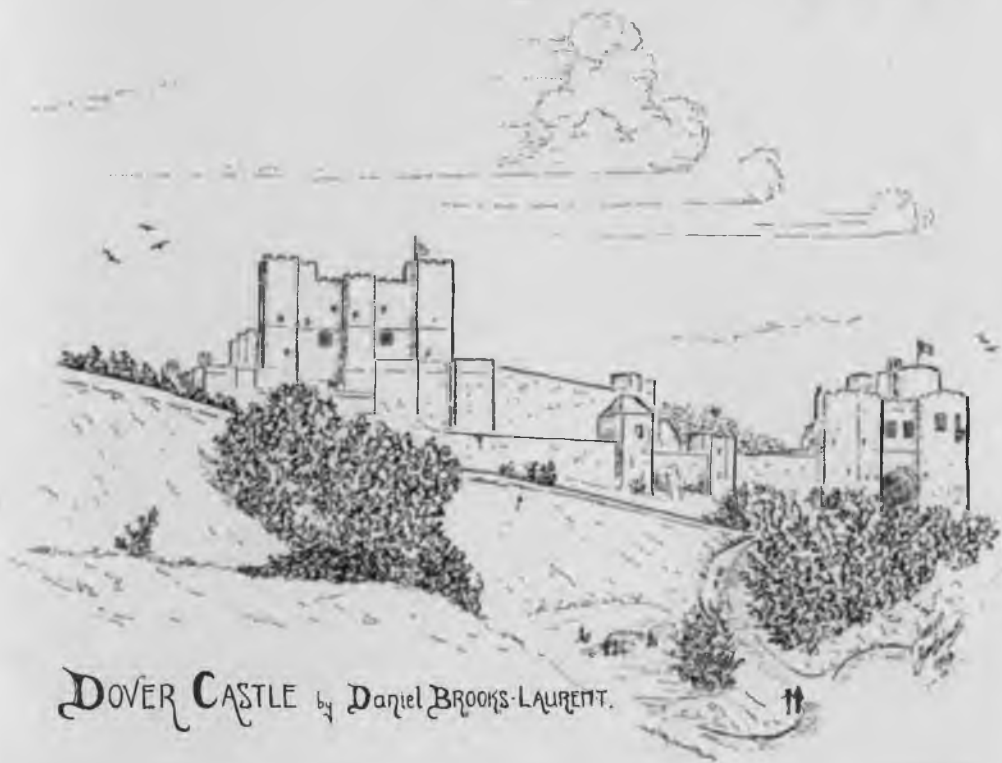


The
Dover
Society

Newsletter

No. 28

April 1997



DOVER CASTLE by Daniel BROOKS-LAURENT.

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THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic Trust, Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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with Mike McFarnell as an Advisory Member.

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The Objectives of the Dover Society

founded in 1988.

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, archæology, natural history and architecture of the area
- to secure the preservation, protection, development and improvement of features of historic or public interest
- And commitment to the belief that a good environment is a good investment.

The area we cover comprises the parishes or wards of Barton Buckland, Castle, Lydden, Temple Ewell, Maxton, Pincham, Priory, River, , St. Radigund's, Town & Pier and Tower Hamlets.

All Members receive three News-letters a year and in each year the Committee organises about ten interesting events - talks, tours, visits, Members' Meetings and usually a Christmas Feast.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

Editorial

This time there are more loose-leaf insertions in the Newsletter than ever before, so please check to see that you have them all. They should include the Agenda for the Annual General Meeting on April 28th, a form to enable you to pay your subscriptions by direct debit, and three application forms for summer outings in May, June and July. With regard to the summer outings forms, these are usually included with the April Newsletter and there are no further reminders, so please peruse them carefully and BOOK EARLY, to help your Social Secretary.

All the outings are detailed on the back cover of this issue of the Newsletter, as usual, and are likely to be as popular as ever. May 17th, A Castle, A Railway, and A Garden, will be the first of the trips, followed by a visit to the Craft Centre of Silk, on June 21, and the long-awaited and twice-postponed visit to Le Touquet on July 19th.

It is also proposed to hold a number of mini-trips, that is trips for 20 people or less. In 1996 these included the Coastguard Station (10) , Port Control (10) , Buckland Paper Mill (20) and the Swale Barge Trip (12). Some of these trips will be re-peated in 1997 and, possibly, others added. As in 1996

members will be able to put down their names for these trips at the March meeting. Also, as in 1996, at that time the dates of the trips will not be known so members will be asked to leave telephone numbers and will be contacted nearer the time by Joan Liggett. Members who do not attend the March Meeting and would like to join a mini-trip are invited to contact Joan Liggett to place their names on a waiting list.

The March Meeting, held on the 24th of the month, will this year be too late for a report to be included in *Newsletter* 28. The subject of the talk is "The Future of Dover Castle", by Ken Scott. After hearing the talk, members will, after the interval, have the opportunity, in our regular March brain-storming session, to give their own views on the castle's future. It is then proposed to have a central feature on the castle in *Newsletter* 29. Any members who think they might contribute to this theme with articles or anecdotes are invited to send these to the editor by the deadline in June.

In anticipation of this focus on the castle, this issue has another cover picture by Daniel Brooks Laurent, who contributed his drawing of the factory shops development for the cover of *Newsletter* 27. It is very pleasing to be able to use illustrations like this, contributed by a Dover Society member.

This issue includes reports on the December, January and February meetings, with a central feature on the January meeting, which consisted of two such interesting talks on totally different subjects that they merited separate reporting.

Both talks anticipated the future, with Dover District Council chief executive, John Moir, contemplating forward planning for the town, and Peter Clark, of the Canterbury Archaeological Trust, outlining the research on Dover's Bronze Age Boat and looking forward to its return to the town, to be displayed in a new gallery in Dover Museum. It is expected that the Bronze Age Boat, the major discovery of its kind, will be a permanent attraction for visitors from all over the world.

This year the Dover Festival runs from May 17th to May 25th, once again with a wide range of activities, talks, exhibitions, concerts and workshops and with many events taking place in the town, either in the Market Square or in Pencester Gardens. All details will be in the Festival brochure, available soon from the tourist office and other outlets in the town. The article in this *Newsletter* gives a good advance notice of the festivities.

As always may I appeal for articles from our members on any aspect of the Festival which you attend.

Finally, two reminders.

The Annual General Meeting will be on April 28th (Agenda enclosed). The speaker will be Mr. P. Bennett of the Canterbury Archaeological Trust on "The Townwall Street Dig"

Annual subscriptions are due in April at the same rate as last year, £6.00 for single members and £10.00 for joint membership.

Sincere thanks to all our contributors, both regular slots and new writers and illustrators and best wishes to all our readers.

THE EDITOR

The work of the

PLANNING

Sub-Committee

Reported by JEREMY COPE, Chairman

The time has come for another report to the members and to assess what has been done and achieved since December's article for the magazine.

In the last report the main item was a criticism of the Council and its attitude to Farthingloe Chunnel workers' site. John Clayton, Director of Planning and Technical Services, wrote that among other things, circumstances were different when the decision was taken. Planning consent on this site has had a time limit and in the absence of development by 1999 the site must be returned to its former agricultural use. I do not fully accept his argument and we will, in any case, be closely watching the site in the hope that it will revert to farmland. Even now it has become an eyesore requiring a remedy.

The Society has supported development of the shopping complex at the Wellington Dock. The recent planning application by DHB to infill the slipway to provide parking space, albeit so that it could be retrieved at a future time, was subject to our objection. Parking sites come two a penny but 18th century slipways do not. Why not use it for yacht repainting or place a sailing craft upon it? The *Cutty Sark* attracts plenty of visitors and a similar feature at the Wellington Docks could enhance prospects for the Shopping Centre. A member has been in touch with me about the possible effect in bird wildlife and his concerns are shared by many other local bird watchers.

I was handed a photograph of a pair of gates in Worthington Street that had been recently erected. They looked ugly and

out of place and I was happy to write to the Council. The Council was unable to help in this case but I would ask that members do look at what is happening around them.

THE MINER'S STATUE: We lodged objections to plans to put the statue in the Market Square. Apart from concern that it was not suitable in proportion for the suggested site we did have a strong sense that a mining village such as Aylesham would be a more appropriate setting. It would surely mean more to Aylesham than to Dover.

The Council is keen to encourage cycling as a more environmentally friendly alternative to the car. If there were more cycling we would (probably) be more healthy. The Society supports this approach and recently the committee was addressed by Tim Ingleton of DDC. Dover must be one of the most difficult towns in this area in which to promote cycling. Much of the area is hilly. Main roads are funnelled along valleys with a one-way system that makes for fast motor traffic and perilous cycling. However the committee is determined to examine whether there is a viable network of quiet paths and roads to designate as cycle routes. Do any cyclist members have ideas that can accommodate cars and pedestrians as well?

The Society has been very keen to see St. James's Street area developed to realise its potential. That such a prominent a position looks so unkempt is a shame. Recent development ideas outlined by John Moir, even if long term, are therefore warmly welcomed. One element was demolition of the unused garage site once funds became available. Sensing a delay, sub-Committee Secretary, Sybil Standing sent off a reminder to DDC and as if by magic, demolition started within days. If only every protest we sent had such an apparent and prompt result!! Now we need trees and planters to make the best of the site until long-term use is sorted out.

PROJECTS *Update*

JOHN OWEN, Chairman, Projects sub-Committee

NATIONAL TREE WEEK: 20 NOV.–1 DEC. 1996

The Tree Council was founded in 1974 and became an independent charity in 1978.



Its aim is to promote the improvement of the environment by the planting and conservation of trees and woods in town and country throughout Britain.

In 1996 the theme for National Tree Week was 'Trees for Health'. Most people are aware of the environmental benefits of trees and some of their considerable medicinal properties. Even 'the tree of death', as the yew was traditionally known, can be seen in a new light when its medicinal properties are appreciated.

As a society we support the Tree Council in its endeavours and since our inception have accomplished much by way of tree planting and management in and around Dover. Melbourne C.P. School, Broadlees Farm, Louseberry Wood and Lydden Pond have all benefited from Dover Society involvement.

Sunday, 1 December, the final day of National Tree Week 1996 saw a gallant group of members braving the elements

to carry out a tour of inspection of our tree projects. The reports are good but we do need new sites for planting in 1997.

Although we focus on National Tree Week (towards the end of each year) successful tree planting (bare root) can continue into March of each year.

If you know of a landowner who would like trees planted please let us know for, as the local amenity society, we are both willing and able to do the rest.

DOVER SOCIETY TREE WEEK INSPECTORATE National Tree Week – 1 December. 1996



Membership News – Spring 1997

ANNUAL SUBSCRIPTIONS ARE DUE AGAIN. Please pay promptly. The correct amount is £6, or £10 for joint members living at the same address who share *Newsletters* and other mailings.

May I recommend a Standing Order as a care-free method of payment? This is an agreement between a member and his/her bank or building society to debit the account annually on 31st March. *The amount cannot be changed without the member's written permission.* If payment is made twice, or the wrong amount is paid, the bank must refund to the members' account the amount wrongly paid. There is a standing order mandate included with this *Newsletter*. If you would like to start paying your subscription by this method please *complete the form and send it to me* at 53 Park Avenue, Dover CT16 1HD and I will check your membership number and forward it to your bank. For those who prefer to pay by other means, however, the Treasurer and I expect to be at the AGM on 28 April.

We have recently welcomed: Mr & Mrs P Willoughby, Mrs P Newman, Mrs A Sly, Mr & Mrs L Bell, Cllr J Husband, Dr & Mrs A Jackson, Mr & Mrs D Moore, Ms D Coumbe & Mr W Lilley and Mr & Mrs M Morgan.

We very much regret the passing of Mr D Eagles, Mr A Tiltman, Mr L Collyer and Mr Bernard Willis during the year 1996/97.

Pfizer Wins Environmental Award TERRY SUTTON

PFIZER, the Sandwich-based pharmaceutical business where many Dover people work, is Kent's top environment company this year.

The company beat off competition from more than fifty other businesses to be named overall winner in Kent County Council's Environment Awards for Kent Businesses. Pfizer, one of the biggest employers in the Dover district with more than 2,800 people, is a research-oriented health care enterprise producing pharmaceutical products used in more than 150 countries worldwide.

Expanding on the salt marshes near Sandwich, the company is to be congratulated for the effort it makes in safeguarding the environment. It even has an Environmental Co-ordinator, Roger Thorn, who heads the environmental department.

Nearly 400 years ago the ground where Pfizer now stands did not even exist. It was covered by the sea. But the sea receded leaving a legacy of salt marsh that continues to influence the nature of the environment of the area.

A Pfizer spokesman said "We are a company striving to be an environmentally

integrated part of the community, to balance our production and research needs with the needs of the surrounding land, water, air and wildlife."

Recent Pfizer achievements at Sandwich include a reduction of forty per cent in water usage, cutting carbon dioxide, sulphur and nitrogen oxide emissions, taking precautions to prevent contamination of the River Stour, and encouraging staff to take responsibility for caring for the environment.

In partnership with Sandwich Bay Bird Observatory Trust the company is also carrying out a bird and wildlife study of land owned by Pfizer, while the company also helps to manage seventy acres of pasture near Sandwich. It is one of the principal sponsors of the Pegwell and Sandwich Bay Local Nature Reserve, the second largest local nature reserve in the country.

It was a happy decision for the Dover district when Pfizer, in 1954, decided to establish themselves at Sandwich.

WATER MATTERS

JEREMY COPE and LEO WRIGHT

DOVER SOCIETY members with long enough memories will recall that already in 1988 one of the very first causes which concerned us was water. First it was sea-water quality and cleaner beaches which focussed attention and led to a whole gamut of meetings. That early battle has been won. Work is going ahead on the Dover-Folkestone Waste-water Treatment Plant at Farthingloe and the longer sea outfall.

But already six years of low rainfall were beginning and the cry of 'Rescue our River' was raised. '89, '92, '95 and '96 were years of drought. There were hose-pipe bans in five out of eight years. In 1996 there was only 27% of the long-term average rainfall and water-levels were the lowest since records began. Letters with questions and theories abounded in the press.

The Dover Society put particular questions to FDWS and the Environment Agency, collated their responses and, in November 1996, we wrote, on a wide distribution, urging a public debate, informed by scientific facts. The letter listed eight particular matters that needed further investigation.

On Friday, 21 February 1997 a meeting of interested parties was called by David Shaw, M.P. It was held at Kearsney Manor and was opened and closed by our hostess, Sister Ambrose, always a leader in water matters, who above all wanted an assurance that her lake would never dry! It was chaired by David Shaw and presentations were made by Graham Warren of the Environment Agency, Steve Robinson of FDWS and Bob Kearsney of Dover District Council.

The meeting was optimistic, - in strong contrast to its predecessor in 1994. - not in producing solutions, but in the generous -

indeed lavish - availability of information. (This followed on the very timely and encouraging distribution, a few days previously, of the handsome fifty-page Environmental Performance Report 1995/96 by General Utilities Group to which FDWS now belongs.)

Perhaps the most concise method to report the meeting is to set out how far it answered the eight questions posed in our November letter.

They were as follows:

1. *A balance sheet of water resources and annual renewal compared with usage. Has a comprehensive survey been made of resources and usage?*

Ans. A very comprehensive survey of resources and usage has been made. A balance sheet of resources, renewal and usage is indeed available. We were shown statistics in bar-code and copies of all statistics will be circulated.

2. *The effect of global warming may not be quantifiable, but a proper safety margin needs to be built into future planning.*

Ans. The consensus opinion of the speakers agreed with this.

3. *Full co-operation between the Kent area suppliers and waste-water processors must be assured.*

8. Ans. Such co-operation cannot be ensured between competing companies but could be enforced by OFWAT with its constitutional control over pricing and the Environment Agency with its control over licensing.
4. *A Kent-wide grid for water, with shared resources?*
 Ans. A Kent-wide -- or even, idealistically, a national grid, is only for the very long future.
5. *Proper research into the re-use of water enabling a re-charging of the aquifers.*
 Ans. Of the re-use of water : even Thames only re-cycles drinking water, not sewage water. Re-charging ground-water is probably not practicable in our catchment area.
6. *Research into the more efficient use of water in homes and factories?*
 Ans. Fully agreed. Factories to re-cycle water whenever possible. Re-cycling in the home may come. It could become a planning requirement in new properties. (The plumbing is very expensive in older properties and sometimes impossible.)
7. *The costs of the alternative courses of action?*
 Ans. Such costing is an ongoing process and is related to the price-control by OFWAT.
8. *In particular, how may the future of the Dour be assured?*
 Ans. The future of the Dour cannot be guaranteed but there are alternative possible actions which are being examined and could be applied. An estimated further two years of research followed by two years of engineering work is required. At present in water-pricing no money is allotted for the river Dour. The Regulator always says that prices must fall so there is no spare balance for the river.

We could not hope to solve the problems in one and a half hours but we left assured that the problems were known and understood in detail and solutions were being sought.

Final Question: *What can we do, the Dover Society, the general public, paying consumers, who are also concerned about the environment?*

One possibility: At this time when OFWAT is proceeding towards fixing the charges for the next five years we can lobby OFWAT and other concerned authorities about how we want the new pricing money to be spent.

The Dover Society will certainly be lobbying to try to ensure that the budgeting includes funding for the conservation of the River Dour.

DEADLINE FOR CONTRIBUTIONS

It is necessary to bring forward the publication date for Issue No. 29 and the last date for the receipt of "copy" will be Monday 23rd June.

The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing - if it must be handwritten please write clearly and at wide line spacing. Accurate copy on computer discs is most welcome - almost all types can be handled - but a prior phone call to 01304 208008 would be helpful.

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FRENCH CONNECTIONS : *Hands across the Channel*



A Compilation by Leo Wright, Jack Woolford, Joan Liggett and Jeremy Cope

LEO WRIGHT sets the scene:

It is a commonplace that coastal towns, unlike inland towns, have only a semi-circle for recruitment, refreshment, custom and export, immigration and emigration of labour etc. Dover, however, at the nearest point to the continent – and particularly with modern transport – can so easily complete the circle. The East Kent Initiative and South Kent College are two organisations which are well aware of this. It is appropriate that the Dover Society, whose central aim is to work for Dover, should also look across the Channel.

Because local government in France – the reverse of this country at present – is very strong financially and politically and every commune has its professional *syndicat d'initiative* – we were not going to find the exact equivalent of the Dover Society in the Calaisis. We have, however, very happily established ties with two organisations whose aims are very congenial.

THE ACCUEIL ORGANISATION (the Welcome to French Cities Association) was founded in 1964. Article I of their Charter

is “to welcome and promote the integration of persons and families recently arrived in the town and/or region. The activities are extended to all persons wishing to take part in it.”

It was in May 1991 the Calais Accueil welcomed the young Dover Society with a conducted visit to the Lace Museum and a Mayoral *vin d'honneur* when we drank to the Entente Cordiale. Last May we welcomed a group of their members in our Town Hall. On Friday 22 November five of us were invited to a day in Calais.

Merci! Calais Accueil ——— JACK WOOLFORD

We now know what “Accueil” in Calais really means : to translate it as “welcome” is an understatement.

We were met off the boat by English-born Mme Lefebvre and whisked off in two cars to the restaurant of the Calais College of Catering for a “light lunch” (of four courses). Two-and-a-half hours later we were driven to the Port Control Tower to watch the sea traffic arriving and departing, both in reality and on the radar and television screens. Our Swedish-born hostess, wife of the Controller, showed us the charts and explained the procedures in English whilst participating in the

work in equally fluent French. An hour later we were driven to a magnificent 19th century hotel for tea, biscuits and conversation and were then taken home for further “refreshment” by two Calais families – a rare opportunity in my experience. The lady of the house which I visited spoke some English, whilst her two adopted daughters, one of Malaysian and one of Vietnamese descent (who works for Eurotunnel) both spoke better English than our French. An hour-and-a-half later it was time for dinner in a restaurant on the sea-front and three hours later still we returned to the boat.

Each in our best French, Secretary Leo and I thanked our hosts. Leo stressed the many welcomes he had enjoyed in Calais before and immediately after the war and in France ever since. I said that we had not forgotten the Norman Conquest or Napoleon but also remembered the Field of Cloth of Gold and the Anglo-French Entente of 8 April 1904. There have been lapses of friendship but with Calais Accueil and the Dover Society they were unlikely to recur.

One may well say "a busy day" but it was instructive as well as pleasant and we now better understand the differences between Calais Accueil and the Dover Society. Although we, too, have a social programme which includes instruction as well as entertainment, we concentrate on taking part in the local economy, local

planning and local government. Calais Accueil, branches of which are nationwide, was a response to the massive internal shifts of population from post-war economic changes and was, by contrast, designed to minimise the inevitable resulting tensions. Consequently the programme, whilst organising visits (e.g. to Rochester for Christmas shopping) and walks, concentrates on offering classes in languages, French as well as English, German and Russian. Astrology and "Sophrologie" are also taught, there are "Keep-Fit" and sewing classes and lots of meetings for philatelists. So, as ever with our cross-Channel neighbours, there are important differences of emphasis and detail in shared concepts of voluntary educational and social activity.

L'Association France Grande-Bretagne

LEO WRIGHT

The second organisation has aims which are expressly pro-British. The Association was founded in Paris in the dark days of 1917, looking back to the Entente Cordiale of 1904. Their central aim is to work for ever closer understanding between our two countries. The Calais branch was founded

in 1947 when Dover and Calais were both in ruins.

We received a group of their officers at the Churchill in March last year and some of their members joined our Côte d'Opale trip. They have since invited us to three of their functions, two of which we were very pleased to be able to attend.

Assemblée Générale

JOAN LIGGETT

It was with some trepidation that Richard and I agreed to represent the Dover Society at the Assemblée Générale of the Association France-Grande-Bretagne which took place at the Restaurant du Cap. Escalles (a restaurant to be visited again!) In the event, the experience proved highly enjoyable due to the friendliness and hospitality of our French hosts. We were delighted that our schoolboy French enabled us to commun-

icate, helped no doubt by the wine!

The business part of the meeting was concluded with commendable brevity and informality and followed by an excellent meal and much conversation. The time flew by until we were almost too late to reach Calais for the last ferry. Our return to the port, driven by M. Tailliez under instruction from his wife, will remain an exciting memory for some time, culminating in a spirited dash to the Terminal!

DINING *with the*

Association France Grande/Bretagne

SATURDAY, 18 JANUARY 1997

JEREMY COPE records his impressions

Our Party

Leo and Marjorie Wright (fluent French linguists), John Gerrard and self (Un petit peu de francais and that's being generous). Europhiles all. It helps to have the right attitude.

Getting to Calais

Thanks to P & O for a super trip. A VIP bus was laid on at Dover Docks followed by the pampering of club class travel. Our ship was on time. We enjoyed a relaxed chat helped by champagne.

The docks to the venue

Met by Ann and Graham Coffey. (The family attended our Christmas Feast and they were given photographs of themselves at that event.) The trip was through a bustling Calais with a stop to buy coffee for the Wrights. (There were no empty shops and the town looked thriving. Perhaps our planning sub-committee should visit Calais to find out what lessons there may be for Dover. This would of course involve investigating the restaurants.

At Les Templiers

We arrived well in time for the six-thirty for seven start. I counted over sixty people sitting down, including our party. The evening was animated and a very happy, jovial occasion throughout. We were made most welcome.

The Menu

Starter: Soup or prawns in tomato with a mayonnaise dressing.

Main Course: Salmon or entrecôte steak with either Bearnaise or pepper sauce.

Pudding: Sorbet or gâteau

French food is different from ours and to be welcomed.

The Company

I was surrounded by two Frenchmen and two French ladies. The ladies were great fun and laughed a lot. M. Pierre Fayceulle, a member of the Legion d'Honneur, on my left, knew some English from his war-time days with the Free French, certainly more than my French. He spoke better English as the evening went on, mine got worse.

The Formalities

A speech of welcome (not a lot understood but recognised the reference to us). Leo wowed them (and me) with his response. Why didn't I work harder at school? When I explained to my neighbour Lec's teaching background he nodded sagely, "that explains it".

Then into Franglais

We seemed to be able to communicate basic ideas. I only hope there was not too much misunderstanding – anyway, it didn't seem to matter.

Matters touched on: Calais lace trade, a Nottingham forebear who came in connection with lace, marrying the first solicitor in France (that is, the one whose office was nearest to England), Dachau and the Resistance, the war and destruction of Calais, including the thousands of Canadian shells that landed at liberation, fighting for the Free French in UK and the Gold Coast, being a Gaullist, hardly surprising to hear support for a united Europe, shopping in the UK with tea taken in Dickens' Corner and at the Churchill. Oh! and a common view of politicians, the feeling that binds all lesser nationality. Mad cow disease, but this was part of the political bit, Holidays I have taken in France and elsewhere. The Tunnel.

The Departure and return Journey

Rushed farewell kisses and handshakes all round and back to the 10.45 boat with two minutes to spare. Into the P&O club class lounge with feet up and cognac and coffee. Jennifer Gerrard should never have been a nurse; operating a prompt and efficient taxi service is her true metier.

Conclusion

A happy trip and a big thank you to our hosts, and to the Coffeys in particular, for ferrying us to and from the boat. During our trip around Calais to get to Les Templiers the question was asked, how long have Britain and France been apart? The comic response was "for ever". If ever the lie was given to that it was our evening with the Association.

Final Conclusion

They got it right with "La belle France".

LEO WRIGHT has THE LAST WORD (for the time being)

Ann Coffey whose work in Calais is linked with Ian Gill and the East Kent Initiative came specially to our meeting of 27 January to meet and hear John Moir, Chief Executive of Dover District Council on the subject of the present and future of Dover, so relevant to her work'

Hands across the Channel. Q.E.D.

A welcome lasting result of these "pioneering" visits is that mutual general invitations are now in place. All members of the three societies are warmly invited to each other's meetings and excursions. If you would like to be invited to cross-Channel events please give your name to Leo or Joan.

POSTSCRIPT:

Madame Ann Coffey of the Association France-Grande Bretagne who, with her family were guests at our Christmas Feast (and she also attended our meeting of 24 February) is now actively engaged in the advance preparations for the Dover/

Calais Festival 1998, which is also occupying the attention of the Dover Chamber of Commerce and Industry.

The theme would be mediaeval and up to the 16th century.

Leafing through Lloyds

BRUCE and MERRIL LILLEY

Most days there is always something to be learned about Dover port, docks and shipping by leafing through Lloyd's List. For instance on one day, Tuesday 5th March, there were eight articles relating to Dover.

One article dealt with the upgrading of the ferry terminal, describing the £7m reclamation project at the Eastern Docks, likely to begin this summer. The seven-acre development will double the available accommodation for freight parking spaces and one aim is to attract more unaccompanied freight.

The article explained that, in the meantime, a satellite truck stop has been set up at the Western Docks to provide more space for accompanied freight. It also mentions plans for a truck and coach interchange on nine acres of Harbour Board land at the White Cliffs Business Park, which could be ready later this year.

There is also a major project to concentrate all public car parking in one area at the Eastern Docks entrance, increasing available spaces from 500 to 800.

Another article, of interest to Doverians and visitors, told of the success of the De Bradelei Wharf development which, increasingly, is attracting customers from a wide area, including visitors from across the Channel. The article states that trading has already reached the level projected for two years hence. As a result, said Bill Fawcus, Dover Harbour Board's general manager (property), plans are being submitted to double the size of the complex, with an aim to open the second phase by November 1997 and to anticipate further development in 1998.

A special report dealt with all the ferry traffic through the port and discussed the effect of the Channel Tunnel and the forthcoming merger of P&O and Stena lines.

Other articles described the increase of fruit imports through Dover, the trade in sea dredged aggregates and road stone entering the port and the changing

image of Dover in the eyes of the public as diversification grows.

As might be expected, one article dealt with the cruise market success, quoting various statistics. In 1996 the port handled 98 cruise calls, cruise passengers totalling 99,562. In 1997 there are about 120 calls booked, though the figure may creep up, said John Turgoose, Dover's general manager (shipping). Already, he said, 100 calls have been booked for 1998, with 1996 customers booking again for 1997 and 1998. The article goes on to quote Jonathan Sloggett, Dover Harbour Board Managing Director, as saying that he believed more traffic could be attracted if the terminal was expanded and that the Harbour Board was thinking about further development. Interesting facts emerge in relation to the success of the terminal; the growth of the north-European cruise market; the geographical situation of Dover, particularly for cruises to the Baltic and Scandinavia and easy access to Gatwick Airport. Ironically, the article points out, Dover gets a spin-off from the Channel Tunnel by the fact that growing numbers of Europeans travel via the tunnel to join cruises at Dover.

Three cruise ships now use Dover as a home port. Fred Olsen's *Black Prince* and *Black Watch* are this year joined by Saga's new acquisition, the *Saga Rose*, making its first call in May 1997. Regular callers include the *Norwegian Crown* (NCL), the *Royal Princess* (Princess Cruises) and the *Crystal Harmony* (Crystal Cruises), the largest ship to berth at the terminal.

The article ends with the comment that cruise-related spending in the town has proved much higher than anticipated.

The RETURN

TERRY SUTTON

of the

UNKNOWN WARRIOR - 1920

In the last edition of the *Newsletter*, Vice-Chairman John Gerrard gave an interesting account of the part Dover Marine Station played in the reception of the Unknown Warrior and explained why a plaque was being prepared on behalf of the Dover Society, to mark the spot where this national hero was landed on arrival from France in 1920.

How the remains of the Unknown Warrior were selected makes an interesting story, somewhat hidden in myths and rumours that have gathered around the event of seventy-seven years ago.

At first the idea of a tomb for an Unknown Warrior in Britain was not well received - the French already had a similar idea for Paris - but eventually King George V gave his consent and the orders went out to senior British Officers in France, a country still recovering from the ravages of the 1914-18 war.

Groups of British soldiers, each under an officer, went independently and secretly to four of the biggest battlefields - Aisne, Arras, Somme and Ypres - where crude wooden crosses marked the spots where "Tommies" were buried.

Each group, armed with shovels and a sack, located a cross that indicated the identity of the soldier below was not known. The remains were exhumed, placed in the sack, and taken by field ambulance to a temporary chapel at St. Pol in Northern France.

The four sets of remains were guarded there over-

night and next day a high-ranking British officer - some reports say he was blindfolded - entered the chapel and touched one of the bodies, all of which were covered by Union flags.

That one body, inside a plain coffin, was taken to Boulogne where its last resting place in France is already marked by a plaque. With the coffin went sacks of soil dug from the spot where the soldier had died, so that the earth of France that he was defending would cover the warrior's last resting place in Westminster Abbey.

On 10th November 1920 the body, still wrapped in the sack and in the plain coffin, was placed in a larger oak coffin designed and presented by the British

The PLAQUE to be Unveiled on SATURDAY, 17 MAY

**Near this spot on the 10th November 1920
the body of the Unknown Warrior
was brought ashore from HMS Verdun
on the way to its final resting place
at Westminster Abbey.**

The Dover Society 1997

Undertakers Association. Then, with great ceremony, it was taken aboard the British warship, HMS *Verdun*, which sailed from Boulogne to Dover. HMS *Verdun* - selected because its name honoured battlefield bravery of the French - was escorted across a mist-shrouded Channel by six destroyers.

At Dover people lined the cliffs and other vantage points to see The Unknown

second anniversary of the signing of the Armistice.

And so, the man who is buried among kings at the Abbey could have been any one - one of the gentry, a professional soldier, a factory worker, even a rogue. But whoever he was he represents all those hundreds of thousands of British troops who died for their country but whose identities are unknown except to God.



The Unknown Warrior is received into Britain. The cortege moves along the Admiralty Pier.

Dover Express photograph - from Bob Hollingsbee's collection

Warrior return home. At the Admiralty Pier representatives of the nation were waiting and Dover's civic leaders were among those there to pay homage. With great ceremony the Warrior's coffin, and the sacks of soil, were loaded into a baggage van and taken by railway through Kent where people lined the track all the way to London. Next day the remains of the Unknown Warrior were carried in procession through the streets of London to be finally laid to rest at Westminster Abbey on 11th November 1920, the

Little is known about what happened to the three bodies at St. Pol that were not selected. It is believed that they were buried somewhere in France, along with their Tommy comrades, their gravestones marked 'Unknown'.

Information gleaned from the *Dover Express*, other newspapers and books, including *The Story of the Unknown Warrior* by Michael Gavaghan.)



WHITE CLIFFS COUNTRYSIDE PROJECT

MELANIE WRIGLEY
Senior Project Officer

Award-winning Countryside Team

Members may have noticed the various articles in the local newspapers reporting the success of the White Cliffs Countryside Project.

Staff and volunteers of the seven-year-old WCCP were praised in an official report. Kent County Council planning Officer Robin Thompson compiled a special report for the authority looking at the WCCP's work since its launch in 1989.

He said: "The Project has achieved a standard of excellence in countryside management".

Mr Thompson outlined the successes of the award-winning project, including its work with over 600 local volunteers helping with practical 'green' projects through Shepway and Dover District areas, its environmental education through extensive guided walks and bicycle ride programmes, and its countryside interpretation through outdoor information panels and various publications.

Countryside management is about helping local people care for the countryside and wildlife on their doorstep. *Countryside News* magazine is the volunteer programme of events for the White Cliffs and Romney Marsh Countryside Projects.

The White Cliffs Countryside Project was chosen to feature in a Countryside Management educational video commissioned by the Countryside Commission. Out of about 100 countryside projects around Britain the WCCP was one of three chosen to be filmed as an example of good practice.

In 1995 the WCCP were winners in the Welcome to Kent Tourism Award 'Best New Tourist Initiative' for its wide programme of guided walks, cycle rides and 'Green Adventures'.

In April 1996 the Romney Marsh Countryside Project managed by the WCCP was launched. This, too, won a place in the Welcome to Kent 1996 Hospitality Award for the range of guided walks and activities offered.

Returning to the report from KCC, Mr Thompson also highlighted the steady increase in the WCCP's work.

There was a record attendance on guided walks organised by the WCCP in 1996. More than 13,000 people took part in 330 guided walks, an average of 39 people per walk compared to the previous year's 31.

One of the successes of the White Cliffs Countryside Project is its combined enthusiasm and input from staff, volunteers and sponsors.

Volunteers range in age from seven to eighty-two. There is something for everyone.

Schools, colleges, work experience students, land owners, parish councils, the sponsors, volunteers and staff all play their part in making the White Cliffs Countryside Project such a success in countryside management.

Finally, this year the WCCP is looking to build on its success with a series of new environmental and tourism initiatives.

WCCP is currently funded by a partnership of Dover and Shepway District Councils, Kent County Council, the Countryside Commission, English

Nature, Eurotunnel, Folkestone and District Water Services and the National Grid.

Thank you to all the people who take part in the WCCP in some way. We look forward to meeting members at future events – maybe to join us on WCCP events in the Dover Festival programme in May.

The Cruise Welcome Group

MERRIL LILLEY

THE CRUISE WELCOME GROUP held its first meeting of 1997 at the Council Offices, Whitfield on 20 February. The meeting was chaired by the Town Centre Management Co-ordinator, Kevin Gubbins.

The Group is now firmly established with regular attenders from various local societies and businesses.

There are enough brochures remaining from those printed last year to last for the 1997 season. It was decided to use the remaining funds, held by the Chamber of Commerce from the money raised in 1996, to provide two top-quality map panels in sites at the Cruise Terminal.

In addition to the brochures there will be other publications available. Colin Sawyer, of *What, Where, When Guides* will be producing a monthly guide to Dover, which will include up-to-date information and will incorporate the whole of the White Cliffs Country area. The first issue will be available at the end of March for

April/May. Other issues will be for June, July, August and the last one for September/October. Colin said he would investigate various methods of distribution and report back to the next meeting.

The idea of a promotional video should be explored but it was not possible to produce it for use in 1997. The cost would be in the region of £3000.

Keith Southey, of Dover Harbour Board, distributed a list of cruise ships for 1997.

Other topics debated included provision of taxi ranks (long discussion), shuttle bus stops, the problem of left-luggage facilities at the terminal, foreign exchange provision and the printing of brochures in languages other than English.

The next meeting will be on 8th April.

Subs. Please remember

that subscriptions are due on 1st April and that early payment helps to keep the Society's finances on a firm footing.

The Treasurer will be delighted to receive your subscriptions NOW and will be even more delighted if you will use the Standing Order Mandate enclosed.

Please fill in the Renewal Form printed on the last page of this *Newsletter* and *please* tick all those little boxes that are applicable to you



Mike McFarnell

"The Anti-Litter King"

**"A GOOD JOB
WELL DONE"**

IN 1986 Dover District Council set up a campaign to combine the resources of council and community to help clean and improve the

environment. Mike McFarnell was appointed to head the project which initially was to be for twelve months. In the early stages it was called "Operation Spring Clean", with a later addition of "Autumn Challenge"

The campaign was an outstanding success and Mike McFarnell sustained it for another nine years. Finally, in 1996, it was decided to end the campaign on a high note and Mike has compiled a report to acknowledge the help and support given over the years by many people in the district to improve our environment.

[cont

1987: RIVER DOUR ASSOCIATION WORKING TO CLEAN UP THE RIVER





The 24-page booklet records the highlights of the campaign and includes many references to the help given by the Dover Society, led by John Owen, Chairman of the Projects sub-Committee who receives a special mention.

In the ten years John organised a Sea Cadet Challenge, each year taking a different area of the town. He organised the successful project to strip and paint the old leopard bollards in and around the town. Other work included replanting trees in Lousybery Wood, restoring the pond at Lydden by repairing the clay bottom, mounting window displays in empty shops and helping with beach clearance. Members will remember many of the projects depicted in these pictures.



UPPER

Members of the Dover Society re-painting the Leopard's Head bollards in London Road.

LOWER

The Dover and Deal Carnivals provided a splendid opportunity to publicise Mike's work.



THE BARBERSHOP CHORUS AT THE CHRISTMAS FEAST

photo: Sasha Lawrence

Wine & Wisdom at St. Mary's Parish Centre

E. MERRILL JOHNS

AS WE SET OUT for the occasion the overwhelming feeling was that somewhere the weather spirits must be casting an evil eye over us. Last year a blizzard sent us home early, this year high winds and rain greeted us.

Once in the hall of St. Mary's we left such gloomy thoughts behind us and greeted familiar faces before settling at our tables of six for the questions.

There was the usual list of topics and the awesome decision as to the most likely area in which our team could excel. We did quite well in ours, but performed even better in another. Were we alone in that error of judgement? I suspect not!

In the section on Quotations one was "Tomorrow is another Day".

It could well be the thought for the evening, as most teams are destined to go home in various stages of disappointment.

During the interval, we had welcome refreshment of French bread, ham, cheese, tomatoes and apples. The 'Dingbats' provided the usual challenge while we ate.

The evening was a great success, for which we not only thank members and friends who participated but also Mr Clive

Taylor for asking the questions, his wife, Jill, for marking and Mr Andrew Denyer for totalling the marks.

Our Chairman, Mr Jack Woolford, struck a chord in all of us when he said that on these occasions we realise both how much we have forgotten and how much we wish we had known. The Taweans, who won, had least to regret, with the 1066 team as runners-up and Scrumpy Jack in third place. Glass paper weights inscribed "Dover Society - Wine and Wisdom 1997" made most acceptable first prizes.

In the car on the journey home we talked of the evening and I felt we could paraphrase a Bible passage as we reflected on those answers we did not give and those answers we gave which we ought not to have given and those answers we did not give which we ought to have given. For myself I am resolved to remember for all time the American party which chooses a donkey for its mascot!

Two pertinent Topics – Two well-informed Speakers:

1 JOHN MOIR on “Dover Today”

Reported by R. J. MEARES

THE CHIEF EXECUTIVE of Dover District Council was in humorous mood, stating that he had only been asked to come along as a warm-up act for Peter Clark of C.A.T. On a more serious note he said that over the years of his association with the Dover Society he had always found the group to be immensely constructive and helpful.

Turning to the subject matter for the evening Mr Moir said that he held a very optimistic view as Dover turned the corner and moved towards the new millennium. There had been extensive investment in Dover ensuring that it remained a vital link between this country and the continent of Europe.

The M20 currently carried some 50% of the total M2/M20 motorway link traffic and those whose job it was to know such things anticipate that this would increase by some 40% over the next five years..

One of the unfortunate side effects of the creation of the improved M20 link and the dramatic events in the Channel Tunnel had been the backlog of lorry traffic at certain times which caused problems for drivers using the Snargate St. access route. Mr Moir noted that the original emergency planning anticipated a maximum of 600 lorries per day, whilst this in practice had risen to 1700 lorries per day because of the fire in the tunnel .

Improved road links and Assisted Area Status had brought much funding into the area and additional funding was and would continue to be pursued.

Having successfully bid for SRB 1 funding the District had now been awarded SRB 3 funding, this being concerned with the regeneration of the Kent coalfield.

Mr Moir stated that the Council was being steered by the government towards extended partnership arrangements and

that SRB 3 would involve up to twelve partners. It was, however, one of the resultant problems that the more partners you have the more difficult communications become, resulting in increased costs and delays.

Mr Moir went on to review the many ongoing developments in the District. He said that Pfizer at Sandwich currently employed some 2,300 people and plans for expansion, yet to be ratified by the parent company, might result in the generation of a further 1,000 jobs. D.H.B.'s cruise liner terminal had been very successful and in excess of 10,000 cruise passengers had passed through the terminal in 1996.

The development of factory shopping in the Western Docks had in its turn been so successful that it was proposed to bring forward Phase Two of this development. Lack of car parking on D.H.B. land had to a certain extent hindered its development and the historic slipway would have to be sacrificed in order to facilitate further car parking. Plans to extend lorry parking at the Eastern docks were currently being considered by the Council which had asked for a more sympathetic style of development for the new retaining sea wall

Overseas interest in Dover's development continued to be pursued and at the time at which John Moir spoke the proposed purchase by Millennium Holdings was still a possibility.

Future proposals for Burlington House were being pursued by the Council who had engaged lawyers to assist in sorting out the situation although it was inevitable that progress will be slow,

At Archcliffe Fort, the home of the Emmaus Trust, refurbishing of the premises was progressing well, aided, we were informed, at least externally, by a herd of goats. From the floor of the meeting we were advised by Terry Sutton (goat herder in chief?) that these animals were very cheap to keep and indeed generated income from English Heritage.

The White Cliffs Experience would probably to re-open at Easter, following extensive refurbishment of the major displays, giving, it was hoped, a "tighter" visitor attraction. Some twelve months thereafter it was proposed that the Bronze Age Boat gallery would open to the public.

On a slightly less optimistic note Mr Moir expressed concern that cuts in KCC funding would inevitably impact adversely on the Town Centre Management Scheme although it was acknowledged that it was very important to sustain the scheme's momentum in spite of the financial cutbacks.

He said the formation of the Dover Town Council would be very important to the future development of the town itself.

Looking to the future John Moir noted that Dover was formulating its plans for the Millennium but was not proposing to publicise these plans until they were "fleshed out". He then itemised some of the other projects that he believed would come to the fore, all or some of which would benefit from input from the Dover Society.

In the future it was proposed to submit a bid for lottery funding to assist in the renovation of the Maison Dieu which was to be recreated as far as possible in line with William Burgess's original scheme.

Kearsney Abbey café ("not everyone's cup of tea!!") was to be repaired, not torn down and replaced, as rumours would have it.

It was felt that car parking at Dover Castle was in need of improvement and,

after lengthy discussion, Northfall Meadow was the best site. The public would then access the Castle by the Fitzwilliam Gate. It was hoped that such a development would encompass the clearance of the area around the Bleriot Memorial and the Edinburgh Bastion.

On the Western Heights the Pilots Tower site had yet to be cleared and in the longer term it was still recognised that a sympathetic development of the area around the top of the Grand Shaft was required.

There is a proposal for a Millennium woodland to be established and this project had the support of the Woodland Trust.

There then followed a short question and answer session.

In response to a request for car parking within Connaught Park Mr. Moir was able to confirm that such a proposal had been costed several years ago but at that time was felt to be prohibitively expensive. He undertook, however, to look again at such a possibility.

One of the members suggested that Dover College should be included in the list of the District's tourist attractions as he himself had experienced how our foreign visitors delighted in visiting the college. Mr Moir stated that the college authorities were involved in development planning but that in respect of the college itself any proposals regarding public access would be subject to their final decision.

'Park and Ride' in Dover was still under active consideration although as yet there was still some town centre parking space available. Mr Moir did note that Canterbury's experiences in this respect had not all been favourable.

Dirty, empty town centre shops were of concern to the Council but unfortunately it did not have the power to take enforcement action.

Finally, in response to questions regarding the Little Farthingloe site, John Moir noted that he believed the site was still zoned for industrial development although as yet there had been no movement in this respect.

I have spoken to the forward planning officers at Dover District Council who confirm that the site is identified in the Dover and Western Parishes Plan as having Employment Allocation status. This however is being reviewed as the Dover-wide plan is being prepared and unless current permissions are taken up, or renewals requested, it is likely that the current permissions as they relate to Little Farthingloe will be omitted).

Any member who has a particular interest in this site is referred to the deposit plan para. refs. 3.27 and 3.28.

PETER CLARK on

2

THE DOVER BRONZE AGE BOAT

THE RESEARCH PROGRAMME

THE DISCOVERY of the Dover Bronze Age Boat in September 1992 was an unexpected and unprecedented find that captured the imagination of people around the world. Buried some seven metres below the streets of Dover, an oak boat nearly 3,000 years old, in a perfect state of preservation, was revealed during the construction of a pedestrian underpass under the A20 at the seaward end of Bench Street.

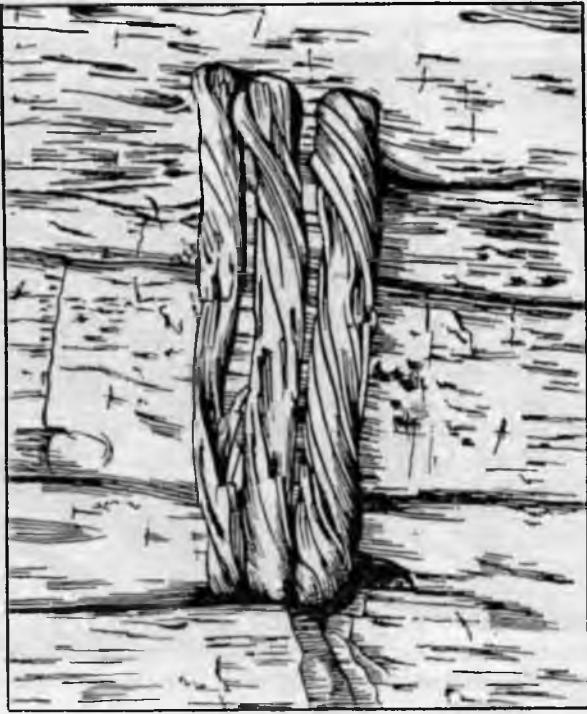
The story of its discovery and excavation is a dramatic one. A team of archaeologists from the Canterbury Archæological Trust, working alongside the contractors and staff from Dover Museum, Dover Harbour Board, English Heritage and many others recorded and lifted the boat in just fifteen days, often working fifteen hour days to retrieve this unique and internationally important find.

Once the excitement of discovery was over, and the boat safely stored in a water tank to inhibit decay, I was asked to prepare a programme of study and research so that we might realise the potential of this remarkable find. This was not as easy as it might appear; no comparable finds had been made which could guide us, and techniques used on other ancient boats were not appropriate, as they were generally much later finds of very different construction. After a great deal of consultation and discussion with a wide range of experts, a six-year programme of study was agreed with English Heritage (who funded both the excavation and the research),

involving a team of over thirty specialists. This work is expected to be completed in 1999 with the publication of a major academic monograph on all aspects of the discovery.

In essence, the boat consists of two broad, flat oak planks forming the base of the boat, with two flanking curved planks creating the beginnings of the boat's sides. Further side planks would have increased the depth of the boat, but these had been removed in antiquity. The end of the boat splayed out into a broad "V" which would originally have held a flat board - this, too, had been removed at the time of abandonment. As found, the boat was around 2.3 metres broad and about 9 metres long; the northern end of the boat was not recovered and we can only guess at its original length. Current estimates suggest that we have about two-thirds of the vessel, which would thus have been about 14 metres long. (46 feet).

No metal was used in its construction: the bottom planks were joined by a number of wedges and "transverse timbers" hammered through upstanding



Detail of one of the yew 'stitches' that held the planks together

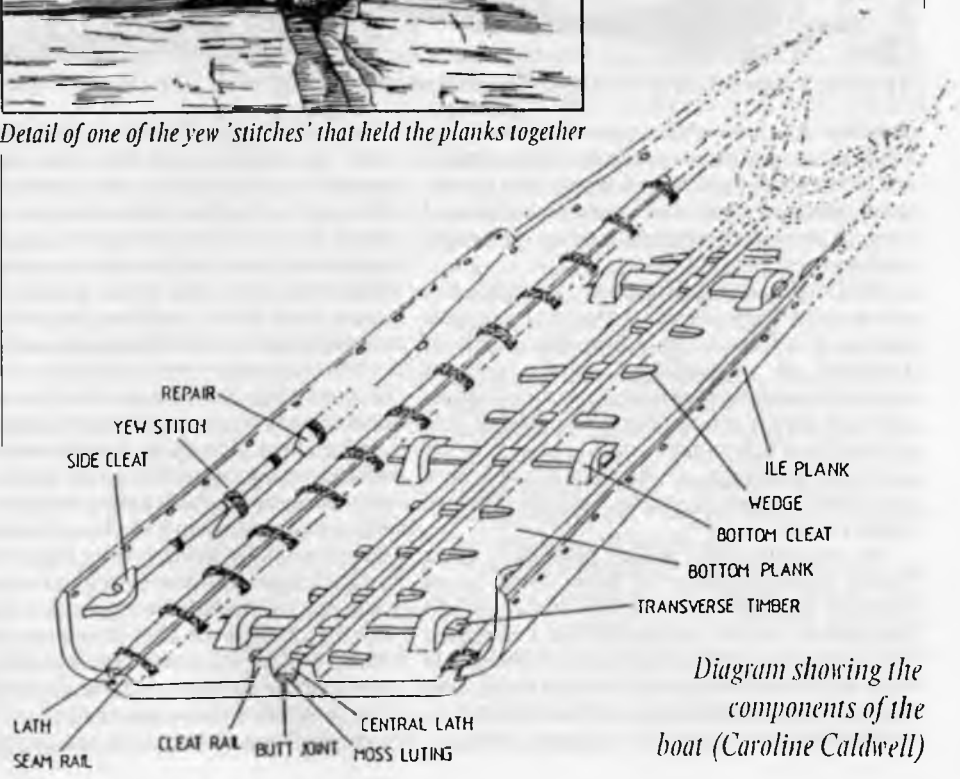
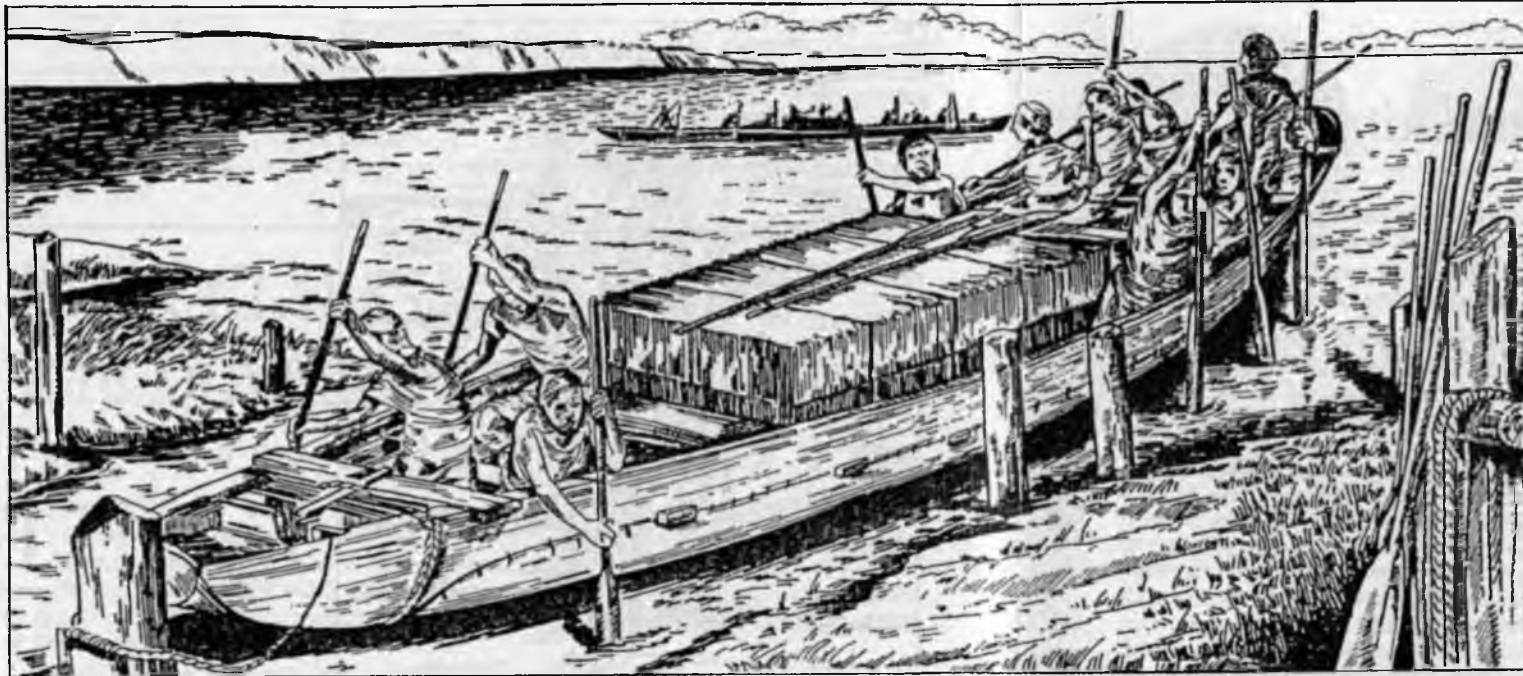


Diagram showing the components of the boat (Caroline Caldwell)



An artist's impression of the Dover Bronze Age boat, published in *'The Observer'* (8th November 1992)

wooden rails and cleats, with the butt-joint between the planks covered with moss to make the seam watertight. The curving side planks were "stitched" to the flat bottom with twisted twigs of yew, the seams again made watertight with moss.

This method of construction, though it has some technological similarities with contemporary river boats found in the north of England, is unparalleled in the ancient world. To modern eyes it seems rather strange; the butt-joint running along the medial line of the boat's bottom would appear to be a line of weakness, at the very place where we would expect a strong keel on modern timber boats.

An important part of our study is to get a better understanding of how these joints worked, and how the boat was fashioned and assembled. For this we carried out a construction experiment in the summer of 1996 at Old Park Barracks at Whitfield, directed by Richard Darrah and Damian Goodburn, two of Britain's leading experts in ancient timber technology.

Our problem was to find a suitable tree for our raw materials; 3,000 years ago, tall, straight-grained oaks were commonplace throughout England, but today they are very hard to find even though we planned to reconstruct only a three metre section of the boat! We eventually tracked down suitable trees near Yeovil, and two large logs were transported the 200 miles to Dover by lorry.

Our intention was to reconstruct a mid-section of the Dover Boat using facsimiles of Bronze Age tools, including wooden wedges and mallets (or mauls), bronze axes, adzes, chisels and gouges. The metal tools were all copied from originals kindly loaned to us by Dover Museum, and set into wooden handles especially made for the experiment.

Both logs were first split into two by hammering in wooden wedges; the resultant four half-logs were then fashioned into two bottom planks and two curving side planks. Most of the timber was removed by cutting the notches with bronze axes and then splitting off chunks of timber with wooden wedges.

Once the crude shape of the planks had been achieved, they were finished off with bronze adzes and holes for the stitches and wedges cut with bronze chisels and gouges. The marks made by our copied tools matched exactly those found on the original boat, proving we were using the same type of tools as those used by the original boatbuilders.

The resultant planks were very thick and sturdy when compared to the original timbers found in 1992. This was because careful study had shown that the Dover boat had been compressed during its long burial, and that originally its timbers were up to 60% thicker; This had been taken into account in the reconstruction. The thickness and weight of the reconstructed planks served as a reminder of the scale and robustness of the original vessel. An interesting aspect of the reconstruction was that the team could achieve a much finer finish with their bronze tools than the original boat builders. We should not question the ability of Bronze Age craftsmen who were clearly great experts in building vessels of this

type, but this suggests they were not interested in producing a fine finish; the Dover boat was a utilitarian craft.

When we finally assembled the planks, we could assess the size and weight of the original vessel in a way that could never be achieved by office- and laboratory-based study alone. We hope that the partial reconstruction will one day take its place in the new boat gallery alongside the original discovery, showing how the ancient timbers looked 3,000 years ago.

Of course, there are many other strands of research being pursued; analysis has started on the original form and capabilities of the boat; what water it could travel in, what cargoes it could carry and how many crew members did it require?

Slowly we are unlocking the boat's secrets; a small piece of unworked shale found inside it proves to have come from Kimmeridge Bay in Dorset; surely this is evidence for the range of operations? There is still a heated debate as to whether the boat was sea-going or whether it was just a river vessel. Looking at the size of the boat, and the nature of the River Dour today, it strongly suggests that it was a sea-going craft (and if so, the earliest example ever found in the world!) Wear patterns on the bottom of the boat show that it was regularly grounded; but does this mean that it was beached or did it simply operate in shallow water, occasionally rubbing on the river bottom? There is naturally a great desire to see the boat as sea-going – possibly the earliest cross-Channel ferry, but we must carefully weigh the pros and cons from a scientific point of view. Laboratory analysis of the pollen, molluscs, insect remains and other palaeo-environmental evidence from soil samples taken from around the boat have all been proved to be freshwater species. If this was a sea-going boat, why was it abandoned in a fresh water environment? How far away was the sea three millennia ago?

We still have much work to do, but we are learning more with each passing month, finding new questions as we go! This wonderful find, and the vision of Bronze Age life that it will give us, will be a star attraction of international importance for Dover, but we must wait a little longer for the final story to emerge!

Update on Dover's Emmaus Community

TERRY
SUTTON

Progress continues to be made at the St. Martin's Emmaus community at Archcliffe Fort, Dover, where at the time of writing (January), six Companions are living and working. More than twenty men and women have been accommodated there since the doors opened in December 1995.

The fund-raisers – led by founder and trustees' chairman Francis Watts – have almost reached the three-quarters stage in efforts to raise the overall total of £400,000. The £285,450 so far raised includes £71,000 received in January from the National Lotteries Charity Board. So there's only (only!) about £114,000 to go before the target is reached.

As at January 1997 work is expected to start on the adaptation and conversion of the ground floor of the large barrack block at the fort. It was derelict – with rain pouring in through holes in the roof – when the group took over Archcliffe Fort, but the block is now wind- and water-tight.

This task will provide, on the ground floor, more flats for Companions, a dining hall and a common-room, vital for such a community. When that floor is completed and paid for, and more money raised, the upper floor of this large block will be converted to provide more flats. At that stage it is expected the accommodation for about twenty-five Companions will have been provided.

The shop at Archcliffe Fort is open and trading well – but could do with more shoppers. Companions go out into the wider Dover community, collect unwanted items, take them back to the

workshops at the fort, repair and then sell them. Average weekly takings are about £500 but this is expected to increase as more people realise that the shop is open and that bargains can be found there.

Archcliffe Fort is open to visitors from 10am to 4pm except on Sundays and co-ordinator Kendal Beasley (01304 204550) and the Companions will be pleased to see you. Give Kendal a ring if you have anything you do not want that the Companions could sell.

Directors (commonly known as Trustees) of St. Martin Emmaus are: chartered accountant Francis Watts (chairman), Dover housing director Chris Barnett (vice-chairman), Veronica Mitchison (hon. secretary), David Ryeland, chairman of George Hammond plc, Robert Scruton, chartered accountant and Local Government Commissioner and Terry Sutton, journalist.

Emmaus communities are growing throughout the UK – Dover's was the fourth. Emmaus communities – providing work and accommodation for the homeless unemployed – are now open at Cambridge, Coventry, Greenwich, Dover and Belfast with groups advancing plans for communities in Brighton, Gloucester, Greater Manchester, Oxford, Scarborough and Preston.

STOP PRESS

The **IMPACT** team says 'Farewell'!

On Friday, 14 March at seven in the evening the IMPACT team held an informal reception to say 'thank you' to everyone in the town who contributed to their programme and made them welcome during their stay here.

They moved to new headquarters at 5 West Terrace, Folkestone on 17 March.



Festival of Dover 1997

A PRESS RELEASE FROM DOVER DISTRICT COUNCIL

FESTIVAL SET FOR NEW HORIZONS !

For 1997, Dover District Council's Arts and Special Events programme is centred around the theme "New Horizons", chosen to celebrate arts and activities from around the globe.

The flagship event of the year is, without a doubt, the Festival of Dover in May. Now in its sixth year, the Festival adopts a new approach, by combining community involvement with amateur and professional talent taken from around the world. During this nine-day fiesta, over one hundred events will take place, ranging from music, dance and drama to visual arts, workshops, literary talks and countryside walks.

This stimulating package of arts and activities continues to offer vital added value to those visiting the area, yet clearly provides opportunities for active involvement by the local community.

The annual arts celebration will be launched on Saturday, 17th May with a Caribbean Mardi Gras Party in the town centre, featuring entertainment from the Rhythm Makers, an authentic steel band, and Caribbean street theatre performances from the London-based company, Circo Rum Ba Ba. The open air shows range from appearances by Carmen Miranda on stilts to a 10 feet Little Red Devil juggling fire! The company will also be hosting a circus skills drop-in workshop, for all aspiring young performers.

New for 1997 is the introduction of public art into the programme. The innovative disabled sculptor Tony Heaton will

be working on a major piece of sculpture for Dover's seafront, titled "Squaring the Circle". He will be accompanied and aided by children from schools in the District. The piece is to be developed and created during the lead-up period to the Festival, and will be unveiled at a ceremony on Sunday, 18 May.

Music lovers will enjoy the programme of music from around the world which will take place in the Market Square each lunchtime over the Festival period. This will include Italian arias, classical Spanish guitar performances, traditional German Oompah sing-alongs and romantic French accordionists. Dance fans will not be disappointed either, with a fantastic show from the London company Flamenco Express taking place at the newly opened White Cliffs Theatre on Tuesday, 20 May and the Shikisha Dancers from Africa dancing in the Market Square on Thursday, 22 May. The highlight of the week will be the feature length young people's Song and Dance Spectacular on Saturday, 24 May, featuring the Best of British in Dover town centre.

Walkers and ramblers can discover "The Tropic of Dover" with the White Cliffs Countryside Project, who have organised a number of environmental activities to complement the world theme

0 of the Festival. These also include "A Touch of the Mediterranean" - a gentle walk around the Heights looking at wild herbs and their uses, and "French Canals" a bike ride along the canals in Northern France on Friday, 23 May.

Calling all would be tourists! In our celebration of world travel, a special cruise promotion evening promoting global cultures and experiences is to be presented at a brand new venue in Dover on Thursday 22 May. Sporting fans are catered for in "Howzat! An Evening With Dickie Bird!" on Friday 23 May.

The schools programme has been extended for the sixth consecutive year, bringing a comprehensive programme of events into classrooms around the district. Children of all ages will be offered opportunities to sample German puppetry workshops, experience traditional African story-telling and will participate in a French exchange project. One of the major features of the Festival will be the culmination of the "artists in residency" project, in which two schools will be participating.

"Paperboat Journey" is a major street theatre project, combining the art forms of craft and design, musical score writing and theatre production. The performance will be premiered in the town on Saturday 24 May, followed by a fantastic firework display launched from Dover Castle.

The finale to Festival Week will be the ever popular Teddy Bears' Picnic at Kearsney Abbey on Sunday 25 May, this year themed to incorporate the Teddy Bears' Wild West American Adventure. This event promises lots of fun and entertainment for the whole family, with storytelling, puppet shows, music and dance to keep all of the Teddy Bears entertained!

Once again the Festival has only been made possible through the generous support offered by local businesses and organisations and the enthusiastic involvement of local events organisers and promoters. Their contributions have enabled the programme to continue to expand, and while the sum of financial support is in the region of £20,000, support in kind is regarded as of equal value. We are particularly proud to announce a number of new partners this year, including De Bradelei's as principal sponsors for the 1997 Festival of Dover, SEEBOARD as major sponsors of Paperboat Journey, and Meridian Television, key sponsors of the new public art project.

A full Festival Programme will be able from late April at all local outlets, including libraries and Tourist Information Centres. However, if you would like to register for your advance copy of the programme, please call the Festival Hotline on 01304 375192.

LISA WEBB

X BINDERS FOR THE NEWSLETTER

Please read this in conjunction with the Society's advertisement on page 44

The minimum order we can place with our suppliers is 100 copies and a list is being compiled of those members who would like their names to be added to it. (At the moment we have twelve names). When the list has, say, eighty names, the binders will be placed on order. The cost, likely to be a few pence more than the last figure, £3.00, does not include postage for out-of-town members.

The Binders hold 13 copies - space enough for more than 4 years of the *Newsletter*.

To add your name to the list write a note to the Secretary, Leo Wright, at "Beechwood", Green Lane, Dover C163AR or use the slip enclosed with this *Newsletter*.

That's all you have to do to ensure that in the fullness of time a Binder will be delivered to your door!

Dover Borough Records Cataloguing Project

MARK
BALLARD
*Project
Archivist*

PROGRESS REPORT : January 1997

By the time of the last progress report, nearly all the volumes in the collection had been catalogued, but work had not yet begun on the boxed papers (beyond an initial rough listing done soon after the records were accessioned in 1979). The major task during the last seven to eight months has been to sort them in detail. Progress has been slower than hoped, as they are not only very bulky but were also mostly found to be in a very jumbled order.

In addition to this, further Dover Borough material originally accessioned by the Area Archivist for South-East Kent was transferred from outstore to County Hall during 1996: these and some 19th-20th century petty sessions records for Dover recently accessioned from the Channel Courts had to be incorporated into the sorted sequence. The work of arrangement is now complete, the long sequence of Borough quarter-sessions files, 1865-1971, is catalogued, and progress is now under way with cataloguing miscellaneous acquisitions and deposits.

Inputting entries into our INHERIT cataloguing data base was initially done through an Access package which worked slowly and was subject to technical problems. We are confident that the installation this month of an SQL-Server package, which has been successfully tested with INHERIT, will help to achieve more speedy and trouble-free cataloguing work from now on. It is also intended, when cataloguing is complete, to scan images of selected items on to the database.

The material still to be catalogued is too varied and extensive to describe in full but includes the following:-

Dover's Paving Commission assumed responsibility for the town's paving, street lighting, fire service and sanitary affairs from 1778. Its records are unusually full and form one of the major features of the collection. Among them are petitions from local residents for sanitary improvements and other correspondence, tenders and contracts with local tradesmen, paving bonds, accounts, vouchers and litigation papers.

Judicial Records: The Borough's administrative and judicial authority extended to Dover's Cinque Port Liberties in Thanet, including the parishes of St. John (Margate) and St. Peter-in-Thamet (Broadstairs). The records contain coroners' inquests and verdicts for the 1850s; informations and examinations of the Sessions from 1792 (many cases relating to smuggling; much evidence heard before the Cinque Ports Bench, referred for trial by the Dover justices); the justices' orders at Sessions on poor law matters, vagrancy, etc; cases referred by the justices in the 18th century to counsel for opinions, throwing light on many local issues. (It would also be highly desirable to correlate those records already catalogued with those judicial and other

32 records for Dover Borough held by the British Library in the Egerton MSS. and Additional MSS.)

Polls and nomination papers for *municipal elections* from 1708 onwards.

Over fifty boxes of *deeds and corporation leases* of land from the 13th century onwards. Much early material in the collection was listed in J. Bavington-Jones, *Records of Dover* (1920), but on close inspection it appears that, in cases where the author lacked special knowledge, more archivally precise descriptions are needed.

Cinque Ports papers. The Cinque Port connection accounts for the existence in the collection of (for instance) medieval charters and confirmations of privileges relative to the passage over the Channel, 16th century accounts for repairs to Dover Castle, and, more recently, papers relating to the installations of Sir Winston Churchill and Sir Robert Menzies as Lords Warden. Some are listed by Bavington-Jones, but here again his descriptions require revision or expansion: he has misdated certain items and some acquired papers, e.g. those relating to the Cinque Ports'

jurisdiction over Faversham, 1350-1604, are omitted by him entirely.

Miscellaneous acquisitions and deposits: many significant items, such as the naval memoranda of James Boyton and diaries of Thomas Pattenden (a meticulous compiler of diaries and historical notes who witnesses manoeuvres in the Channel at the time of the Napoleonic wars); posters, cartoons and propaganda illustrating civil controversies arising in the 1880s and 1890s over the Dover Harbour Bills and street improvement projects; 16th century papers relating to the upkeep of the harbour before the Dover Harbour Board assumed responsibility for it; 13th to 15th century charters of endowment to the Maison Dieu Hospital.

There are, naturally, standard municipal records relating to administration, finance, freedom, etc., including about 1,500 19th-20th century files of the Town Clerk's Department on a wide variety of matters; many papers, including photographs, relating to public works such as sea defences schemes and railway and tramway projects; many logbooks of First Aid and ARP services, 1939-1945.

A Letter from Dover

One day, in the middle of the month of April, in the year 1776, a London tradesman received the following letter:

Dover, 11th April, 1776

A few days before my setting off from London I called on you to settle our account, but did not find you at home, Affairs of great concern call me for a while in the continent. I shall return to London on the beginning of next October, at which time I'll take care of discharging my little bill.

I am your humble servant,

Dr. MARAT.

This is the earliest extant letter of Jean Paul Marat, the French revolutionary leader

who organised the massacres of 1793 and was murdered in his bath, in 1793, by Charlotte Corday.

The tradesman may have been satisfied with so much politeness but the French colony in London had none too good a reputation in money matters. At this stage of his career Marat was sponging on his friends and flying from his creditors and there is no evidence that he returned to London.

What a list one could compile of notables who have passed through Dover: Chaucer, Erasmus, Henry VIII and Wolsey - to name but four, at random, who are recorded as staying at the Priory!

E. L. W.

DOVER'S DISASTROUS VISITATION by the PLAGUE

IVAN GREEN

More than three hundred years ago, in 1665, England experienced the last of the great plague epidemics which decimated whole communities across Europe in the first two thirds of the 17th century.

Plagues brought terror to the people, many of whom thought they were an act of god, since the risk of infection to them was frequent but the cause was unknown. In any case the possibility of effective treatment was non-existent. The plague was bubonic, and people who sickened of it usually died very quickly in agony, often inside three or four days.

This bubonic plague was predominantly a disease of the ill-nourished and badly-housed poor and amongst travellers huddled together in insanitary conditions ashore and aboard the little sailing ships which wallowed across the narrow seas at the beck of wind and tide. It was principally carried by fleas on rats, and on dogs and cats who picked up and distributed the disease-ridden fleas.

London had more than a dozen serious outbreaks in the first half of the 17th century and Dover being the principal town and port of the passage through which most people passed on their way to and from the continent, could not escape. Here there were two particularly serious outbreaks, in 1634 and 1636, but by far the worst broke out in 1665 and raged through much of 1666. It was a period of exceptional dryness and without rain the streets, always filthy with horse and cattle droppings, and used as a sewer for all kinds of effluent, had not been cleansed for weeks.

Those who were able fled London and the great cities and many of them escaped to the continent through Dover, often carrying the disease with them as

they went. Many towns forbade the coming of such refugees, but Dover, as the one principal port for the continent, both for passengers and trade, could not, at least at first, though the town did insist on travellers having a plague pass to certify that the area from which they came was free of disease. The problem for the town was that if travellers came from a disease free area, why were they trying to escape?

It was a time of great anxiety for Dover people. The streets, usually thronged with people, were empty. Business was virtually at a standstill, and only the fishermen and the crews of the cross-Channel ships were at work. Inevitably, the plague did arrive, being brought, it was claimed, by a young serving girl who was working in London and who had come home to Dover to escape the plague in the house where she worked in the metropolis. Of course, it would have been a poor serving girl who had to shoulder the blame, wouldn't it?

At first the 1665 outbreak seemed quite modest, less severe than those of 1634 and 1636, but it increased greatly, and the Town Council sat frequently under the Mayor, George West, a Doverian who had a prosperous business brewing malt, though that undertaking was suspended during the emergency as men thought only for their families and themselves.

Houses visited by the plague, bolted and with very door and window tight shut and sealed, with large red crosses

34 painted on their doors, grew in number and nothing seemed to halt the increase. Priests laboured among the people and at least four of them died in the outbreak.

The town council ordered the burning of huge bonfires all over the town and the air was thick with their sulphurous fumes while at night their flickering flames cast a lurid red glow on the streets of shuttered houses. It was ordered that dog knackers should be employed to kill all dogs and cats running loose since they were suspected of carrying the plague. It seems that they so very nearly arrived at the cause because it was not the animals themselves but the fleas which were to blame. Nearby villages also suffered. Hougham and Lydden were particularly affected and almost decimated.

At first the rising number of corpses were buried in the local cemeteries but soon other sites had to be found. The council bought a piece of waste ground near the sea and on the old border between the town and the parish of Hougham. Here a large, long pit was dug and in this the plague victims, a few at first in coffins, but later wrapped only in old sailcloth and sacking, were piled in heaps. When the first pit was full a second was dug, and then a third, but the third was only half-filled, the plague by then having subsided.

The plague carts, two-wheeled vehicles each pulled by two bullocks harnessed one each side of a single central shaft, rumbled over the cobbled streets to collect their tragic loads of the dead, leaving the town by Bench Street and Snargate Street on their way to the freshly-dug plague pits just inland from Archcliffe Fort. There, more than five hundred bodies were buried in a few weeks, and altogether it is estimated that over nine hun-

dred Dovorians perished and as many more caught the disease but made at least a partial recovery.

The whole administrative machine broke down under the sheer weight of numbers. Deaths and burials ceased to be recorded and medical help was fruitless or non-existent. The one overriding concern was to separate the dead from the living as quickly as possible and the bullock-drawn burial carts worked day and night to the tolling of their mournful bells which announced their passing.

In 1666, however, there was a gradual decline in the severity of the plague and by mid-summer it had passed, never to return in epidemic form in these islands again. Whilst the severity might have been expected, bearing in mind the many smaller outbreaks which preceded it, its sudden ending is a mystery.

Dover's plague burial ground was shunned by every one for generations and it received its title of 'The Graves' by which it has always been known. Much more recently some civilian burials were made nearby and later a few soldiers were interred, but the earth over the burial pits has not been broken.

"The Graves" still exists, a small piece of land not far from the military hospital which was built many years ago.* Now, covered by trees and undergrowth, few would suspect its morbid and tragic association. One mound, the cover of one mass burial pit can still be plainly seen and some traces remain of the other two. Nearby, new factories of the scientific age have sprung up but "The Graves", their surface soil undisturbed under the memory of the past still remain today, silent, aloof and forbidding.

* The present works of the firm of Burgess Engineering are built on the site of the military hospital. ED.



Society Badges: *The wearing of a Society Badge reminds the general public (who really do have eyes to see) that the Society is a viable and energetic non-political voice for Dover. The beautiful little Lapel and Brooch Badges are available from the Treasurer, in either type for £2 post free. WEARING A BADGE ASSISTS IN OUR DRIVE FOR INCREASED MEMBERSHIP.*



"Dover in Old Picture Postcards"

35

Reviewed by TERRY SUTTON

A study of nineteenth and early twentieth century picture postcards of holiday resorts often provides a snapshot of the social history of the times. A Dover journalist has made a hobby of homing in on this aspect of local history and has revealed a treasure chest of facts about our town in his latest book, *Dover in Old Picture Postcards, Volume 2*, now on sale priced £9.95.

The author is Bob Hollingsbee of Tilmanstone, who is a sub-editor on the *Dover Express* and its sister publications, *Folkestone Herald* and *Adscene*. Bob has the advantage of having at his disposal scores of old pictures of Dover, built up over the years, as well as historical facts gleaned from the columns of the *Dover Express* that go back to 1858 and he has put them to good use.

His Introduction to the hard-back 80-page book, published by European Library of The Netherlands, is an excellent review of the "development and decline, the optimism and sadness" of Dover through the last two centuries, leading up to the impact of the Channel Tunnel on the town and port. He says that Dover, through the years, has faced

change with optimism and invention and will continue to do so.

Just one of the many interesting photographs shows how advertisers once tried to take advantage of the white cliffs of Dover. This was before the days of planning restrictions. The firm of Quaker Oats thought a nice big space on the cliff face above Snargate Street would be just the site to place a large hoarding. The advertisement led to a national controversy – even with letters in *The Times*. The Society for the Prevention of Abuses of Advertising organised a petition to get the sign removed. Stung into action, Dover town council included a clause in a bill it was promoting in parliament to outlaw this and other unlicensed sites.

NATURE CONSERVATION PROJECT

The National Trust regards St. Margaret's Bay as an area of international importance due to the range and rarity of different species of plants within the chalk downland. Some plants within the area have become rare and, in order to protect them, English Nature has designated the area as a Site of Special Scientific Interest. (SSSI).

At the present time the National Trust owns 562 acres in the Dover area – part is St. Margaret's Free Down, at present grazed by sheep, and Bockell Hill, grazed by Exmoor ponies.

The current proposal is to extend the area grazed by ponies to the St. Margaret's Free Down, so that the ponies will graze the areas alternately. This will involve the erection of a stock fence to enclose the area, the removal of scrub from central areas, the erection of kissing gates at either end of the Leas to allow public access, and provision of a water supply.

The National Trust plans to implement the work in 1997 using a combination of volunteer labour led by the Warden, Mr Jimmy Green. The trust welcomes donations for the project.

EDITOR



The History of Holy Trinity Church in Strond Street, Dover 1835 – 1939

Traveling the new A20 towards Folkestone it is difficult to place the site where once stood Holy Trinity Church, but if one looks over the seaward parapet of the new Limekiln Bridge, the site of the church can be seen, just to the left of the railway line and partly under the structure of the bridge.

A curate of St. Mary's, the Rev'd. W. S. Cole, working at "the Pier", decided that there was a need to establish a church in the area. He had an ally, both spiritual and financial, in the then serving Archbishop Howley. There was money available from the government, if an equivalent amount could be raised locally. Land was offered by Knight, Coleman & Rutley, brewers, on a site where there had been a former Inn and Brewhouse known as "The Cock", at a price of £1102.

The "Pier" had built up over the years from about 1600 by the deposit of shingle. The same thing had happened at the old harbour under the Castle and shipping had moved to the western end under the lee of Archcliffe Fort. Paradise Harbour had been constructed but had silted up and thus, gradually, more and more land became available. Much building took place, including warehouses, small tenements and inns for passengers travelling through Dover or waiting for fine weather. The population grew but there was little thought of spiritual needs. The Methodists did have a meeting place but they moved to lower Snargate Street in 1834.

The Rev'd. Cole worked very hard to raise the money to build the church and became its first minister. The foundation was laid in 1833 and the church was consecrated in September 1835. The restricted site meant that it was not facing East and the interior measurements were 73 feet and 58 feet wide. It had galleries and it had seating for 1550 and 942 free. The pew rents paid the stipend of the priest.

There were quite a few well-to-do residents on the Seafront at the Esplanade and Waterloo Crescent and most of them attended Holy Trinity. The building and the land were officially in St. James's parish but in 1854 they were transferred over. The church became independent from St. Mary's and the priest was styled as a Vicar and allowed to conduct Baptisms and Marriages. The Rev'd. Cole held his post until 1846 during which time he raised money for gas lighting (in 1842) and also started

the Holy Trinity Day and Sunday Schools. Land was provided for this by Isaac Minet, the Huguenot banker. In 1858 there was an enlargement of the schools and evidence shows a master at a salary of £150 per annum, a mistress at £48 per annum and an infants mistress at £35 per annum. The expenses of about £250 were covered by the congregation and by £50 per annum from the "School Pence" fund made up by payments by parents.

In 1862 there were proposals for the railway, the London, Chatham and Dover, to tunnel through the cliffs to reach the harbour. The schools were right in the path if the planned Harbour Station. By 1867 the railway company agreed to provide new buildings and as a temporary measure the school was carried on in the old "Ship Inn".

1867 saw the start of the 18-year ministry of the Rev'd. Woods and during this period there was the insertion of some very good stained glass in the church and in 1880 a parishoner provided an excellent organ which was still there at the centenary in 1935(?).

The first fifty years had been influenced by the Evangelical Movement but when the Rev'd. Sarson arrived he was a member of the Oxford Movement with High Church beliefs and was disliked by some but left his mark on the parish and was revered by many later. The population of the parish had risen to about 4,500 at the close of the 19th century but declined to 4,000 in the next. In 1910 there were 446 communicants at Easter.

The 1914 war brought changes and the wealthier people from the Sea Front houses moved out, never to return. The church was used by the "Dover Patrol" and those who took part in the Zeebrugge raid attended service there before sailing. The memorial to those involved was placed in the church and was recently on view in the Dover Museum.

After the war the Harbour Station was little used and a link was made with the

38 Seafront railway over the Wellington Bridge. This meant that steam trains were passing within a few feet of the main entrance and colliers were unloading in the Granville Dock. I still remember the last vicar, the Rev'd. Heath, perched on a ladder trying to remove the resulting soot from the twin pinnacles at the front of the church.

The 1939 war caused the area to become derelict again and the church was taken over by the Navy. The building was damaged and never re-opened the services being carried on in the Parish Hall near Finnis's Hill, overseen by St. Mary's. I am told that the vicar was paid a compensation for disturbance due to the trains rattling by.

In 1923 a footbridge was built near the church to avoid the level crossing at the Crosswall and to link up with the Viaduct, the building of which had destroyed so many houses at the Pier. The Aycliffe Estate was built round the old Railway Cottages and we now have the Aycliffe Church Centre in the middle. The new A20 has sliced through the Pier and most of the old parish has disappeared under concrete. There is very little to show where the old parish grew up on the reclaimed land.

The church provided the schools for the area and they have left their mark, but that is another story for someone else to tell. There has since been another relocation of the school.



from Budge Adams's slide collection

As part of a scheme to provide more and more quay space, the church met its end by demolition c1960



The corner of Priory Street and Biggin Street in (left) 1909, (centre) 1911 and (right) a fairly recent picture of the Post Office which was built and opened in 1912

The black canopy at bottom left of the right-hand picture protected the corner entrance of Woolworth's (where now is W.H. Smith's shop)

Pictures from Budge Adams's slide collection

Letter to the Editor

29 November 1996

16 Beechwood
Curwen Place
Brighton, Sussex
BN1 6UJ

Dear Editor

General Post Office Obituary

As an expatriate Doverian who has spent much time and effort in recording various aspects of the history of Dover and its people, I feel it is my duty not to allow the closure of Dover's General Post Office in Biggin Street to pass without notice.

There can be surely no clearer illustration of the ultimate decline in the fortunes of Dover than for its Post Office to be relegated from a purpose-built edifice in the main street to backshop insignificance in a side street. In this, after generations, centuries in fact, of prime importance, the Post Office in this ancient, historic town has achieved its apostasy.

It should not be forgotten that until the modern, technologically dominated jet-age that we are all now living through Dover was the focus for all postal communication with the Continent. The importance of this rôle cannot be overstated. The mail packets which connected the town with Calais and later on, Ostend, were an integral part of the nation's diplomatic relations with our European neighbours. It was at the Dover Post Office that the mailbags were co-ordinated in this remarkable

position that geography had created for the town and port.

An early reference to the Post Office at Dover was to its location in the Quay (presumably Commercial Quay) where it would have been suitably positioned for the departure point of the mail packets. By 1839 the Post Office was to be found at 120 Snargate Street (on the same side of the street and not far from what is now the Masonic Hall), once again a situation relative to the commercial centre of the town at the time.

In 1892 the new Dover Post Office was opened in King Street, just off the Market Square. The building later became the Employment Exchange, although the original purpose may still be divined by the Crown insignia over the entrance door. It was in 1912 that the late Post Office building on the corner of Biggin Street and Priory Street was opened. A reflection of how with the passing of the years the commercial centre of Dover had moved further and further uptown.

And so, after all these centuries of history and importance, we have arrived at the present day situation. Let us only hope that posterity will judge us kindly in finally casting aside our wonderful historic heritage to a condition that will eventually leave for those who come after us no hint but the written record of what came before.

Yours sincerely,

MARTYN C. WEBSTER

Interview with 'Budge'-2

MERRILL LILLEY

MERRIL: *We ended the last interview talking about your memories of St. Mary's School in 1917. In that year and the following one you remember a great many events which took place in Dover in the last two years of the war and to me these seem to constitute a fascinating historical record*

BUDGE: I certainly do remember much that happened to me in my very early life. I suppose, because almost everything that happened in those years I was experiencing for the first time, the things I saw and did more easily became entries in a great log of memory that has been with me ever since. So, go ahead, I'll answer as best I can.

MERRIL: *America entered the war in 1917 and you and your friends saw the first of them arrive in Dover. What did you think of them?*

BUDGE: All of us were interested to see these men from the New World, especially as they wore Boy Scout hats, riding breeches and puttees that very smartly covered their legs - very different from the untidy puttees that our troops wore and which sometimes came undone, when they very definitely should not. Their uniforms were not quite the shade of khaki and the material was closer woven and generally better than that provided for the British soldier. But their uniforms were often ill-fitting, just as were those of our own men. Where they mostly differed from our soldiers was not only that they spoke a funny sort of English, spattered all over with 'Heys' and 'says' and children were referred to as 'buddies', but that they seemed to have

an enormous store of money at their disposal and were provided with enormous quantities of food to eat. They were however, at least to we children living in the area at the foot of Castle Hill, very generous. Their ration wagons, long narrow carts drawn by four mules, moved up through Castle Street to Victoria Park where some of the troops were quartered and then on to tented camps at Broadlees and next to the Naval Air Station on the road to St. Margarets. The ration wagons were usually piled high with cases, tins, jars and every sort of container, and mountains of sacks of potatoes. These things seemed to have been loaded in any old fashion and the stacking was precarious, to say the least. On top of all these packages, and even more precariously perched would be four or five 'Doughboys', as I remember they were called. As the wagons moved along the street various items would providentially fall off, always, it seemed, just where a little knot of children were standing watching. The frequency with which seven-pound tins of corned beef fell off kept us busy running off home with our 'findings'. Though I remember the corned beef more vividly than anything else, many other very desirable items 'fell off' as well.

At the time the Americans were here Castle Street was a water-bound macadam road with a high element of chalk in its surface mix. The camber was very high and the tilt it caused must have contributed to the ease with which items 'fell off' the American ration wagons.

The American soldiers quartered in Victoria Park were often 'confined to barracks' and would sit on top of the long wall that runs on the left of Castle Hill Road and would throw dimes and cents down to us, who, eager and delighted, scrambled for them.

MERRIL: *Of the sights and scenes you remember most, some are dramatic and others more mundane. There is such a contrast between some of these perhaps you*

could describe several different ones. One aspect of this which I find interesting is the way in which the children of the town could observe so much, unnoticed and unchecked by adults. Let's start with the De-lousing station on Castle Hill.

BUDGE: The De-lousing station was at the left-hand corner of the turning off to Canon's Gate where there was a fairly large open space, much like a shallow open bowl. At the present day the space is filled with nine or ten sycamore trees developed from random seedlings that grew in later years as a result of the neglect of the War Office. From 1916 onwards the space was occupied by two corrugated iron covered buildings and from one of them a tall black chimney belched forth smoke (and ashes) most of the time. The building with the chimney was the boiler house and was connected to the other by a number of pipes of varying diameters, all with leaking joints from which much of the steam escaped. Troops returning from France marched up Castle Hill to the station, undressed 'down to the buff' outside the larger building and then their clothing, their boots, their webbing, everything portable, was put into a large sack which was thrown into the building through an open door.

The men were then formed up in fours and were marched, naked as they were, the few yards to the other building, which they entered. The door was closed upon them and they were then disinfected by sprays of, I presume, diluted carbolic acid. I can still smell that carbolic! They then passed into a hot steam chamber and we assumed on their re-appearance that they were louse-free, but I rather doubt it. One could see them picking over each other in their search, as one can only imagine, for further lice, though, perhaps, they might have been dead ones. Soon after this their clothing was returned to them and they put it on. There was a lot of laughter and ribaldry because much of it had shrunk, especially the underwear, and the boots in most cases had been

subjected to such heat that the leather had lost any suppleness it might have had. The soldiers were then marched off to wherever they were to be barracked or billeted.

This was just one of the non-belligerent activities that as children we often hung around to watch, especially on the hills and open spaces around the town. Soldiers were everywhere and none paid attention to us, nor we to them.

MERRIL: *I can see why no one would be concerned in children seeing that. They might have found it amusing, but I am surprised that you were able to get close enough to see the sufferings of dying and wounded men being brought ashore at Dover, for instance after the assault on Zeebrugge in 1918.*

BUDGE: In talking to you about this incident I think I may have misled you. The wounded were landed at as many places as possible so that they could be attended to without delay and a relative few were landed, from smallish boats, on the Promenade Pier (under Admiralty command during both world wars) and as far as the Zeebrugge affair is concerned these were the only ones I saw. Some were crying out in pain and others lay motionless on the stretchers as they waited to be put into the ambulances. I stood in the garden of Mr Fred Kennett, a friend of my father's, next door, on the NE side, of the pre-war R.C.P. Yacht Club on Marine Parade. In no way could the public have watched the landings of survivors and casualties on the Admiralty Pier but it was possible to see the damaged ships alongside the Admiralty Pier through the open iron-work supporting the shoreward section of the Prince of Wales Pier and we could see the stretcher cases being lifted ashore by the huge cranes that lifted them thirty or forty feet into the air.

After the wounded had been dealt with the other survivors came ashore and then some time later a convoy of lorries took the bodies of those who were killed in to

42 the Market Hall in the Market Square which had been cleared and prepared to act as a mortuary. I can still see the area being hosed down to dispose of the blood and little bits and pieces that ran or fell off the stretchers. For many years it was impossible for me to go into or near the Hall without sensing again the nauseating stench of violent death, and the ultimate neglect and desecration of a building used for this purpose in the aftermath of such a valiant enterprise has always been a matter of great concern to me.

Later, with a great number of the townspeople, I watched the funeral of these men. The coffins were put on army lorries, eight on each, I think, and covered with Union Jacks. I had never before seen a military funeral with a guard party. The guard was drawn up in two lines across the Market Square and along the length of Castle Street. They stood a yard apart with arms reversed, the muzzle of the rifle resting on the toe of the right boot and the funeral, with its naval and military escort, passed between the lines on its way, at slow march, via Maison Dieu Road (where a normal marching pace was assumed) to St. James's Cemetery.

MERRIL: *Obviously this is the kind of memory which one never forgets. Another is the tragedy of H.M.M. Glatton. In this instance I understand you should never have been on the sea front to even see the details of this event.*

BUDGE: H.M.M. Glatton caught fire in September 1918 after an on-board explosion as she lay in the harbour at the north-eastern end of the outer line of buoys, where she had been moored to minimise the danger that her cargo could present to other naval craft. Much effort was made to rescue the crew and small ships and little boats went as near alongside as possible to pick them up. I know that fire-fighting and rescue parties from other ships went aboard, that one magazine had gone up in the initial

explosion and that a second magazine had been flooded. But the valves to flood the after magazine could not be reached and it was eventually realised that it was not possible to save her and, with the considerable store of live ammunition still aboard, she presented an enormous hazard to the other ships in the harbour, to the harbour walls and to the town itself. On the orders of the Senior Naval Officer of the Port, Admiral Sir Roger Keyes, in order to avoid an even greater tragedy, she was torpedoed. She quickly capsized and lay in the harbour, nearly upside down, for some years and was treated locally, though not officially, as a war grave.

I was able to see much of the "Glatton" incident from behind a hedge in the front garden of the house at the eastern corner of Marine Place and Marine Parade, Marine Place being a continuation of Woolcomber Street, across Liverpool Street, to Marine Parade. I was on the Sea Front with a friend who lived in St. James's Street. 'Boney' Liddon was his name and I think he became one of the lifeboat crew. With fixed bayonets soldiers cleared the occupants from the houses on the Sea Front and townspeople who had gathered there at the sound of the first explosion were forced off the Parade. The soldiers then lined the footpath in front of the houses; each had a small pack on his back and wore a steel helmet, all had a rifle but by then bayonets had been unfixed. They were spaced at about two metre intervals all along the Front and they stood 'at ease' with their backs to the sea.

'Boney' and I had seen the smoke and the light of the flames when the ship caught fire but as everybody was 'shooed' off the Sea Front we didn't see the torpedoes fired, or the resulting explosions. I would think it was the noise that drew us back towards the Sea Front, inquisitive to discover what was happening. Perhaps the soldiers near Marine Place were short-sighted or perhaps they didn't care, but we were able to creep along close to

the house in Marine Place until we got to the front garden of the corner house where Marine Place joined Marine Parade. A cast-iron fence enclosed the garden and near the house one of the uprights was missing and that space allowed us to squeeze through to hide ourselves in the thick privet hedge which was a feature of most established and fenced gardens in those days. We peered through the hedge, not more than three or four metres from the soldiers and we saw what we were not intended to see. The screeching, writhing, badly burned men were brought ashore on the Promenade Pier just a little off to our right and sou'eastwards. This picture and the one of the Zeebrugge aftermath, will be with me always.

MERRIL: *Thank you for describing these happenings in such detail, as I said before, this, to me, is the stuff of "real" history. You were at the impressionable age of ten years and obviously these events will always be indelibly etched on your memory. I think this is one intriguing aspect of memory. The*

mind retains certain sounds, sights and happenings which remain with us forever, while other events of the same period are remembered only vaguely, or forgotten completely.

Budge: I remember there was an enormous 'Peace Treat' in Connaught Park - that would have been in 1919. I do remember that the weather was good. Most of the details escape me, but there was a long slide down the grassy slope from the top path - whether we slid on mats or a simple kind of sled I am not sure - but the long slide was exhilarating. I do remember there was so much to eat! - it made a great impression on me. There were also street parties, where the streets, in many cases, appeared to be decorated with more Union Jacks than there were children.

I have been told there was some form of Victory Parade but I have no memory of it though I do have some pictures that prove that a Victory Parade was indeed held in the town.

This picture of the Promenade Pier was taken in 1909 (during the building of the national harbour) but throughout 1914-1918, when it was used by the Royal Navy, there was no significant change.



from Budge Adams's slide collection

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With the co-operation of Members we will again be able to supply "Cordex" Binders for the *Newsletter*

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See page 30 of this issue, at **X**, for the details

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THIS AND THAT

— DOVER CHAT

In this issue, as usual, there are some alterations in the advertisements. I hope members read the adverts. and support our advertisers, as we regularly remind you to do so. The main one to note this time is for the coach and taxi service at 53 Castle Street. The offices used to belong to Britannia Cars and Coaches. Now the firm has divided into two concerns ; one is Britannia Coaches, specialising in mini-coach hire; the other is Heritage Taxis, which has kept the old telephone number. Both firms have taken advertisements in The Newsletter, starting with this issue.

Another change is in the advertisement for the Pines Gardens and Museum, at St. Margaret's Bay, bringing it up-to-date with this summer's opening times.

Also members may have noticed the new advert. in Newsletter 27 for Elham Antiques, High Street, Elham. Perhaps many of you have visited the shop by now. It is a new venture of Lyn Clackett's, a Dover Society member, who also has The Warehouse in Queens Gardens, Dover. Lyn has moved all the pine, oak and mahogany furniture to Elham, where she also stocks silver, glass and kitchenalia, while the architectural antiques, like baths, brackets, fireplaces, etc., remain in Dover. The shop at Elham has a lot more space and there is a wide choice of antiques.

Please also note that the advertisement for Three Castles Antiques of 3a Victoria Road, Deal, is now changed to Fordham's and has a different telephone number. I know one member told me she had tried to contact this shop on the old number, without success.

About a dozen of our members volunteered to help Kevin Gubbins with a town survey he is conducting for the Chamber of Commerce and Town Centre Management team. Each of the volunteers chose one street in Dover to distribute survey forms.

Talking of volunteering brings me to another point for discussion. On the latest application forms there is a space which members are invited to complete, offering their help in various ways, such as projects, surveys, social, writing, etc. I have already recruited several contributors for the Newsletter in this way. However, I feel that many of the members who did offer help in other areas may not have been contacted yet and we hope to talk to them in the near future.

For long-time members who did not fill in the new type application form, if you wish to offer help in any of the above areas please contact me and I will put you in touch with the relevant committee member. By the time this Newsletter is printed, we will have held the March Member's Meeting , where members also have an opportunity to discuss contributions.

Now that our membership maintains a constant level of well over 400 members, we hope more individuals will be interested in taking on some of the work of the Society. Some may like to do this only occasionally, like running a raffle at one meeting. Others may like a greater involvement.

So - if you are one of these people, please let us know.

EDITOR



APPLICATION for MEMBERSHIP

Date / /

If Renewal, MEMBERSHIP No. please

Please tick as appropriate

NEW RENEWAL FULL JOINT

NAME (Mr/Mrs/Miss/Ms)

ADDRESS.....

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I/We agree to abide by the Constitution of the Dover Society.

Signed (1)..... (2).....

(A copy of the Constitution may be read in the Reference Department of the Dover Public Library. It is based on the model constitution published by the Civic Trust)

MEMBERSHIP: Individually - £6 annually. Joint Membership - £10 annually

Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary; Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would please complete this section.

I/We could sometimes give practical help with the following. (please tick boxes)

- SOCIAL EVENTS
- PROJECTS
- CLEARANCE WORK
- PHOTOGRAPHY
- *SPECIAL INTERESTS
- *PROFESSIONAL OR TECHNICAL EXPERTISE
- WRITING REPORTS
- REVIEWS
- ARTICLES
- SURVEY WORK

** Please give details on a separate sheet of paper*

If you have changed your address since your last subscription payment please tick this box and please tick the next box if you are willing to assist, occasionally, with the distribution of the Newsletter.

PROGRAMME

APRIL 28

Monday 7.30

Members only

ANNUAL GENERAL MEETING

Speaker: Mr P. Bennett, Director of C.A.T.
on **"THE TOWNWALL STREET DIG"**

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MAY 17 - 29

DOVER FESTIVAL. *Theme:* "NEW HORIZONS"

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JULY 19

Saturday

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FURTHER DATES

September

October 20

November 17

May 17 13

DETAILS IN AUGUST NEWSLETTER

Visit to Buckingham Palace

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