

**THIS WAS**

# **LYMINGTON**



**JOAN GRIGSBY takes a look at Lymington as it was at the beginning of this century and a little later.**

**Price  
30p**





AT THE FOOT OF QUAY HILL, in one of the oldest and most picturesque parts of Lymington, are the Old Customs House and Old Solent House Galleries dating from c. 1680-1700. In the last eight years these galleries, under the direction of Mr. and Mrs. Denys Brook-Hart, have become internationally famous for fine 19th century marine and landscape paintings by British artists. Throughout the year, visitors travel from all parts of the world to view and buy pictures. The buildings themselves have recently won a National Heritage Year Award for the high standard of their restoration.

As well as an extensive collection of oil paintings displayed in two large showrooms, there is also one room reserved solely for water-

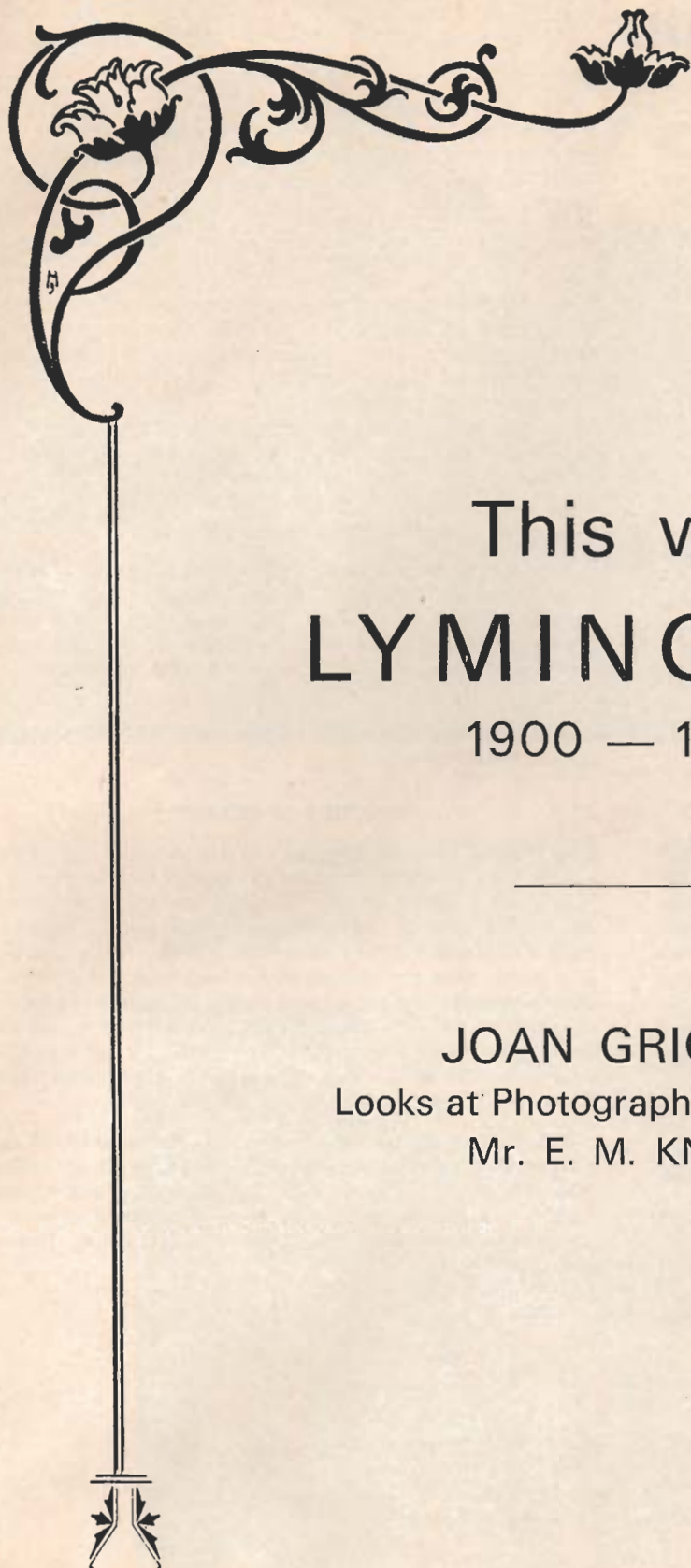
colours, another one devoted to old engravings, and two more rooms filled with early English pottery, glass, porcelain, and some small pieces of fine furniture.

The premises are open from 10 a.m. to 5 p.m. from Tuesday to Saturday inclusive, and closed on Wednesday afternoon and Sunday (visitors on Monday by appointment). The telephone number is: Lymington 72338, and the postal address is: The Old Customs House, Quay Street, Lymington, Hampshire.

*Illustrations. Above: exterior of the galleries with part of Old Solent House on the left and The Old Customs House on the extreme right. Below, left: entrance to one of the picture galleries. Right: part of one of the showrooms, Photographs: Brian Manby.*







This was  
**LYMINGTON**  
1900 — 1920

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**JOAN GRIGSBY**  
Looks at Photographs collected by  
Mr. E. M. KNIGHT

*Published by Paul Cave Publications Ltd., 13, Portland Street,  
Southampton.*

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Ringwood, Hampshire.*



# This was Lymington

The photographs on the following pages were nearly all taken during the early part of the present century; the years that immediately preceded the first World War. Those lost years which to-day seem to have taken on something of the aura of a Golden Age, possibly because they provide such a contrast to the world in which we now live.

Not a great many people to-day will remember the scenes that you will find in these pictures for this was the Lymington of our grandparents or even of our great grandparents; but possibly because nostalgia is very much a current form of escapism, many of us may feel that we can almost remember them; they have the essence of a dream world dimly recollected upon waking.

## TIME TO LIVE

The first thing that strikes you as you turn over these pages is that this is a town in which there was space to move; a town in which there was little need to hurry. People lived (so we like to imagine) in an atmosphere of leisurely serenity in which everyone had time to go about their daily business and even to enjoy it. It may perhaps have had its dull moments; but in those days people were not so afraid of being dull. It is, after all, a comparatively restful condition of mind.

## "GASTRONOMIC TREASURE HOUSES"

Many of the shop fronts you will see are still to be seen in the High Street to-day; some of them even bearing the same names. But inside they are very different. The days of obsession with business efficiency were yet to come; Super-markets were in a far far distant future. Packed foods in sterile plastic or even cardboard containers were unheard of. Grocers shops were gastronomic treasure houses of aromatic delights in which your nose led you from one corner to the next. Vast mahogany counters flanked by black chairs with cane bottomed seats separated you from shining mounds of currants and sultanas, slabs of golden butter and white lard. There were vast pink hams, their white fat encrusted with golden bread crumbs, that delighted customers who (having no weight problems worth speaking of) took as much pleasure in the fat as in the lean. And there were black canisters of tea decorated with mystic golden hieroglyphics.

Obliging gentlemen in alpaca coats, well versed in the "art and mystery of grocery" weighed out your purchases for you on brass scales and deftly transferred them to cunningly contrived paper

pokes. It was all perhaps a rather lengthy business but it must have been an extremely pleasant one in which the shopkeeper and his assistants took a pride in what they sold and had a great deal of knowledge about it.

## DO YOU REMEMBER?

In the drapers you might have come across one of the first examples of industrial mechanisation, a form of magic which caused delight to scores of children who were privileged to watch it. Here an overhead wire ran across the shop; the assistant would raise an arm (usually shrouded in black alpaca) and detached a sort of Russian egg of brown wood from which she extracted your change, carefully wrapped up in the bill. And if there was a farthing involved, you got a packet of pins.

## WAS THERE MORE SUNSHINE?

There seemed to be far more awnings outside the shops in those far away summers. If you look at these pictures of the High Street you will find they are particularly noticeable on the north side, which is extremely sunny. There were no refrigerators or deep freeze then in which to put perishable goods which could not be exposed to the sun.

Or could there have been more sunshine?; but that perhaps is carrying nostalgia too far.

## PROPHET OF DOOM!

Clive Holland describing Lymington as it appeared to him during a cruise from The North Foreland to Penzance in 1908, says of it "Lymington possesses an old time sleepy air, and is picturesque with irregular buildings and surrounded by pretty country. It has lost much of its prestige even as a yacht building place. Visitors come and go it is true, there are excellent enclosed sea-baths and it forms a pleasant enough halting place on a cruise. But were it not for the steamboat service to the Isle of Wight, it would doubtless sink into one of those 'sleepy hollow' little towns which have had a past, to possess a tranquil present, and will have no one can tell what sort of future save of gentle gradual decay."

Well, everyone can make predictions, and everyone, as he did, can make mistakes. One does not wish to appear reactionary or decadent but to-day, as you negotiate a crowded High Street or pick up your moorings in an equally crowded river, there seems something curiously attractive about this picture of a Lymington of some seventy years ago.

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With a few exceptions, all the photographs in this book are from the collection of Mr. E. M. Knight.

I am extremely grateful to him for allowing me to use them and for the great help he has given me — not only in dating and identifying the pictures but for the stories he has told me of his childhood in Lymington, not long after some of these photos were taken — J. G.





*A Motor-Car in the High Street (about 1902).*

One would like to think that this photograph of an early car coming up the hill was of Lord Montagu in his 24hp Daimler taking King Edward on a tour of the New Forest in 1902 (An occasion described in an article "The King as a Motorist" which appeared in "The Car Illustrated" a 6d weekly of the period). But if that were really

so one suspects that there would have been a few more interested spectators than the gentleman in the panama hat and white flannels leaning on his bicycle as he takes a rest on his more strenuous progress up the hill.



*Quay Hill, before it was restored into a Lymington show-piece. The Solent Inn which you can see (with the masts of a schooner behind it) was closed in 1939, and The Alarm, also an Inn (named after the famous racing yacht built in Lymington) which is on the corner opposite, in 1923. Both are now Antique shops and Picture Galleries. The King's Head, at the top of the hill on the right, is the only Inn that remains.*



# 1876—W. B. RAND & SON—1976

## 43 HIGH STREET LYMINGTON



For 100 years we have served people not only from Hampshire — Customers travel hundreds of miles to us. Why? Over these 100 years we have built up a reputation for Fabrics. The largest selection in the country. We travel Abroad to select materials and to inspire manufacturers with ideas for material design — this enables us to sell many exclusive Fabrics for every occasion — even hand printed Silks.



*This is the shop as it was in 1910 — nothing has altered — the service is still personal — the proprietor Mr. Rand. Next time you are in Lymington go upstairs in the shop — you will find just the materials you want. Pure Silks, Cottons, Velvets, Wool, Tweeds and man made Fibres.*

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THE POPULAR DRAPERS

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**W. B. Rand & Son, 43 High Street, Lymington**

Tel: Lymington 72067





*c.1900 The High Street*

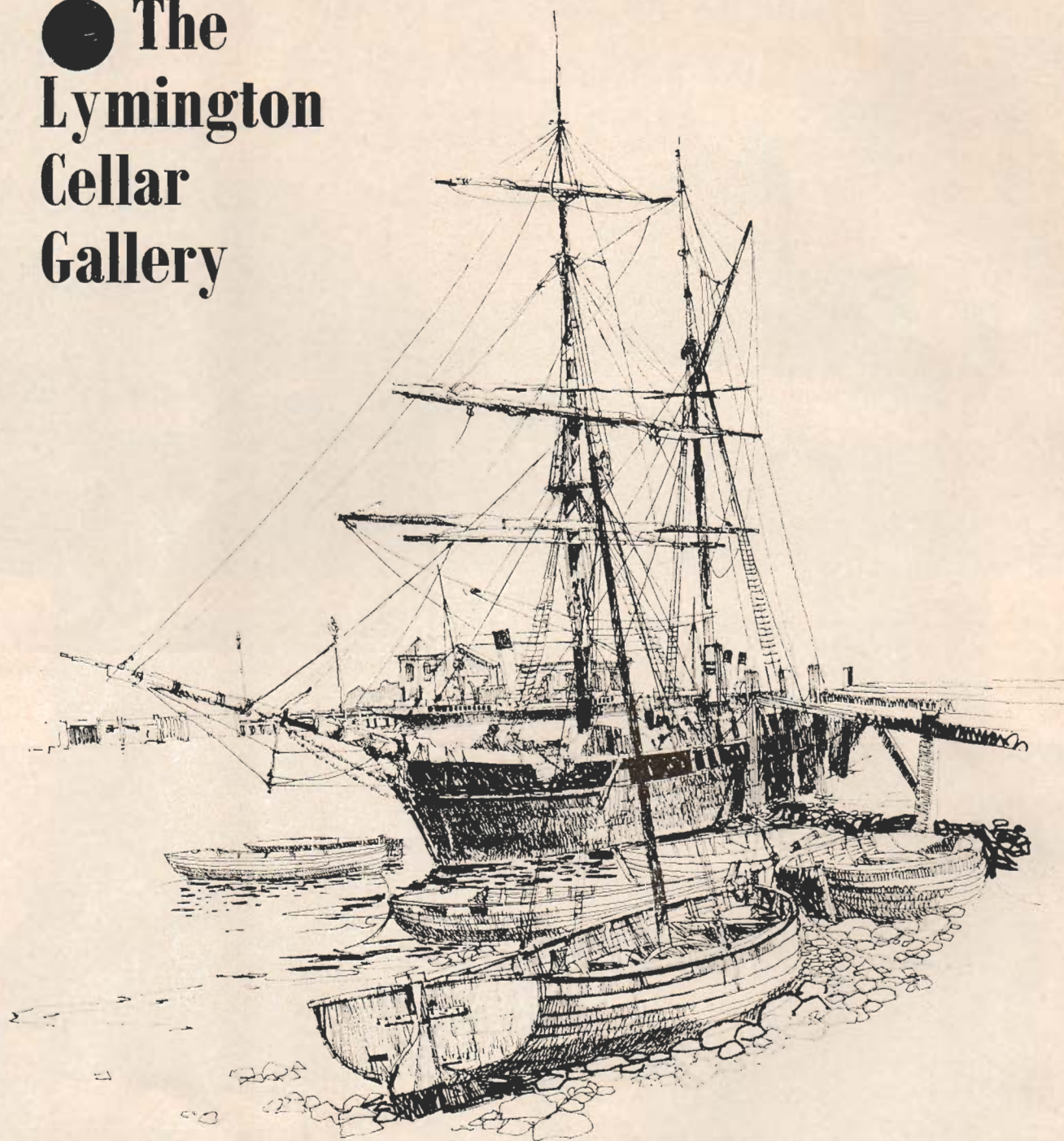
*Ten o'clock on a summer Sunday morning. Some boys on their way to Sunday school are fascinated by the photographer and the opportunity to get their photos taken. On the right is Badcocks, the Drapers and Costumiers, and opposite (at the corner of New Street) the Undertakers run by the same firm. The drapers is now SCATS, but the Undertakers (later Langham Brown) has since been demolished and the entire corner re-built.*

*Below: Again Sunday morning in the High Street; watch the man with the camera. There's not much else to do!*





# ● The Lymington Cellar Gallery



*Original drawing by J. T. Hayes.*

The Gallery stands in one of the oldest parts of Lymington — in a pretty flower-hung courtyard — A superb setting in keeping with the fine paintings regularly exhibited at the Gallery. Also the continuous exhibition of reproductions and prints of great interest at all prices.

EXPERT FRAMING SERVICE AVAILABLE.

3-4 CANNON COURT, OFF 129 HIGH STREET, LYMINGTON, HAMPSHIRE

TELEPHONE : LYMINGTON 76133



*Coronation Decorations for George V.*



*A busy summer morning in the High Street — with no parking problems.*

*The High Street in the early Twenties:  
"Amongst its many attractions Lymington  
possesses one of the finest main streets of any  
town, in which cars may be parked free of  
charge without fear of prosecution or inter-  
ference."*

*Extract from Lymington Official Guide. 1920s.*





# The Golden Age



*An outing to the Isle of Wight.*



*Buckets and spades at Colwell Bay.*



*Will there be prawns for tea?*



# Childhood in Lymington

To children brought up on the shores of the Solent the Island across the water, with its long list of downs has always held the lure of a Delectable Land. An island spells romance, and this was even more so in the days when adventure must be looked for nearer at home than it is to-day when the family car is so often available to whisk everybody off to places far beyond those that can be reached by foot or bicycle.

To Lymington children at the beginning of the century the Forest was near enough to be familiar territory; it was available on foot or even (with the ever present hazard of punctures) on bicycles. Sometimes these expeditions were undertaken alone, but more often they were organised by some enterprising adult, the mother or aunt of one of the party; and quite often a number of boys and girls would set off under her overall protection to explore the nearby woods and ponds.

One such boy, living in Lymington to-day, can still remember an incident in a bicycling expedition of his childhood. The party, bent forestwards, had just reached a tricky corner in the road leading to Brockenhurst when an authoritative maternal voice loudly adjured them to "Ring your bells, darlings!" "Darlings! What a cissy word! And some of them were boys who would never see nine again, *and* had lamps on their bicycles. Even at a distance of some sixty years the mortification still lingers; although the teller of the story is quick to add that it was not *his* Mother.

Picnics in the Forest were one thing but expeditions to the Island were quite a different matter and were *always* dependent on the co-operation of the grown-ups. They meant a Treat, the essential factors of which were one of the two paddle steamers "Lymington" (Capt. Seymour) and "Mayflower" (Capt. Doe). These plied between the pier and Yarmouth and sometimes as far as Totland and Alum Bay — a round trip involving the whole day.

Unless there was too much picnic paraphernalia, in which case the train would be taken from Lymington Town station to the Pier, the whole party would embark on the ½d ferry which plied between Lymington Town Quay and landed its passengers on the Walhampton shore. They then walked along the river bank by the old castellated Lymington Laundry, to the Pier.

The ferry was pulled by a wooden legged character called "Puffer"

Thompson who when there was a strong ebb must have worked hard for his ½d.

Here we have pictures of the ½d ferry and of the paddle steamers, and in our minds we must conjure up the children that embarked. The boys in sailor suits with large straw hats their bands inscribed in gold with the names of past glory — H.M.S. VICTORY was an obvious favourite. The girls usually wore smocks, which they tucked inside their bloomers when paddling, thus providing a curiously balloon like profile. Both sexes carried spades, those of the boys had iron blades which made a splendid crisp indentation in the sand, but the spades of their sisters would have been of wood, a most unfair distinction which might well have sown the early seeds of Women's Lib, for the memory still rankles. About the buckets there was little to choose. They were brightly coloured, of tin, and bearing in gold the names of the place of their origin until, a summer's hard usage had deleted it.

With attendant adults burdened with picnic baskets, bathing towels, shrimping nets and all the paraphernalia of the seaside the party would embark on the steamer and proceed down an almost deserted river into the sparkling adventure of the sea beyond. Here, particularly in August and if they were very lucky they might catch a glimpse of the royal racing yacht BRITANNIA, her slim black hull and clouds of snowy canvas poised between sea and sky.

If the party disembarked at Yarmouth they might then walk to Colwell Bay, where the sand was considered better. For children in those days were expected to walk and made little of it; although somewhere in the background of my own childhood memories, much of which was spent in the Island and similar walks undertaken, I can still hear that plaintive echo "Wait for me."

One of the chief delights of the return passage was the Tea provided by Mrs. Stratton, wife of the Steward. You had them at tables in the cabin and she gave you, so I am told, as much bread and butter and jam as you could eat for 6d. But did the 6d include prawns, or were prawns Extra? This is the one point upon which I can not get a unanimous opinion from those who can remember these splendid repasts; but at this distance in time it is hardly surprising. For this was in the early years of the century. The storm clouds had yet to gather and these children might have been living in another world.



THE TOWN QUAY AND FERRY

*Here is the ½d. Ferry which took you from the Town Quay to the Walhampton shore. It was rowed by one "Puffer" Thompson, who had a wooden leg. When you landed at the pontoon at the other side you walked along a path by the old Lymington Laundry to the Pier for the steamer for the Island.*





*The Town and harbour and the paddle steamers "Lynton" and "Mayflower". (circa 1900)*

*Below: The paddle steamer leaving the pier for Yarmouth.*

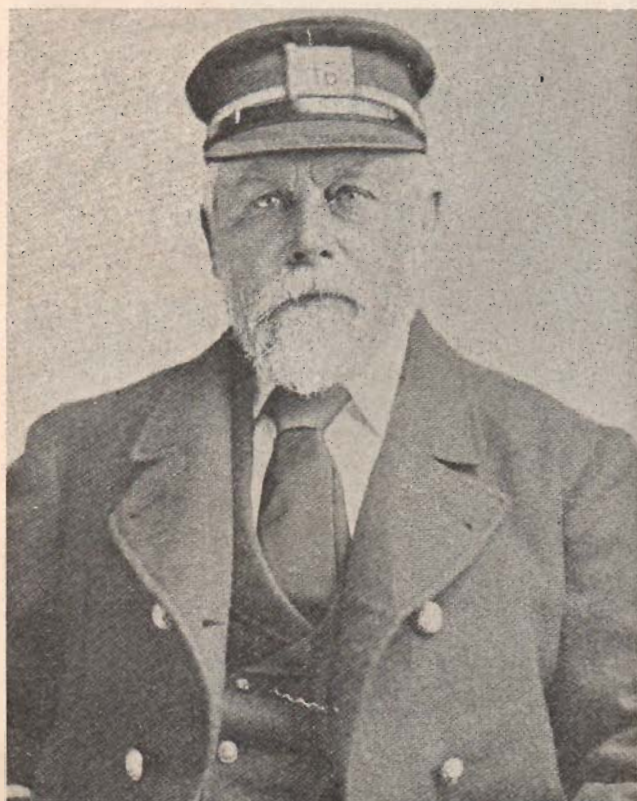






*The Yarmouth Ferry, towing a cattle barge*

*These barges were later to tow motor cars as well and were sometimes known to get separated from the parent ship. There is a charming story told of a Rolls Royce seen adrift in mid-Solent while its chauffeur sat at the wheel, still calmly reading a newspaper. Whether this was sheer sang-froid or just lack of observation is not related.*



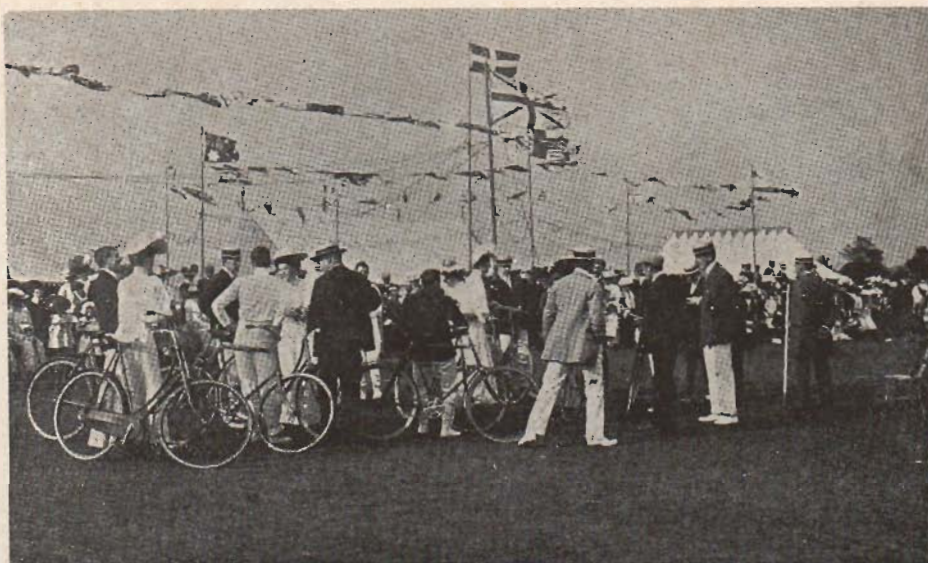
*Capt. T. Seymour of the paddle steamer "Lymington". "Seymour's Post" marking the end of Long Reach is named after him.*



*Capt. H. Doe (The paddle steamer "Mayflower") and Pilot Andrews*



# Lymington at play



*The Flower Show — a chatty interval*

"The scene is one of pleasing variety, happy animation and whole-hearted enjoyment. In the evening the grounds are illuminated by coloured electric lights, and an excellent band being in attendance, open-air dancing is enjoyed by all whose tastes enable them to

appreciate the exercise".

Extract from the "Guide to Lymington" published just before the First World War under the auspices of The Town Improvement Association.



*Lymington Regatta — The Crowd at the Pontoon*

"The annual Regatta is a very popular function and draws thousands to the river banks. Our view necessarily gives us only a glimpse of a portion of the crowd — a panorama would be required to show the whole. Here again something of the light-hearted gaiety of the Hampshire folk on holiday is evident and it plainly can be observed that the art of enjoyment is thoroughly understood in Lymington. In the evening the scene is shifted to the High Street, which is brilliantly illuminated for the occasion by thousands of electric fairy lamps. With a little exercise of the imagination the visitor might easily believe

he was in the centre of one of the Continental carnivals. The street is crowded with hundreds of joyous, happy individuals; confetti falls in an almost continuous shower; at intervals, above the laughter and frolic, one can catch the strains of the accomplished Town Band, or the vivacious fun of groups of entertainers with their "coon" songs and stump speeches full of quaint though popular topical illusions".

Extract from Guide to Lymington published just before the First World War under the auspices of The Town Improvement Association.



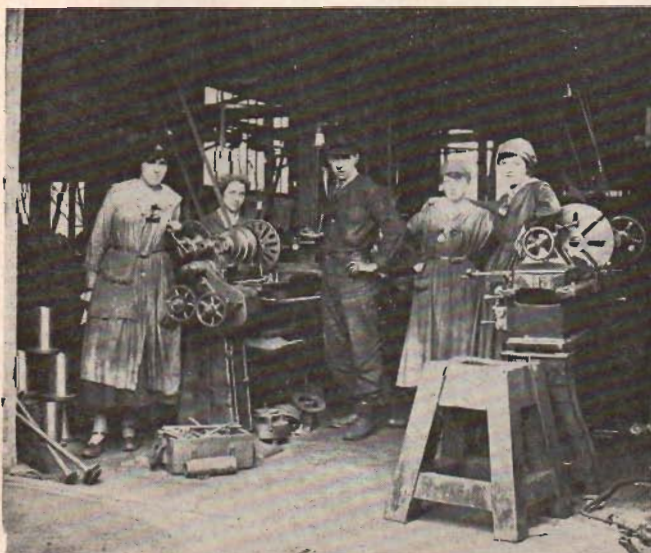
# Lymington at war



*A Landgirl*

During the First World War (1914-18) not only Lymington but the villages round about "did their bit" for the war effort. At Hordle, 167 eggs were collected for the wounded and forwarded to London. While over 80 boxes of vegetables and fruit for the Fleet brought a letter of thanks from the Commodore aboard H.M.S. Iron Duke, written on behalf of Admiral Sir John Jellicoe and the officers and men of the Grand Fleet.

At Sway, the Vicar asked for the names of any women ready to work on the land, adding that arrangements could be made to supply them "good serviceable boots." There were individual stories in each parish of "young and promising lives sacrificed for King and Country in the fighting lines." Now and then these were such items of good news as that recorded in Beaulieu of the miraculous escape of Lord Montagu from the sinking of the "Persia" in February, 1916.



**EDWARD KING**

*As a young man in The First World War*

Edward King, like his grandfather whose "Old Times Re-Visited" published in 1900 provided a most extensive history of Lymington, was himself a great authority on the town's past. In his own evocative and extremely personal book "A Walk Through Lymington" (Kings of Lymington) published three years before he died in 1975, he recalls his own boyhood in the town which is shown in these pictures.

"Lymington" he wrote "was an entirely different place in those days (1900) There were of course, no motor cars. I well remember the first one seen in Lymington (about 1902). It stopped outside "The Angel" and soon had an enormous crowd around it . . . There was no tar on the roads and the hedges in the country were white with dust all the summer, no green was to be seen at all. How different it is to-day".

Kings of Lymington, Printers, Publishers and Booksellers was established in 1735 and must be one of the oldest family firms in the country.

## **The German Spy**

One of the more colourful stories was that of a mysterious German Count who in 1913 rented a large house in Boldre and with his guests rode about the countryside "admiring the view." It was later to be discovered that he was a German Spy; but the village's chief memory of him was when he attended the School Treat in the Summer of 1913 and graciously bestowed "extras" on the children.

## *The Great War in Lymington*

*Muntion Girls at the South Coast Garages (later Wellworthys) worked round the clock on twelve hour shifts, seven days a week and turned out 100 eighteen pounder shells a week (This photograph, comes from Mrs. Dolly Blachford who is second on the left).*



# Whatever happened to the Tram Cars?

The London and South-Western Railway Company have reduced the fares between Bournemouth West and Poole. A single "third" now costs 3½d and a "return" 6d.

Had this concession been made some time ago it would have kept some of the trade in the hands of the Railway Company which has now gravitated to the Tramway Company.

The Commission on Disorders in the Church held its first meeting on Wednesday.

## SITUATIONS WANTED

**LAD** — A respectable LAD, aged 17, desires SITUATION in good family as House Boy; recommended by Lady T. — Address: Markey, Inwood, Templecombe.

**LAD** — 18, seeks SITUATION to look after pony and trap; 2½ years' good character. — F. Paull, Winfreth, Dorchester.

## STAFF WANTED

**NURSE WANTED AT THE WORKHOUSE** — the Guardian advertise for the services of a nurse. The salary is £35 per annum, with rations, washing and furniture.

## FOR SALE

For Sale or Hire. A Four Horse Coach by Offord; in splendid condition. — Ashley, Jobmaster, Shirley, Southampton.

\* \* \* \*

Important To Mothers — Every mother who values the Health and Cleanliness of her child should use HARRISON'S "RELIABLE" NURSERY POMADE. One application kills all Nits and Vermin, beautifies and strengthens the Hair. In tins, 4½d and 9d. Postage 1d — George W. Harrison, Chemist, Broad Street, Reading.

\* \* \* \*

**NEURALAGIA and TOOTHACHE** instantly cured by using KING of AMERICAN OILS; outward application; guaranteed not to injure the skin—Prepared only by F. Merritt, 11, Motley Street, London. Non genuine without signature. 1s 1½d per bottle. Post free, 1s 2½d.

## SELECT REGISTRY OFFICE

For Governesses and Superior Servants

Terms: Ladies, 2s 6d for entry on register; Servants, 1s.  
MRS. COOPER, VICTORIA LIBRARY,  
2, Lansdowne Road, Bournemouth.

*For your Entertainment:*

## SHAFTESBURY HALL, Bournemouth

Twice Daily, at 3 and 8. Prices, 2s 6d, 1s 6d, 1s and 6d.

Brilliant Success of

## WEST'S PICTURES

The War between Japan and Russia; the Funeral of the A1 Heroes; the Great American Train Robbery; the Royal Visit to Ireland; Puss in Boots; Dante's Inferno.

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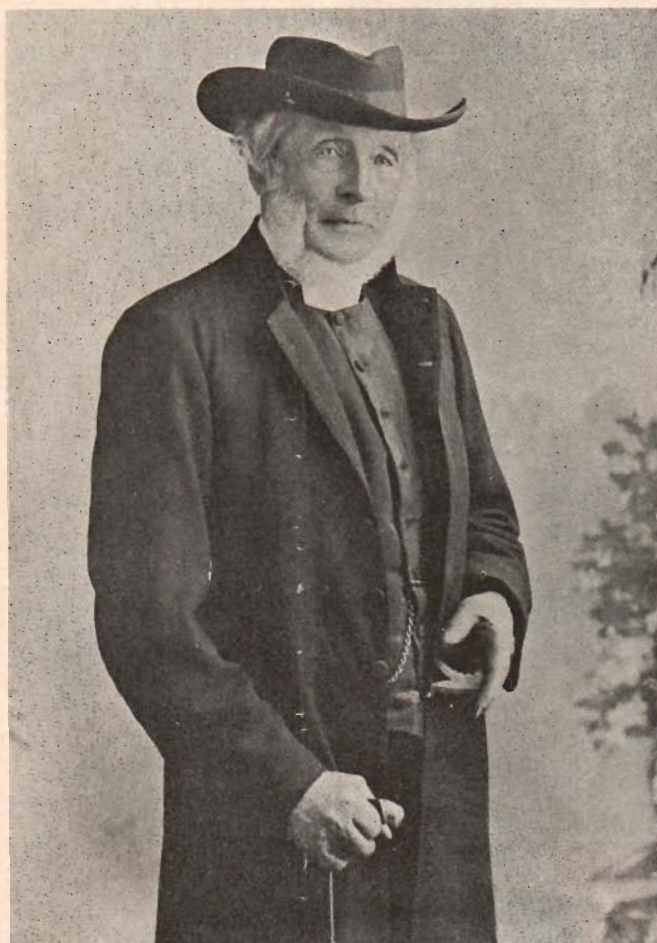
All the above are extracts from the

*Lymington and South Hants Chronicle and Ringwood, Christchurch and Fordingbridge Times.* — 12 May, 1904.

(This newspaper was provided by Miss E. M. Compton, of Pilley, near Lymington)



# The Church



*Rev. Benjamin Maturin, M.A., Hon. Canon of Winchester, Vicar and Rural Dean.*



*Rev. Utterton*

In 1909 Rev. Utterton, became the first Curate in Charge of All Saints Church, Woodside (daughter church of the Parish Church, Lymington). His church was packed and he was most popular with his parishioners both at Woodside and Waterford. He knew everyone (so I am assured) and did a great deal for the social life of the community, organising Dances and Smoking Concerts and Clubs at a time when there was no wireless or television to entertain his "flock".

*Canon Maturin*

Canon Maturin was the first Vicar of Lymington. From 1852 he was Curate of the Parish but in 1869, at the Court at Balmoral, Queen Victoria signed an Order in Council separating the Chapel of Lymington from the Vicarage of Boldre and decreeing that the presentation of the benefice should be in the gift of the Bishop of Winchester. He died on October 31st, 1905 at the age of 89.

Canon Maturin was so popular that a picture post-card (shown below) of the crowds at his funeral on 4th November, 1905 was put on sale.



*The highly ornate lamp post on the right of the picture can now be seen outside the Royal Lymington Yacht Club. It was erected as a tribute to Admiral Sir Harry Burrard Neale who gave the iron columns for the public lamps when the town was first lighted by gas in 1832.*



# Personalities



*Lymington paper boys assemble at the station ready to start on their round. One of them is now in his '70s'. (Photo: Mrs. Blachford).*



*Mr. William Shepard — Lymington's oldest Tradesman (1903-aet)  
2nd hand furniture dealer Cabinet Maker, St. Thomas Street.*



*A Lymington Railman — sorry, Guard!*

*From series published as supplement to the Popular Advertiser for  
Lymington & Surrounding district by Kings Library 105-106 High  
Street, circa 1903.*





DAN BRAN

Dan Bran, who died in 1950 at the age of 82 was for many years one of the most outstanding characters of the Lymington River. With his shining, weather beaten face and his bright blue eyes he exercised a wholly unofficial, but completely accepted sovereignty over the water.

The river was his life, as it had been that of his father who had been a hand in the famous racing yacht "Alarm" and his house Rope Walk Cottage in what is now officially designated St. Katherine's Road, was a reminder of the days when Inman's famous yard extended beyond the present yacht clubs and produced some of the most prominent racing yachts in the 19th century Solent.

In 1912 Dan built his first 12ft pram for Captain Nicholson, who formed a class of about a dozen boats among which there was keen racing which only ended with the outbreak of the 1914 War.

In 1925 he produced his 14ft pram and by the time he died there were about fifty of these in the River. There are still one or two about to-day.

Dan was a craftsman of the old school who depended entirely upon "eye", and if asked for the measurements of his boats he would simply tap his head and say "That's where I keep them".

Some of his sayings have become apocryphal in the River. To anyone blaming a strong ebb tide for his late arrival at his moorings he would point out that that same tide if taken at the flood, would have proved a staunch friend. And one yachtsman who greeted him on his return from a cruise with "Hello Dan; we've had a splendid time. We've been down to La Rochelle" will never forget his laconic reply "Well then, you know where you've been".

He is still remembered in the River, even by those to whom he is only a name.



*Dan Bran's shed*





*Southampton road. Open country now houses, Hospital and Police Station further on, on left (1900)*



*Cricket was taken seriously in Lymington; but this photograph from just before 1914-18 war was of a cheerful Comic Match against Brockenhurst (Photograph provided by Mrs. Blachford).*





*The Lyminster Town Band (which is still going strong) leading a procession at the beginning of this century. The band was formed in 1883.  
(Picture provided by Mr. L. Kitcher)*



*Early 1920s The Esplanade, and the bandstand.*





*It was a long time ago!*



Start your voyage of discovery from the Town Quay — the popular rendezvous since the 17th century has been the Ship Inn rebuilt in 1937 to include the:-

## ***Chevalier Restaurant***

### **SHIP INN – THE QUAY – LYMINGTON**

*New season's Lobster locally caught*

*and the best of Hampshire's Salmon*

*Superb Fish and Steak a la Carte Menus*

*Extensive Wine List – all at competitive prices*

*Lunch time Snacks at the Bar – Evenings on request*

*Perfectly suited for Wedding Receptions – Coming of Age – Business or Special Functions  
Details on request*

**Under the personal supervision of Bob Hale, proprietor. Chef, David Hayward**

**TABLE RESERVATIONS LYMINGTON 72675**

## **“SHIPMATES”**

This beautiful little shop, which is a delight to the sailing fraternity, stands in the quaintest old part of Lymington, originally the town's High Street.

Stocked with leisure and sailing wear, the choice is overwhelming.

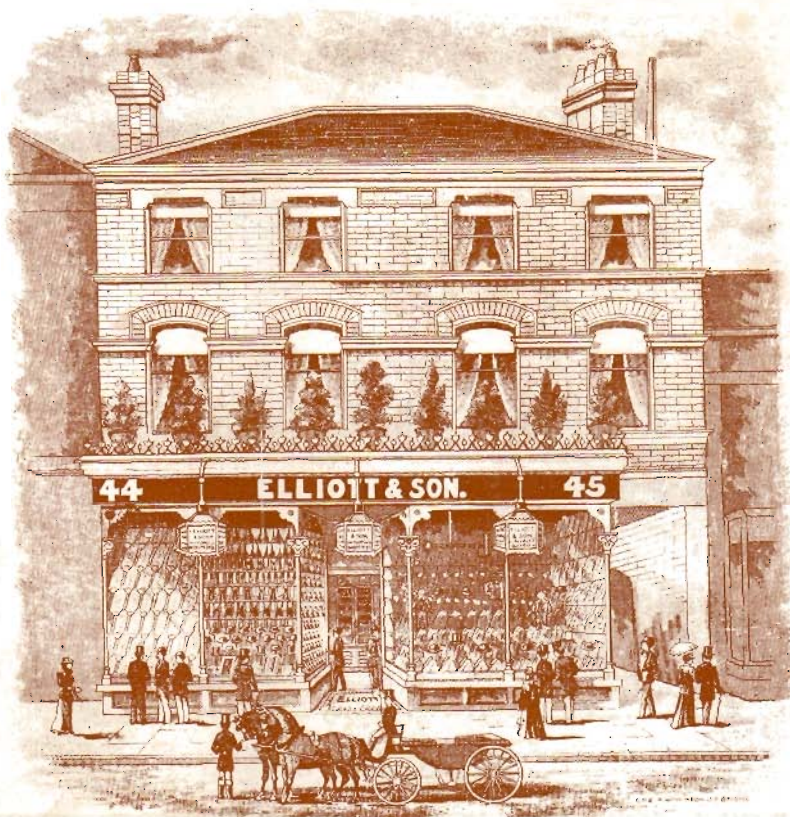
Trousers and jeans (over 2,000 pairs) from well-known manufacturers, many exclusive.

Knitwear including the famous Guernsey Sweaters, Jackets, Coats, Rainwear, Beach Clothes etc. Sailing and foul weather clothing of every type.

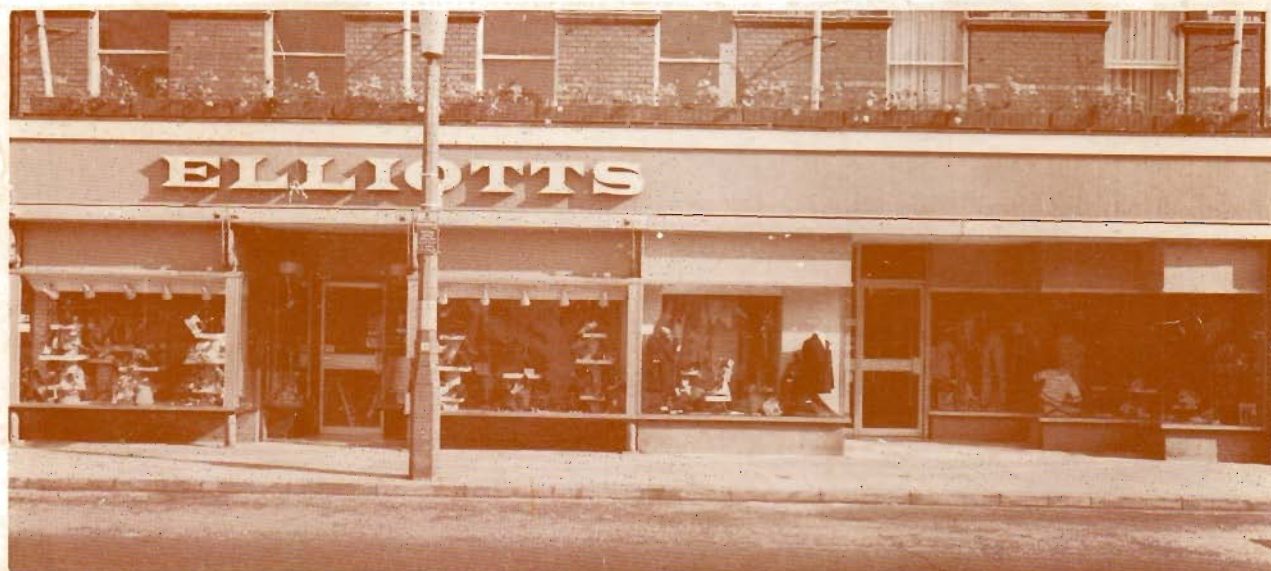
We do look forward to seeing you.

**“SHIPMATES,” 6/7 QUAY HILL  
LYMINGTON . Telephone: 72765**





***Elliotts...***  
*a family business*  
*since 1873*



A landmark in Lymington for over 100 years, Elliotts have a fine reputation for fine clothes and quality footwear. In the past two years, the shop has been completely restyled and an atmosphere of elegance and comfort pervades.

This modern store, with fine old traditions of quality and service is still at 44 High Street, Lymington and the telephone number is 73437.