

The
Dover
Society

Newsletter

No. 42

December 2001



The Old Bull Inn. This was the first official stop for coaches setting out from Dover to Canterbury



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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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, archaeology, 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, Pineham, Priory, River, St. Radigund's, Town & Pier and Tower Hamlets.

All members receive three Newsletters 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



SEASONAL GREETING TO ALL OUR READERS

The next meeting is the Christmas Feast at Dover College Refectory on Saturday, 15th December. If you have not booked there is still time to do so. Ring Joan Liggett on 214886. Lillian Kay is organising the entertainment and we hope to have our usual good attendance.

The programme for 2002 is detailed, as usual, on the inside back cover. There is only one event between this Newsletter and the next which will need an application form. This is the Wine and Wisdom on 18th February. Forms will be available at all indoor meetings or by can be obtained by phoning Joan Liggett.

Dates have been fixed for the summer outings for 2002 and details of these will be available in the next Newsletter. In cases where the bookings are finalised earlier, application forms will be available at indoor meetings in March and April, as they were in 2001. Before this we will circulate lists at the November meeting to gauge the level of response for the outings to the Globe Theatre in June and the Portsmouth trip in July. We did this last year before proceeding with the bookings for the trips on the Pocahontas and to Zeebrugge and Brugge.

These trips were immensely popular, as you know, and were fully booked. There are accounts by members of the three summer outings which have taken place since the last Newsletter and also of the first meeting of the Autumn on 15th October, when the three speakers were James Summerfield, Deputy Town Clerk, Diane Smallwood, Mayor of Dover, and the Earl of Guilford.

At the October meeting we were delighted to see Ivan Green, signing his new book, *Dover and the Monarchy, from Conquest to Glorious Revolution*. This is Ivan's 23rd book, which has been produced by the Society, edited and presented by Merrill Lilley and Derek Leach.

Details of the book are given here on page 35, together with those of Joe Harman's book, *My Dover*, which appeared in September and Peter Burville's book, *The White Cliffs of Dover, Images of Cliff and Shore*, which will be ready at the end of November.

This Newsletter contains the usual reports on Projects, Planning and Membership News. The Projects teams are continuing their good work but need some more helpers for the Saturday group (ring Hugh Gordon on 205115 if you would like to join them). Sheila Cope has good news for us in her report. The Society can benefit greatly by claiming back money already paid by all of us as taxpayers, as Sheila explains. Please help by returning to her the form enclosed with this issue - the sooner the better.

This time we have four articles of general interest, two by our regular writers, Jon Iveson and Ivan Green, and two by new contributors to the Newsletter, Bob Hollingsbee and Lorraine Sencicle. We hope you will enjoy them.

From time to time I have offers of articles from members on topics of local interest and they sound really interested in contributing and promise to send the articles for the next issue. Then the copy never arrives. This is a mystery to me. If you are one of these members, please get back to your desk or PC and finish off the article. We would love to publish it!

Welcome to one new advertiser, member Marian Short, of Serendipity in Deal, which specialises in antique Staffordshire and Quimper. Think of some of our advertisers when buying your Christmas presents. Culver Gallery in Dover have great new calendars again this year; Castle Fine Arts for pictures, prints and drawings; Elham Antiques, Serendipity and Alan Fordham for antiques and Alan also sells antiquarian books. And remember Blakes, Cullins Yard and The Cabin for your festive meals.

With thanks, as always, to all our contributors, advertisers and distributors.

Wishing all our members a happy and prosperous New Year.

Editor.

DEADLINE for contributions

The last date for the receipt of copy for issue 43 will be Monday 18th February 2001. The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Accurate fully proof-read copy on computer discs is acceptable; please ring 01304 205254 to discuss details.

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The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

DOVER DISTRICT COUNCIL'S REPLY to our strictures on recent additions to Dover's architecture was cogent. The Council is constrained both by legislation and by market forces and opinions are subjective. Woolworth's is arguably better than the GPO which it replaced and London Road has unquestionably been improved. The prospect that the Bargain Centre eyesore will be demolished and replaced by three shops with maisonettes above is heartening indeed and we cannot pretend to be surprised that more aerials will appear on Burlington House roof. They help to pay the rent.

We are pleased that Dover will not have an elected mayor. As to the decision that future decisions will be made by the 'cabinet', we do not anticipate much perceptible difference. We are participating in the East Kent Area Investment Framework and in the Community Strategy Regeneration Board. The good intentions are admirable but there are no new resources. The September 11th atrocity has not improved the prospects. The same is true for the Kent County Council Vision for Kent. We look forward to the competitive proposals for the St James and York Street Areas.

Dover Town Council continues to applaud the concept of Buckland Village but will leave further initiatives to others.

We rejoice that Kent County Council has rejected the Astra proposal for a refuse incinerator at Richborough and will not countenance any alternative application for that site.

We have supported Dover Town Centre

Management in its dispute with Dover Town Council and are pleased that increased funding will continue for at least two more years. On the other hand we have backed the Town Council on a miscellany of matters concerning roads, traffic management, bus services... etc.

We are pleased that Dover Harbour Board, at the suggestion from our member David Atwood, is collaborating with Astor School to refurbish the plaque on the Prince of Wales Pier and that the YMCA plaque at the Gateway may also be refurbished. We continue to await details of the proposed Watersports Centre on Granville Gardens and suspect that the Westport Plan, if and when it materialises, will be wide open to environmental objections. We also continue to await the trial of Operation Circle which will divert excess traffic on Townwall Street to the Guston roundabout and back to the Docks.

We think that the fears of the Western Heights Residents' Association of new housing proposals may be unnecessary. Not only has Dover Town Council contributed handsomely to their funds, it is inconceivable that Dover District Council would give planning consent, which they refused some years ago, in a Conservation Area but were defeated by an appeal to the Minister after houses had been built. If necessary, however, we would support their fight. We successfully appealed to the Parliamentary Ombudsman against the Home Office philistinism for spoiling Dover's skyline with an insensitively obtrusive residential building.

Eye have a spelling chequer
 Witch came with my pea see
 And plane lea marques fore my revue
 Miss steaks I mite knot sea.
 I've past this poem threw it;
 I'm shore your pleased too no
 Its letter perfect in it's weigh
 My chequer tolled me sew.

Contributed by Leo Wright

The Philomena Kennedy Memorial

AN UPDATE By Jeremy Cope

In the last newsletter it was suggested that the most appropriate memorial would be based on a work created by Philomena. Members were asked for ideas on the whereabouts and availability of any such works of art.

We received three responses. Gordon King very generously offered two original items, the first a landscape of Tuscany and the second a collage based upon violins. The collage was presented to Gordon's late wife, Elsa, on the occasion of her retirement as Deputy Head of the Girls' Grammar School. It seems particularly fitting that the collage should form part of the memorial; something of a return journey.

The school has now seen the pictures and is very happy with them. We are in the course of discussions with Mrs Thompson and the Art Department to finalise the remaining details in time

for the first award of the 'Philomena Kennedy Prize' in June 2002. Members will be kept informed of progress.

I would also like to thank our members Mrs Sheila J Cope of East Cliff and Jack Woolford who also made generous offers of pictures.



Gordon King with the two pictures

MEMBERSHIP NEWS

DECEMBER 2001

Members are no doubt aware that when sending money to charity we are now asked to sign a declaration confirming that we are taxpayers. Then the charity may claim back 28% of our contribution which we have already paid in tax. The Society hopes to take advantage of this concession and has now received permission from the Inland Revenue. This Newsletter includes a letter to all members asking them to sign a statement if it is relevant to them. This means that all subscriptions and donations paid since April 2000 are eligible for the tax to be paid into the Society's funds. Doing so will not involve members in any cost, it is the Chancellor of the Exchequer handing back tax that is already lost to them. We have now adapted our application forms. Of course there is no obligation to participate but if all members who are taxpayers do so then it will make a significant contribution towards the production costs of one newsletter each year.

With subscription payments for the year virtually complete we number 415. Among our latest batch of new members are some who came first as visitors on an outing and then wished to continue. We welcome - Mrs P Crawley, Mrs P Allen, Mrs M Carney, Mrs M Porter, Revd. J Lines M.B.E., Miss B Jones, Mrs M Griffin, Mrs P Hooper, Mr and Mrs J. Watson, Ms. J. Whiteley.

Sheila Cope

PROJECTS : Update

HUGH GORDON, Projects Co-ordinator

COWGATE CEMETERY

This is the Society's current major project.

Progress so far - The Dover Society, having taken on responsibility for the clearance of two of the eight plots that constitute the cemetery, has now cleared much of the self seeded underbrush and 'Spindles' which had overgrown large areas.

Most of the work achieved is a credit to 'The Thursday Team' under the very enthusiastic leadership of Jeremy Cope (who bribes them with tea and biscuits) but, unfortunately, for various reasons, (possibly no tea and biscuits!) 'The Saturday Team', after a good start, has faded somewhat and it now looks as if we may be asking for more helpers for Saturdays. (Ring Hugh Gordon on 205115)

The plan is to allow the grass to grow to hay (hay meadow treatment) after initial autumn and spring cuts. Although the former clearance was done by hand, we will be allowed to use trimmers in future, if we can lay our hands on some petrol driven ones. All offers of loans will be gratefully received!

There is now a large quantity of brushwood etc. to be burnt. This will have to be carefully controlled in order that neither the adjacent hillsides, nor local residents are set alight. Discussion is on the agenda, with Paul Hadaway of the WCCP as to how and when this might be done. The Fire Brigade also need advance warning of any proposed bonfires and the wind will have to be taken into consideration, again, keeping the local residents in mind.

The Project looks as if it will continue for a long time to come.

RECORDING GRAVESTONES

The team recording gravestones has done a lot of preliminary work, finding out what records are available for the cemetery. The District Council has a full register of burials but no plan, so graves cannot be easily located, if at all. Now, after some sterling work by Joe Harman and Ian Murton, the pattern behind the numbering of grave spaces is beginning to emerge, despite a number of anomalies such as two top rows in one plot both numbered from 1 to 21! The team has got down to recording inscriptions in plot 2, where these are still legible. Some work was done on another plot in the 1980's, but this is incomplete and it will clearly be a long hard task to get a complete record of all the legible stones left in the cemetery. To this end, more volunteers were sought at the October meeting of the Society and renewed efforts will continue over the winter months. Other volunteers should telephone Lesley Gordon on Dover 205115, to hear how they may be able to help.

Dea Editor

I av a letter from pruf reder, May Jones

Dea Jak

I injoid yor artikel on ze Euro. It woz veri interesting.

It mit be difikult for pruf reding tho. I hop ziz speling konformz to ze roolz Yorz sinserli (trooli)

OW shud I anser to this korskpndt?

Yorz ferfuli, Jak

Autumn Conference

"Water, Water Everywhere..."

Jack Woolford

Hosted by the Weald of Kent Protection Society the KFAS Autumn Conference at Bethersden on Sept 22nd could not have been more topical. It was also untypical in being addressed by no less than six experts who, instead of delivering seven opinions, were virtually unanimous.

Graham Warren of the Environment Agency said that Kent's recent flooding was unprecedented since records began in the 1760s, yet in the 1980s and early 90s hosepipe bans were the topic in a ten-year period of unprecedented drought. Experts had warned of a prospective climate of increasing extremes. Three quarters of Kent's low rainfall was lost by evaporation. Water resources should not be taken for granted, good housekeeping was essential. Half was abstracted for industry, agriculture and public supplies. The rest was left for nature - springs, streams, wetland areas.

Kent mainly depended on ground water from wells and boreholes from the North Downs. Rainfall income was beyond control but rainfall expenditure could be regulated by flood control and water supply reservoirs, and by controls on consumption. People were now prepared to pay more for environmental maintenance but demand was rising with economic growth, population growth, more domestic water appliances and gardens, and lower house occupancy. Although metering, leakage control and more prudent habits reduced consumption the trend was upwards by 1% per annum. In the next decade the Environment Agency would improve flows in the Darent, the Little and Great Stours, and the Dour.

Climate change had always been with us via vulcanicity, orbital wobbles and

asteroid impacts as well as man-made changes, notably in CO₂ emissions which had caused temperatures to rise especially since 1920. Rainfall had fluctuated less. The consensus of informed opinion for the SE was wetter winters and hotter, drier summers. Abstraction would have to decrease because evaporation losses would increase. Consequently, so must water recycling.

Dr Elizabeth Street, formerly of KCC and now a consultant and member of the Kent Flood Defence Committee, said that planners had been wrongly blamed for last winter's floods for building too many houses on the Upper Medway Catchment Area flood plain, which stretched into E. Sussex. From the 1970s the Environment Agency had stipulated that all houses should be two-storeyed in case of flooding. Property owners were also responsible for their own flood protection but local authorities had frequently refused planning permissions on flood plains. Unfortunately the barrier provided at Yalding could not cope with 100 cubic metres of water per second which was unprecedented. Climate change could have been to blame. Only a dam, which would be very expensive, would be adequate. Land left as formerly, for winter meadows (and ice-skating) would help.

Graham Setterfield, a non-executive director of Mid Kent Water, spoke of the national perspective of water resources. Water and sanitation differentiated civilisation from the Third World. Here in the UK regulation was strong. Since the privatisation in 1989, the Environmental Agency, OFWAT (economics) and the Drinking Water Inspectorate had strengthened regulation of water quantity,

8 quality and waste. The twin tracks of demand management and resource development had to be balanced and because developing new resources was very difficult, the priority had to be demand management because there was not any more water. This meant metering and tariffs, 10,000 meters had been installed since April 2001. In 2000, OFWAT had reduced prices by 15% which may have given a wrong signal. Restrictions, though disliked by suppliers, were available. The Bewl reservoir was an environmental improvement but took 25 years to achieve. Leakage control was the highest in the world and public tolerance of hose-pipe bans was very low. People bathed rather than showered or showered for hours, bought multi-bathroomed houses and made the 'instant' water-hungry gardens popularised on TV. The government lacked a policy on water. Ashford's housing projections were frightening.

Richard Alderton, Strategic Planner for Ashford Borough Council, said that although the government was consulting very widely with a host of authorities and interests, there was no planned figure for Ashford's 'sustainable' growth or its location, but with Milton Keynes, Stansted and Thameside, it was one of the hot spots

to accommodate the envisaged growth of the South East Region. Water, as well as land, was crucial but the government spoke with forked tongue. Reduction of the cost of water was a recent example. Ashford Borough Council would like to be in control and had commissioned many environmental, economic and social studies to be completed by Xmas 2001. Then the Ashford population must be asked what they would like, bearing in mind the changes of the last twenty years. There would inevitably be a great increase of waste water. Designated AsONB, and SSSIs, etc, were untouchable. The flood plain defences had worked extraordinarily well against the recent storms, and the resultant lakeside walks offered an alternative footpath to pedestrians. However, weather appeared to be getting worse. We must therefore use less water and use run-offs more sensibly.

Other speakers for Mid Kent Water and the Kent Wildlife Trust concurred. The agreed scenario was of increasing consumption, increasingly uncertain supplies and the necessity for strict control of consumption. There was no national policy and to have permitted the recent reduction of the cost of water was criminally irresponsible.

The October Meeting

reported by Tessa George

At the first indoor meeting of the Autumn, on October 15th, we had three speakers. For the first part of the evening, James Summerfield and the Town Mayor, Diane Smallwood, collaborated with talks on the subject of 'Town and Gown'. After the interval, the tenth Earl of Guilford gave a talk about his family and his estate, Waldershare Park.

'TOWN & GOWN' THE ROLE OF DOVER TOWN COUNCIL BY JAMES SUMMERFIELD

As Deputy Town Clerk, James Summerfield supports and deputises for the Town Clerk, Robert Bailey, who, as the

Proper Officer (a legal term) of the Council, is under a statutory duty to ensure that all the Town Council's functions are properly performed in accordance with the relevant law. He is required, for example, to give appropriate notice of Town Council meetings and of

vacancies on the Town Council and so forth. As a member of the Town Council's administration his role is non-political. He is expected to assist the Town Clerk and councillors in advising the council on, and helping in the formation of, the Town Council's overall policies and to provide all the information necessary to enable the Town Council to make effective decisions.

Prior to the formation of the Town Council, governing bodies were Dover Borough Council in 1974 and the Charter Trustees. Many people held, and still hold, the view that the lack of truly local government in the town for more than 20 years has had a considerable effect on the development of Dover and possibly also on the attitudes of some people in Dover towards their town. The former Charter Trustees and many local organisations, including the Dover Society, lobbied strongly for the reinstatement of local government in the town and the turning point in this campaign was the review of the structure of local government in Kent carried out by the Local Government Commission for England in 1993. As a result, the Town Council came into being in early 1996, when the town was granted parish status. The Commission recognised the strength of local feeling and recommended that Dover (along with Deal, Walmer and Great Mongeham) be granted parish status. The Dover Society played an important part in ensuring that the recommendation was for a single parish of Dover, rather than the town being split into several parishes.

So what exactly is the Dover Town Council? It is an entirely separate, autonomous unit of local government with two main roles; community representation and local administration. Dover Town Council has 16 elected members, two for each of the eight wards of Barton, Buckland, Castle, Maxton & Elms Vale, Priory, St. Radigund's, Tower Hamlets and Town & Pier. River and Whitfield have their own parishes.

Representing 28,000, with an electorate of more than 21,000, the Council meets approximately every six weeks. It has four committees, dealing with planning, town and environments, twinning & civic functions and finance and general purposes. The presence of members of the Dover Society has been both consistent and encouraging.

The Town Council is required to hold an annual town meeting which is a forum where all the electors of Dover can, once a year, make their views known directly to the town councillors and to propose initiatives. This year's meeting in April could not, unfortunately, go ahead as it needs the attendance of at least two electors of Dover and the required two did not turn up.

Three full-time staff support the council and the offices are located at 69 Castle Street. The Town Council has only one statutory duty placed on it and that is to provide allotments where there is a demand for them in its area.

There is a substantial body of legislation, primarily in the Local Government Act 1972, giving the council powers to carry out a wide range of functions. They are; to develop and improve knowledge of the arts, maintain footway lighting, provide litter bins and support anti-litter campaigns, provide and manage car and cycle parks, provide public entertainment, maintain public parks and appropriate facilities and has the right to be notified of relevant planning applications and to make comments which the planning authority must take into account. It can also make grants to voluntary organisations and encourage tourism. Expenditure can be granted if it will be for the benefit of some or all of the citizens of the town.

'What has the Town Council done to date?' asked our speaker. It has represented the views and interests of the town. Through its Planning Committee, it has examined and commented on every planning application affecting the town,

10 amounting to perhaps 25 applications per month, representing at least half of all applications considered by the planning authority, the Dover District Council. The Town Council is consulted on all applications for justices and public entertainment licences and for street furniture and trading consents affecting Dover. It has made appointments to the governing bodies of most primary schools in Dover. It has made representations to numerous organisations about matters affecting the town, to all the relevant agencies, including the Department of Transport, RailTrack and Kent County Council, about the effects of traffic on the town, to the East Kent Health Authority and the South East Kent Community Health Council about plans for reduced services at Buckland Hospital. It has also informed the Home Secretary about the effects on the town of the criminal activity known as 'bootlegging' and, of course, the problems of asylum seekers.

The Town Council has developed many partnerships with the other key organisations, in particular, with the Dover District Council, Dover Town Centre Management, the Chamber of Commerce and Industry and finally, but certainly not least, the Dover Society.

Considerable support has been given to the Dover Regatta, which now attracts some 20,000 visitors each year to Dover's sea front, providing an enjoyable weekend of sport and spectacle for all the family. This event has become Dover's largest single event and local charities have benefited by more than £6,000.

An active and responsive Town Council requires a wide input from the community, both from individuals and from organisations. The Dover Society continues to play its part through making its views known to the council and through working with the Town Council for the benefit of Dover. The result of this co-operation has already produced a number of benefits.

THE MAYOR, MRS DIANE SMALLWOOD

Mrs Smallwood commenced by saying that she had been the Deputy Town Mayor for the past year, working closely with the previous Mayor, Councillor Gordon Cowan, so not only had she served her apprenticeship but she was now half way through her term as Mayor of Dover, an office with a history of over 900 years.

During the five years she served as a Town Councillor she had seen the Town Council develop its role of community representation and local administration. In the early days, most of the effort went into establishing administration. This was followed by a period when the Town Council started to undertake larger scale projects such as the establishment of the annual Dover Regatta and, with the stimulus of the Millennium Year, providing Pencester Pavilion, Music 2000 and Picture Dover. Now the Town Council was poised to take another large step forward as a result of the recent land purchases that would provide significant amenity and recreational areas for the people of the town. These were the land at High Meadow and the sports ground at the Western Heights and working parties were being established to formulate plans for the best use of these facilities.

The Mayor especially wanted a ten-pin bowling centre in the town, which she hoped will be accommodated in the St. James' area. She would also like to see a casino in the town. With the new hotel on the sea front just opened and another in the pipeline, she felt that a casino would attract many visitors, especially from cruise liners.

She said that the Town Council would continue to support and pursue other projects including the Dover Heritage Economic Regeneration Scheme, the regeneration of other parts of the London Road; the provision of major amenities for the community on land

between Tower Hamlets and St. Radigunds.

The Mayor was Chairman of the Twinning and Civic Functions Committee and the civic and ceremonial side of the Town Council's work would be particularly important to her during the coming year. With the agreement of the Royal Marines Association, the Town Council was arranging for the Grappling Iron from HMS Vindictive, which was involved in the Zeebrugge Raid in 1918, to be moved to a spot near the War Memorial next to the Town Hall.

The Mayor then enumerated other achievements of the Town Council in its relatively short existence. It had helped to establish a roller-blading park in Pencester Gardens, helped in the establishment of the Dover Youth Council, facilitated the establishment of community and residents' associations in the town, had combined with Dover Museum in producing Picture Dover and the Dover Patrol/Zeebrugge Raid Exhibition; promoted the development of water sports in Dover including the organisation of the Dover Regatta. It had also supported a tourism strategy for the town, an essential part of which was the publication and distribution of 50,000 copies of the official Dover Visitors Guide, produced and updated each year. The Council had commissioned Dover Music 2000, a major musical work for the town in which all sectors of the community were able to participate. They developed a programme of traditional summer Sunday afternoon band concerts in Pencester Gardens and supported the Pavilion's first open air play, the Dover Youth Theatre's 'A Midsummer Nights Dream'. Next year Dover would have the honour of the Speakership of the Cinque Ports.

The Mayor ended by reminding us that the council offices are accessible to all, as are our councillors. We were encouraged to voice our opinions and desires to them.

EARL OF GUILFORD, SPEAKING 11 OF HIS FAMILY AND FAMILY SEAT AT WALDERSHARE PARK

The Guilford family has been at Waldershare Park from the middle of the eighteenth century, when the estate came into the family by marriage. The seat of the Earl of Guilford was created in 1752, (the dropping of the d' was a clerical error which, once established, survived). The first earl, Lord North, was an eminent royal. He was the father of Lord North, the Prime Minister who had the unpleasant task of leading the British forces in the American War of Independence. Over time, some people said he was a very weak man and others said that he was one of the nicest people one could wish to meet.

The present Lord Guilford's grandfather served in the Second World War. His is a sad story. One day, before going back on active duty, he was in Sandwich with his wife and sister, walking on the beach, when he stepped onto a landmine that blew up, killing him and his sister. His wife survived and his young son, aged eight, became the ninth Earl of Guilford. Because of the vastness of the estate, the death duties were enormous, necessitating the sale of 2,000 acres of land at Sandwich Bay. The ninth earl then spent the war years at another family estate in Sussex. He returned to the estate at Waldershare in the early 50s and attempted to revive it. He decided he would not take an active part in the House of Lords but did take his seat and make a maiden speech. His support went to The Royal Society of St. George and the World School for the Deaf. In 1956 the earl married and he and his wife were active in the creation of the Dover Society.

The Waldershare estate was approximately 5,000 acres originally and generated an income of £5,000 a year. Over the years, it has reduced in size to what is now the hardcore of the estate, 1,200 acres, 600 acres being used for arable farming,

12 with an agricultural contracting firm doing the work. The parkland is all let out near the Gliding Club. There are fifteen properties on the estate, the largest of which was the Earl of Guilford's father's house. The tenth earl lives in what was the gardener's house (and which is apparently extremely attractive). As the size of the estate decreased, so did the number of staff -which is now down to four. Since the scheme for letting the properties on the estate was set up in 1987, there has been 100% occupancy, mostly by local people. The houses range in size from those with four bedrooms to a one-bedroom cottage. Old workshops have been turned into storage facilities for local firms.

Lord Guilford was educated locally. When his mother died in 1992, he was working for an insurance broker, which he felt stood him in very good stead for managing the estate. After his mother's death, his father found it hard to manage to work with renting organisations and so Lord Guilford returned from London and basically became the estate manager.

The tenth Earl of Guilford, leads a very different life than did his predecessors. He took his seat in the House of Lords in October 1999 but lost it when the House

was reorganised. Over the past ten years, he has vastly improved the estate, which even with improvements and lettings, only just breaks even. Other sources of income have had to be found. He is also an official driving instructor for Land Rover and Range Rovers and for a while taught Security Guards as drivers. In 1997 he became a photographer and, as his reputation has grown, has undertaken many assignments abroad.

One of the landmarks of the estate is the Belvedere Tower, built in the eighteenth century and designed by Lord Burlington of Chiswick House. It was built with three million bricks which were fired on site and which were subsequently painted white. It contains £6,000 worth of plumbing. Much of the lead from the roof was stolen in the 50s. There was a buy-back scheme in 1989 and Belvedere was to be restored and used as a conference centre. English Heritage was approached and was expected to contribute £750,000 but, unfortunately, the project folded and the tower remains derelict and unsafe, its future unsure.

"Waldershare Park is a popular venue for walkers who are always welcome.

"Please," said Lord Guilford, "come and walk at Waldershare."



Waldershare Park

River Thames Trip aboard *m.v. "Princess Pocahontas"*

by Capt. Mike Weston



JUNE 26TH DAWNED BRILLIANTLY sunny, hot and humid. Fifty members of the Society set off to Gravesend in order to board the small river excursion launch "Princess Pocahontas" for our exclusive use on a daylong river cruise from Gravesend to Chelsea and return. The vessel which was originally built and operated in Germany takes her name from the American Indian "princess" who died in 1617 on a ship off Gravesend and is buried in St. George's Church a mere stones throw from the West Street Pier where we boarded the vessel.

Setting off across the river we passed close to the Tilbury Riverside landing Stage, the departure point in years gone by of passenger ships to all corners of the globe and in particular for the P& O and Orient Line vessels with their many 'one way' passage emigrants to Australia. The landing stage now carries the logo 'London Cruise terminal', but even the cruise ships, which used this landing stage have now, in the words of our captain, mainly departed for other ports, "90% going to Dover".

Our journey from here started upstream and we were soon passing the

14 entrance to the Tilbury Docks, home in the past to ocean liners, now home to container ships, this being the Port of London's principal container port. Leaving Tilbury behind we rounded Northfleet Hope and ahead of us lay Greenhithe, which in years gone by was the home of the mighty Everad coasting fleet with their many vessels to be seen lying alongside, moored at buoys and being overhauled on slipways. Now not a ship in sight! Greenhithe was also once the mooring place for the training ship "Worcester" where many of the British Merchant Navy's officers did their initial training. This vessel has long since disappeared from the river scene. This lack of vessels and activity was the continuing theme throughout most of our trip. A once busy river, bustling with riverside industries and ships, employing many thousands of people, has now changed with changing times and 'progress', leaving this great artery devoid of ships and associated businesses.

Greenhithe astern of us, we approached the river's first fixed crossing, the Queen Elizabeth 2 bridge which dominated the skyline. Passing under the structure Purfleet's roll on roll off berths were to starboard and the

Littlebrook power station to port. Rainham Marshes, a gigantic and desolate landfill site appeared beyond Purfleet. According to our vessel's master, this site was one of several in Europe looked at by the Disney Corporation as a possible site for their European Disneyworld. In his words this did not happen "as dumping rubbish was seen as being more important by the local authorities". Barking Reach appeared with its big vacant spaces where at one time two large power stations Barking 'A' and Barking 'B' dominated the scene.

Aircraft could now be seen descending and ascending at regular intervals and this signified our approach to the old group of docks known as the Royal Docks. Now defunct as far as shipping is concerned, it is the site of the London City Airport. These docks, in days gone by, were usually full to capacity with ships, mainly British flagged, sailing to and from worldwide destinations. The entrance to these busy docks through locks into the King George V dock was in use night and day when tides were right. Now it is sad to see this entrance almost entirely silted up and in decay.

Proceeding up Gallion's Reach





Woolwich was passed with its link spans and vessels providing the long established free ferry service crossing. Ahead of us shortly after leaving Woolwich, one of the truly immense engineering projects of the last century hove in sight; the Thames Barrier. One of the greatest concerns in the management of the River Thames has been the risk of flooding. Its waters are rising at the rate of 2.8 feet per century. In the 1970's the Greater London Council settled on building this massive barrier at Silvertown, eight miles downstream of London Bridge. A line of piers from which are suspended ten mighty steel gates with their counterweights were erected across the river. The four main gates weigh a massive 3,000 tons each. They are laid face downwards on the riverbed and in time of a flood risk are swung up by electro hydraulic-machinery.

Once we had safely negotiated this barrier the skyline of London became more apparent. Ahead could be seen what appeared to be a circus 'big top'. It was of course the infamous Millennium Dome situated on Blackwell Point. Our commentator had a few choice

derogatory remarks about this government inspired folly and the sheer waste of money involved in its construction and operation. Passing the 'Dome' to port and the entrance to the old West India Docks system to starboard where the large Canary Wharf buildings dominate the skyline, we rounded the Isle of Dogs. In doing so we had fine views of the Cutty Sark in its permanent dock at Greenwich. Greenwich Reach followed by Limehouse Reach took us past many of the old warehouses, which for decades were served by myriads of lighters and small craft bringing cargoes from vessels discharging in dock systems downstream. Now they are no longer used as warehouses, but transformed into smart and very expensive riverside apartments.

Wapping with its various well known riverside pubs glided past to starboard and suddenly ahead of us was Tower Bridge, the first of the many bridges spanning the river through the heart of London. No need to raise the spans for "Princess Pocahontas" - she slipped easily under this famous structure and we were in the Pool of London with the



permanently moored World War II cruiser HMS Belfast to port and the Tower of London to starboard. Moored also in the Pool was the brand new, small but very luxurious cruise ship "Hebridean Spirit" on a public relations trip to London.

We now sailed under a succession of bridges: London Bridge, Canon Street Railway Bridge, Southwark Bridge, the new Millennium Footbridge (the 'swaying' bridge closed to enable the builders to correct a design fault), and Blackfriars Bridge. Many places, facts and points of interest (far too many to enumerate here), were explained in great detail by our very knowledgeable and articulate captain, as we sailed through the heart of London. Blackfriars Bridge was followed by Waterloo Bridge and the Hungerford Railway Bridge which take the trains into

Charing Cross station. Coming out from under Hungerford Bridge a splendid view was to be had of the London Eye, where a few weeks previously a number



of our Society members had enjoyed, on another very warm day, a trip on this great wheel with its spectacular views over London. Having passed the 'Eye' we sailed on under Westminster Bridge and were then presented with beautiful views of the Houses of Parliament. Lambeth Bridge, Vauxhall Bridge, Battersea Railway Bridge and finally Chelsea Bridge followed in quick succession. In Chelsea Reach with fine views of the Chelsea Royal Hospital "Princess Pocahontas" was expertly turned and we began our return trip to Gravesend seeing the various sights again but from a different aspect.

Passing Thamesmead we had the excitement of a very rare sight in the Thames, in fact so rare that its presence had made headlines in the national papers. A dolphin was seen swimming

alongside us. This animal had entered the Thames a few days earlier. The fact that a dolphin could survive in this part of the Thames testifies to how clean the river has become compared to forty years ago when the water was black with scum and nothing lived in it!

The trip continued uneventfully back to Gravesend. We have to thank the crew of "Princess Pocahontas" for an enjoyable and informative river cruise brought to life by an extremely knowledgeable and interesting commentary. For me, having spent some of my youth in Gravesend and having spent a lot of time on the waterway, it was particularly nostalgic. The superb weather which we enjoyed and which enhanced the trip was obviously ordered by our social secretary Joan Liggett!



Vines, Wines... ...and Railway Lines



by Richard Liggett

The title of the outing was a vote catcher in itself. On 21st July, a lovely summer day, we arrived, eagerly and too early, at the vineyard and had to await the arrival of our guide. This gave us a chance to sit in the sun over a drink!

After a gentle stroll around the vines, learning of the early struggles to grow a decent crop from one third of an acre to the present twenty-two acres. The grapes are mainly of German origin. The next stop was the winery, which has modern wine making machinery. Harvesting usually starts in October and bottling in March. Cider is also brewed, using locally grown apples.

A large ploughman's lunch followed. There was only one slice of bread, about half a loaf!

Our next port of call was the Kent and East Sussex Railway, which is one of the many railways built by Colonel Stephens. There is also a great collection of railway artifacts, including the world's smallest standard gauge steam engine, named Gazelle. This locomotive was used in Shropshire. It was wonderful to travel through the lovely Kent and Sussex countryside at a speed which left enough time for us to enjoy it, not forgetting the cream tea on the return trip. After all that eating my shirts have shrunk!

Arriving back in Dover, clutching our wines and ciders, we sounded just as if we had arrived off the ferry from France!

Day Trip to ZEEBRUGGE AND BRUGGE

1st September 2001

reported by Merril Lilley

THE COACH WHICH LEFT Pencester Road, Dover, at 6.30am on Saturday, 1st September carried 45 passengers, made up of about half Dover Society members and half who had booked through Dover Town Council, including the Mayor, Diane Smallwood, and the Town Clerk, Robert Bailey.

Travelling on Le Shuttle we made good time with only one complaint from passengers. The toilets at our end of the train were closed because they had not been cleaned. Apparently this operation is only performed at the Calais end of the line! Those in need walked the 17 carriages to the other end of the train.

We chatted or dozed through the flat French countryside into Belgium and arrived, slightly late, at our rendezvous in Zeebrugge, where we were greeted by our guide for the morning, Jean Pierre Van le Plancke, Secretary of the local society, Feestcomité de Brugge.

Our first experience was to view an array of gigantic dinosaurs at this year's annual Sand Festival on the beach at Zeebrugge. Visitors follow enormous footprints around the extensive display of sand sculptures. As well as actual dinosaurs, the sculptures include the 'King

of Rock, Elvissaurus' and the 'Queen of Pop, Madonnadont', while above them all towers a T-Rex dinosaur around 14 metres tall, (the height of a 7-storey building). Visitors wander at will around the paths, through the giant sculptures and children have an opportunity to try their hand at making their own creations in huge sand pits designed just for them.



Sand sculptures at Zeebrugge

Children can make their own sculptures





The T-Rex dinosaur

Joan answers questions



The sand used for the sculptures is not beach sand but river sand, brought from the River Maas, because it is much firmer and more suitable for the purpose.

We basked in the welcome sunshine and sipped Belgian coffee before we were summoned to the coach for our tour of the town. This proved to be a fascinating glimpse of Zeebrugge, which we had not expected. First we visited the port, where the terminal has been extended. It is very busy with freight ferries to the UK and a cruise terminal, where Renaissance 7 was in port. Our guide said that much of our route lay over reclaimed land. Where we were driving had once been the sea. It was quite eerie to be told that. 'Here was the site of the Zeebrugge Raid... here was the Mole, (with a small part still

remaining!)... here the place where the *Vindictive* was moored!... here the canal where the block ships were sunk!' All this is now part of a modern port. We passed a naval base, a maritime museum, then stopped on the quayside of the new marina for a free coffee at a small bar there.

Back to the coach for more information on the small town (the population is only 4000). Our guide was Mario, also a member of the *Feestcomité*, who, with his wife and daughter, lived in Zeebrugge and worked in the bank there. We passed the Fisherman's Cross, a memorial to fishermen lost at sea, and the rose garden with a memorial to those lost in the Zeebrugge Raid. We paused for a great view of Blankenberge, the beach and the sea with ships and ferries leaving the port; past the old, listed Palace Hotel, now apartments; past the brand new station, only 100 yards from the beach, a great

boon for visitors to the Sand Festival and a great pride of the town; and finally set off for Brugge, just 16 kilometres away.

On arrival we were met by Adrian, who was the President of the *Feestcomité de Brugge*. Adrian and Mario acted as a guides in the afternoon. But first on the agenda was lunch at the floating restaurant of the 'Hotel de Barge'. This, inevitably, took some time for our party of 45 Dovorians. The Mayor of Dover made a speech, as did Adrian, our host, cementing the friendship between the two societies. Mario, who had his teenage daughter with him, sat on our table so we valiantly practised our French.

After lunch we had a choice of joining Adrian and Mario for a two hour guided walk or making our own way. We



were to return to the coach by 6pm. As we were assured we could join the walk for part of the way, we did just that, staying with the guides for an hour or so and then striking off to look at the shops in the city centre. The day was very warm with temperatures near the eighties and it was pleasant to sit in the town square, sipping a lager and watching the world go by. There was not sufficient time to visit museums or take a canal trip, of course, but time enough to get a flavour of this beautiful old city.

Our coach made good time to Sandgatte but on arrival there we found delays and queues to get through the tunnel. Eventually, we arrived in Dover two hours later than our scheduled time, the only unfortunate happening to mar what was, otherwise, a fantastic day.

Joan has excelled herself this summer in organising a series of very successful trips. She is to be congratulated.



The main square

Dover's Turnpike Roads 21

The Romans were great road builders, constructing scores of

miles of fine carriageways, the foundations of many of which are still the basis of many of our modern roads, yet until the 18th century little real highway construction was done.

From medieval times onwards roads were little more than rough tracks leading from one village to the next and to the nearby town. All maintenance was the responsibility of each individual parish and usually involved little more than the dumping of a few cart loads of gravel to the worst places from time to time. Such through traffic as there was had to make the best of a bad job, frequently making detours round specially dangerous places, and this habit was the cause of many of the bends and kinks still to be seen on our present roads. They were usually thick in cloying mud in winter and in suffocating dust in summer. Turnpikes

were introduced by Parliament in the latter part of the 17th century, when permission was given to wealthy land owners or groups of financiers to enclose lengths of road with gates, bring them up to a reasonable standard and then charge traffic to use them. It was, in effect transferring the maintenance of the roads from the individual parishes to the users of them.

Such stretches of road were called

by Ivan Green

turnpikes, the word turnpike referring to the pike or shaft in the hinge

of the enclosing gates at each end of the maintained length. Dover, the principal port for the continent was connected to London by turnpikes for almost its entire length by 1753, only the small length between Barham Downs and Canterbury not being so treated.

Dover's principal turnpike, leading from the town to London, started at the junction of London Road and Bridge Street. This was called Paul's Corner, and the building at the corner there,



The junction of London Road and Bridge Street called Paul's Corner. This was the first gate on the Dover-Canterbury-London turnpike which started here. The building on the extreme right was built on land first used for the storage of ballast and other materials for the construction of the road. Later, it was cleared and the present shop was built.

opposite to the Eagle, was erected on the old builder's yard where stone, ballast and other materials for the use of the men working on the road, as far as Buckland Bridge, were stored. At this corner, outside the 'Eagle' inn, stood the toll gate to control entrance to what is now the London Road.

22 Near the Buckland end of London Road stood the fine old inn called The Bull, which still survives. This was the first or the final staging post for coaches travelling to and from Dover. For many years it exhibited a hanging sign depicting a rampant bull. On one side of the sign was the warning

*THE BULL IS TAME, SO FEAR HIM NOT,
AS LONG AS YOU DO PAY YOUR SHOT'*

On the other side of the sign is
*WHEN MONEY'S GONE AND CREDIT'S BAD,
IT'S THAT WHICH MAKES THE BULL RUN MAD'*

From the Bull the traveller had to ford the river, now covered by Buckland Bridge, and bear left to Crabble Hill. Up Crabble Hill, a few yards beyond the present Gate Inn, stood the second toll gate, the gate keeper's house being on the lower side. This inn was a favourite



The Gate Inn, which stands slightly townwards from the site of the original turnpike gate.

halt for many travellers to Dover after they had passed through the gate and for many years it has exhibited a hanging sign which showed a gate on both sides. On one side was the wording

*THIS GATE HANGS HIGH,
AND HINDER NONE.
REFRESH AND PAY, AND TRAVEL ON*

On the Dover side was

*I'M MUCH REFRESHED,
HERE TAKE YOUR PAY
BE SURE I'LL CALL ANOTHER DAY'*

The road continues from the present traffic lights, where the left hand road leads down to River. The turnpike road, called Upper River Road, passes on to Kearsney with the Old Park Hill on the right and then through the upper part of Temple Ewell. Whitfield Hill was then only a little used rough farm track. Upper River Road was completely built then from a little used track. It was a long hard pull for the horses up to Barham Downs and through a turnpike gate there, but a mile further on was the first halt, at what was then the Half Way House, now unfortunately renamed.

Here the horses were changed, the old group being fed and rested, later to wait to take a coach from Canterbury down to Dover. This stretch of turnpike, across Barham Downs to Bridge, was almost completely newly built, to complete the turnpike to London. It was opened in 1791.

In 1763 a new road from Dover to Folkestone was granted by Parliament. This left Dover at a point near Archcliffe Fort and passed west-wards up

the old Kings Highway over the cliff, and down into the valley beyond the Plough Inn, from whence it passed through Capel to Folkestone.

In 1783 the old road from Archcliffe Fort over the cliff was abandoned and a new cut was made, up the Folkestone Road to the Elms Vale turning, where a

toll gate across the Folkestone Road was accompanied by the gate keeper's house on the triangle of land at the junction of the two roads. From there the new piece of road passed westwards through

Maxton to join the original road beyond the Plough Inn.

The Dover, Deal and Sandwich turnpike dates from 1797. It led up Laureston Place and then up the old Castle Hill Road to the top of the hill, to near the turning to Guston. Old Castle Hill Road was a steep and narrow stretch of hill which was a great problem for coaches and heavily laden wagons. Teams of additional trace horses were kept in a stable in Ashen Tree Lane, to be hired for the ascent of the hill, when necessary.



The junction of the Folkestone Road with Elms Vale Road, the site of the turnpike gate. The present house there was built on the site of the original gate keeper's cottage. Note the position of the horse trough.

The illustration shows the toll gate at the top of the hill, which was situated near the present road up to the Cannon Gate of the castle. The horse rider is paying his due to the gate keeper, whose little house is shown on the right. Pedestrians were not charged.



A fine old print of the turnpike gate at the top of Castle Hill. The gate keeper's cottage is on the right, and the gate keeper himself is taking the fee from the horseman. Pedestrians were not charged. They passed through the posts beside the gate.

From this gate the road led on to the Deal Road, now designated as the A258, and there was another toll gate near the present Swingate Inn, its site being marked by the present slight kink in the road there. The stretch of road from there, the present A258, as far as the cross road leading to

24 Martin Mill and St Margaret's was a new section cut by the turnpike makers. The original road, before the turnpike cutting is now designated as the B258, passing through West Cliffe. Further on towards Walmer is the Five Bells Inn, so named after the bells in the tower of the nearby parish church. It was an important stopping place on the turnpike, and offered a change of horses and stabling and food for man and beast. Nearby was a blacksmith's shop, where travellers' horses could be reshod, a very necessary convenience.

The road on through Walmer and Deal to Sandwich, is beyond the scope of this present article.

In 1798 the road up Laureston Place and the Old Castle Hill was shut and a new cut was made from Upmarket. This provided a wider road with a slightly easier gradient. It was of particular importance at that time when there was much defence activity in the area because of a threatened invasion by the French. As soon as this new section of the road was completed it was handed over to the Dover, Deal and Sandwich road trustees.

In 1801 the Dover, Whitfield, Waldershare, Eastry and Sandwich road was formed. This started at Kearsney and turned up Whitfield Hill, which before that time had been merely a rough cattle track and continued for most of its way on the site of the present A256.

There have been considerable recent alterations to this road, especially at the roundabout at

the top of Whitfield Hill, where the old road has been eliminated by recent work when the A2 was built. At this point the old toll gate house still survived until the road works forced its demolition.

The gate outside the Eagle at the junction of London Road and, Bridge Street was demolished in 1855, and the gate by the Gate Inn on Crabble Hill was bought by the Corporation in 1871 for £10 and used for a short time to collect one of the town's taxes, the Coal Dues, but soon afterwards it was demolished.

The gate at the Elms Vale turning was the last surviving gate in the Dover district, until it and the gate keeper's house were demolished and a local worthy, Major Lawes, erected a pair of villas on the three cornered site. He also placed a horse drinking trough at the junction on the site of the present bus waiting shelter. This trough still survives and can be seen in the Market Square.

Parliament's Turnpike Act of 1823 unified all the previous acts into a



The last remains of the gate keeper's cottage, which stood at the top of Whitfield Hill.

single unit, and from that time efforts were made to discontinue them wherever possible.

Several codicils are necessary.

This information has resulted from the study of many different documents and they do not always agree on specific details or exact dates. but the information given here is as accurate as is possible. The dates given are those on which Parliament gave its approval. The date of the completion of any turnpike was at least a year, sometimes several years later.

Mention has been made of Upmarket. This is the triangular open space where the bottom of Castle Hill Road, Laureston Place, Ashen Tree Lane and Woolcomber Street meet. Here was the site of Dover's second market, very much hated by the town's authorities. The main market, in the Market Square, was closely controlled by the townsfolk and its activities, controlled by the Market Bell, gave very preferential treatment to the people. The Upmarket, probably under the protection of the castle however, was very much a freelance operation outside the town's control and country people, bringing in their

poultry, vegetables and fruit for sale, often preferred to patronise this little market, outside the town walls and outside the town's jurisdiction and control. There was nothing the town authorities could do about the matter, however, and Upmarket survived there, although in a small way, until the early nineteenth century.



This is the site of the old Upmarket which survived for centuries, in spite of the enmity of the Corporation, who were unable to control it, since it was outside their jurisdiction. At the centre is the base of Castle Hill, the new cut to the castle made in 1798.

The old horse trough which stood at the junction of Folkestone Road and Elms Vale Road. Many of these appeared on principal roads, as acts of charity, to refresh the thousands of horses who toiled ceaselessly on the turnpike roads.

Fortunately it still survives, but is now situated in the Market Square.



Capel Battery

— Jon Iveson —

WITH THE COLLAPSE OF FRANCE in June 1940 Britain found herself facing possible invasion. Accordingly there was an urgent need for guns to defend the coast, particularly in the area around Dover, only twenty-two miles from German occupied France.

In July 1940, amongst many other measures, Winston Churchill ordered the Admiralty to release six fifteen-inch and six eight-inch high performance guns to boost coastal defence and to improve cross channel artillery capability from Dover.

Three of the eight-inch Mk8 guns (serial numbers 152,156 and 164) were destined for Capel Battery and three for Hougham just over a mile away.

Major C.S. Woodford, R.A. of the Royal Artillery Armament Unit was made responsible for mounting the guns. This was no easy task as the mountings were fully automated traverse and elevation with powered breech opening and ramming. In addition these guns taken from the cruisers Norfolk, Dorsetshire and York, were on Mark II barbette mountings which gave a

maximum elevation of seventy degrees.

Design and mounting began in October 1940 and the work was to be done by Vickers Armstrong at the Elswick works in Newcastle. Because of the problems matching the mountings to concrete pits building work did not begin until May 1941 and the guns were not ready for action until May 1942.



Number three gun at Capel. 26 May 1942

The final design of the gun pits was for a magazine to be placed below and behind the guns. Seventy shells could be stored in ready racks around the pit of each gun and the charge bags and replenishment ammunition brought from the magazine and shell store by lift. A special platform enabled five shells to be lifted in a vertical position. These were then moved to the gun by trolley.

The eight inch Mk VIII gun was fifty calibres long and fired a 256lb projectile at a muzzle velocity of 2725 feet per second using a single bagged charge of 67lbs of cordite. This gave the gun a range of 29,000 yards.

The guns were supplied by road and were manned by 424 battery of 520 Coast Regiment Royal Artillery who arrived on site in December 1941. The guns were put on care and maintenance in 1944 having seen very little action, although they had been used firing a fixed barrage against aircraft.

The guns were finally removed in 1952 and the above ground structures bulldozed in April 1980.



Magazine under construction at Capel Battery

Thomas Kelsey

◆ ◆ ◆ ◆ ◆ *by Lorraine Sencicle* ◆ ◆ ◆ ◆ ◆

In some local history books Thomas Kelsey is given as a Lord Warden during the Interregnum, that is between 1649 and 1660 when England was not a monarchy. In other books he does not even get a mention. The reason for this is that during that period the office of Lord Warden of the Cinque Ports did not exist as such. However the role of the Captain of Dover Castle was created which in many respects emulated that of the Lord Warden.

Thomas Kelsey came from humble beginnings. It is said that he was the son of a poor button maker from Birchin Lane within the city of London. How he spent his early life is a mystery, possibly he was apprenticed to a trade at an early age. Nonetheless on 22 August 1642, when Charles I raised his standard at Nottingham initiating the Civil Wars, Thomas was to be seen on the Parliamentary side. In fact he had already attained the high office of major in the Foot Regiment of Col. Edward Montagu the 2nd Earl of Manchester. The Earl's Lieutenant-General was Oliver Cromwell.

Three years later Thomas's signature witnessed the articles for the surrender of Langford House to Oliver Cromwell. By this time the Parliamentary army was being reformed under Sir Thomas Fairfax and was to be called the New Model Army (NMA). The NMA was to be a highly efficient fighting machine, the first 'professional army' that England had ever known. This being so, regiments ceased to be recruited and therefore, aristocrats and also members of Parliament were excluded from command. This meant that the Earl of Manchester ceased to be in command and thus Thomas was transferred to Colonel Ingoldsby's regiment and very soon was promoted to lieutenant-colonel.

In the meantime, Charles I was defeated

at Marston Moor (2nd July 1644). It was expected that Thomas would be caught in Oxford and compelled to surrender. However the king and his cavaliers were wily and after providing for the defence of Oxford they eluded the NMA and reached Worcester where they were to hold their own in the ensuing battles.

In late November 1644 active warfare paused and Charles re-entered Oxford in triumph. By the spring of 1646 though, all armed resistance to the NMA was beaten down and on 25th June the royalist forces were forced to surrender the city. Thomas was appointed deputy Governor of Oxford and entered into the university life by enrolling as a student and gaining his MA in 1648. Moreover as a devout puritan he played a prominent part in supporting the authority of the puritan visitors to the university and puritan views expressed by the university academics.

In London Parliament, satisfied with the outcome of the Civil Wars, saw very little use for the NMA and sought to disband it. However, the soldiers' pay was in arrears and there was a fundamental difference in the military and religious ideology between Parliament and the leading officers of the NMA. This came to a head when in February 1647, Charles I, who had been captured by the Scots, was handed over to Parliament on condition that his safety was guaranteed. At the time many in Parliament hoped that Charles would be restored as king but with Parliamentary constraints. The officers of the NMA however, wished to put the king on trial.

On the whole the public supported the parliamentary view but it was evident that this might not prevail. Riots and revolts were becoming commonplace throughout the country and Kent was to see the most significant one of the whole period. Like

28 many such revolts, it was something relatively minor that started it off. The mayor of Canterbury announced that Christmas Day 1647 was to be treated as a working day. The citizens were angry and riots ensued with the ringleaders holding the reins of power for about a month. When Parliamentary rule was restored retribution quickly followed. The ringleaders were to be tried and the jury was to be drawn from Kent's squireocracy which, it was thought, would ensure that an example would be made of the ringleaders.

However, the jury ignored the charges and instead petitioned against the oppressive rule. Some twenty thousand people signed the petition so it was arranged that on May 29th 1648 the petitioners would assemble on Blackheath to carry the document to Parliament. Unfortunately, the County Committee, the administrative body accountable only to Parliament, ordered that the meeting should be cancelled.

This led to a county wide rebellion with Walmer, Deal and Sandown castles quickly being taken. The fleet, lying in the Downs, joined in and soon, only Dover Castle was in the hands of the Parliamentarians. One of the leaders of the rebellion, Sir Richard Hardres, marshalled some 2,000 men to mount an offensive. They quickly seized the Moat's Bulwark and with the ammunition they found started to bombard the castle. They levelled the artillery directly at the towers and the corners of the castle wall firing some 500 balls but *'without doing any material damage.'*

To deal with the insurrection, Parliament called in the NMA which, under General Fairfax, quickly brought it to an end. In the north, General Oliver Cromwell had routed a rebellion two weeks earlier and in Oxford Thomas Kelsey had successfully nipped a proposed rebellion in the bud. On 6th December that year, 1648, Colonel Thomas Pride purged the House of Commons of members unsympathetic to the NMA's views and Charles I was placed under arrest. On 2nd January 1649, a court

was set up to try the king, one of the judges being Dover's MP, Colonel John Dixwell. On the 30th day of that month Charles I was executed and Cromwell took up the reins of power.

Under the new regime Kent's strategic importance increased as the son of the executed king, Charles II, and his supporters had fled to the continent. At first the now quasi-office of Lord Wardenship was held by a succession of NMA officers. Although, and possibly because, they were repressive, royalist activities increased within the county. In 1650 Thomas Peyton of Knowlton Court, near Sandwich, Lord John Tufton, the Earl of Thanet and other county gentlemen such as Arnold Braemes of Dover met with other cavalier leaders in London. There they surreptitiously purchased and conveyed to various Kentish manor-houses, arms and ammunition. It was agreed that the neighbouring counties would stage a rising in March 1651 to draw the Army away from Kent, when they would seize Dover castle.

Although the rising never took place because the ringleaders were betrayed, the Council of State felt it necessary to bring in someone more capable. Thomas Kelsey was appointed Captain of Dover castle and he meticulously organised a search throughout the county for royalists. He also set guards along the Kentish coast and arrested anyone it was felt was suspicious arriving from the continent. So successful was Thomas at totally annihilating all opposition, he was promoted to the position of Governor of Kent and Sussex.

However, there were other threats to the safety of the country, mainly from Holland. This manifested itself when forty-four ships of the Dutch fleet in the Downs, under the command of Admiral Von Tromp, refused to dip their flag in courtesy. At the time Admiral Blake, with some fifteen vessels, was already in the Downs and ordered a shot to be fired across Von Tromp's bows. Instead of acknowledging England, the Dutchman retaliated with a broadside from all his ships and a fierce battle began. At the

outset the English were saved only by the bad gunnery on the part of the Dutch but they sent for reinforcements. These Thomas arranged which helped Blake to victory. In gratitude, the Council of State wrote to the people of Dover, thanking the Mayor and also promising finance to build a new pier.

For the next few years the county was relatively peaceful and in 1654 Thomas was elected to represent Sandwich in Parliament. However, a year later saw an uprising that nearly overthrew the protectorate regime and which involved a number of Kent Cavaliers. It was in early 1655 that Thomas was told by his informants that, 'the b' faces and carriages of the malignants' indicated that new storms were rising and that the Cavaliers were only waiting an opportunity to imbrue their hands with blood'. A date, 13th February, had already been fixed for the insurrection and to the cavaliers, it appeared that Thomas was oblivious to it. Then, at the eleventh hour, Thomas personally arrested, on the road to Davington Priory where he had been hiding ammunition in the cloisters of the old convent. John Tufton, the Earl of Thanet, who was also the Sheriff of Kent.

Immediately, Thomas issued warrants for the arrest of all the known county cavaliers. He already had increased the guards at Rochester, Queenborough, Deal, Walmer and Sandown castles and set guards along the Kentish coast. All who arrived from the continent were held and many were subsequently arrested. The Earl of Thanet was consigned to the Tower of London while other Kent cavaliers, who included Sir John Boys, Edward Hale, Col Thomas Culpeper and members of the Braemes family were also incarcerated. To pay both the militia and his informants Thomas levied a tax on the arrested cavalier's estates.

Although the rising was countrywide, by successfully stopping the Kent rebellion, Thomas had protected the most vulnerable of the English counties. As a reward Cromwell personally appointed Thomas

one of the Commissioners for the management of the navy. In 1656. Thomas represented Dover as member of Parliament. It was during this session that Thomas publicly proclaimed his undying loyalty to Cromwell.

Two years later, on 3rd September 1658, Oliver Cromwell died. In his last hours the Lord Protector nominated his eldest son, Richard, to succeed him. At first he was accepted by the Army but when Richard attempted to exercise authority he found that he did not have any. At the same time, the Army was beginning to fractionalise and many, including Thomas, put their signatures to a proclamation asking for the Rump Parliament, which had been dismissed in 1653, to be recalled.

This was seen as a sign of weakness by both others in the army and the cavaliers. The latter, in August 1659, attempted yet another uprising but Thomas ruthlessly put it down. Nonetheless, by Christmas General George Monck, declared himself to be reconciled with Parliament. In February, 1660, Parliament, having being recalled, Monck dissolved it but he immediately established a new one which included members excluded following 'Pride's Purge' of 1648. They declared Monck Commander-in-Chief of all forces and then dissolved Parliament again! Monck, satisfied that a free Parliament should be summoned and that such a Parliament would certainly recall Charles II, pulled his troops out, including Thomas.

In May 1660, Charles landed in his kingdom at Dover. An attractive commemoration of this event can be seen on the sea front, near the Prince of Wales Pier. For Thomas the return of the King meant that he was deprived of all his offices and put under house arrest on the grounds of treason. However, he managed to escape to Holland where he lived until 1672. In that year, through diplomatic measures, he was allowed to return to his homeland. This he did, setting up trade as a brewer in London. Eight years later he died, apparently '*in a mean condition*'.

Memories

by Bob Hollingsbee

MY EARLIEST memories of the Dover Express are of a tiny office in Snargate Street, the size of an average sitting room, but longer than it was wide. The only difference between it and a shop was that it had frosted glass on the pavement side, a bit like an old style bookies' office, although the small window that opened, at the top, had clear glass in it so that we could peep out and see what was going on outside.

through his sports reporting and his part-time work with Southern Television, went on to briefly succeed Mr Sutton as editor, when Norman Sutton retired, aged 68, in 1964. That was the year my father, who was only 51, died. (He had been forced to retire through ill health after over 25 years with the Express.)

Next, on the reporting side, came Terry Sutton and George Pepper. George also covered sport, particularly Snowdown football, and was a keen cricketer. George succeeded Stan Wells, as editor, after Stan died suddenly, collapsing in the office. Stan had steered the paper through its transition to front page news and pictures. (His widow, Thelma, of River, went on to give years of service to the paper in a secretarial capacity.)

In addition to the reporting staff there was Mr Overton, a retired schoolmaster of at least 70, with a gammy leg, who was the proof reader. There was also an office boy and, for several months, while I was learning the ropes and finding my feet, it was my lot to carry out this job, which included tasks like taking classified advertisements at a small public counter in a 4ft wide passage way leading from the street door. This was separated from the newsroom by a frosted glass partitions. The counter had a hinged flap one side, so that staff could come and go. The walls, as I recall, were dark brown to hip level and cream above, yellowed with nicotine. This was



An exterior view. 1960

In that office worked six to eight people. The Editor, Norman Sutton, a wartime Home Guard officer, ex-Buffs, and the father of Terry Sutton, sat at right angles to the window at his own desk next to the till. Next to him, facing the frosted glass window were Eddie Hollingsbee, my father, who was chief reporter and covered county cricket, having been a keen follower of Kent cricket for 30 years, and Stan Wells, the sports editor/reporter and part-time photographer. Stan Wells, who became extremely well known both



The reception area referred to in the text

also the place where we would sell the papers on a Friday morning and where readers would drop in with stories, tip-offs, tittle-tattle, old pictures or to tell us of their life stories, amazing adventures, wartime experiences and so on.

Starting in a small way, both my father and Stan Wells had set out to modernise the presentation of news, and get away from the old style where everything, except the photographs, was presented in single columns down the pages. This began with special features. Front page news and pictures only appeared a few times on major occasions, such as the General Strike, back in the mid 1920s, when briefly, the Express became a daily paper, and also in 1953 on the occasion of the Coronation, and in 1958 when the Queen and Prince Philip came to Dover.

Display advertisements were dealt

with by the printing works' boss Charlie Buzan who was also a compositor, as was his brother Alfred. Both brothers each gave over 50 years service to the paper, as, I believe, did one or two others on the printing side. There was no advertising manager as such, in those days. Classifieds would be accepted until lunch time on Thursday, publication day then being Friday. Charlie Buzan, who joined the firm in 1910, also dealt with the newsagents coming in for their papers soon after they came off the old rotary press very early Friday morning.

One of my early jobs was holding copy, which means reading it out loud to the part-time proof reader, who would check it with galley proofs from the linotype operators. This task most of us chipped in to do, at various times, during the week. I am sure this improved my English grammar, and that of a succession of junior reporters over the years, as we became captive students of the retired schoolmaster, who would revel in the Times newspaper crossword every day.

There was a succession of office boys who stayed until they got a better job, or failed to make the grade. Now and again one would be taken on as a junior reporter, as I was.

There was no full time photographer until some years after I joined the paper. Journalists Stan Wells, Terry Sutton and George Pepper, turned their hands to taking the occasional news and feature photographs. And one junior reporter, Terry Morris, used to take quite a few photographs to supplement the news pictures submitted by local professionals, like Kent Photos in King Street, Whorwells in Bench Street, Hudson's Photo Service of London Road, and occasionally, Ray Warner in Townwall Street.

In the old office there was always a blue haze of cigarette smoke from about shoulder high when seated. Heating, in winter, was by a barely guarded electric



Editorial staff (left to right): the late Stan Wells, the late Norman Sutton, and a youthful Terry Sutton

bar fire, which I always thought was a bit of a fire hazard but was useful to those who smoked(!) which was practically everyone except Terry and myself. Occasionally one or two reporters would adjourn to one of several cafes nearby for a cup of tea or something to eat, midmorning or afternoon.

Office desks were no more than mahogany benches with chests of drawers or single drawers underneath and Terry Sutton believes some of the timber and drawers may have come from the ill-fated sailing ship 'Preussen', wrecked off Dover in 1910. I always understood two swivel chairs, with red leather seats, wooden arms and curved backs, and with cast iron, tripod-like bases, also came from the 'Preussen.' Somewhat top-heavy the chairs tended to fall over with a crash when you stood up. One, at least, of these chairs, which has survived decades of use, but only because it was rescued from a skip after an office clearance and was given a 'home' by a member of staff. This was after the office move to Castle Street, when our printing works closed down and the old building was demolished to make way for a

roundabout at the junction of a widened York Street with Snargate Street and Townwall Street. The roundabout linked the two dual carriageways of York Street and Townwall Street.

Behind the Snargate Street office counter a door led into a dimly lit passage to the printing works, part of which had no direct daylight. Other passages led to various offices, linotype machines and printing presses, and the foundry for producing the hot metal for the linotype

machines and for casting the curved printing plates. These plates were locked onto a venerable rotary press used to print the paper, at the back of the building. Thanks to John Bavington Jones' interest in history there was a very good local history library, in an office latterly shared by works manager Charlie Buzan and George Pilgrim, a young accountant. Then there was a massive collection of bound newspapers, back to the 1700s, in attic rooms, plus a small darkroom, and bundle after bundle of loose issues of the paper going back to the beginning of the First World War.

The office was like a rabbit warren, spread over three floors. Somewhere in the centre, was a small alleyway or courtyard open to the sky. The office was converted from a row of old, weather boarded cottages, extending behind Weir's chemist shop next door, on the corner of Chapel Lane. Later the chemist's shop was absorbed as well to extend editorial space.

The paper in my early days had classifieds on front and back. Curiously, the number of pages in the paper each week was decided by measuring up the

number of column inches of all the news, pictures and advertisements, using, would you believe, a piece of string(!) and then working out how many pages were needed to include everything. The dimensions of the paper depended on the width of the reels of newsprint in stock. And the number of pages the paper had each week depended on whether the old rotary press, believed to date from before the First World War, could print the required number of pages. It could only print 16 pages or multiples of 16. One week the paper could be what we call a tabloid, like today's paper, the next week a broadsheet, like the Daily Telegraph! By the early 1960s advertising was increasing at such a rate it was evident a more modern press with more flexibility was required. A 32-page paper in 1960 would not have been economical. Since that time we have grown in size so much that 100 pages has been exceeded on numerous occasions.

In our Centenary year, 1958, sales were at the 17,000 mark and grew steadily after the change to front page news, reaching a peak of just on 20,000, in the 1970s. Our sister paper, the Folkestone Herald peaked at nearer 21,000. With the competition of local radio, local television, free newspapers, changed life-styles and interests, these figures, sadly, have been greatly reduced.

It is something of a tradition with local papers to have long-serving employees, but few, I am sure, could have exceeded the record of the Dover Express. Apart from those already mentioned, the Jones family - father, two sons and a great-grandson - was associated with the paper over a period of more than 70 years, clocking up about 140 years service. The owner and editor for decades was local historian John Bavington Jones, whose life in journalism lasted 51 years, yet his working life had begun underground as a miner, when he was a teenager. Also both of his sons, Oliver and Russell, each became editor in turn,

the editor's chair finally being vacated by the Jones family when Russell died in 1949. Terry Sutton's father Norman took over in 1949. Norman and Terry each gave over 45 years service. And my late father and I have given about 75 years between us. The late Bill Wright and Alf Buzan, on the printing side, each gave 60 years service.

The Dover Express was an independent, family-owned paper for 97 years until 1968. Then plans for a new road cutting through the printing works and offices, and poor compensation arrangements in those days, forced a merger with F.J. Parsons Ltd, publishers of the Folkestone Herald and a chain of newspapers in Sussex. As a result, since 1969 the Dover express has not been printed in Dover. The merger marked my first contact with the staff of the Herald and its former midweek paper, the Folkestone & Hythe Gazette. The make-up of Dover Express pages was done at the old Herald printing works in The Bayle at Folkestone and it became my job to oversee these.

A succession of other mergers followed, some good, some bad. I have lost count of the number. One led to a link-up with papers in Medway, Sittingbourne and Thanet, another to the launch of a new paper in Canterbury. Perhaps the most devastating was the takeover by Adscene, owners mainly of a chain of free papers. This ultimately led to massive cutbacks in staff to make the company more attractive to shareholders. Modernisation and the use of computers led to redundancy for most of the old printing staff and was one of the early results of mergers. Another was the switching of sub-editors, including myself, to the Folkestone office. Eventually, it led also to a joint editor for the Dover and Folkestone papers and only one sports editor. Now the papers are run by a newspaper group, which has more paid-for papers and the future for the Dover express looks more encouraging.

FERRY FOCUS REPORT

Christopher Burrows · East Kent Ferry Club

P&O STENA LINE

As reported in the last Ferry Focus, P&OSL saw profits nearly halve for 2000 and this was again the case for the first six months of this year, with the impact of foot-and-mouth disease and intense competition taking its toll. Since the Dover-Zeebrugge service was reopened to passengers on 1st May, bookings through the summer have been satisfactory.

Compared with SeaFrance's pending new arrival Hoverspeed's revamped fleet and Norfolkline's twins which are less than two years old, P&OSL's newest fleet unit, *P&OSL Burgundy* is now some eight years old and its flagship *P&OSL Aquitaine* a decade old. Therefore P&OSL are expected to announce orders soon to replace *P&OSL Canterbury* and *P&OSL Kent*, now both in their 21st year of service.

The P&OSL website was recently revamped with a complete redesign and many new features including a jobs section, children's activities, competitions and weather updates. Visit www.posl.com to check out all the features.

SEAFRANCE

As this Ferry Focus was being penned, it is expected that the £185m *Seafrance Rodin* will now not enter service on the Calais-Dover service until mid-November, some two months later than planned. The extra delay will allow for thorough sea and berthing trials as well as crew familiarisation. This new ferry with a beam of 27.70m and weighing in at an impressive 34,000 tonnes will have capacity for 1900 passengers, some 700 cars and up to 100 officers and crew. The 25-knot, French-flagged ship will be able to cross the Channel in just an hour and will be replacing the 1981-built *Seafrance Renoir*, formerly *Cote d'Azur*. *The Renoir*, it is expected, would be laid up at Dunkerque

as fleet reserve or possibly sold or chartered out.

Within the next five years, the 1980-built *Seafrance Cezanne* and the 1984-built *Seafrance Manet* will also need to be replaced. www.seafrance.com

NORFOLKLINE

UK management have reported good loadings through the summer on the Dover/Dunkerque West service. It is expected that the 22,000 tonne twins *Northern Merchant* and *Midnight Merchant* will require their first visits to dry dock this winter. Norse Merchant Ferries, from whom Norfolkline charter their two ships, may send a sister ship south from their Liverpool Belfast service to deputise. www.norfolkline.com

HOVER SPEED

At the time of writing, there was still indecision over fleet deployment and services this winter. However, the three Superseacats are expected to be laid up at Ostend for the winter. The Dover/Calais service will probably be in the hands of *Seacats Danmark* and *Hoverspeed Great Britain* from the end of October, back from the Irish Sea. Meanwhile, the Dover/Ostend service is likely to be in the hands of *Seacat Diamant* currently based at Newhaven.

This summer, the Dover-based operations have been reasonably reliable, but congestion at the sole berths at both Dover and Calais has thrown schedules into chaos as has unseasonal bad weather at times. There have also been many complaints over some crossings taking up to 75 minutes, the cleanliness of the cabin areas and problems with toilets and onboard power. A planned second berth at Dover for next season will go some way to reduce congestion.

The long term future of the Belgian service hangs in the balance as Hoverspeed's three year agreement with the Belgian Government ends next February. Some 90% of the staff at Ostend and onboard the craft are employed directly by the Belgian state and not

Hoverspeed. Hoverspeed are known to have been affected by the debut of the Norfolkline and P&OSL's new passenger service to nearby Zeebrugge and TransEuropa's pending new passenger service from Ramsgate to Ostend. www.hoverspeed.co.uk

NEW BOOKS now available

MY DOVER

by Joe Harman

Joe Harman has lived all his 86 years in Dover and was a tram conductor, bus driver and ambulance man. This book tells his own personal and often amusing story interwoven with his research. The book is lavishly illustrated and most of the pictures are from Joe's own collection.

The book costs £10.00 and can be obtained from Derek Leach, 24 Riverdale, River, Dover CT 17 0QX. Delivery is free within the Dover area. Postage and packing outside Dover is £1.50. Cheques should be made payable to D.A.Leach.

Copies also available from W.H.Smith, the museum, the library and from Tylers Bookshop, Deal.

DOVER AND THE MONARCHY from Conquest to Glorious Revolution 1066-1688 by Ivan Green

The book covers the history of Dover from 1066 to 1688 with special reference to its connections with the kings and queens of that period. All the illustrations are from Ivan's own collection. This is Ivan Green's 23rd book and will be welcomed by all his readers.

The book, which is a production of the Dover Society via Triangle Publications, costs £10.00 and is available from Merril Lilley, 5 East Cliff, Dover, Kent CT16 1LX (Tel 205254) or from Derek Leach, 24 Riverdale, River, Dover, Kent CT17 0QX (Tel 823926)

Cheques should be made payable to Triangle Publications. Post and packing outside Dover £1.50. Also available from W.H.Smith, the museum, library and from Tyler's Bookshop, Deal, and Albion Bookshop, Canterbury.

THE WHITE CLIFFS OF DOVER Images of Cliff and Shore by Peter and Julie Burville

Peter and Julie Burville have spent four years working at Dover Museum to produce this delightful book of images of the cliffs and shore from Dover to St. Margaret's. The illustrations include many rare and unusual views of the area.

This book, published by Triangle Publications, costs £8.75 and is available from Merril Lilley, 5 East Cliff, Dover, Kent CT16 1LX (Tel 205254) or from Peter Burville, 'Seagate', Goodwin Road, St. Margaret's Bay, Dover CT15 6ED (Tel 853267)

Cheques payable to Triangle Publications. Postage and packing outside Dover £1.50. Also available from W.H.Smith, the museum and the library, Tylers Bookshop, Deal, Albion Bookshop, Canterbury, Dover Castle and the National Trust Visitor Centre.

WEBSITES

The Dover Society website:
www.doversociety.homestead.com

*Please visit the site
 Your comments and observation would be appreciated.*

Dover websites:

- Dover weather: www.doverweather.co.uk
- The Dover Town Council: www.dovertown.com/
www.dovertown.homestead.com
- Dover Town Centre Management: www.dovertcm.homestead.com
- Dover Bells 2000: www.chisnell.demon.co.uk
- Dover Castle: www.dover-castle-friends.org
- Dover Operatic Society: www.dods.org.uk
- Dover Lock & Key: [http://members.tripod.co.uk/dover kent/](http://members.tripod.co.uk/doverkent/)
- Crabble Corn Mill Trust: www.invmed.demon.co.uk/mill/
- Dover District Council: www.dover.gov.uk
- 2002 Dover Pageant: www.doverpageant.co.uk
- Dover Topsy: www.topsy.demon.co.uk/dover/
- Dover Rotary Club of Dover: www.rotary1120.org/dover
- Dover Rugby Club: www.doverrfc.co.uk
- Dover Rowing Club: www.doverrowing.co.uk
- Dover Web: www.doverweb.co.uk
- Gateway Hospital Radio: www.ghbs.org.uk/
- C J Dance School: www.cjsdance.homestead.com

Venturing outside Dover:

- Kent County Council: www.kenttourism.co.uk
- Kent Federation Civic Amenity Society: www.kfas.org.uk/

To add more websites to this list contact the editor or
 Mike McFarnell, 4 Harold Street, Dover, Kent CT16 1SF
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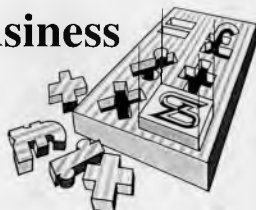
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Paul Strutt Bsc. (Hons). Ost. Med. D.O. Registered Osteopath



Application for Membership

Membership: Individuals - £6 annually
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2nd Name if joint membership

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The Gift Aid Legislation allows us to reclaim basic tax rate on your subscription and any donations. Please state that you are happy for us to do this by signing the Declaration below. You must be a UK taxpayer and pay an amount of income tax or capital gains tax we reclaim on your subscription/donation. For joint members the first named is asked to sign as the taxpayer.

Declaration

I wish/do not wish* the Dover Society to benefit from the new Gift Aid Legislation. This Declaration applies to all subscriptions/donations I make on or after 6th April 2000. (* Delete as applicable)

Signed Date

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

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

Social events Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise

PROGRAMME 2001-2002

Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.

DECEMBER 15 Saturday 7 for 7.30pm	CHRISTMAS FEAST Dover College Refectory £18.50, to include sherry reception, seated buffet. Entertainment: Lillian Kay and friends
2002	
JANUARY 14 Monday 7.30	SPEAKERS: Jack Woolford 'Who Hung the Monkey?' Cllr Woodbridge 'World War II in Dover'
FEBRUARY 18 Monday 7.15 for 7.30pm	WINE AND WISDOM with Clive Taylor £4.00 to include refreshments, wine/juice, coffee
MARCH 18 Monday 7.30pm	COWGATE CEMETERY REPORT. JC/BL/HG/LG SPEAKER: Mark Frost 'Dover's Industrial Past'
APRIL 22 Monday 7.30pm	ANNUAL GENERAL MEETING Dr Fred Lansberry 'Henry VIII and Dover'
MAY 18 Saturday	HIGHAM PARK HOUSE AND GARDENS. Light lunch before a guided tour with one of the family. Six centuries of history, 25 acres, sunken Italian water garden and rose garden. £10.00 inc. lunch
JUNE 19	GLOBE THEATRE. Visit to Exhibition and afternoon matinee. Details in next Newsletter
JULY 20	PORTSMOUTH. Details in next Newsletter
SEPTEMBER 21	AGINCOURT. Details in next Newsletter
OCTOBER 14 Monday 7.30pm	SPEAKER: Nadeem Iziz, Dover Planning Survey Brainstorming session
NOVEMBER 18 Monday 7.30pm	SPEAKERS: Derek Leach 'Dover in WWI' Mike Webb, Dover Town Centre Management
DECEMBER	CHRISTMAS FEAST

APPLICATION FORMS FOR ALL OUTINGS AVAILABLE AT INDOOR MEETINGS
OR FROM JOAN LIGGETT. PLEASE TELEPHONE 214886

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Beach Road, St Margaret's Bay
Tel: 01304 852764

MUSEUM:

Open Easter and Bank
Holidays, then end of
May to early September
2.00pm to 5.00pm.
Closed Mondays &
Tuesdays

GARDEN:

Open Daily and
Weekends throughout
the year.
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Day

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DAYGLO POSTERS TO DOUBLE CROWN

LAMINATING UP TO A1