Osborne Private School was at the rear and supervised by a Miss Davies at a fee of 6d per child per week.

The Shore Things gown shop was formerly the dining-room of Stanfield House, a boarding house run by the Gully family. Shirley house, formerly Alton Cottage, used to be a greengrocers owned by Miss Ellen Grimes. She had an aspidistra in the window ... well-scrubbed floors and a small stock which was often sold by midday. Her speciality was home-made ginger beer at 2d a glass.

In West Street, Marguerite Villas were made into shops, one opened by Mr. Arthur Weekes, a jeweller, of Southsea. Afterwards it passed to Messrs. Caselton & Rand and then to Miss Caselton until it was again made into a dwelling house. The shop next door opened as a tailor's and outfitters, first by a Mr. Prout and then by a Mr. Middleton. Later, Mr. Lander moved in from the High Street. Closed for many years, the shop was opened by Mr. John Sweet, a grocer.

Sails, or Garfield House as it was known, was the home of Mr. Charles Grist, a retired Hampshire policeman, who was Seaview's town crier. He publicised local events and even items of lost property, and always ended

his announcements with 'God save the King'. Across the road was Mr. Gray's electrical shop, formerly a newsagents kept by Mr. Whitton, who also did upholstery. For a time, Mr. A Winter, of High Street, used the shop as a store and a display window for his ferns, a popular plant. Other users were Mr. Grist, as a cycle shop; and Mr. Dyke, of Ryde, a watchmaker. Albert Cottage, Mr. George Healey; and a wireless shop by Mr. Edward Wilson-Chalon, who later moved to where the Seaviews Stores Freezer Centre annexe now stands. The Gulls was Mrs. Flux's greengrocer's and later a sweet shop for Miss Porter.

At the corner of West Street and Rope Walk was a wooden building, the upper floor of which was used as a temporary church before Saint Peter's was built. The ground floor was a bootmaker's shop first for a Mr. Hudson, then for Mr. Fred Lewis, of Nettlestone. Next the premises were taken by Mr Rumsey, a house agent, of Brading, and named The Matchbox. The building was later demolished and the present cottage built for Mrs. Daish Belvoir Cafe, in High Street, owned by Mrs. Woodnutt, was a greengrocer's run by her mother and father, Mr. and Mrs. F. Grist. Before the war it was a cycle and pram shop owned by Mr. E. Hudson, of Ryde. Beatrice Cottage was the home of Captain Clement Greenham who had a gadget made which protruded over the pavement from the upstairs window, and was fitted with mirrors which enabled him to see the High Street and the sea. In the early 1920s the lower rooms were used by Creeth's of Nettlestone, as an ironmongers. Mr. Francis Greenham was the next occupant, and the property is now Greenhams and Bushes.

Winter & Sons, greengrocers, has been a family business since 1900, and was started by Mr. A. E. Winter, former gardener to Mr. W. A. Glynn, of Seagrove. His son Percy, and now his grandson Ray, succeeded him. Mr. and Mrs. Chambers's Friendly Shop was originally a stone-built cottage called Levant, owned by a Mr. Brimson. The stone was brought from the North Bank shore at a cost of 4s per load, payable to Nunwell Estate. There was a garden in the front until the premises were extended as a post office. After the first war Mr. T. F. Sheath, postmaster, made his sitting-room into a shop selling books and seaside novelties. In the late 1930s, Mr. Brading bought the business.

Watson's, now Seaview Stores, was formerly Guildford House, and an annexe in the High Street was formerly used as a china shop, an estate agent's, and a coal order office. The business address is still Guildford House, and owned by Mr. and Mrs. Hoare. Mr. Wilson-Chalon transferred his wireless shop there from West Street, and another electrician, Mr. Roy Leal, followed. St. Leonard's was designed by Mr. Edward Caws and built by his brother Douglas in 1886. Douglas Caws, builder, built most of the houses in Priory Bay and Ryde Road, but St Leonard's was his largest undertaking. The large stone bay windows on the first floor are carried on baulks of timber which are built into the inside walls. The shop was, until recently, a fishmonger's. Previous tenants were Minter's, of Ryde, and Joe Smith, a butcher. Joe, almost as big round as his chopping block, was a humorous man. Next occupants were Loader's, Ryde, and then Ross & Co.

Part of Pack & Culliford's was Mr. Caws's estate office. At Pier Road side was a milliner's run by Mrs. Cottrill, then by Miss Ada Trinder later—later Mrs. H. Newell— and later by Miss Annie Trinder. Dobson's was once one room on the ground floor, and the store attached was used as a greengrocer's shop by Mr. George Newell. After the first war, Mr. Stanley Jacobs opened a sports shop there. Next tenant was Mr. Jack Majoras, a well-known figure on the beach, with his tray of sweets. The shop was made larger, a flat built above, and the business bought by Mr. Bonnick and then by Mr. Dobson, and his son Tony. The next three shops were built prior to 1914 and was notable for the Mikado Cafe, famed for bacon and egg suppers. After the 1939-45 war it was a restaurant, a club, and a hardware shop. Helen, ladies' hairdressers, has fulfilled a long-felt want in Seaview.

Speedwell Posting Establishment, owned by Mr Simeon Trinder, once stood opposite and the remainder of the site was woodland, and some open ground, where Mr. Trinder parked his carriages. Garages built on the property were demolished, as were stables at the rear of what is now Beamends. The chemist's shop was formerly a gift shop until Mr. Robinson moved there from Madeira Road. The launderette has proved a boon to the residents, and The Ship's Bell is convenient for boat owners.

Watson's Estate Agency, in Madeira Road, was formerly two dwellings, Kimberley and White Rose, owned by Capt. A. Davis. Watson's bought the premises around 1930.

During the winter of 1940/41 when enemy planes passed overhead, two wardens were posted there on night call. The Post Office, managed by Mr. S. L. Matthews for 41 years, until he was succeeded by Mrs. Elizabeth Nash, was a private house called St. Lawrence and owned by Capt. Walter Webb. The National Westminster Bank branch premises was used, amongst others, by Watson's ironmongery department, and Messrs. Caws once had it as a shoe shop.

Caws's is the oldest business in Seaview, having links as far back as 1795, when the village grew up around Nettlestone Point. The shoemaking business was founded by Mr. Anthony Caws in 1860. Unlike most members of the family, he had no connection with the sea. He lived with his wife and six children at Garibaldi Cottage in West Street where he had a workshop—now Shirley Cottage. His eldest son, John Everett, worked for him until he married in 1872, when he moved to one of the old cottages at Salterns and built his own workshop. Of John Everett's eight children, the oldest, Everett John, and the youngest, Milton Albert, carried on the business. Two other brothers were killed in the first world war.

Around 1890, John Everett Caws bought Dudley House and converted the two front ground floor rooms into shops, one of which he let to a chemist named Smith. Shoe repairing business increased, and two workshops and a store were built in the back garden. Between the wars, three men and a boy were employed. Mr. Milton Caws dealt with special repairs, and his elder brother Everett and his sister Louie served in the shop. One workman was Mr. Stuart Allen, and both he and Milton Caws were keen footballers in their youth. Many a match was 'replayed' in the workshops. In 1948 the business was made into a limited company and the controlling partners are Mr. Gerald Caws and Mrs. Susan Caws. In 1967, the old scullery and a bedroom were taken down and an office built, and when Mr. Robinson the chemist found new premises, the dividing wall was removed.

Over 110 years, Caws's have based their reputation on good workmanship and high quality stock. The increase in non-leather footwear has led to less demand for repairs in recent years. Mr. Gerald Caws is, of course, also well-known in the horticultural world, his expertise being inherited from his father, and no report of shows in the Island is complete without numerous awards credited to G. W. Caws. Other chemists in business at Dudley House were Messrs G. Bright, F. Calderbank and P. Todd.

Seaview Services, at Seafeld Garage, started in a small way. The garage was built about 1910 to house the cars of the wealthy visitors, and in winter months Messrs. F. and R. Newell stored their boats there. Living accommodation was made after the first war and first used by visiting chauffeurs. Newell's first bus took to the roads just after 1918, being partially constructed in the yard. It carried about a dozen passengers who entered by a door at the rear. Nicknamed 'Twinkle' as it ran a service to Clarkson Rose's concert party of that name at Ryde, the bus was regularly used by the football club for away matches. First official bus service by Newell's started on Easter Monday, 1922, with two buses. First driver was Mr. Charles Nash, who was employed at the garage for over 50 years.

In the second war, two utility buses operated the service, and eventually one found its way to Cyprus. One Seaview visitor, holidaying in Cyprus, was astonished to see the bus there, sporting the familiar sign 'Seaview to Ryde'. In 1939 the company was formed, with Mr. John Higgin as manager. Seaview Services amalgamated with Read's, of Ryde, to form one of the largest private bus operators in the Island. In the early days there was considerable competition for trade. Messrs. Creeth's of Nettlestone, had been running buses to and from Ryde for years, then the I.W. Tourist Co., from Southsea, began a service from what is now Mr. Warren's boat store, also running to Sandown. There was a general scramble for passengers and even a few races between bus stops. Well remembered cries were: 'Seaview bus stops here' and 'Any more for Ryde'. The Southern Vecris Omnibus Company took over Creeth's and the Tourist Co.

The two principal building firms in Seaview were Messrs. W. Bull & Sons and Messrs. W. B. Nash & Son. Bull's have been in business for over 70 years, being founded by William Bull, who died in 1930. His sons, Wilson and Albert, and his daughter, Daisy, continued the business. William and Frank, sons, took over. Also an undertaker, William Bull made coffins. Perhaps the most impressive funeral was that of the squire, Mr. W. A. Glynn, who died on Easter Monday, 1926. Many well-known dignitaries attended the funeral, and the cortege was led by a cross-bearer and robed choir from the church to

Newell's Charabane Service

between
**SEAVIEW and RYDE via
Nettlestone or Springvale**
FARE—6d Single, 11d Return. Children
over 6 and under 12 Half Fare.

SEAVIEW DEPART 8 15, 9 10, 9 40, and
every 10 and 40 minutes after each hour up
to and including 7 40, then 8 30.
Sunday 10 30, 12 15, 2 30, 4 30, 6 40, 8 30,
8 30.

RYDE DEPART 8 50, 9 50, 10 20, 10 50, and
every 20 and 40 minutes after each hour up
to and including 7 30, then 8 15, 8 30,
9 30. Saturdays only 10 30.
Sunday 11 10, 12 35, 1 10, 3 0, 5 10, 6 5,
7 40, 9 0, 9 30.

† Theatre. 50 Saturdays only.

In addition to the above service extra Charabancs will run between the times stated above, both week-days and Sundays. Circular Running by way of Springvale, Seaview, Nettlestone, Ryde, or vice versa, can be done by our Charabancs as a non-stop run whilst carrying out their service as circumstances permit. Fare 11d. Return.

Special Motor Coach Tours can also be arranged. Private parties or individual bookings accepted at any time during day by driver of Charabanc or at Seaview Garage. All places of interest visited by special request or by Schedule.

Theatre Royal, Ryde. One Night Only.

WEDNESDAY, AUGUST 24, at 8.15 p.m.

Mr. H. Terry Wood presents
Special Flying Visit of the Super
Summer Show

TWINKLE

including
CLARKSON ROSE
and
OLIVE FOX.

The Show That Has Broken All Records
at the New Pier Casino, Shanklin.

Original Lyrics, Libretti, and Music by
Hastings Mann and Clarkson Rose.

Admission (including tax): Reserved and
Numbered: Dress Circle, 3/6, Stalls, 3/6,
2/6. Unreserved: Upper Circle 1/4 (Early
Doors 1/10). Early Doors open 7.30. Ordinary
Doors 7.50. Commence 8.15.

Plan and Tickets at Godfrey's Music
Warehouse, 43, Union Street, Ryde. Tele-
phone 67 Ryde.

Seagrove where the coffin was placed in the small chapel. Bull's built houses on Seagrove Estate and in other parts of the village, but their main pursuit was repairs. In the late '30s, around 30 men were employed at the yard, which was formerly Mr. Edgar Barton's coal depot. Bull's owned over 300 tents at Seagrove Bay, and these were positioned at the edge of the woods—there was no sea wall then. Mr. William Bull was well known to countless summer visitors. After his death his son Wilson managed the tent hire side of the business. At the end of each summer, tents, etc., had to be taken back to Seaview on hand trucks.

Bull's made North Bank into a hotel for Lady Barlow in 1936, and also built the old wooden vestry at Saint Peter's Church in 1908, and enlarged it in 1927. They did much work on Seaview Pier, and one winter built a 15 ft. extension. In 1907, after a fire at South Parade Pier, Southsea, Bull's carried out extensive repairs. Mr. Louis Southcott, of St. Helens, was exceptionally skilled at this type of work. He supervised work on the piers and, in a large landslide at Priory Bay in 1921, had charge of the construction of new sea defences.

Messrs. W. B. Nash & Son were, until Mr. Maurice Nash retired, in business over 45 years, being first known as Abbott & Nash. Mr. Maurice Nash's father, Mr. 'Barney' Nash, started the business with Mr. William Abbott, in 1926. They bought a small piece of land in Rope Walk and as skilled tradesmen soon became established. They built Crown Slip House for Mr. W. Sirkett, re-constructed the Pavilion, and converted the old Conservative Club in Bluett Avenue to Salterns Gate Hotel. In the 1930s they built many houses in the district, especially at Seagrove. In 1941 their works were hit by incendiary bombs, but prompt action by the local fire brigade prevented complete loss. In 1946, Mr. W. Roberts went into partnership with Mr. Maurice Nash, and the company was formed.

In Church Street the self-service shop owned by Mr. Cashmore was erected soon after the church was built, and known as St. Peter's Villa. First tenants were the Misses Dawson, who ran a post office. Afterwards it

became, variously, a gent's outfitters, sweet, toy and gift shops, until Mr. Jack Sweet, of Ryde, took it over as a greengrocer's. Part of the shop was let to a Mr. Adlam and when he retired, Mr. Sweet, and his son John, made the premises into one shop. Later, they sold the business to Mr. Banks. Mr. Harry Jolliffe, baker, has been in business at Seaview for over 30 years, and his son-in-law and daughter live on the premises.

Seafleld Road was originally intended to be used as a shopping centre, though only one, the Mascot Stores, was ever built. It was owned by Mr. and Mrs. Trevor Barton, relations of the Caws family, but has recently closed and been made into flats.

Raeburn and the shop were built around 1910 for a Mr. Leal, a Godshill baker. His bakehouse stood where the bungalow Lone Tree now stands, and he kept a horse and van at the rear. At the side he had tea gardens and a covered verandah. During the first war he worked at a Naval camp in Scotland, and Brinds of Ryde ran the business. After the war, Mr. Leal let the house and shop to a Miss Salisbury and her mother as a boarding house. The Rev. David Brooke, a great friend of Seaview churchmen, spent many holidays there.

At Salterns, the village potter. Mr. Beckley, can be seen at work, moulding his clay or painting. The shop was formerly part of the old Salterns cottages and used as a wash-house by the Misses Moorman who lived in the next cottage. Worshippers at Saint Peter's Church, they laundered the church vestments, and the aumbry in the Lady Chapel was given in their memory. Mr. I. Nash had the shop built, and it has been a general stores and an antique shop. The Sprat was once a sweet shop run by Miss Porter. On The Duver, Gull Sands was a sports shop opened by Mr. Stanley Jacobs, of St. Helens. He laid out a small golf course and several grass tennis courts. The Duver was just a narrow winding road, with rough grass on the land side, and a few oak trees and thorn bushes at the Springvale end.

Seagrove Estate was bought by Mr. Graham Osborn Smith who converted the manor house into smaller dwellings and sold a number of plots to Nash's. Saint Peter's Church aisle was also completed by the firm. Mr. 'Barney' Nash was an enthusiastic supporter of Seaview Regatta and, in their youth, Mr. Maurice Nash and Mr. Roberts were keen footballers. Another well-known local builder was Mr. Jim Hicks, who took over his father's decorating business.

Seaview is well-served with boatbuilders. Warren's has been in existence for over 50 years and the late Mr. Vernon Warren learned his trade at Messrs. Woodnutt's, of St. Helens. He worked for some years at Portsmouth Dockyard and built boats in a shed at the back of his house until he moved to premises in Rope Walk. His speciality was sailing dinghies, some of which can still be seen on the slipways. Mr. Warren leased the old Wesleyan Chapel near the Yacht Club, and after his death his son Vernon, nicknamed Bunny, took over the business. Boatbuilding is still a specialist craft locally, as is fitting out, caring for visitors' boats, and the provision of moorings.

Newell's is a name immediately associated with sailing at Seaview. Mr. Norman Newell is a descendant of the local Newell family and started business when the Daish family relinquished their carpenters' business. When Mr. Alf Edmunds retired, Mr. Newell took over the boat hire business and the High Street slipway—still called Mursell's Slipway. The popularity of rowing boats waned in favour of sailing boats, and outboard motors. Mr. Newell, and his mate Mr. Peter Evans, have built some excellent boats, and on one occasion had to dismantle the front of their workshop to remove a boat they had made. Fishing and pleasure trips are made in the summer months.

Locally, authoritative recollections of Seaview Pier are attributed to Messrs. G. H. Wickens, a former employee, and Mr. A. B. Edmunds, a well known boatman. It appears that the Seaview Pier Company had an agreement with Fraser & Co., of Portsmouth, who regularly ran a service of colliers into St. Helens from the north-east of England, and owned other smaller vessels. Of the latter craft, two, the Bembridge and the Lord Kitchener, opened a service between Portsmouth, Seaview and Bembridge. If the tide was too low for access to

Bembridge Harbour, passengers had to disembark by rowing boat at Upper Tyne. The 'Bembridge' could carry 260 passengers and the 'Lord Kitchener' about 180. The service operated in summer only. Around 1912, Seaview Pier Company acquired their own boat, the 'Aline', which was slightly larger than the 'Bembridge', which was believed to have ended her days as a river boat on the River Nile. Return fare between Portsmouth and Seaview was 1s 2d, plus 2d pier toll.

Gosport Launch Co. ran launches from South Parade Pier, Southsea, weather permitting, and the fare on these so-called 'sixpenny sickers' was 6d. Other vessels used the pier, mostly for bringing over parties of children for a day. Carting of passengers' luggage was largely done by Mr. William Chick, on a trolley drawn by an old grey mare. Squire Glynn refused permission for the horse to be taken down the pier, so Mr. Chick took to the shafts himself. However, when the squire was away the piermaster allowed the horse through. Such was the density of traffic that, at some week-ends, luggage piled high at the pierhead, covered with waterproof sheets. Often, William had plaintive appeals from holidaying mothers to unearth urgently required children's clothes. On one occasion, William, never having much time for motorists, was asked to tow away a car which had broken down and run into the fence of Shoreside. Two horses had already been borrowed from Speedwell Mews, but were unsuccessful. Taking his horse to the top of the hill, William unhitched her from the loaded cart, hitched her to the car, and drawled: 'Now, sir, if anything happens to your contraption. I shan't be responsible' And in no time the vehicle was moved.

Material from the foot suspension bridge at Hungerford Stairs was used on Seaview Pier, and the chains formerly used on the Clifton Bridge over the River Avon. During the 1914-18 war the pier company sold their vessels and the pier was closed to the public, but Trinity House pilots and Customs boats still used it. Came 1919 and the pier, a favourite walk for Island residents on Sunday afternoons, was served by the Gosport & Portsea Launch Company whose craft plied from Portsea Hard and South Parade Pier in the summer months. Some vessels were the 'Sandringham', 'Sir John Baker', 'Vesta', 'Varos' and 'Venus'. Seagrove and Priory Bays were favourite beaches for day trippers and on one occasion there was such an influx of visitors on the pier that the piermaster closed it for safety reasons.

Around 1925 the Southern Railway arranged with Creeth's Bus Company to meet the Ryde ferries and transport passengers to Seaview at 2s 4d the return trip. This reduced the traffic to Seaview Pier as the boats to Ryde were much larger, and another reason may have been that there was no weather shelter at Seaview. After the death of Mr. W. A. Glynn in 1926, Seagrove Estate was left to the Maitland family and no doubt with it Mr. Glynn's controlling shares in the pier company. Renewals and repairs were made to Seagrove Estate, and later to the pier. Mr. Lewis Southcott directed the pier work, which included 12 new piles being driven into the pierhead, joists renewed, eight standards strengthened by 12in piles bolted to existing ones, and other necessary repairs. The seawall and slipway were strengthened and a concrete platform made on the parade.

Between 1929 and 1931, Pier Road was made up, surfaced with the yellow gravel from a pit on the estate. Unfortunately the holiday traffic to Seaview Pier diminished and when Mrs. George bought the Priory, facilities for bathing such as tents and beach chairs, etc., were withdrawn, and Priory Bay became less popular. A counter attraction was Puckpool Park, with easy access from Ryde.

At the outbreak of World War II, the pier was closed, and during the 1940 invasion scare, troops were based there in readiness to demolish it if necessary. The famous Black Watch Regiment had men quartered in the Old Boathouse, and in 1941 the Royal Navy took over the Pier Hotel—later The Halland—and Northbank Hotel and kept a guard at the pier gates. The Navy used the pier in their preparations for D-Day landings at Normandy, but by the time hostilities had ceased it was in a dilapidated state. Twice in 1948 the pier caught fire, and once Mr. Vernon Warren and his son Bunny had a tremendous task in extinguishing the flames.

A Mr. Figgins, of Portsmouth, gave notice in the Portsmouth Evening News that he had a fleet of barges ready to sail and that he would demolish the pier. The Seagrove Estate, including Big House and Seagrove Close, Pier

Hotel, Pier Road, Esplanade and the Pier were auctioned at a Southsea hotel in November, 1947. Pier Road, Esplanade and the pier were bought in one lot by Mr. Figgins. Pier Hotel and Seagrove House did not reach their reserve price but were later sold privately. Seaview residents felt that the pier should have been bought by Ryde Borough Council, and a public meeting was held in the church hall. Trinity House, whose pilots used the pier regularly, engaged a firm of marine engineers to inspect the pier and the report revealed that of the 34 piles at the outer end of the pier, only seven were in good condition. As one pilot said at the meeting: "You have lost your pier." A special committee was formed, and Mr. Figgins came over from Portsmouth in his motor vessel, which anchored off the pier. He was interviewed at the pierhead. Later, in August 1948, Mr. Figgins said he was prepared to negotiate the sale of the pier at a reasonable price, but nothing came of the matter until Messrs Horwich Bros. bought it and sealed it off from the public for safety reasons. The promenade planking became unsafe and the pilots arranged with Mr. Wade, of St. Helens, to run them out to ships from Bembridge in his launch.

In October, 1950, the third standard of the pier collapsed in a south-easterly gale, and the first and inner standard of the pier collapsed in a south-easterly gale, and the first and inner standard fell in another gale in the December. In the summer of 1952, Messrs. Horwich engaged a firm of Southampton shipbreakers to demolish the pier, but the most crippling blow to the whole structure was made on the night of Friday, December 28, 1951. It was a wet and windy evening and by 9 p.m. the sea was breaking over the wall at Springvale Road, and along almost the length of Duver toll road. Having lived by the sea for most of my life, I realised that this was an exceptionally high tide as there was still another two hours to run before the predicted high water time at 11.25 p.m. at a height of 13ft 3in. Normal spring tide heights were around 14ft.

The wind was S.S.E. and up to gale force. At the yacht club the sea was breaking over the road in front of Douglas House and flowing past Mr. Warren's boat store and into Crown Slip. This was at about 10.15 p.m. I called my son John and we made our way to the sea front, where waves were breaking across the road and into the gardens of the houses. At Old Fort we met Mr. Rupert Newell who said he had just saved two dinghies from being swept off the road and into the sea. At the bottom of Pier Hill all the front of the hotel was awash, and Mr. Douglas Shiner and Mr. Ashford Bennett were trying to prevent floating timbers from damaging the hotel windows. A tremendous wave struck the sea wall and lifted the roof of the toll hut on the east side and deposited it, intact, against the hotel fence. The roof was all of 5 cwt. and two more huge waves smashed the remainder of the hut completely. Another hut was soon demolished.

The time was 11 p.m. and we made our way to Salterns where the sea was flowing the width of the road up to Red Cross Cottage where Mr. Noel Greenham and his son were striving to keep the sea from their cottage. As we stood by the public telephone kiosk, the height of the sea was such that we were unable to see the lights of Southsea as was normally the case.

At first light the beach was strewn with debris from the smashed pier, and a heavy oak door which had been in the sea wall of Rockcliff had been swept up to the front entrance of the Starboard Club. Local residents were kept busy salvaging driftwood, and during Saturday and Sunday large pieces were washed ashore at Ryde. One farmer hauled much of it away with a tractor and another Ryde resident used Seaview Pier timbers in a new house he was building. There was little left of the pier structure except for about 100ft. of decking at the head. The storm was the worst I had seen. The nearest approach to it was in November, 1916, when a large portion of Seaview House west wall was washed away. The sea encroached on to the grounds, and Penmorfa and Sandrock had ground floors flooded. About 100 yards of Ryde sea wall near Appley Tower was breached. The railway tunnel flooded, and an old steam engine was used by the town fire brigade to pump out the water.

WOODBINE WILLIE

During the incumbency of the Rev. T. S. Reilly (1920) the Rev. Studdert Kennedy had charge of Saint Peter's Church, Seaview, during August. Better known as 'Woodbine Willie' the famous First World War chaplain, the

Rev. Kennedy was attached to the Industrial Christian Fellowship. His outspoken comments were not universally appreciated by church members, and some opted to transfer to the mother church at Saint Helen's during his stay. Generally, though, 'Willie' drew large congregations and on occasions an overflow into the porch and on the steps of the church hall. 'Willie' lodged at Nettlestone, and spent his spare time dressed in khaki shorts on the beaches of Seaview with his family. He was of a reserved nature outside church duties, but once at the pulpit his sermons were electrifying, and often related to war-time experiences. Some of his famous lines adorn a memorial to him in Worcester:

To give, and give again
What God has given thee,
To spend thyself or count the cost
To serve right gloriously,
To God who made all the worlds that are
And all that are to be.

HUMOUR

One Sunday morning a small boy attended church accompanied by his teacher. Afterwards, asked by his mother about the visit, he said: 'Good job I sat with teacher, Mum .. she gave me 6d so I could pay to come out!' On another occasion, I was acting as Server at an early Communion. The Sidesman was a local veteran, known for his outspoken views. Taking the alms from him, I enquired as to the number of communicants. In a loud voice he said: "Thirty-four, Jack, but only 32 paid !"

IN THE FIELD

The splendid and unselfish work in the missionary field of Miss Fitzpatrick, of Springvale, is well known locally. Much-travelled, this charming lady spent much of her life abroad and especially in the Middle East. During the early part of the century she was active in youth work in Seaview, and from first-hand accounts ran a cricket team for Saint Peter's Church choirboys. Games were played on the lawns of Seaview House, where she then lived, or on the hard sands of our beaches. One of her old boys, whom I met during war service, told me that he, Willie Nicholson, lived at Priory Lodge around the turn of the century. His father was gardener at The Priory. Willie used to walk to Seaview to play for Miss Fitzpatrick's XI, and he remembered that the players all used to wear little red caps. Other members of the side were Messrs P. Winter and C. Knapp.

THE SQUIRE

The eccentricities of Squire W. A. Glynn were legion, and we are not likely to encounter his like again. One of his pursuits was keeping a fine herd of Guernsey cows, which he started through the influence of his friend Gasper le Merchant, of Guernsey. The Squire's herd became famous in the south of England, and Mr. Fred Wickens, head man, brought back many trophies from the mainland. Frequent prize-winner was 'Roland of Seagrove', the Squire's best bull, though his favourite was 'Old Will', permanently tethered in the old brickyard.

The gate halfway along the manor road was clearly marked 'Servants' Entrance', and woe-betide any tradesman who dared to use the main gate if the Squire was about. His ego was never better exemplified than when I once visited him to obtain a subscription for the Seaview Regatta. Earlier I had visited several wealthy visitors staying in the Bay area and collected amounts of two and three guineas. When I arrived at the Squire's door he took one look at the list and said that he would give nothing as his name was not at the top. The following year the regatta secretary, Mr. T. F. Sheath, gave me two lists for subscribers . . one especially for the Squire.

When the Squire died, one of the hymns sung was 'The Strife is O'er'. Prior to his death he began to make plans for the building of a chapel where he would be laid to rest. The site was the shrubbery at the rear of the

old tennis court. Construction was supervised by Mr. Louis Southcott, and the structure was of reinforced concrete. Occasionally the Squire would come out to the building workers to tell them to be sure to have the chapel finished in time for his interment. He had one of his own oak trees cut down, and from it was made his coffin. He died on Easter Monday morning, in 1926. His nephew, the Rev. J. F. S. Glynn, vicar of Saint Peter's parish, conducted the service, and Mr. William Bull made the funeral arrangements.

Because of the Squire's wish to be interred 'above ground' the body had to be enclosed in lead, but his request that the coffin be carried all the way back to Seagrove was waived because of the excess weight involved. A wheeled bier, hauled by 21 bearers, either in his employ or of his acquaintance, proceeded to Saint Helens Churchyard, each man receiving 10s each. The church was festooned with Easter flowers, including arum lilies from Seagrove. Mr. W. L. Reed was at the organ, and there was a full choir, though they sang just two hymns during the procession back to Seagrove, and not for all the journey as he had decreed. I was acting crucifer for the service and led the majority of the congregation from the church via Ryde Road, Steyne Road, Somerset Road and Old Seaview Lane.

RETIREMENT

Retirement has meant much to me, not least that I have been able to reflect upon the changes which occurred during my working life as a painter and decorator. When I first started, hours were 56, starting at 7 a.m. in the winter and 6 a.m. in the summer, with a break for breakfast. Annual holidays were almost unheard of, and in any case few could afford to take them, and when the Bank Holidays came around it meant a short week as regards pay. There were few ready-mixed paints, white lead paint being delivered in 1 cwt. drums which had small necks, and it was a messy job extracting small amounts. Better class work entailed the use of two coats of undercoat paint and one of white enamel. Pigments, or stiff colours from stock, were used with skilled addition of linseed oil, turpentine and driers. Top class jobs were given a coat of varnish. Paper-hanging involved much preparation . . . paper trimmed by hand . . . paste from household flour and made overnight.

HUMOUR

Humour was always good for morale. One day I was sent to a house in Seaview to distemper the living room in a house belonging to two old ladies. On arrival I was surprised to find that the room had not been cleared of furniture. As I had plans to wash off and clean the ceiling, I asked if there had been some misunderstanding. But there had not, and the old ladies sat there in armchairs, heads covered with newspapers, while I applied distemper to the ceiling.

SEAVIEW AERODROME

Described as 'the new Cubitt two-seater car with double dickey' and priced at £435, the latest model in island motoring was on offer at 'The Aerodrome, Seaview', where a Captain Dalton was available to give a trial run 'any day' and advertised immediate delivery. The year was 1921, and the enterprising captain was the instigator of daily aeroplane flights from the sands at Salterns Duver, advertised 'at low tide'.

The opening ceremony of the flights took place on the sands, when it was reported by the local Press that several thousands of passengers had been carried in the planes without accident . . . 'an honest endeavour has been made to give people a chance of taking the air at a cheap price. . . ' One Lieut.-Colonel, three Majors, one Captain, and one Lieutenant attended the ceremony; several members of St. Helens District Council; and prominent members of the Seaview locality. Pilots for the flights were Messrs. H. Arkwright, A. H. Dalton, and R. Dean, directors of the Brompton Motor Co. Ltd. First passengers were Messrs. Jenvey and Aylward, playing members of Ryde Football Club, then Lieut.-Col. Veasey, Messrs. A. Shinar, Gawn and James, three Ryde footballers, and Mr. Brading the Seaview butcher; Major Dennis, and Messrs. Reynolds and Slocombe of the Urban District Council. Ninety numbered tickets were sold at a shilling each, and two were won by Mrs. Bottrill and Miss Hilda Evans, the first ladies to make a flight. Mr. H. Ball, a 79 year old resident, was accompanied on

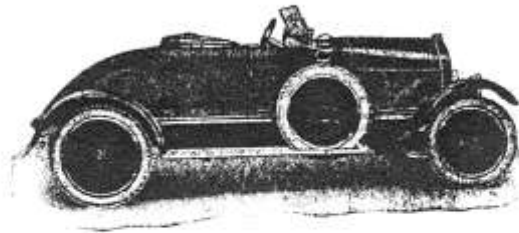
his flight by one Sergt. Rumsey. Midst applause from spectators, it was reported in the local Press, Mr. Ball stepped back on to the sands and declared his first venture into the air as: All right.

CHANGES

More recently, in the 1970s, the most notable change in Seaview has been the demolition of The Halland Hotel, formerly the Pier Hotel. Seagrove Bay no longer has its array of bathing tents, and housing development has spread to the Seagrove Bay area.

AEROPLANE FLIGHTS DAILY

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