

HOUSE OF ENGLAND

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House of Pacific Relations
Balboa Park, San Diego, CA

NEWSLETTER
AUGUST 2011

NEXT MEETING: (No meeting in August) is Tuesday September 6, 2011 at 6:30 PM at the Hall of Nations.

LADIES' AUXILIARY LUNCHEON: Wednesday August 10, 2011 - at 12:30PM outside Hall of Nations. Just \$3.00 each for a lovely 'Tea Party' complete with ladies in Victorian costume. **Reservations are required**-contact Alicia at 619-282-4926 or ladya@nethere.com

MEMBER NEWS

August Picnic and Organ Concert: Our annual picnic is August 15th. Bangers will be served, starting at 5PM, in the patio area outside the cottage. Bring a side dish. Delphine has arranged reserved seating for the concert afterwards at the Spreckels Organ Pavilion. Guests are welcome. **Reservations are required**-call Delphine at 619-435-3631.

Nominating committee volunteers needed: Election of officers is coming up in November. Our bylaws state that a nominating committee of at least 3 members shall be selected and appointed by the president at the September meeting. Please call Delphine at 619-435-3631 if you are willing to serve on the committee.

Queen Elizabeth visit to San Diego in 1983: If you have any photos taken during the Queen's visit, Fox news would like to see them! Contact Fran for details.

July meeting minutes: These have been mailed or emailed with your newsletter to save time at the next meeting. Please read so that they can be approved (with any corrections needed).

HPR International Cottages 75 years booklet: These are available at \$5 each. See Delphine to order.

HPR Lapel pins: Place your order fast for a commemorative pin. Cost is \$2.50 to members. Delphine only has a few left.

Update on our change in organization status: No word yet from Graham McGruer if the HPR Bylaws committee has approved our Bylaws that were submitted on Feb 5th. The State of California has accepted our Articles of Incorporation and we are now officially a California non-profit corporation. Mel has submitted forms to the IRS and we await feedback from them.

HOSTING AND HOSTESSING AT THE COTTAGE

Thank you to our volunteers.

Call our hosting chairperson, Aileen Price, to volunteer for future dates. 619-427-1403

Commitment is from 12 noon to 4PM, providing light refreshments and milk (teabags and sugar are provided) and chatting with the visitors. Donations are accepted for upkeep of the cottage.

NOTE: Rosie Lee Restaurant (Good English food) will give a discount to anyone purchasing food items for serving at the cottage. Phone Lizzie Murray or email her at lizbairdmurray@gmail.com.

July 3	Mel and Fran Weekley
July 5 meeting	Delphine Malone
July 10	Annette York and Margaret Momparler
July 17	Meegan, Pat and Julia Shelton
July 24	Jeff and Becky Watkins
July 31	Shirley Jobb
Aug 7	Chris Beckstrom and Paul
Aug 14	Roy and Eileen Ford
Aug 21	Jean Harrison and Delphine Malone
Aug 28	Neil and Mary Aldridge

Would you
like a nice
cuppa tea?



NEW: See Delphine for a list of County Health Dept requirements for serving in the cottage. They will be inspecting each week and we need to be in compliance.

Reminders from Delphine: It is acceptable to take \$6 per host from the donations towards cost of milk and food- just let the Treasurer know for accounting purposes.

Update on 75th Anniversary Mugs

There are mugs on display at the cottage. If a visitor donates to obtain one, please let Mel know when turning in the donations money. You can also pick one up at the Tuesday meeting. All members are encouraged to purchase some for themselves also. They are \$8.00 each.

Queen Question:

George III - lived for 81 years and 239 days and reigned for 59 years and 96 days: both his life and his reign were longer than those of any of his predecessors. Only Queen Victoria lived and reigned longer.... until now. Elizabeth II has outlived him and this year has out-reigned him!

Queen Victoria lived for 81 years and 243 days and reigned for 63 years and 216 days.

Queen Elizabeth II has outlived her- will she also out-reign her? Her Diamond jubilee (60 years) will be celebrated next year. Long live the Queen!

Odds 'n' sods with Lucy:

THIS MONTH I've found a couple of sites for you about the differences between British-English and American-English. A few Brits chimed in on the BBC webpage recently complaining about some the Americanisms that are entering the British-English language; some of them feel quite passionate about the subject, apparently!

<http://www.bbc.co.uk/news/magazine-14201796>

Next up is a website that teaches British phrases and words to Americans; we could call it a rather irreverent British to American dictionary! Here is an example of some British slang;

Codswallop - *Another one I heard a lot as a kid - usually when I was making up excuses for how the window got broken or why my dinner was found behind the sofa. My Dad would tell me I was talking a load of codswallop. American kids might be talking **baloney** under the same circumstances.*

<http://www.effingpot.com/>

To finish off, here is an interesting tidbit; taken from *englishclub.com*, explaining how American English is actually more like the English spoken in Shakespearean times than modern British English is;

From around 1600, the English colonization of North America resulted in the creation of a distinct American variety of English. Some English pronunciations and words "froze" when they reached America... Some expressions that the British call "Americanisms" are in fact original British expressions that were preserved in the colonies while lost for a time in Britain (for example, trash for rubbish, loan as a verb instead of lend, and fall for autumn; another example, frame-up, was re-imported into Britain through Hollywood gangster movies). Spanish also had an influence on American English (and subsequently British English), with words like canyon, ranch, stampede and vigilante being examples of Spanish words that entered English through the settlement of the American West. French words (through Louisiana) and West African words (through the slave trade) also influenced American English (and so, to an extent, British English).

And now for the funny video of the month, and this one is a cracker. Here, a friendly and rather delusional American lady teaches Americans to speak with a British accent (perhaps someone should explain to her that there is no such thing as a "British" accent and that her pronunciations are not *quite* right?!) Make sure you are not drinking a cup of 'coffeh' whilst watching this, as you are likely to spit it out onto your screen!

<http://www.youtube.com/watch?v=iGTPWbLvrz8&feature=related>

July 27th in English History

1214 - At the Battle of Bouvines in France, Philip Augustus of France defeats John of England.

1586 – England is introduced to tobacco when Sir Walter Raleigh brings it back from Virginia.

1663 - English parliament accepts Staple Act. The act states that England has exclusive rights to all goods passed between it and Europe.

1694 - The Bank of England receives a royal charter as a commercial institution.

1965 - Shadow Chancellor Edward Heath beats off his rivals in the Conservative leadership contest.

2000 - The Labour Government announces the most radical re-organisation of the NHS since it was founded in 1948.

2003 - It is reported by the BBC that there is no monster in Loch Ness. The investigation used 600 separate sonar beams and satellite navigation technology to trawl the loch. Reports of sightings of the "Loch Ness Monster" began in the 6th century.

I was recently asked, while hosting, where the nickname “Big Ben” came from. I had to Google!

BIG BEN:

Known also as ‘The Clock Tower’ or ‘St. Stephen’s Tower’, Big Ben is the world's largest four-faced chiming clock and one of London's most iconic landmarks.



Big Ben is a huge clock tower, known by the name of its largest bell that dominates the northern end of the building. The height of Big Ben towers is 316 feet.

Big Ben is the largest clock in Britain, with four dials that are each twenty-four feet in diameter; the minute hands are fourteen feet long. Big Ben is actually the second 13-ton bell made for the clock; the first cracked during testing.

Big Ben's clock is lit at night. A second lamp above the face is illuminated anytime Parliament is in session

Why the clock is called Big Ben?

Most visitors and many Londoners call St. Stephen's Tower of the Houses of Parliament "Big Ben", but the title is actually specifically applied to the **largest of five bells** hung within the 320-foot-tall tower that rises over the Houses of Parliament: it chimes on the hour, while four smaller ones sound on the quarter hour.

A second theory about the name is that it comes from Sir Benjamin Hall, chief commissioner of works at the time Big Ben was hung in 1858.

The History of Big Ben

The next 114 years of the clock's history were relatively serene and Big Ben soon developed a reputation for great accuracy. In 1906, the Big Ben's gas lighting of the dials was replaced by electric lighting. Electric winding of Big Ben was introduced in 1912.

Londoners set their watches by the chimes of Big Ben, which are broadcast around the globe by the BBC World Service.

The first radio broadcast of Big Ben was made by the BBC at midnight on the 31st December 1923 to welcome in the New Year. Shortly afterwards, a permanent microphone installation enabled regular broadcasts of the chimes and the bell of Big Ben to function effectively as a time signal. The broadcasting of the bells of Big Ben on the BBC World Service assumed particular importance during the Second World War, when the sounds were a source of comfort and hope to those hoping that Britain would not be overcome.

Big Ben is still broadcast today on BBC Radio 4 at certain times.

The sounds of Big Ben have traditionally been the focus of the entry of the New Year. In December 1999 they were of particular significance, marking the beginning of the new Millennium. The sounds of the chimes of Big Ben were relayed on television and radio broadcasts and to the crowd assembled in the Millennium Dome. For the first time also, cameras were located in the belfry of Big Ben, so that viewers could see as well as hear the chimes and twelve o'clock being struck on bells.

The **cabriolets**, submitted by Neil Aldridge:

The Black Cab is as famous a part of the London landscape as the red Routemaster bus, but this mode of transport is the envy of the world for many reasons. Few appreciate the long and difficult training required to qualify as a London cabbie, but 'doing the Knowledge' ensures that every one of the 21,000 licensed 'mushers' (as those who own their cab are colloquially known) will get you to your destination by the most optimal route.

The first documented '**hackney coach**'—the forerunner of the more generic 'hackney carriage'—operated in London in 1621. The name 'hackney' was once thought to be derived from the village of that name - Hackney (now part of London); however it is more likely an anglicized derivative of French *haquenée*—a horse of medium size recommended for lady riders. In 1636 the number of carriages was set at 50, an early example of taxicab regulation. In the same year, the owner of four hackney carriages established the first taxicab stand in The Strand. In the early 19th century *cabriolets* (*cabs* for short) replaced the heavier and more cumbersome hackney carriages. Battery-operated taxis appeared briefly at the end of the 19th century, but the modern taxicab service took off with the appearance of petrol-powered taxis in 1903. In 1907 taximeters were first introduced to calculate the fare (from the distance traveled) and were set at 8d (8 pence) for the first mile. Today, taxicab service in London is provided by the famous black cabs; typically the distinctive FX4 or TX1 (depicted with advertising) in the photos below.



There have been many models over the years. Nowadays, the space beside the driver's seat can be used for luggage, although there is much luggage room in the passenger compartment. For improved maneuverability, the turning circle is smaller than other vehicles of similar size (a black cab is said to be able to "turn on a sixpence"). The cab seats three people on the back seat, and two more in backwards-facing "jump seats". There is good headroom, to facilitate entry to and exit from the vehicle. A ramp for access by disabled

people is fitted.

In London, hackney-carriage drivers have to pass a test called The Knowledge to demonstrate that they have an intimate knowledge of the geography of London streets, important buildings etc. There are two types of badge, a yellow one for the 14 suburban areas and a green one for all of Central London (including Heathrow Airport). A green badge driver can pick someone up anywhere in London, while a yellow badge driver can only collect passengers in their suburban area. It is the world's most demanding training course for taxicab-drivers, and applicants will usually need at least twelve 'appearances' (attempts at the final test), after preparation averaging 34 months, to pass the examination.

The taxicab driver is required to be able to decide routes immediately in response to a passenger's request or traffic conditions, rather than stopping to look at a map, relying on satellite navigation or asking a controller by radio. Consequently, the 'Knowledge of London' Examination System, informally known as 'The Knowledge', is the in-depth study of a number of pre-set London street routes and places of interest that taxicab drivers in that city must complete to obtain a license to operate a black cab. It was initiated in 1865, and has changed little since. It is claimed that the training involved ensures that London taxi drivers are experts on London, and have an intimate knowledge of the city.

The 320 main (standard) routes, or 'runs', through central London of the Knowledge are contained within the 'Blue Book' (officially known as the 'Guide to Learning the Knowledge of London'), produced by the Public Carriage Office which regulates licensed taxis in London. In all some 25,000 streets within a six mile radius of Charing Cross are covered along with the major arterial routes through the rest of London. A taxicab-driver must learn these routes, as well as the 'points of interest' along those routes including streets, squares, clubs, hospitals, hotels, theaters, embassies, government and public buildings, railway stations, police stations, courts, diplomatic buildings, important places of worship, cemeteries, crematoria, parks and open spaces, sports and leisure centres, places of learning, restaurants and historic buildings. The Knowledge includes such details as the order of theaters on Shaftesbury Avenue, or the names and order of the side streets and traffic signals passed on a route.

During training, would-be cabbies, known as *Knowledge boys* (or *girls*), usually follow these routes around London on a motor scooter, and can be identified by the clipboard fixed to the handlebars and showing details of the streets to be learned that day. Taxi-driver applicants must be 'of good character', meeting strict requirements regarding any criminal record, then first pass a written test which qualifies them to make an 'appearance'. At appearances, Knowledge boys must, without looking at a map, identify the quickest and most sensible route between any two points in metropolitan London that their examiner chooses. For each route, the applicants must recite the names of the roads used, when they cross junctions, use roundabouts, make turns, and what is 'alongside' them at each point.

Many of the Black Cabs are no longer black owing to the vibrant advertising liveries that cover their exterior. Many thought that spending money advertising on a fast moving vehicle would be wasted; however a survey by Taxi Advertising in 1996 revealed that the average speed of a cab in London was 11 miles per hour, just 1mph faster than the vehicles of a century earlier! By the year 2000 some cabs were being tracked with GPS technology revealing those parts of their city they visited in the greatest frequency - very revealing!

Rudolf Hess in the news this month: Why did he fly to Scotland in 1941?

Hess was privately distressed by the war with the United Kingdom because he hoped that Britain would accept Germany as an ally? Hess hoped to score a diplomatic victory, and increased favour with Hitler, by sealing a peace between the Third Reich and Britain?

On 10 May 1941, Hess, in a Luftwaffe uniform, took off from Augsburg in a Messerschmitt Bf 110 which he had equipped with drop tanks to increase its range. He flew over Northumberland and Scotland at low altitude and high speed where the aircraft was spotted by RAF Station Ouston. Fighter aircraft were scrambled to intercept but the pilots could not locate it. He managed to navigate within 30 miles of the Duke's residence at Renfrewshire, Scotland. He crash landed at Floors Farm near Eaglesham and gave his name as 'Alfred Horn', a friend of the Duke of Hamilton. In a newsreel clip, farmhand David McLean claimed to have arrested Hess with his pitchfork! The wreckage of the aircraft was salvaged and found to be armed with machine guns in the nose but there was no ammunition on board.

During interrogation in a British Army barracks, Hess proposed that if the British would allow Nazi Germany to dominate Europe, then the British Empire would not be further molested by Hitler. He insisted that German victory was inevitable and even threatened that the British people would be starved to death by a Nazi blockade around the British Isles unless they accepted his generous peace offer.

In May 1943, the *American Mercury* magazine published a story from an anonymous source that indicated the British Secret Service lured Hess to Scotland to meet with Douglas Douglas-Hamilton, 14th Duke of Hamilton, a member of the Anglo-German Fellowship and was on a peace mission; this was denied by Hitler. *The Queen's Lost Uncle*, a television programme broadcast in November 2003 and March 2005 on Britain's Channel 4, indicated involvement by Prince George, Duke of Kent. It appears that Hess was tricked into thinking he was in communication with Duke of Hamilton who Hess was led to believe was an opponent of Winston Churchill.

Churchill sent Hess initially to the Tower of London, making Hess the last, in the long line of prominent political prisoners, to be held in the 900 year-old fortress. Churchill gave orders that Hess was to be strictly isolated, but treated with dignity as a prisoner of war. He left the Tower on May 20, 1941 and, after being held in the Maryhill army barracks, was transferred to Mytchett Place near Aldershot. Frank Foley and two other MI6 officers were given the job of debriefing Hess — or "Jonathan", as he was now known. Churchill instructed that isolation continue and that every effort should be taken to get any information out of him that might be useful. British Intelligence personnel, Ian Fleming in particular, proposed that Aleister Crowley should question Hess on Nazi interest in the occult. During his time as a Prisoner of War Hess was also confined at a mental hospital at Maindiff, Wales and treatment for insanity.

Hess was in captivity for almost four years of the war and thus he was absent from most of it. He became a defendant at the Nuremberg Trials of the International Military Tribunal, where, in 1946, he was found guilty on two of four counts: crimes against peace (planning and preparation of aggressive war) and conspiracy with other German leaders to commit crimes. He was found not guilty of war crimes or crimes against humanity. He was given a life sentence to be served in Spandau Prison, Germany.

Following the release in 1966 of Baldur von Schirach and Albert Speer, Hess was the sole remaining inmate of Spandau Prison, partly at the insistence of the Soviets. Guards reportedly said he degenerated mentally and lost most of his memory. For two decades, his main companion was warden Eugene K. Bird, with whom he formed a close friendship. Bird wrote a 1974 book titled *The Loneliest Man in the World: The Inside Story of the 30-Year Imprisonment of Rudolf Hess* about his relationship with Hess. In 1977, Britain's chief prosecutor at Nuremberg, Sir Hartley Shawcross, characterised Hess's continued imprisonment as a "scandal".

On 17 August 1987, Hess died while under Four Power imprisonment at Spandau Prison in West Berlin, at the age of 93. He was found in a summer house in a garden located in a secure area of the prison with an electrical cord wrapped around his neck. His death was ruled a suicide by asphyxiation. (?). He was buried at Wunsiedel, Bavaria, in a Hess family grave plot. Spandau Prison was subsequently demolished to prevent it from becoming a shrine.

Hess's grave, with its epitaph "Ich hab's gewagt" ("I dared"), became a shrine for neo-Nazi groups. The grave was re-opened on **July 20, 2011**. His remains were exhumed, then cremated, and his ashes scattered at sea. This was done in an effort to stop future demonstrations that have been held in the past around the anniversary of Hess's death.

In his book *The Second World War Part III*, Winston Churchill wrote, "Reflecting upon the whole of the story, I am glad not to be responsible for the way in which Hess has been and is being treated. Whatever may be the moral guilt of a German who stood near to Hitler, Hess had, in my view, atoned for this by his completely devoted and frantic deed of lunatic benevolence. He came to us of his own free will, and, though without authority, had something of the quality of an envoy. He was a medical and not a criminal case, and should be so regarded."

The fact that the files concerning Hess will be kept closed to the public until **2016** allows the speculation to continue until then.