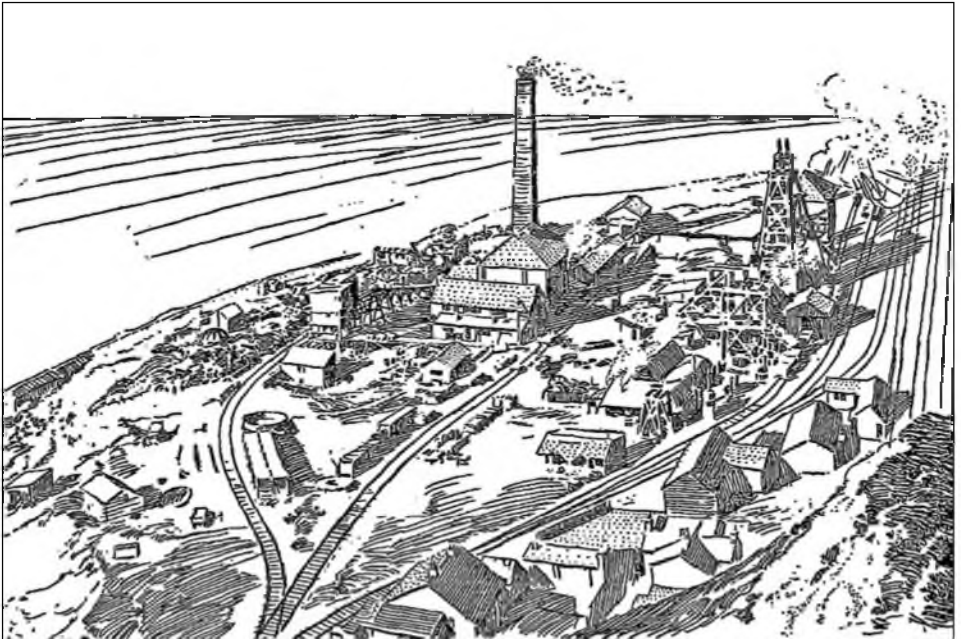




Newsletter

No. 90

November 2017



*Shakespeare Colliery Owned by Kent Collieries
The Times 24 April 1912*



THE DOVER SOCIETY

FOUNDED IN 1988

Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

PRESIDENT

VICE-PRESIDENTS

Mrs Joan Liggett, Jonathan Sloggett, Terry Sutton,
Miss Christine Waterman

THE COMMITTEE

CHAIRMAN

Derek Leach OBE, 24 Riverdale, River, Dover CT17 0GX
Tel: 01304 823926 Email: derekriverdale@btinternet.com

VICE-CHAIRMAN

Jeremy Cope, 53 Park Avenue, Dover CT16 1HD
Tel: 01304 211348 Email: jeremycop@willersley.plus.com

HON. SECRETARY

Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ
Tel: 01304 202646 Email: bevbov61@hotmail.com

HON. TREASURER

Mike Weston, 71 Castle Avenue, Dover CT16 1EZ
Tel: 01304 202059 Email: weston71dover@gmail.com

MEMBERSHIP SECRETARY

Sheila Cope, 53 Park Avenue, Dover CT16 1HD
Tel: 01304 211348 Email: sheilacope@willersley.plus.com

SUMMER SOCIAL SECRETARY

Patricia Hooper-Sherratt, Castle Lea, Taswell St, Dover CT16 1SG
Tel: 01304 228129 Email: castlelea@tiscali.co.uk

WINTER SOCIAL SECRETARY

Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ
Tel: 01304 202646 Email: bevbov61@hotmail.com

EDITOR

Alan Lee, 8 Cherry Tree Avenue, Dover CT16 2NL
Tel: 01304 213668 Email: Alan.lee1947@ntlworld.com

PRESS SECRETARY

Terry Sutton MBE, 17 Bewsbury Cross Lane, Whitfield, Dover CT16
3HB Tel: 01304 820122 Email: terry.sutton@route56.co.uk

PLANNING

Chairman Pat Sherratt, Castle Lea, Taswell Street, Dover CT16 1SG
Tel: 01304 228129 Email: tt.castle-lea@tiscali.co.uk

Committee Alan Sencicle, Mike Weston, Beverley Hall,
Brian Margery, Sandra Conlon

REFUBISHMENT

Chairman Jeremy Cope
Committee John Cotton, Mike McFarnell, Jenny Olpin, Jim Pople,
Mike Weston, Alan Sencicle

ARCHIVIST

Dr S.S.G. Hale, 34 Church Hill, Temple Ewell, Dover CT16 3DR
Tel: 01304 825670

MINUTE SECRETARY

Yvonne Miller

WEB PAGE

Mike McFarnell, Email: mmcfarnell@hotmail.com

ADVERTISING SECRETARY

Jean Marsh, 31 Millais Road, Dover CT16 2LW
Tel: 01304 206123 Email: jean.marsh7@ntlworld.com

COMMITTEE MEMBERS

Alan Sencicle, Email: lorraine.sencicle@btinternet.com
Jenny Olpin, Email: jenny.olpin@uwclub.net
Deborah Gasking, Email: deb4tune8@yahoo.co.uk

WEB SITE

www.doversociety.org.uk

Contents

2	Editorial	Alan Lee
4	Planning Committee	Patrick Sherratt
6	Cruise Terminal Restoration	Terry Sutton
7	History of St Paul's Church	Terry Sutton
9	Dover's Forgotten Aviation History Part I	Brian Flood
15	Tantalizing Patchwork. Thoughts Provoked by Memories of Leyburne Road Part II	Clyde Binfield
21	Cowgate Cemetery	Jeremy Cope
22	When Coal Dust Threatened Dover's Playground	Terry Sutton
24	Dover's Tram Tragedy Remembered	Peter Sherred
25	Refurbishment Committee	Jeremy Cope
26	Dover 1917	Terry Sutton
29	River Dour Partnership	Jeremy Cope
30	The Colonel's Tale	Peter Sherred
31	Membership	Sheila Cope
33	Farthingloe – The Historic Valley of Legends and Outstanding Natural Beauty Part I	Lorraine Sencicle
44	Application Form for Membership	

The Objectives of the Dover Society

founded in 1988.

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

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, 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



As this is the last newsletter before Christmas I would like to wish all of our members, advertisers and the staff of Adams the Printer a very merry Christmas and a happy and prosperous 2018. A special thanks must go to all those who work behind the scenes. They are much appreciated and their work keeps the Society alive and functioning.

Details of this year's Christmas meal are inside the back cover. A booking form is included in this newsletter. Non-member guests are welcome, it may encourage them to become society members. Anybody wishing to donate a prize for the Christmas raffle could you please pass it to Denise who runs the raffle or to a member of the committee. Denise can be contacted at the Society's meetings or through the editor.

After nearly 20 years, he took over as treasurer in 1998, Mike Weston will be standing down as treasurer of the society. The April 2018 AGM will be his last official function. Mike has stated that he will be available to assist the person taking over and be on hand to help with advice. This is a matter of some urgency so if anyone is willing to take up this post could you please contact the chairman or any member of the committee.

Could you write an article or story, with a local theme, or write reports of meetings and outings? If you would like submit something or find out more of what is required then please contact the editor. My details are inside the front cover.

Alan Lee - Editor

COPYRIGHT

All published material contained within this publication remains the copyright of its authors, artists or photographers.

No article or image can be reproduced or used without the specific owners express permission.

The owners can be contacted by way of the editor.

Tel: 01304 213668 Email: Alan.lee1947@ntlworld.com

DEADLINE for contributions

The last date for the receipt of copy for issue 91 will be Wednesday 17th January 2018. 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. Copy on computer disc or by e-mail is acceptable. Pictures via e-mail to be submitted in JPEG and not imbedded in the text of the article and must be in as high resolution as possible. Please ring 01304 213668 to discuss details.

Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made.

EDITORIAL AND PRODUCTION TEAM

Editor:	Mr Alan Lee
Proof Readers:	Miss May Jones, Mr Terry Sutton and Mrs Tessa George
Advertising Secretary:	Mrs J. Marsh
Distribution Organiser:	Mr J. Cope
Envelopes and Labels:	Mr J. Cope
Area Distributors:	J.Betts, M.Burton, C. Collings, J.Cope, J.Fox, J.Francis, E.M.Johns, J.Luckhurst, A.Mole, J. Morgan, M.Morris, D.Smith, G.Rapley, A.Sencicle, C.Taylor, D. Gasking, D. Sutton

* * * * *

DOVER GREETERS

Dover Greeters are volunteers greeting visitors to Dover. We love doing it and invite you to come and try it once!

Tel: 01304 206458

Planning Committee

Patrick Sherratt

Firstly, I thank all who kindly contacted my wife and myself during my period of illness, this was greatly appreciated.

The Planning Committee continue to make comment on local planning issues with the objective to improve both the visual and socio-economic profile of Dover.

Road and Transport infrastructure

At times, this is an uphill struggle that one wonders if the same lack of action occurs in other areas of the District or indeed County. To give one example, in early 2016, when Dover was besieged by demonstrators, the coping stones and bricks of the Folkestone Rd roundabout were used as missiles by the demonstrators. The result yet another eyesore for Dover. In January after one year, and no repairs to the roundabout, the local KCC councillors were asked if they could press for action with no response (presumably because KCC elections were forthcoming). We have again taken up with one of the KCC councillors and direct with the Leader of KCC.

In my letter to KCC I stated if this had been in West Kent the repairs would have been completed, however, yet again East Kent suffers. KCC had no money available from the highways budget but the two local KCC councillors have agreed to take the cost from their Community Grant Funds. As at early September a letter from the Leader of KCC states the work will be undertaken in 6 to 8 weeks' time. We wait and see but pressure will be maintained on KCC and its elected councillors.

We have also taken up the issue of gridlock in Dover when there seemed to be a lack of cohesion between the three organisations involved (DHB/Highways England and Kent Police). Often the DHB seek the Dover TAP to be introduced, the holding back of lorries on the A20 between Folkestone and Dover. This results in lorries seeking alternative routes, in particular using Whitfield Hill and the A256 into the town. There is no police control and we have sought greater police presence when this situation occurs that causes public bus services to be curtailed short of Dover (Pencester Rd) and has a negative impact on the business economy of the town.

Dover Western Docks Revival (DWDR)

This regeneration project has been the subject of a great deal of media activity in respect to the provision of sand for the infill required. The issue is a delicate one that I hope can be resolved if the higher cost of securing the sand results in the non-delivery of the new marina and waterfront development that the community was promised at the time of the demolition of the grade II Prince of Wales Pier. This would be a tragedy for Dover and the consequential setback of regeneration.

At the time of the planning application all the listed items had to be stored and currently are under cover within Cruise Terminal 1. A revision to this condition has been made to "open store" within the car parking area adjacent to Wellington Dock. We have commented on this in so far as the items (many being cast iron) must be maintained being in an open area,

also if not used with the DWDR scheme and being historical assets of Dover they should only be used within Dover.

The second "White Cliffs Christmas" will take place in December and as I previously reported on the success of the first event we wish DHB every success with this year's event.

Dover Leisure Centre

Full planning permission was given and within days the groundwork commenced. Both the groundwork and construction being undertaken by BAM Construction. DDC has awarded a 12 year management contract as operator for the new Dover District Leisure Centre to Places for People Leisure Management Ltd.

DTIZ (St James Development)

Work continues at a faster pace than of recent years and it is anticipated opening "in early 2018", some two/three years behind the original date.

The latest details on shops that have signed leases show out of the 16 retail units 8 are existing town centre shops, 2 units are "under offer" and 4 units still available, only 2 units are new names to Dover (Next and Trespass). At the time of the planning application in 2010 we raised concern that if "new names" were not secured this could lead to a demise of the existing town centre retail offer. See item re Castle Street/Biggin Street below.

Following the tragic Grenfell Tower fire we raised with DDC the type of cladding being used. DDC responded that the developers had chosen to use an Approved Inspector (Butler & Young). This greatly surprised me as the statutory authority are then not involved, is this what happened at Grenfell and is there a need for the local authority to carry out this task?

Contacting Butler & Young resulted in a response "I can confirm the comments previously issued by Dover District Council are correct that none of the buildings at the development exceed 18m high or are within 1m of the boundary and hence there are no restrictions within the building regulations to the type of cladding. The cinema has a purpose group of assembly & recreation, this does require some additional requirements regarding the surface of the building. This must be at least class C-53 rating or better, which current design is in compliance with being insulated render and brick face work". Most interesting as we made the comment at the planning stage that brickwork should be introduced based on aesthetic criteria.

Castle Street/Biggin Street

A mass of applications have been received for change of use in Castle Street. This mainly being from commercial (office) to residential. With the importance of the Castle Street Conservation Area and its historical listed buildings we have been very active in seeking quality conversions that are not creating over intensification and refuse problems. Dover has suffered from over-intensification in other areas, for example Folkestone Rd, where a high level of Houses of Multiple Occupation and small one bed flats create failures with refuse and social interface. We have opposed such planning applications but supported those that give larger maisonettes and single residential units.

Currently, as I write, an application for 9 one-bed flats has been made for a Biggin Street property, The DDC Conversion to Flats Guidelines state the minimum floor area for a one-bed flat is 40 sq. m, 7 of the 9 falls short by up to 10%. The planning application contains detail of pre-planning advice that shows a letter from DDC to the

developer stating, "I am of the opinion that the rooms and overall size and shape of each unit is adequate", this sadly reflects DDC planning policy of ignoring the standards they set. We have drawn attention to this and as there is likely to be further applications for residential units above shops in Biggin Street we are concerned that if permitted this will set a precedence. We fully support the need to bring back life into disused buildings, however, not at the expense of creating over-intensified areas.

Section 215 of Town and Country Planning Act 1990

Work continues on several buildings on streets adjacent to the DTIZ development

e.g. Castle Street, Russell Street.

Dover Hospital (Polyclinic)

I have previously mentioned the auction of the land by KCC last December that raised £1.45million. I ascertained under Freedom of Information (FOI) that East Kent Health Authority received £375k. However my request for a valuation report has so far not been successful even with the FOI. The almost £1million that KCC benefitted from has been "used for the benefit of Kent ratepayers".

Of positive news is a Dementia Village being built adjacent to the Buckland Hospital. £3million of the funding is coming from an EU source.

Cruise Terminal Restoration

Terry Sutton

Our chairman and vice chairman, Derek and Jeremy, were invited to a ceremony commemorating the £10 million restoration of the former Dover Marine Station, now the port's first cruise terminal.

The event was the unveiling of a National Railway Heritage Trust's awards plaque by Dover Harbour Board's chief executive Tim Waggott. Others at the ceremony included representatives of the Trust and Taylor Woodrow, the construction firm that sponsors the award scheme, who praised Dover Harbour Board for what had been achieved.

Mr Waggott, recalling the history of the 100 year old station, said it was closed to rail traffic in 1994 and two years later work began on restoration in order to receive the

thousands of cruise passengers arriving at the port.

He said the restoration work focussed on the station's 180 metre steel and glass Beaux Arts style roof which entailed installing a 60 metre 'rolling roof' which moved along the building as each phase of the work was completed. This, he said, was believed to be the largest single span roof system ever used.

But, he pointed out, "this is not a museum piece" and told how the former station was becoming a hub for cultural and community events for the town and district.

"This award is a humbling endorsement of the work we have done. And the work we're yet to do," said Mr Waggott.

History of St Paul's Church

Terry Sutton

Members of the Roman Catholic community in Dover are this year celebrating the 150th anniversary of the building of St Paul's Church in Maison Dieu Road. It was a year later before the first services were held there.

For several years before 1867 the Catholic community, including Irish soldiers stationed at Dover, worshipped at a number of venues. One place where services were held was above a carpenter's workshop in St James' Street.

When these premises were vacated the Catholics bought a former Methodist chapel in Queen Elizabeth Square near what is now the western docks.

Salvation came in the 19th century thanks to bad weather in the Dover Strait. A regular cross channel passenger was the Countess de Front, the wife of the Sardinian ambassador to Britain. She, like many others, took shelter in Dover until the sea was calmer for the channel ferries. While in Dover she realised that the Catholic community was not well served with a

centre where they could pray. So when she died in 1830 she left £1,000 in her will to build a church for them.

A site was located in Ashen Tree Lane, off Maison Dieu Road, but when the surveyor looked at the land he realised half the £1,000 would be required to level it on which to build a church. The site is now the location of St Mary's Church of England primary school.

The Ashen Tree Lane land was sold and another site, not far away, was acquired and on this land, a former nursery, St Paul's was built.

** In October 1987 disaster struck. An arsonist got into the church and set the property on fire. Damage was extensive. But the blaze did have one good result. The Church of England welcomed the Catholic community to the church of St Mary-the-Virgin in Dover for their services, an offer gladly accepted, until extensive repairs were completed. In 2017 the parish merged with St Finbarr's at Aylesham to create the new parish of The Good Shepherd.*



Interior St Pauls Church Dover



**Want a
fast moving
estate agent?**

Established . . . yet *Progressive*
Professional . . . yet *Relaxed*
Articulate . . . yet *Friendly*
Focused . . . yet *Approachable*

Call us now 01304 202173 or 01797 364600

27-29 Castle Street, Dover, Kent CT16 1PT e: dover@tersons.com
72 High Street, New Romney, Kent TN28 8AT e: newromney@tersons.com

the voice of experience www.tersons.com

Dover's Forgotten Aviation History

Part I

Brian Flood, Vice Chairman, Dover Transport Museum

Following on from a talk given by Brian to the Society last November here is the full story of Dover's Forgotten Aviation History.

Few Doverians have an inkling of the importance of Dover in aviation before the First World War, or of the critical role played by Dover's air-stations during the conflict. The bungalows and houses between Archer's Court Road and Sandwich Road, Whitfield, stand on the once internationally important Whitfield flying ground which was a magnet for many early aviators to whom a Channel crossing was an irresistible challenge. The now bare heights of Swingate Down saw the entire operational strength of the army wing of the Royal Flying Corps (RFC) fly off to France in 1914 from an airstrip that was to become home to over 500 airmen and 14 aircraft hangars. At Guston, Capel, Marine Parade and Hawkshill Down more air stations were developed for the Royal Naval Air Service (RNAS) to protect the town, its harbour and shipping and to provide operational, training and engineering support for the work of the Dover Patrol in maintaining a safe Channel crossing throughout the war. The air stations of Dover played their part too in defending the country from Zeppelins and the Gotha bombers. Between 1910 and 1918 the roar of aero engines was a swelling accompaniment to daily life in Dover.

The Whitfield flying ground was home to the Dover Aero Club and, by 1910, was being



*Royal Flying Corps Memorial
Swingate*

described in the press as, "...the first air station in England". In fact, the aerodrome was contemporary with the Royal Aero Club's ground at Eastchurch, where that club shared training and other facilities with Short Brothers whose factory was, in effect, the world's first aircraft production line.

Dover's position on the Channel coast, however, guaranteed its prominence in the fast growing aviation world and the Dover club attracted powerful patronage. By 1911 'Flight' magazine described it as one of, "...the most powerful aeronautical clubs in the country..." The president of the club was the Marquis Camden, whilst the vice-presidents included Lord Kitchener and Vice-Admiral Sir John Jellicoe. A reflection of the significance of Dover to aviation generally could be seen in the fact that in 1912, Claude Graham-White, Gustav Hamel and Jules Nardini, three of the most internationally famous aviators of the day, consented to become vice presidents of the Dover Model Aero Club, whose headquarters was in Godwyne Road.

An event which underwrote the importance of the Whitfield Flying Ground was the 1911 Circuit of Europe Challenge which carried a prize of 450,000 Francs (about £8,000) offered by the French newspaper Le Journal. The event was held between 18th June and 7th July 1911 and the Whitfield flying ground was selected as the departure and arrival point for the cross Channel stages. The Dover Express reported that the event

signalled, "...the constitution of a permanent Dover air station..." at Whitfield. This optimism was to prove misplaced but the event was memorable for a number of reasons. The Dover Engineering Works was appointed official repairer to the flyers and several hundred people made their way to Whitfield where they incurred the wrath of Mr Kendall of Archer's Court whose fences were damaged by the crowd. The event also showed how the science of communications was developing. A wireless equipped French destroyer was despatched to Dover Harbour and a telephone line was laid from there to Whitfield. News of the departure of the flyers from France was then relayed by radio and telephone to the waiting officials and spectators.

The race was won by the French flyer Lt. Jean Louis Conneau. The only British pilot to finish was James Valentine who, in September 1911, gave an exhibition of flying at Whitfield that attracted 600 spectators. Valentine died in the RFC in 1917.

More ominously, the Dover Express reported that of the 11 aircraft that set out from France, only 7 were spotted by the support boats stationed in the Channel. This led the Express to endorse the national newspapers' demands for the Government to spend more on air defence. As will be seen, Dover would continue to play a part in highlighting the country's vulnerability from the air.

In December 1911, in line with the Dover Express' prediction, the Dover Aero Club set about forming a limited liability company: Air Stations (Dover) Ltd. The share capital raised was to be used for the building of hangars, thereby ensuring that, "...aviation will then be permanently established at Dover and passenger flights and tuition in flying will be able to be obtained..." By 1912



British Army Aeroplane Number 1. Designed and flown by Samuel Cody – October 1908. No attribution.

funds had been raised to build a new club house which was opened on 19th June by the Lord Lieutenant accompanied by a large crowd of, "...well known persons...". The club appeared to be going from strength to strength and in December 1912, under the auspices of the Dover Aero Club, the famous 'Colonel' Samuel Cody was booked to talk at Dover Town Hall about, "The Progress of Flight during the past twenty-five years".

Cody's engagement with the club showed both his and the club's importance in the story of aviation. Samuel Franklin Cody was an American who came to Britain in 1890 and was naturalised in 1909. He was a considerable self-publicist and enjoyed the public's confusing him with Buffalo Bill Cody whom he resembled. He was however a man of great skill and ingenuity. He invented the Cody War Kite observation balloon and became the Army's chief instructor and designer at its balloon factory at Farnborough. He flew the first powered airship from Farnborough to London in 1906. More importantly, he designed British Army Aeroplane No.1 and in October 1908 flew it for 27 seconds over a distance of 1400 feet thereby achieving the first officially recorded flight of a heavier than air machine in Britain. His aeroplane was, to our eyes, an extraordinary box-kite like machine with twin propellers and six wheels, but it made Cody's reputation. Cody suffered the fate of



Harriet Quimby – the first Channel crossing by a woman, April 1912 by permission James Field, artist.

so many early aviators and was killed in a flying accident in 1913.

1912 proved auspicious for Whitfield for other reasons. At 5.30 a.m. on 16th April the American flyer Harriet Quimby took off from Whitfield in her new Blériot XI monoplane and 1 hour 9 minutes later landed in Pas de Calais to a great reception as the first woman to fly herself across the Channel; the first woman passenger had been taken across on 6th April by Gustav Hamel. Unfortunately, the news of Harriet Quimby's feat, accomplished with a hot water bottle strapped to her waist and a wristwatch and hand compass as her only instruments, was overshadowed by the news of the sinking of the Titanic. That, coupled with her death in a flying accident in July 1912, led to her achievements being largely forgotten. A plaque commemorating her flight was placed at the Ramada Hotel in 2012.

May 1912 also saw the arrival at Whitfield of Jules Nardini who was described as "resident aviator". Nardini was already famous, having participated in many air competitions and exhibitions at Hendon, where he was particularly noted for giving flights to young ladies! He was Italian and had been living in France but was expelled for 'dubious' political activities, which seem to have revolved around his having alerted the

Italian Government to the fact that the French were selling aeroplanes to the Turks. He arrived in exile at Whitfield after an unscheduled stop in Deal, on Lord Northbourne's estate, due to a defective compass. On the day following his arrival, he gave an exhibition of flying over Dover Harbour. Nardini was killed on his 13th Channel crossing.

The Whitfield Flying Ground's salad days were between 1910 and 1913. At the close of 1912, with tensions rising in Europe, a Zeppelin was spotted flying over North Kent. As a result, in 1913 restrictions on civilian flying across the Channel were imposed. Incoming flights were restricted to narrow corridors between Walmer and Ramsgate or Rye and Eastbourne and pilots had to give 18 hours' notice of intended arrival and present themselves for examination within 5 miles of the coast at designated landing grounds. This had a dramatic effect on air activity in Dover. Whitfield had been used for some time as a stopping off point for trainee pilots from the RNAS, Eastchurch; that occasionally continued but the level of civilian activity greatly declined and the ground saw little use until after the War.

An additional reason for the decline in Whitfield's fortunes was the development of Swingate as a viable landing ground. Louis Blériot had effected a cliff-top landing at Northfall Meadow on 25th July 1909, having made the first powered crossing of the Channel. Blériot's contribution to aviation history lay not only in his flying achievement but primarily in aircraft manufacture. The Blériot XI monoplane that he flew to Dover was further developed and used at one time or another by most of the pioneer flyers. It went on to become the pattern from which the most numerous British military plane, the 'BE' series (BE stood for Blériot Experimental), was developed. 900 Blériot XI monoplanes had

been produced by 1913 and over 3,000 BEs were produced for the RFC and RNAS before 1918. Blériot had promised his wife before setting out that he would give up flying after the attempt. He did so and lived until 1936.

Blériot had aimed at winning the Ruinat (Champagne House) prize of 12,500 gold Francs for the first Channel crossing but had missed the deadline for submission of his application and had therefore to content himself with winning £1,000 from the Daily Mail. Jacques de Lesseps had an English wife and was the 10th son of Count Ferdinand de Lesseps of Suez and Panama Canals fame. He won the Ruinat prize on 21st May 1910 when he landed his Blériot on Swingate Down, close to Reach Court Farm, where he damaged a fence and handed over £4 by way of compensation. De Lesseps received an extra £100 from the Daily Mail for being the second man to complete a crossing. He was killed in a flying accident in 1927.

Many people know that Dover also attracted the attention of Charles Rolls, who was the 2nd man in Britain to gain a pilot's licence. He favoured developing Swingate Down as an airfield and persuaded the War Office to rent him the site. Rolls had what was called an "aeroplane garage" erected. The Dover Express and East Kent News referred to Rolls building, "...a corrugated shed on the Government Ground between the Deal road and the old St. Margaret's road." It occupied over 1,000 square feet and was built by William Harbrow of St Mary Cray, which company would much later erect the first radar towers on the site as the 2nd World war loomed. At 6.28 pm on 2nd June 1910, less than a year after Blériot's historic crossing, Rolls set off from Swingate Downs to complete a double crossing of the channel. He flew a Wright Bros. biplane built under licence by Short Bros. at Eastchurch, the cost of which was £200. He landed again at 8 p.m. Rolls' feat

was astonishing – it was only 3 years since an aeroplane had managed to change direction in the air for the first time (achieved by Henri Farman in 1907) and only 18 months since the first observed powered flight in England by Samuel Cody. Charles Rolls was killed in a flying accident in July 1910.

Following Blériot's crossing, the Baron de Forest increased to £4,000 the prize he had offered that year for the first Englishman to fly an English made aeroplane across the Channel. Swingate Down was used by the majority of the flyers seeking the prize and in the event it was awarded in December 1910 to Tommy Sopwith for flying the furthest distance into Europe. He invested his winnings in his flying school.

Sopwith's interest in flying stemmed partly from his contact with another famous aviator who achieved a Channel "first". On 18th August 1910 the American aviator John Moisant arrived at the East Kent Colliery brickfield at Telegraph Farm Tilmanstone as a result of a forced landing in his Blériot XI two seater. He had flown from Paris and was accompanied by his engineer, thereby achieving the first Channel crossing with a passenger. Due to bad weather, crashes and mechanical mishaps he took three weeks to complete his intended journey from Paris to London. He caused a sensation locally and it



Short seaplane Dover Harbour 1918. No attribution

was reported that he was presented with a cat as a gift from Tilmanstone. In fact it seems certain that the cat in question was one he had acquired in Paris where he had learned to fly with Blériot; its name was Mlle. Fifi. On landing at Tilmanstone, Moisant told observers that he had only flown five times before and that he was heading for London, although he did not know the way. More aviation mishaps subsequently occurred but the cat went with him to Sittingbourne, Upchurch, Rainham and Kemsing, where it was cared for by a certain Miss Burr, and then on to Otford and Beckenham where he completed his journey, although he had aimed for Hendon. John Moisant was killed in December 1910 whilst landing a Blériot XI.

Gustav Hamel was considered by Louis Blériot to be the best pilot he had seen. In 1911 Hamel flew a Blériot XI the 19 miles between Hendon and Windsor to deliver the first official airmail carried in Great Britain. In April 1912 he assisted Harriet Quimby by testing her newly delivered Blériot monoplane before her flight from Whitfield to France, although, somewhat ungallantly, he had suggested that a woman would be unable to meet the demands of such a flight. He made many cross Channel flights from Dover and, in April 1913, made the first return flight carrying a passenger, the Evening Standard journalist Frank Dupree. Later that month he flew with Dupree as passenger from Whitfield to Cologne, the first time that a flight had been made from England to Germany. The flight, sponsored by the Evening Standard, was intended to draw further attention to Britain's need for military aircraft. Hamel is known to have flown into Swingate after the imposition of restrictions in 1913 and is believed to have been testing armed Blériot for the RFC. Aged 24, he disappeared over the English Channel in May 1914.

As Dover's significance in civilian flying

faded in the face of international tension, its importance as a military base naturally grew. Dover became a special military zone and travel and other restrictions were imposed. The need for both offensive and defensive capability in the air was clearly recognised as war loomed. Dover was, of course, a target for the Germans for the same reasons that it was important to the Allies. The town's experience as "Hell Fire Corner" in the Second World War has tended to obscure the memory of its experience in the First World War. There were 113 air raid alarms and 185 bombs fell from Zeppelins, sea planes and from Gotha bombers during the German air campaign of 1917/18. 23 shells landed on the town, fired from German destroyers. Though less damage was caused than in the Second World War, the effect on Doverians was nevertheless traumatic; 23 civilians were killed and 71 injured. The first bomb to fall on land in England fell on 24th December 1914 in Leyburne Road on property belonging to Mr Terson, knocking his neighbour's gardener out of a tree. The last bombs to fall on England from an aircraft are believed to have fallen on Swingate in March 1918.

Following the Zeppelin panic of October 1912 £45,000 was allocated for the development of a military flying station on Swingate Down (incorrectly reported by the Dover Express as £14,000). In 1913, the (Army Wing) RFC started the development of Dover (St. Margaret's), as Swingate was officially called. Canvas hangars were erected in 1913 for two Maurice Farmans of 5 squadron; the pilots slept at the nearby military prison! In August 1914 the RFC began to arrive in strength and by then there were 14 hangars in place. The force comprised 4 squadrons, nos. 2, 3, 4 and 5, which represented the entire operational complement of the RFC: 60 machines with their pilots and observers. They were all destined for France as part of the British Expeditionary Force.

PRICE LESS FURNITURE

MORE CHOICE LESS PRICE!
STOCKISTS OF SOFAS, CHAIRS,
BEDS, MATTRESSES
LOUNGE, DINING AND
OCCASIONAL FURNITURE
+ MUCH MORE

PRICE LESS FURNITURE

72-74 BIGGIN STREET

DOVER

CT16 1BB

01304 203055

www.pricelessfurnitureuk.co.uk

www.pricelessfurniture.co.uk

Tantalizing Patchwork

Thoughts Provoked by Memories of Leyburne Road - Part II

— Clyde Binfield —

The Binfields were Anglicans and Tories, I am inclined to think unthinkingly so. Richard Dickeson was a churchwarden at St Mary's, but actively Liberal. John Parton was a deacon at Zion; he too was Liberal. His daughter Florence was radically so. She told me that in



*Leyburne Road, looking towards Victoria Park,
late 1950s*

her teens she persuaded her father to vote for an Independent Labour candidate, on the grounds that being an army officer, and therefore a gentleman, he could not be too dangerous. At first sight that does not quite square with what seem to be the facts. Dover was ungrateful terrain for Liberals. There was no doubt about that. From 1889 to 1913 the town's MP was George Wyndham, an outstandingly able man. He was Dover's Tory candidate on eight occasions and was returned unopposed on five of them. In 1892, however, he was opposed by Major Eustace Edwards, R.A., and he is listed in McCalmont's invaluable Parliamentary Poll Book as a Gladstonian Liberal, which is hardly Labour. That must have been the election which my grandmother had in mind. Eustace Edwards lost handsomely but his workers included a future Prime Minister, Ramsay Macdonald, then in his twenty-sixth year; my grandmother would have been in her fifteenth year. Had her memory played tricks on her?

The answer lies with Ramsay Macdonald. His biographer, David Marquand (1977), explains why. Eustace Edwards was indeed an army officer, now retired but less gentlemanly than my grandmother made out to her father. He was not a Gladstonian Liberal (the Partons

revered Mr. Gladstone), neither was he Independent Labour (the Independent Labour Party was only formed in January 1893) but he was the Labour Electoral Association's candidate and in the absence of a mainstream Liberal he offered the only opposition to George Wyndham. The Labour Electoral Association was worker, indeed trade-union, orientated but it aimed to work with Liberals and its policies, though radical, were not incompatible with theirs. Major Edwards, however, lacked electoral tact. He described Dover's Liberals as "a set of old Tory grandmothers"; after the 1892 election he gate-crashed a meeting of the Church Congress in the Town Hall, singing "Ta-ra-ra-boom-de-ay" just before the Bishop of Manchester (a Liberal bishop) was due to address it. The hero of the election in fact had been Ramsay Macdonald, to such effect that, when Eustace Edwards stood down as a candidate, Ramsay Macdonald was unanimously selected in his place. As it happened Macdonald did not stand for election in Dover; he moved on to Southampton but his brush with the town

occurred at a critical point in his political evolution.

Did it play any part in my grandmother's political evolution? I would like to think that she sneaked in to some of the meetings held in the Town Hall, so close to Priory Road, however unladylike that might have been. She was the only girl in her family, with three brothers, and her nickname was "Fireworks". But in recalling that election she made no reference to Ramsay Macdonald, despite the impact that he had on his hearers and on the local press. Perhaps at the time he was just another exciting young man; it was years later that he became a national figure, and when she told me about that election in 1892, Ramsay Macdonald had long been a lost leader, the man who had betrayed the Labour cause.

Even so, my grandmother's radical sympathies had deep roots. After the Liberal landslide of 1906 (which had little impact in Dover despite great electoral excitement and a respectable Liberal showing), she moved steadily leftwards, taking my grandfather with her, for Florence Parton and Arthur Goodfellow had been married on Christmas Day 1904. Theirs was the first wedding at the fine High Street Congregational Church, formed from the union of Russell Street (Arthur Goodfellow's church) and Zion (Florence Parton's church), and newly built across the road from the still new Connaught Hall. So much had come together.

None of this is quite so far from Leyburne Road (to which they moved in the 1930s, buoyed, I suspect, by helpful legacies from Medway aunts) as it might seem and it shows how rooted one might be in a particular place and yet how varied and colourful the patchwork quilt of family relationship and social opportunity (and social set-back too) could also be. Something of that has been lost for many of us.



Leyburne Road from its gardens, late 1950s artful, almost playful, with careful pretensions

When Leyburne Road and Harold Street managed to dust themselves down, enough remained of what was "pre-war" (in those first post-war years everything that was "pre-war" was held to retain a certain quality) to be worth savouring, and in the late 1940s and very early 1950s there was also freedom for a young boy to roam unaccompanied that would now be quite unthinkable. The Castle, then still garrisoned, was all of it mine; only the Keep and later the Underground Works charged for admission. Better still, the docks were surprisingly accessible. Here was a setting for regeneration.

I have begun with a war-time context. Already it has merged into a post-war context. Post-war Dover came tantalizingly close to recovery and regeneration. Two developments testify to this. One was the acquisition of Kearsney Abbey. Alas, the wonderfully gimcrack Gothic mansion had to go but the enchanting grounds became a public park. Was my grandfather still mayor at that point? My Labour-tinted family memory is that the Abbey was acquired thanks largely to his advocacy and over the dead bodies of Tory opposition. The other development was the building of The Gateway, inevitably if misleadingly described as "luxury flats" – they were

council flats, after all.

Were the shell-shocked William-and-Adelaide and early Victorian terraces of Marine Parade, Liverpool Lawn, and the rest really past salvation? At the time a clean sweep offered the chance of a new world. There was a competition for their replacement. I remember viewing the designs in the Town Hall. I still picture one; it was very seasidy, almost Mediterranean, with its pitched and pantile roofs. Another submission was rather chillingly called "New Era Dwellings". What was built, The Gateway (Dalglish and Pullen, 1954-8), is crisply described in John Newman's updated Pevsner as a partly taken opportunity. It turns a bold face to the sea, a long, straight, and six-storey slab with a nine-storey slab curving round... But the two parts are not properly related to each other, nor are they visually enticing. Dull brown brick. The balconies that festoon the seaward side not spaced so as to impose rhythm on the bleak, flat walls...

That is a little hard but it is not unfair and the flats have worked. The people who moved into The Gateway, my parents and a great-aunt and uncle among them, were the sort who would once have lived in Leyburne Road and its environs. We should turn to their sort.

The last and not least characterful of the military men was a neighbour of my grandparents: Miller Higgs. He bred pigeons, kept dogs which barked non-stop (I recall Skipper, followed by Shandy), and was unfailingly jovial, gravel-voiced, and rubicund. He was a Tory and a Baptist, but no teetotaller. Much later I discovered that he was a building Higgs; the London firm of Higgs and Hill was one of the big Victorian building contractors, responsible for the Metropolitan Tabernacle, where the Baptist preacher, Charles Haddon Spurgeon, once

drew great crowds. Miller Higgs was also a highly regarded genealogist; the portraits in his dining-room attested to his sense of family.

The seafaring side was focused on pilots. Captains Kenward and Blaxland represented the Cinque Ports pilots; Captain McCaffrey, like my father, was North Sea. He was as red-faced as Miller Higgs, with a seafarer's gait; his wife was blonde and buxom. Such was our southern certainty that we could not begin to understand Captain McCaffrey's affection for Hull, to which eventually he returned, although not, I think, with Mrs McCaffrey.

There were still plenty of neighbouring pillars of the community, for while Leyburne Road, Godwyne Road, and Harold Street were not what they had been, Salisbury Road and Park Avenue had fared better, and Castle Avenue had fared best of all. One could understand why Castle Ward remained Dover's one impregnable Tory ward - Barton, Town and Pier, and Hougham, although frequently, even usually, Tory, offered hopeful ground for Labour in good years, Castle never. Thus I think of Mr Clark, short and Methodist, of Clark's Nurseries, who lived at the north end of Leyburne Road. There were the Clouts, round the corner in Godwyne Road. Their house, Godwyne Lodge, was a strange villa, tall, brown, and vaguely half-timbered in my memory, in the same style as Godwynehurst, just above it, which had been built, I think, as a rather select school but was now the YMCA. The Clouts were standard bearers for Dover's music. Mr Clout played the violin, Mrs Clout taught the piano. She spoke crisply and dressed bohemianly, in colours that matched her house. Her sharp humour and military teaching methods frightened me. The piano, as presented by her, was not for me. At the bottom of Godwyne Road, commanding the

approaches to Park Street and Park Avenue, as well as the two wings of Maison Dieu Road, Five Ways indeed, was the generously bayed Clyde House, where the Tolands lived and had their surgery. They were our doctors. The Tolands were Tories and High Church (St Bartholomew's); Dr Gertrude Toland was formidably qualified, and later became a Town Councillor, but it was her husband who had the bedside manner. Their son was at Winchester. On the whole it was Dover College and Kent College which provided alternatives to the Grammar School for boys whose parents could afford the fees and shuddered at the thought of a secondary modern. They were not academically demanding. Winchester, however, ranked with King's, Canterbury, as an independent school with academic edge.

On Salisbury Road, in plain, handsome, reddish-brown brick, detached houses lived the Youdens and the Ernest Chittys. Above them, half-timbered in Castle Avenue, lived the Charles Chittys. Castle Avenue's houses had names, a sonorous sequence of them: Kingswood, Sonnenberg (the Charles Chittys), Maryville (the Westwaters – he was the manager at Lloyd's Bank in the Market Square) and, most aspiring of all, Chatsworth, a half-timbered mini-manor, much more yeoman Kent than ducal Derbyshire but, although it was not remotely like the real thing, it deserved full marks for trying. It might seem that you could not fail if you lived in Castle Avenue. On the same side as Chatsworth, Kingswood, Sonnenberg, Maryville, Castania, and one or two more, lived Courtney Wethered, the Tory agent. His Cleve House was Castle Avenue scaled down to fit between the wars but it was as commandingly placed at the cusp of Castle Avenue and Godwyne Road as Chatsworth was at the cusp of Castle Avenue and Park Avenue or Clyde House was with its five ways at the bottom.

Of all their occupants it was the Youdens and Chittys who best exemplified pre-war Dover's professional and commercial people. My mother knew Mrs Youden through the revived Operatic and Dramatic Society. The Chittys were distinctive because of their unswerving Liberalism, their involvement in every good local cause from temperance to the YMCA, and their Unitarianism.

Ernest Chitty was a last link with the politics that preceded the First World War, when he had fought the sort of Toryism exemplified by the timber merchant, Sir William Crundall. "Man who Fought Bribery in Dover Politics Dies", was the headline in the Dover Express when Ernest Chitty's death was announced. He had been a solicitor. His firm, Bradley, Chitty and Scorer, introduces another name to note in Edwardian, inter-war, and post-war Dover. Bradleys were corn merchants, dyers, cleaners, and Baptists, as well as solicitors. They too were Liberals. The solicitor Bradley, Sir Montague, whose first name was Augustus, stood for Parliament in January 1910. He too failed to dislodge George Wyndham; I suspect that his knighthood was a consolation prize. His brother William, who was in corn but was also son-in-law and brother-in-law to dyeing and cleaning Scotts, lived in Taymouth House, very large and severe at the corner of Harold Street and Taswell Street, but that was well before my time and so is really another story. Nonetheless, the Bradleys, like the Chittys, illustrate the range and the texture of Dover's professional and commercial life at a time when its leading citizens still lived in their town. We should return to Ernest and his brother Charles Chitty.

Charles Chitty had been in charge of the family flour mills, which in their day had pioneered milling technology. White-bearded, twinkling, and upright, Charles Chitty drove an old-fashioned motor-car well

into his nineties except when he and Ernest were driven by their sister-in-law, also well advanced in years, silver-haired, slender, and upright. She was Miss McDougal, a Dover doctor's daughter, whom my grandmother always called Mattie McDougal, which seemed lacking in respect; Miss McDougal, so handsome and ramrod straight, was not at all a Mattie, but she and my grandmother had known each other since girlhood. Mattie McDougal was yet another Baptist, an instance of the place of Salem Baptist Church in Dover life. All was explained much later when I found that the McDougals were connected to the Coats family of Paisley, whose Coats Memorial Baptist Church is one of the grandest late Victorian churches of any denomination anywhere in Britain. The Coatses had prospered magnificently in sewing thread but Mattie McDougal's branch were the "Petty Coats", whose humbler (but still substantial) line was ham-curing. They were, however, all of them Baptists. In Dover Miss McDougal lived with Mrs McMaster in Godwyne Road; their house, St Stephen's, was large, double-fronted, in a yellowish-grey-brown brick, giving nothing away except that it was immaculately maintained.

I have already mentioned the Operatic and Dramatic Society, in whose post-war revival my mother played her part. I was from the first bewitched by Iolanthe, Yeoman of the Guard, and Pirates of Penzance, as well as by The Geisha and Quaker Girl. My mother was dramatic and not at all operatic but this allows me to introduce the Ridleys who lived in Victoria Park. Victoria Park was visible from Leyburne Road but not easily accessible from it. Here had been true terraced grandeur, its scale on a par with Waterloo Crescent. Its houses had long been mouldering into flats but the Ridleys' house remained undivided. The Ridleys were newcomers, with a style that matched their house, tall, spacey, and grandly faded.

Geoffrey Ridley was an architect. He rationalised and subdivided with considerable sensitivity the High Street Congregational Church where my parents and grandparents had been married, ensuring in the process that a proper stage was incorporated into its new church hall. He also stole the show as Sergius in the Op and Dram's Arms and the Man. Jane Ridley was its producer, a woman in the manner of Blackwood's Mrs Rathbone. Her productions aroused strong views. Mrs Ridley's admirers were convinced that her memorable Yeoman of the Guard had been unfairly savaged in the Dover Express.

There remain the widows and the maiden ladies, some of them, perhaps, examples of what my grandmother described with brisk sympathy as "pride, poverty, and pianos", nature's Conservatives. I think especially of four very different widows, all in Leyburne Road: Mrs Washington, Mrs George, Mrs Newman, and Mrs Maddocks.

Mrs Washington lived at Chaldercot, the large, detached, severely war-damaged and curiously featureless house high above the southern end of the road. Chaldercot was a Mowll house and Lois Washington was a Mowll. The Mowlls were solicitors, related to every notable family in Dover and beyond. Once Baptists, they had become the lowest of Low Churchmen, with Christ Church, on Folkestone Road, as their fiefdom. Mrs Washington's eldest brother became Archbishop of Sydney, which was perhaps as Low as you could get in the Anglican Communion. Mrs Washington was herself the widow of a Low Church parson, Canon Marmaduke Washington. I wish that I had known then that she was Mrs Marmaduke Washington but we irreverently called her Mrs Washpot (a Biblical reference) and my aunt described her daily progress with her small dog along Leyburne Road as like that of a ship in full sail. She looked a hundred,

but a billowing, stately hundred, yet can only have been in her earlier fifties. She and my grandmother would talk, if they met, about the Reformation, of which they both approved.

Mrs George, or Mrs Franklin George as she preferred to be called, and Mrs Newman were contrasts. They lived either side of us after we had moved from my grandparents' house to number 28. Mrs George, who came from Chesterfield, was cheerful, loud-voiced, and played the organ at the Castle Church, which she was convinced had been used for continuous worship since Roman times; it annoyed her that the Vatican did not respond to her requests for proof. Her daughter Rosemary was a Channel swimmer, not the first woman but certainly one of the first. Mrs Newman was much more self-contained; she was a careful gardener (Mrs George's gardening was more hit-and-miss) and had a newsagent's shop in Ladywell, compact but excellently stocked, full of sweets as well as magazines and packets of cigarettes.

That leaves Mrs Maddocks, who lived above Miller Higgs. I recall her as tall, elegantly thin, and well-spoken. She taught at Broadleas, the truly extraordinary little school nestling in the lee of the Castle where my aunt was head teacher. At least, Mrs Maddocks taught there until she remarried. That event was at St George's, Hanover Square then still a fashionable place for London weddings. Her new husband was a parson whose engagingly medieval name matched hers. She was Blanche, he was Hubert, and French with two ffs: Hubert Ffrench. That was classy.

Of the maiden ladies, most of them daughters of solid local tradesmen, I would pick out ten. The Miss Kettners lived next to my grandparents. They too had the whole house. I can just about recall their father; the

infinitely frail Mr Kettner. I am sure that they were Austrians but Olga and Hilda Kettner spoke perfect, accentless English. They dressed with quietly immaculate precision; their garden too, like their clothes, was without equal in Leyburne Road for quietly immaculate precision. They were complemented by the Miss Giggs, retired teachers who lived no less immaculately in an ample semi-detached villa in Harold Terrace. One was jolly and round, the other was much more ascetic. Their family had been High Street Congregationalists and one of the Miss Giggs could still, very occasionally, be seen there. Then there was Miss Killick, an efficient looking Baptist who lived in one of the surviving terraced houses in Harold Street; she was a Killick of Killick and Back, whose outfitters shop had been next to Binfield Bros in the Market Square.

There remain Miss Embry, Miss Crundall, the Misses East, and Miss Elnor. Miss Embry, a parson's daughter, small, dark, and High Church, lived in Leyburne Road's yellow-brick Guilford Terrace. She had a famous brother, Air Chief Marshal Sir Basil Embry, a Bomber Squadron pilot of "extreme personal recklessness". It took some imagination to impute his derring-do into her restrained demeanour. Miss Crundall, from Maison Dieu Road, tall and thin as so many of them seem to have been – which is how English women of a certain type often were – comes into this picture in part because she was the daughter of the reprehensible Sir William and in part because she greatly enriched the Op and Dram's wardrobe. I still have a photograph of my mother in Dramatic mode (taken of course by Lambert Weston) wearing one of Lady Crundall's late-Victorian gowns, plum-red silk and intended to impress. Miss Crundall might also have had links with Guiding. The Misses East and Miss Elnor certainly had, and I close with them.

The Misses East were the daughters of W.H. East of the School of Art, the man who had painted my mariner great-grandfather Goodfellow alongside their brother. I understood that Mr East had designed Eastlea, their house in Maison Dieu Road which, with its purpose-built studio, must rank in all senses as the town's best true Arts-and-Crafts house; it would fit so easily into Bedford Park, London's proto-Arts-and-Crafts suburb, or into the artier parts of Hampstead. One of the sisters always seemed very frail but the other, though slight, was alert and upright. She had been a Guider, one of those to whom my mother, who was a keen Guide and a first-rate Guide Captain, always deferred as "Madam". That was how you addressed Guide Commissioners; their smart uniform was more than a cut above a Guide Captain's sensible gear. Miss Elnor also fitted that category. She was very much "Madam". Her house was Leyburne House, opposite Chaldercot, a well-positioned, discreetly understated and consequently rather superior detached house. Miss Elnor's father, Canon Elnor, had been Vicar of St Mary's and therefore Dover's senior Anglican clergyman. Patricia Elnor (can she have been named after

Princess Patricia of Connaught? Dover seems to have taken a proprietary interest in the Connaughts ever since the young Duke had briefly lodged, while on duty, in Waterloo Crescent) had one other claim to fame: she kept a uniformed maid, as I discovered when taking a note from my mother to Miss Elnor and the maid opened the door and told me to wait. That really was a glimpse into an already vanished world.

There could be no better place than to end this excursion into memory than with Leyburne House at the end of Leyburne Road.



Leyburne House

COWGATE CEMETERY

Jeremy Cope

Our maintenance work continues as usual with the cemetery looking well – a lovely spot overlooking the town and well worth a visit. For those who would like to join our working parties do please contact me – my contact details are on the front inside cover. Usually we work the first Thursday and second Saturday in the month from 9.00a.m to noon with of course a tea/coffee break.

Preliminary diary is:

Month	Thursday	Saturday
November	2nd	11th
December	7th	16th
2018		
January	4th	13th
February	1st	10th
March	1st	10th

When Coal Dust Threatened Dover's Playground

Terry Sutton

Take a stroll along Dover sea front and it's hard to remember the days when, each day, a freight train smoked its way along the roadway a few feet from the promenade. With a man walking in front waving a red flag.

The background to the sea front railway was a controversy that had its roots in 1923 when Dover Harbour Board and Southern Railway gained authorisation to operate it along Dover sea front to carry loads to the Eastern Docks.

The trouble was no one thought of making a restriction on how much, or the type of load, that could be carried along the sea front road. One trainload a day was the norm. In the autumn of 1931 Southern Railway began constructing a coal bunker on the Eastern Arm to supply coal-burning ships and to load up vessels with export coal.

Strange to believe today but there had been a fenced railway track along Dover sea front since 1917, laid for the Admiralty, to carry war materiel from the west of the harbour to the east. The Admiralty recycled the old railway track that years before carried chalk on the cliff-top railway for harbour construction.

After the 1914-18 war, in 1923, official authorisation for the sea front track was to be given in a clause in a Parliamentary Act, the main aim of which was to sanction the construction of a Channel ferry. With progress of the Parliamentary Bill, the railway company surprised everyone by revealing it proposed to start carrying coal on the sea front railway to supply the new coal bunker



Seafront Railway © Dover Museum

on the Eastern Arm. Immediately there was a local outcry.

Swift action was taken by Dover borough council which, in February 1932, passed a resolution to oppose the Bill in Parliament and the following month the mayor and a deputation of councillors met the general manager of Southern Railway to plead with him not to carry out the coal threat. The mayor and his team came back to Dover with the terrible news that the railway company proposed to operate coal trains along the sea front for 14 hours a day carrying up to 800,000 tons of coal a year.

On April 15th Southern Railway carried out its threat and the first coal trains began rumbling along the sea front rail track. Dover folk just could not believe it and there were soon complaints of coal dust being blown about on windy days. No longer was the sea front the pride of the town, Dover's favourite playground, where, every summer, crowds flocked to watch rowing and sailing regattas. No longer, with coal dust blowing about, was it a pleasant place to promenade.

Anger built up in the town, soon to be expressed in Parliament when the Bill came



Dover Seafront Train Unloading Coal

before a Commons' committee on April 19th. The chairman announced he and his committee were impressed by two petitions received, one from the people of Dover, and he suggested Dover Corporation, Dover Harbour Board and Southern Railway meet to come up with a compromise. The three agreed but after they met Southern Railway announced it was sticking to its guns and still aimed to transport annually up to 800,000 tons of coal along the sea front. The House of Commons' committee expressed regret that no agreement had been reached but the Bill was passed.

Dover was not finished yet. Dover Corporation and Dover Harbour Board joined forced and decided to oppose the Bill in the House of Lords. A petition signed by 17,000 opposing the railway company was sent to the Lords along with opposition by Dover Chamber of Commerce. Residents of East Cliff and those living on the sea front sent in their separate petition of opposition.

At that stage Dover Harbour Board came up with a peace plan. It offered to contribute £40,000 towards the cost of constructing a railway tunnel from the Dover-Deal rail loop to the Eastern Docks through which trains could operate carrying coal. Dover Corporate leapt at the idea and offered to contribute £20,000. There was no immediate reaction from Southern Railway. (If the tunnel had been built it could today answer much of

Dover's port orientated road traffic problems. At one stage Dover Harbour Board even planned to promote a Parliamentary Bill for the construction of the tunnel).

Debating the issue continued in the House of Lords and on June 16 it was announced a clause would be inserted in the Bill restricting the annual amount of coal that could be carried to 300,000 tons-much less than required by Southern Railway.

This, in effect, proved the death knell to the whole idea. To make the enterprise pay Southern Railway needed to make greater use of the railway line carrying coal and from the middle of July to the end of September that year only 12,000 tons of coal were carried along the sea front. But the coal that was carried caused a lot of mess with coal dust blown over people and over sea front properties.

Gradually the coal trade for the Eastern Arm, at least at that stage, petered out and Dover got used to its one train a day running along the sea front.

It was used at times during the Second World War and, when peace returned, a diesel engine, hauling six trucks, would regularly trundle along the sea front at a walking pace with a man in front carrying a red flag to warn pedestrians.

The flag bearer often had to divert to the beach to find a motorist who had parked blocking the line. More often there was a tumble after a cyclist caught the front wheel of his or her bike in the railway track.

The final day of Dover's sea front railway came on December 31st in 1964 when the last load of three oil wagons were hauled to the Eastern Docks. And, it is claimed, carrying the wages for workers at Parker Pens factory then at the Eastern Docks.

Dover's Tram Tragedy Remembered

Peter Sherred

On Saturday 19 August 2017 at Crabble Corn Mill River in the presence of the Chairman of Dover District Council, Councillor Sue Chandler, the Dover Society organised a centenary memorial presentation honouring the people who died and those who were injured, some quite seriously, in the Crabble tram accident of 1917. The accident took place during the Great War of 1914-1918 on Sunday 19th August 1917 at Crabble Road River and occurred when an out of control tram hit the northern parapet of the River Dour Bridge. The tram had overturned at the bottom of the second bend on Crabble Road and the upper deck smashed into the wall. Eleven people were killed (including the tram's experienced conductress Lottie Scrase) and 51 civilians plus 9 military personnel were injured. The site of the crash is marked by a blue Dover Society plaque. The Crabble tram accident of 1917 remains one of the worst on record. The subsequent coroner's verdict recorded 'the deaths were caused by the tram-car running away and overturning, and that the accident was caused through by the error of judgement and inexperience of the driver of the car, and that the deceased's met their deaths through misadventure'.

The centenary presentation was given by members of the Dover Tales led by Barry O'Brien, supported by Ray Newsam, Caroline Fox-Betts and Stephanie and Chris Precious whose oral presentation of the tragedy was accompanied by Paul Cheneour on the flute. The script was drawn from and inspired by various reports and correspondence published at the time of the crash. Additionally, the Dover Tales members gave three other pieces including one about the



Crabble Road Tram accident 1917. Dover Museum

Christmas Eve 1914 bomb dropped on Leyburne Road, another inspired by childhood memories of a River resident and a further one was an adaptation of a Dalmatian Fairy Tale in acknowledgement of Dover's twinning with Split in Croatia.

Because of the nature of the route into River, combining significant bends and a steep gradient, tram drivers on this route pre-war were all experienced drivers for whom it was usual at the top of Crabble Road to stop the tram and turn the control key to the off position in order to cut the power supply. This automatically slowed trams down and because the main brakes were rheostatic, electrical braking using a load resistance, they could only be applied if the power was cut off. For whatever reason that Sunday, on that run, the driver did not stop and turn off the control key. This meant that the tram was on full power from the top of the incline. The driver of the No 20 tram on the afternoon of Sunday 19 August 1917 was a local man, Albert James Bissenden, who had volunteered at the outbreak of World War I and became a private in the Army ordnance corps, subsequently being sent to Egypt

where he suffered a nervous breakdown and was discharged in February 1917. Following his return to England he made a good recovery and just five weeks before the accident he started work as a tram driver having never driven a tram before. It became clear that he had made a mistake by not switching the engine off at the appropriate place and time and, due to his lack of experience, was unable to rectify the situation.

Nine members of the Bissenden family came from all over England for the centenary presentation including Albert Bissenden's grandsons David and Alan. Following the

presentations the family members, accompanied by the Chairman of the Dover Society – Derek Leach and Lorraine Sencicle – the Dover Historian gathered at the place where the accident occurred. There, beneath the Dover Society plaque, after a short but moving speech given by David the two brothers laid a bouquet in memory of those killed and injured that day 100 years ago.

Although seating on tram 20 was for 48 passengers on the day of the accident it was evident that the tram was seriously overloaded, the number of passengers given as being 70, a factor which exacerbated the number of casualties.

Refurbishment Committee

Jeremy Cope

Matters with which we have been concerned included:-

Old St James' Church - the tidy ruin. Not so tidy or cared for but we understand this is now on DDC's to do list. We were grateful for DDC's Mandy Pile organising the clearance of rubbish from the William Muge site in Harold Street although it now requires attention again Jim Pople is prompting. We are very pleased that the A roads roadside litter is much reduced - thanks to DDC. The lesson to all of us is if there are litter problems do contact DDC - they can hardly sort things out if they do not know about them.

Jenny Olpin and Mike Weston had a positive meeting with KCC Rights of Way and Pam Brivio (DTC and Walkers are Welcome) to press the case of improvements to the walk from the Bleriot Memorial to the Cliff Path. The main problem is the danger of walkers using Upper Road which has fast cars aplenty and virtually no safe roadside paths - a recipe for an accident. A safe way already exists but

this needs to be properly signposted and hopefully we will make progress. Mike also prepared a plan of a walk (including the Bleriot / cliff section) which would encircle the Castle. This could include the "Zig Zag" with information boards to record matters of historical and other interest. Again this was positively received but now begins the work.

The Discovery Centre has had an unloved look of recent times but is undergoing improvements. One effect has been a reduction in the number of adult education courses but KCC tell us that once the improvements are in place the shortage will be rectified. To be monitored.

Jenny and John Cotton regularly meet with the local Chief Inspector of Police - any problems please contact Jenny - details on the front inside cover.

Have we any volunteers for the committee? You can contact me - again details on the front inside cover.

Dover 1917

Terry Sutton

I have looked back 100 years to discover what was happening in Dover and in other East Kent towns as the "Great War" continued with the death of millions.

One hundred years ago, in 1917, the nation was in the fourth year of World War One with the population of East Kent pondering if the bloody conflict would ever end. The people of Dover suffered shelling from German destroyers, attacks from the air, were also running short of bread and other food until rationing was imposed.

Yet there was plenty of money sloshing around (boosted by the influx of the military) with little to spend it on.

During the year there were a series of German air raids on Kent's coastal towns, firstly by Zeppelins and then by Gotha bombers. Folkestone was the worst to suffer with a Gotha bombing raid in May when more than 80 were killed and 174 injured.

Other towns were bombed but anti-aircraft guns gave Dover some protection where, during the year, only a dozen people were killed in raids.

The worst tragedy of the year, in Dover, was on a Sunday afternoon in August when a tram overturned on Crabble Hill at River killing eleven passengers and injuring more than 50.

Dover, in 1917, was about to lose its Parliamentary borough status to become the Dover County division comprising Dover, Deal, Walmer, Dover Rural, and Eastry Rural areas. Another big change was that male voting rights were extended and the franchise was won by women-but only to those over 30 years of age! The House of Commons voted overwhelmingly for this change in June.

Yet another change in Dover was that in January the Privy Council approved a recommendation of splitting the town into six wards instead the three existing wards. Local elections were abandoned throughout the war years.

With so many soldiers and sailors based in Fortress Dover, trade in the town in 1917 was described as excellent. There was plenty of ready money about. Posters calling on Dovorians to invest in War Loans appeared



Sea Front (showing skating rink) 1917



South Front Barracks from the Admiralty Pier

in the town in January. Five shillings deposits were suggested to "Help Win the War."

"The difficulty this year is not being able to afford to buy goods, but for traders to get the goods to sell," reported the Dover Express.

Later in the year, with enemy submarine warfare hitting imports, there was the start of food shortages in Dover. In the late spring the potato crop failed and imported wheat became more difficult to obtain. King George V in May called on his subjects to eat less bread because of the shortage of wheat. In the autumn the supply of butter ran out creating a heavy demand for margarine which became difficult to buy. For several months tea became scarce, followed by a shortage of sugar.

Dover, and other towns, established food control committees which brought into use rationing cards for sugar. As shortages continued the ration card system was extended to other foodstuffs. One result in the town was a big increase in the use of allotment grounds for the provision of vegetables. This, in turn, resulted eventually in a glut of potatoes!

An attempt was made in Dover, and elsewhere in East Kent, to persuade more men to join up for "Voluntary National Service" a campaign which proved a failure.

The shortage of some men willing to serve in the Forces contributed to the establishment in Dover, and elsewhere, of military tribunals which soon faced an enormous amount of unpleasant work.

Apart from the air raids, especially those on moonlight nights, the most dramatic wartime incident for Dover came in April 1917 when sections of the German navy ventured into the English Channel. Six



Dover Harbour 1918

German destroyers attacked and sank the small craft of The Dover Patrol and then fired more than sixty shells into the town of Dover, causing not a single casualty.

The Royal Navy attacked the enemy flotilla, sinking two of the German destroyers while the others fled. As a result of this engagement 105 German rescued prisoners were landed at Dover along with 22 dead British sailors and 28 dead German sailors. The bodies of the sailors, British and German, were rested in the Market Hall (now Dover Museum) in the Market Square before burial with full naval and military honours at St James' cemetery.

One of the biggest worries during the year was about the situation in Russia, one of the Allies fighting Germany. In March there were signs of revolution when the Czar abdicated.

But there was more hope in April when the USA declared war on Germany followed by the arrival in June, in France, of the first of millions of American troops.

In December there were celebrations in Dover when local East Kent troops were among the British force that beat the enemy's Turkish allies to capture Jerusalem.

In East Kent and throughout the nation the top musical hit in 1917 was: For Me and My Girl.

*1st
Prize
£100*

*Plus
Consolation
Prizes to be won*

*2nd
Prize
£50*

Support a British
tradition
Display your tree in
the window for the
benefit of others!

Organizer/Sponsor
Graham Wanstall
Dover Town
Councillor for Castle
Ward



*4th
Castle Ward
Christmas Tree
Competition
2017*

Christmas Trees displayed in windows will be judged from
Monday 18th December 2017 to Wednesday 1st January 2018

River Dour Partnership

Jeremy Cope

River Volunteers

A reminder that volunteers are always welcome to join the working parties. The volunteers do invaluable work clearing litter from and caring for the river. Run by White Cliffs Countryside Partnership the contact is Sue Bradford on 01304 241806. Do you know any non-members who may also be interested?

Dover Tales

River Tales, is a joint project between Dover Tales and The Dover Society aimed at promoting our lovely river and financed by a grant from the Heritage Lottery Fund. As part of the HLF project students, in association with KETV, will also film the events and prepare a portfolio for their media studies. Ray Newsam led the first River Tales walk on Sunday 30 July from Kearsney to Pencester which was well attended with around 35 people enjoying some historical tales along the way. Barry O'Brien and members of Dover Tales recited tales outside Crabble Corn Mill, Buckland Church and the small park outside Morrisons whilst accompanied on the flute by Paul Cheneour, while Dominic Lucas and Bill Howarth provided musical entertainment at the start and the end of the walk.

Walks to come

At Kearsney Abbey by the boating lake at 2pm on Sunday 29th October the Spirit of the River Dour took shape which gave everyone the chance to meet the newly created 'River Spirit'. They could take part in a drumming workshop and then heard some

river tales and songs. It finished by parading with the spirit through the park! There will be two 'Industrial history and heritage of the River Dour' walks next year, one on Saturday 3rd February and one on Saturday 10th March. The 3 mile linear walk will explore the flour mills, paper mills, saw mills, breweries and tanneries which once lined the banks of the river. These walks will start outside Crabble Corn Mill at 1.30pm.

Other activities include:-

Very pleasing to report that we are working with Richard Haynes and the Up on the Downs team to explore funding of our projects. They will bring expertise and resources that we often struggle to achieve. Richard's team have the same values as we do, that is valuing the community and the river history and environment.

Chris Gardner of South East Rivers Trust continues his work seeking funding to complete the installation of fish passes at Lorne Road and Halford weirs. He is also working to implement environmental improvements in the Lower Dour.

Allison Burton is working with us and sees our aims as matching in with the Town Council's vision for Dover. The Council is currently working with Kent Wildlife Trust investigating natural wetland sites that allow for family interaction with the river environment.

Deborah Gasking hopes to meet with KCC to try and find a way forward to restore the rather nice late Victorian railings on Barton Path. If restored they would look rather special.

The Colonels' Tale

— Peter Sherred —

Members of the Society were included in the large gathering at the Ramada Hotel, Whitfield, on September 21 when two speakers gave a fascinating talk on the Military Knights of Windsor. Those present, including many from towns within the Confederation of the Cinque Ports, heard an address by Colonel Finlay Maclean, aided by Colonel Simon Durnford and a PowerPoint presentation, which brought to life the history and contemporary relevance of the Military Knights. To qualify for admission to this select and elite community which numbers just 13 including their Governor, who since 2012 is a retired Lieutenant-General, and whose members live within the walls of Windsor Castle, candidates must be married, be under the age of 67, have a distinguished army record of at least 20 years and have no criminal convictions. They must join a waiting list of applicants awaiting a vacancy to arise before being vetted by a selection process, approved by the Sovereign and then

admitted with all due ceremony.

The Dean of Windsor is responsible for the general welfare of all Military Knights, whose *raison d'être* is to pray daily for the Sovereign and members of the Order of the Garter in the Chapel of Windsor Castle. Founded by Edward III in 1348 and numbering just 26 the Alms (or Poor) Knights as they were then called have prayed for the Monarch and the members of the Order of the Garter for the entire 669 years of their existence – even during the Commonwealth period when Cromwell evicted all the clergy from St George's Chapel in Windsor he retained the Alms Knights, the majority of whom had been soldiers. For a brief period after 1795 there were 7 Naval Knights but in 1892 they were dissolved by Queen Victoria due to their *louche* behaviour and her reputed view that “there are no gentlemen in the Navy”!

It appears that there were many stories of the elderly naval men becoming very drunk and in particular when drunk they used to unstrap and beat one another with their wooden legs! During the period of their existence 62 Naval Knights of Windsor are recorded. In 1833 a Garter Statute renamed the Alms Knights The Military Knights. They are often seen in their bright scarlet tail coats, dark blue trousers and distinctive black cocked hats with feathers of red and white in procession but the highlight of their year is Garter Day on the Monday of Ascot week each June when with the Heralds and the members of



Colonel Simon Durnford



Colonel Finlay Maclean

the Order of the Garter including many members of the Royal Family, they process to St George's Chapel in the castle for the annual service for the Order. For part of the year from Remembrance Sunday until Easter Day the uniform worn by the Knights is their undress uniform of blue frock coat except when a ceremony such as the presentation of a banner or the Installation of a Military Knight takes place, when full dress is worn.

This historic body of people has continued the tradition of uninterrupted worship throughout its history and forms an essential part of the Community of St George and of Windsor Castle. The Military Knights have a specific prayer which runs as follows: Almighty God, thine arm is strong to defend and save; hear us as we remember before Thee our Royal Founder, King Edward III, who, in gratitude for

victory won, and of his charitable purpose caused the Alms Knights to be formed. Grant that we, the Military Knights of Windsor, by dutiful obedience to our ancient calling in offering prayer, both for the person and the kindred of the Sovereign and for the Companions of the Most Noble Order of the Garter, living and departed, may prove faithful to our solemn trust, through Jesus Christ, our Lord. Amen.

The Military Knights are listed in the "Active Army List" and regard themselves as the oldest formation in the British Army. Most have duties within the organisation such as Staff Officer, Funerals Liaison, Uniforms and two work for the College of St George, one as Clerk to the Companions and Friends of St George's and one as Concert Manager.

MEMBERSHIP NEWS

Sheila Cope

Our present total is 468 which includes 24 new members, listed below, several of whom were recruited in August at our River Tram Crash commemoration event and at the Regatta. Our two new committee members, Deborah Gasking and Jenny Olpin have spearheaded a sub-committee entitled the Dover Society Marketing group whose purpose is to increase membership and the surge in numbers of new members is largely due to their initiative.

We all recognise that if the Society is to remain vibrant, more and younger members are essential not only to increase the size and influence of the Society but also to replace those of us who have served on the executive committee for many years. Watch this space.

Grateful thanks are due to Merrill Johns who has delivered our Newsletters to homes on the Northern side of Whitfield for many years. With the expansion of the area it is possible that the number of members in that location may increase and we are currently looking for a replacement for Merrill.

We welcome: Mr D Todd, Mr D McRoberts, Mr P Skelton, Mr B Vaughan, Ms A Upton, Revd. Dr. J & Revd. Canon J Walker, Mr D Hawkins, Mr C & Mrs S Precious, Mr I Palmer, Mr W & Mrs P Osborne, Mrs A Devonport, Mr N & Mrs R Winther, Mr W Parker-Gorman, Mr N Hamilton, Mrs L & Mr S Smith, Mr S & Mrs M Buhlman, Miss J Jones and Mr C Hamblin.

SULLIVAN & SON

Independent Funeral Service

Traditional, Eco-friendly, Alternative and Pre-Paid funerals available

PAUL SULLIVAN, Dip FD, Proprietor

In funeral service since 1992



24 Hour Service



Funeral contractor to Dover District Council

Recommended by the Good Funeral Guide and the Natural Death Centre

12 Beaconsfield Road, Dover, CT16 2LL

Tel/Fax: 01304 201322

Get an instant estimate at our new website

www.sullivanandson.co.uk



Farthingloe – The Historic Valley of Legends and Outstanding Natural Beauty

Part I

Lorraine Sencicle

In September 2016 the Campaign to Protect Rural England (Kent) won an appeal against Dover District Council to save the beautiful, historic, Farthingloe valley from development. Below is the story.

Farthingloe is a dry, long valley with a gently sloping valley bottom on the west side of Dover. It runs parallel to the cliffs beyond which is the Channel and until the building of the A20 over the cliffs, Round Down Cliff was part of Farthingloe. Much of the valley is classed as an Area of Outstanding Natural Beauty (AONB) and in Roman times there was a settlement that centred on what became Farthingloe Manor (now Great Farthingloe farm). Numerous types of Roman pottery and tiles have been found along with a Roman cemetery comprising cremation burials.

Following the arrival of the Saxons, Farthingloe was given the name Venson Dane and Wellclose, names retained by the Normans and referred to as such in the Domesday Book of 1086. The name Farthingloe was first mentioned in connection with Matilda de ffarthinglo who held the manor in 1385. Nonetheless, according to legend, Lady de ffarthinglo lived in the valley during the 5-6th century when King Arthur defended Britain against the Saxon invaders.

The Lady of Farthingloe was reputed to have been a great beauty and one day, so the story goes, Sir Gawain was returning to Camelot from the Continent by way of Dover. He saw the beautiful Lady of Farthingloe, instantly fell in love and promised to come back and

marry her – his numerous amorous affairs and declarations of love were well known. She, however, believed him but it was not for another seven years that he returned and during that time she had probably contracted smallpox. By the time Sir Gawain did return, the once beautiful Lady of Farthingloe was ‘cruelly pitted’. Albeit, when Sir Gawain saw her he declared that he still loved her, they married and lived in quiet seclusion in the Farthingloe valley.

Time passed and things started to go wrong in Camelot. Lady Guinevere, Arthur's wife, had fallen in love with Sir Lancelot and Sir Mordred, another knight of the Round Table, told Arthur. The distraught King laid a trap for the ill-fated couple and Guinevere was sentenced to the stake. At the last minute, Sir Lancelot saved the beleaguered queen but this led to civil war. Sir Gawain, always faithful to the King, gave chase to Sir Lancelot who had escaped to France. Arthur joined him, leaving the kingdom in the hands of Sir Mordred who immediately crowned himself king and planned to marry Guinevere. She, however, had fled to a convent. Arthur and Sir Gawain returned to England and met Sir Mordred at Barham Downs, between Dover and Canterbury, where a bloody battle ensued.

There, Sir Gawain was killed and the Lady of Farthingloe went to search for his body but only found his head. This she took to the Canons at St Martin-le-Grand in Dover. Peace negotiations followed and Arthur gave Kent to Sir Mordred and after his death, the rest of the kingdom. Sir Mordred, however, was not satisfied. Sir Gawain, the legend tell us,

appeared to the Lady of Farthingloe and she 'set forth for Camelot to warn the King of Sir Mordred's impending treachery.' There, because she was so disfigured no one would believe that she was Sir Gawain's wife and her entry was barred. Sir Mordred did see King Arthur, challenged him and both were killed.

On hearing this, the distraught Lady of Farthingloe joined Guinevere in the same convent. She also gave the Manor of Farthingloe to the Canons of St Martin's, where later the Prior's manor house was built. As for Sir Gawain's head, in William Caxton's (c.1415 - c.1492) preface to Sir Thomas Malory's (d.1471) *Le Morte d'Arthur*, he wrote, '... in the Castle of Dover ye may see Gawain's skull! It was believed that the skull was kept in St Mary de Castro Church at the Castle for several centuries. This and other legends/ghost stories of Dover can be read in *Haunted Dover* – History Press 2009.

Farthingloe Manor was held by the Canons of St Martin-le-Grand during the Saxon period and the Prior's residence was built there. Farthingloe, along with the remainder of the Canons' possessions, was transferred to Dover Priory following their demise in 1139. They held Farthingloe until the Dissolution of Monasteries that began in 1536. The Manor House, the valley and the cliff were, at that time given to the Archbishop of Canterbury and administered by the Ecclesiastical Commissioners until the twentieth century.

Farthingloe Manor and the lands were rented for farming in the early 17th century. It would appear that the Manor was the centre of Mastiff breeding at that time. Mastiffs are a large molosser breed of dogs known for their size and strength and in early 1625, Edward Dering (1598-1644) purchased one from Farthingloe. In June that year he bought two more to give to the

Lord Warden of the Cinque Ports (1625-1628), George Villiers, 1st Duke of Buckingham (1592-1628) and a favourite of James I (1603-1625). The following year, on 25 October, another Farthingloe mastiff was sent by Dering to the Duke who was then in France.

Long before Edward Dering's time, the mists over Round Down Cliff lent it both to smuggling and another legend. When Kent historian, Edward Hasted (1732-1812) was writing, circa 1790, he noted that in the middle of Round Down cliff, 'are two large square rooms cut out of chalk, one within the other, they are called the Coining House, and have a very difficult way to come at them, the cliff here being upwards of four hundred feet high', called the Coining House caves, they were used to store smuggled goods and long before Hasted's time were said to be haunted by a ghostly voice calling out the name 'Susanne'. This, along with the precarious descent to the caves, served to keep anyone from prying.

English high quality wool had been sought after by Continental weavers for centuries and therefore export taxes were imposed. It was these that led to smuggling and by the 17th century customs officers used professional informers to help bring about prosecutions. The informers earned their living from the rewards paid on conviction. The story of Susanne goes back to the middle of that century, when one such informer was William Carter, a Kent clothier who between 1667 and 1689 was the foremost in the profession. He specialised in catching smugglers of un-manufactured wool and his eldest son, Richard, was equal to his father in proficiency.

In 1669, Richard came to Dover to investigate suspected smugglers operating between Dover and Hythe. While in the town, he was seduced and subsequently fell

in love with a girl from Hougham, of which Farthingloe is a hamlet. Her name was Susanne. One misty day he went to meet Susanne and while walking along the top of Round Down Cliff he stumbled over an iron bar that had been hammered into the cliff. Attached to the bar was a rope, which he recognised as belonging to the samphire gathers that precariously collected the plant that grows there on the cliff face.

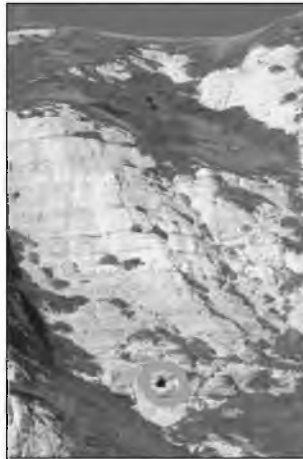
At that moment, the mist cleared and Richard saw that the rope, instead of going all the way down the cliff face as it would for the samphire gathers, stopped after about 30 feet. From there was a path that appeared to zigzag its way down the cliff face. Richard went down to investigate and found the Coining House and inside were a large number of sacks containing un-manufactured wool. The full story and what happened next can be read in the book *Haunted Dover*. Suffice to say that it is Richard's ghost that haunts the cave. Not long after these events two Coastguard stations were built overlooking both Round Down Cliff face and Farthingloe Valley. Both stations had cottages for the coastguards.

By the end of the 18th century, a thatched chapel had been built in the valley when the lessee of Farthingloe Manor was a Nathaniel Walker. Although his widow held the lease at the time of the Napoleonic Wars (1792-1815), John Marsh occupied the Manor. During the Wars the number of buildings increased around the Manor and fortifications were built at Western Heights and along Round Down Cliff. Indeed, the latter was crowned with 27 guns! It was also a

popular venue for the folks of Dover, such as diarist Thomas Pattenden, to watch the hostilities that took place at sea.

The Folkestone road, through Farthingloe, had opened in 1783 following the demise of the Old Folkestone Road as a toll road. As the Pier District of Dover developed in the 17th century, Snargate Street and Limekiln Street came into existence. From there the road to Folkestone was by way of Haycliffe, Round Down Cliff, Abbots Cliff, Capel and Folkestone. Turnpiked in 1763, gradually the name Haycliffe was changed to Aycliffe but due to cliff falls, the road was proving dangerous and costly to maintain. By Act of Parliament, the turnpike proceeds were used to lay a new Folkestone Road through the Farthingloe Valley and a tollhouse was built on the corner of the present Elms Vale Road. The road remained a turnpike until 1877.

During the Napoleonic Wars, the Georgian style Great Farthingloe farmhouse had been built and it would seem that the name change was due to Little Farthingloe farm, on the north side of the Folkestone Road, coming into existence. Features from the old manor house were incorporated into the Great Farthingloe farmhouse and it is now listed as a Grade II building. The Marsh family continued to live there but by the early 1820's there were other farms in the valley. These farmers included Thomas and Robert Elve, William Carey and Edmund Greaves.



Round Down Cliff Showing the Coining House Cave © Alan Sencicle

On 21 June 1836, the South Eastern Railway Company applied to Parliament to build a railway line from London to Dover and was soon after given Royal



*Round Down Cliff Showing Exposed Cliff Following the 1843 Blast Below is the Channel Tunnel Ventilation Facility
© Alan Sencle 2014*

Assent. It was planned that from Folkestone, the railway line would run through the cliffs or along the beach to Dover. On 14 November 1837, Round Down Cliff and the beach below were transferred by Deed from the Archbishopric of Canterbury to the Railway Company.

By June 1842, the line from London had reached Folkestone. Although tunnels could be cut through the cliffs to Dover, Round Down Cliff, rising to a height of 375-feet above sea level, was considered too unstable to be tunneled. On Thursday 26 January 1843 the Cliff was blasted out of the way bringing down an estimated 400,000 cubic yards of chalk on which the railway line runs today. Of note, the Coining House Cave was to the side of the blast so can still be seen.

Great Farthingloe Manor Farm was put to auction on 17 December 1846 at the Shakespeare Hotel, Dover, on behalf of the leaseholder, Richard Marsh. The auctioneer was a Mr Harrisson and the solicitor responsible was Edward Knocker of Dover. The estate included the 500 acres lands called Fants or Hants and comprised of arable pastureland with a substantial farmhouse, 3 cottages,

gardens, barns, stables and other buildings. The Church Commissioners administered the estate by a renewable lease that in 1846 still had 22 years to run. In March, the following year John and Benjamin Taylor of Langdon Court bought the lease for £6,640.

At this time, or shortly after, the Plough Inn was built on the corner of the Folkestone Road and the track leading to Church Hougham. Richard Constable and his wife Mary ran the pub and Richard also farmed 23 acres. Like a number of Dover pubs, inquests were held there and probably the body, or bodies, were kept in the cellar for the inquest. At the end of January 1848, the inquest on the deaths of Thomas Chatwin, age 34, and Richard Betts, age 17, both seamen, was held at the pub. They had drowned below one of the Coastguard stations when their boat had capsized. The coroner was Thomas Delasaux and Daniel Tapley was the jury foreman. The only witness was mariner Thomas Baker, who had been in the boat with the deceased. A verdict of Accidental Death was returned.

A map dated 1866 showed orchards and a tree-enclosed lawn east of Great Farthingloe



Great Farthingloe Farm © Alan Sencle 2014

farm and to the west a network of farm lanes connecting to Folkestone Road. All the tithes were paid to the Rectory of St Laurence Church, Hougham. At about this time speculative builders had turned their sights on the Folkestone Road. At first building was slow, the 1868 Dover Directory list forty middle and upper class villas along with the Winchelsea Street estate. Soon after, semi-detached villas were built along the road and newly laid streets to the north. The Clarendon estate, behind the south side of the road was then built. Towards the end of the 19th century, housing had reached Maxton. Farthingloe, however, was in the hands of the Church Commissioners and they curtailed any more development.

In 1862, William Adcock of Nottingham came to Farthingloe to undertake work for the Church Commissioners. While in Dover, he met and married tailor's daughter, Elizabeth Mowle, and settled in the town. Adcock went on to set up what became a highly successful building business, was elected Mayor twice and was noted for both his buildings and for beneficial employment of those out of work in Dover. Sometime prior to 25 May 1870 John Brockwell was the lessee of Great Farthingloe Manor farm but on that day he was declared bankrupt. At the

time, besides the farm assets listed in 1846, there was a large pond to the west of the house. The other farmers in the valley included, Christopher Woollage age 56 with 14 acres and Henry Harbourn age 36 with 40 acres.

Although life in the valley carried on as normal, deep underground changes were taking place. Towards the end of the nineteenth century, a Channel Tunnel was started at the foot of Shakespeare Cliff. Financed by Edward Watkin, the Chairman of the South Eastern Railway, a 22.55 metre shaft was sunk and a level heading driven for 792.68 metres. A second heading was driven for 1,944 metres under the sea. However, in July 1883, following advice from government, the project was abandoned. Across the Channel, near Calais, coal had been found so not long after the channel tunnel operations were suspended, a borehole was sunk at the bottom of the abandoned shaft. A second borehole was sunk at Great Farthingloe farm and together with a third bore hole, it was confirmed that there was coal of sufficient quantity and quality to be worth mining.

Under the supervision of Francis Brady, the Chief Engineer for the Railway Company, drilling was started to a depth of just over 300 metres from the beach. In 1896, Arthur Burr formed the Kent Coal Field Syndicate, bought the mineral rights and the first shaft, named after Francis Brady at the new Shakespeare Colliery, was started that year. The colliery was on the site of the blasted chalk from Round Down Cliff but from the outset it had troubles and proved unproductive. Nonetheless, the continual demand for coal encouraged other borings to be undertaken in and around the Dover area and 14 coal seams, stretching from Dover almost to Herne Bay, were eventually found.



Plough Inn Folkestone Road Farthingloe © Alan Sencicle 2014

The first bucketful of commercial East Kent coal was raised at Snowdown Colliery, north of Dover, on 19 November 1912. Shakespeare Colliery was closed in 1915.

By 1882 John Brooks was the landlord of the Plough but that year he was in trouble with the police for allowing skittles, the British form of nine-pins, to be played on his premises. Under the Gaming Act of 1854 skittles would have been allowed as long as there was no betting. At the Plough the loser(s) paid for the beer that they and the winners drank while the game was in progress – and that was illegal! Brooks had been cautioned twice before by the police, on this occasion he was fined £1 with costs. Albeit, the pub was a popular venue, particularly on fine days when its garden would be full of folk from Dover out for a stroll. In 1901 the Census recorded that John Tapley ran the 200-acre Little Farthingloe farm, on the same side of the road as the Plough, while William, Charles and Arthur Broadley had taken over the lease of Farthingloe Manor farm. On 19 January 1912, they dissolved the partnership.

The Ministry of War took over much of Farthingloe valley and Round Down Cliff during World War I (1914-1918) and erected defensive military structures such as pillboxes. An aerodrome was built at Capel and in 1916, the Admiralty laid a 6-inch stoneware drain from the Aerodrome to the Corporation's main drainage system at Manor Road, Maxton. It was laid along the main Folkestone Road as far as Little Farthingloe farm where it crossed the fields of Great Farthingloe farm to Manor Road. The farms, at that time, were short of labour due to the men going to the Front but in 1916, the Women's Land Army was formed and the women eased the problem. During and following the war concrete-slab sound mirrors were built along the cliffs including one at the adjacent Abbot's Cliff, which can

still be seen.

Following the war, Farthingloe was returned to the Church Commissioners but in 1921, the lessee of Little Farthingloe Farm, M Stuart, was declared bankrupt. Dover College founded in 1871, on the site of the old Dover Priory, was granted a Royal Charter in 1922. Part of the Little Farthingloe farmlands, at about this time, were rented by the college for a playing field. On 27 June 1929, the Prince of Wales (later Edward VIII) arrived at Marine Station and was met by the Seaforth Highlanders, of which he was Commander in Chief. From there, the Prince and an entourage of dignitaries wended their way in motor cars and carriages to the Dover College playing fields at Farthingloe.

Lining the route from the Dover College sports ground at Maxton to Farthingloe, were boys from Dover College. At the ground, the dignitaries were met by boys from the Duke of York's Military School, dressed in their brilliant red uniforms, who showed them to their seats. When this duty was accomplished the Dukies assembled into a band and marched away to their music during which time boys from the College replaced them to look after the dignitaries. The Seaforth Highlanders then undertook the Trooping of the Colour and were inspected by the Prince. The event finished with the salute and the kilted soldiers, against the rugged green background, were apparently quite awesome. In the afternoon, there was a programme of games organised for the Dover College boys.

In 1925, Dover College applied to have an extension of the main drain from the Dover sewerage system at their pavilion in Maxton to the sports fields at Farthingloe. The main drain laid by the Admiralty from Dover to Capel was sealed off at Manor Road in 1923 when the Admiralty surrendered all rights to it and Farthingloe was outside of the town

boundary. As Dover College was within the boundary the council agreed but when they looked at the old sewerage pipe, it was found to be in a poor state. Basic necessary repairs would cost £260, £390 if permanent repairs were undertaken or £640 to lay an entirely new sewer.

At the time, many of the former villas along the Folkestone road, recently classed as A259, were being converted into guesthouses and this was putting added pressure on the sewerage system. To cope with this plus repairing/relaying a sewer to Farthingloe was expected to cost a further £1,070 so the council went for the cheapest option and asked the tenants of the Farthingloe farms to contribute. In 1934, the boundary was redrawn and Farthingloe, up to the Plough inn, became part of Dover and the council ended up having to pay for the most expensive option!

The publican at the Plough Inn was in trouble in September 1925, this time for selling intoxicating liquor out of permitted hours. John Sayer was found to have five men on his premises drinking beer at 22.45hrs. He was fined 10 shillings and the drinkers were bound over for a year with one, John Green, being fined 5 shillings. Sayer left the pub and the new landlord, Mr. Bowll, a former Cadet Corps Instructor at Dover College, appears to have behaved himself. However, the pub became a target for thieves. In 1931 it was taken over by Albert Chapman and became a popular eating-house for motorists. In 1935, he was granted a licence to supply wine with the meals he served. That year Chapman carried out structural improvements and the pub became even more popular. Albert Chapman died in 1952, having retired three years earlier.

A & S APPLIANCE'S

UNIT 11 THE CHARLTON CENTRE DOVER 01304 205504

WE ARE DOVER'S NEW APPLIANCE & SERVICE SHOP

WE STOCK A WIDE RANGE OF VACUUM BAGS, BELTS, FILTERS, COOKER ELEMENTS AND VARIOUS OTHER SPARE PARTS

WE STOCK A SELECTION OF NEW APPLIANCES THAT CHANGES WEEKLY

ALL MACHINES ARE NEW, AT COMPETITIVE PRICES AND COME

WITH A FULL WARRANTY

WE OFFER

A DELIVERY AND INSTALLATION SERVICE,
HOME REPAIRS TO WASHING MACHINES, ELECTRIC
COOKERS AND TUMBLE DRIERS

REPAIRS TO VACUUM CLEANERS, MICROWAVES
AND TOASTERS IN OUR WORKSHOP



AMICA 5KG
1000RPM
ONLY £199.99

TWO YEARS WARRANTY



HOTPOINT
ONLY £299.99

B & H Fireplaces

Suppliers of traditional
and cast stoves and fireplaces

With fireplaces and stoves
becoming more popular in the
UK our family business is hoping
to carry a range to suit

We are HETAS registered
installers and do free surveys to
suit you

Visit our showroom at 5 London
Road,
Dover CT17 0ST
or call to arrange a survey
01304 242444 or 07872 665497

PAINT & DECOR

YOUR LOCAL DECORATING CENTRE

DOVER 84-86 LONDON ROAD
01304 204460

DECOR DISCOUNT

WALMER 28 THE STRAND
01304 374104

FOR ALL YOUR DECORATING NEEDS
HELP AND ADVICE WITH ALL YOUR
DECORATING PROBLEMS

1,000'S OF TINTED COLOURS IN
LEYLAND AND DULUX
100'S OF WALLPAPERS

DOVER

MON - FRI 7.30 - 4 SAT 9 - 3

DEAL

MON - FRI 8 - 5 SAT 9 - 4

Maison Dieu Guest House Dover



89 Maison Dieu Road, Dover, CT161RU

Quality affordable Bed & Breakfast guest
accommodation, located in Dover town centre -
great for friends and family.

Single, Double, Twin & Family En-suites
available with free parking & Wi-Fi.

Barry & Di French Tel: 01304 204033

www.maisondieu.co.uk

The Pines Garden & St Margaret's Museum
Beach Road, St Margaret's Bay
Tel: 01304 851737



Tea Room & Museum
Wed - Sun & Bank Holidays
(Daily during the summer)
10.00am - 4.30pm

Pines Garden
Open all year daily
10.00am - 5.00pm



Kent Family History Society
Deal & District Branch
(including Dover)

Meet on the Second Tuesday of the Month
The Landmark Centre, Cleary Hall,
129 High Street, Deal, CT14 6BB
7.10 p.m. for 7.30 p.m.

Speakers on a range of
history & genealogical topics
Entrance £2
KFHS members Free

deat@kfhs.org.uk

www.kfhs.org.uk/deal

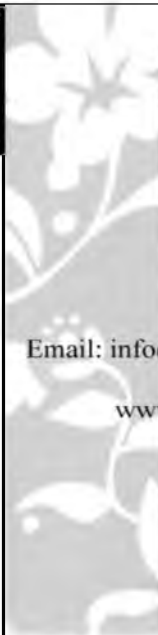
Florland CARPETS

ESTABLISHED 1993

DOMESTIC & CONTRACT FLOORING

Please come in and browse
or telephone for
further information

**62 London Road, Dover
Kent CT17 0SP
Tel: 01304 240071**



Ann & Pams Florist

Tel: 01304 202796

Email: info@annandpamsflorist.co.uk

www.annandpamsflorist.co.uk

Quality Florist

4 Cherry Tree Avenue,
Dover, Kent, CT16 2NL

il Rustico

No 4 Bench Street
Dover, Kent CT16 1JH

Tel: 01304 211110

www.ilrusticorestaurant.org.uk

*Traditional Italian Restaurant
And Pizzeria*

Take-Away Menu Available

Opening Hours 12 - 2pm and 6pm - 10pm



Britannia Coaches

**BRITANNIA HOUSE
HOLLOW WOOD ROAD
DOVER CT17 0UB**

Tel: 01304 228111

Fax: 01304 215350

8 - 16 seat
Luxury Minicoaches

Wheelchair-accessible
Vehicles available

Mowll & Mowll S O L I C I T O R S ■■

Residential & Commercial Property

Wills Probate & Trusts

Elderly Client Advice

Civil & Commercial Litigation

Company & Business Law

Family

Family Mediation

Telephone 01304 873344

Fax 01304 873355

www.mowll.co.uk

Trafalgar House Gordon Road Whitfield
Dover Kent CT16 3PN

DOVER

BUILDING & PROPERTY MAINTENANCE

**For all your Building &
Maintenance Needs**

Property Maintenance	Painting & Decorating	Loft Conversions
Foundations & Drainage	Roads & Driveways	Roofs & Fascias
Insurance Work Undertaken	New Builds	Extensions

Free Estimates

Why Move ... Improve!

01304 210565

Fax: 01304 208822

Mob: 07885 212473

angela@doverbuilding.co.uk

Please call into our office and speak to Angela

4 London Road, Dover, Kent CT17 0ST



We are here in Dover to help you

We aim to offer you the services you need. We will not waste your time or money with brilliant solutions to problems you don't have. We can help you with:

- Self-Assessment Tax Returns
- Bookkeeping and VAT Returns
- Accounts Preparation
- Company Taxation
- Company Audits
- Payroll Bureau
- Tax Planning
- VAT Management
- Company Formation and Secretarial Services
- Management Consultancy
- Inheritance Tax Advice
- Business Acquisition and Disposal

BUILDING YOUR SUCCESS
ONE STEP AT A TIME

Contact us at:

5 St. James's Street,
Dover, Kent CT16 1QG
Tel: 01304 201994
Fax: 01304 246117



Email: dover@spainbrothers.co.uk
Website: www.spainbrothers.co.uk

Pets Arcadia & Aquatics

Est. 1937

16 High Street, Dover, Kent, CT16 1DR

Tel: 01304 206432

Email: petshopsteve@gmail.com

Website: www.petsarcadiaaquatics.com

Wild Bird Requirements

Bulk Peanuts, Seeds, Sunflower Hearts

Pond Fish Specialists

Tropical and Cold Water Fish
and much, much, more!

**10% discount for Dover
Society Members**

Curiosity of Dover

17 Cannon Street, Dover CT16 1BZ Tel 01304 202621

Curiosity of Dover probably have one of the largest collections of Swarovski Silver Crystal in East Kent. They also have Border Fine Arts, Florence Figurines and Capo Di Monte.

Call in to see the extensive range of Moorcraft Pottery and top quality jewellery, including Murano Glass, Freshwater Pearls and Amber Jewellery.

We have designer sunglasses and exclusive hand-made handbags and many other quality gift items for you, or for you to give.

Come and have a browse and discover why it's called

“Curiosity of Dover”



Application for Membership

Membership: Individuals - £6 annually
 Joint membership - £10 annually
Payable on 31st March

New Renewal Joint

Name (Mr/Mrs/Miss/Ms)

2nd Name if joint membership

Address

Postcode

Phone

Email

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 2017/18

*Guests are welcome at all meetings except the Annual General Meeting which is for members only.
You may pay on the night before the AGM and attend the meeting.*

2017

November 20 **Speakers:** **Ros Daniels** "Managing Dover Castle"
Monday 7.30 **Graham Heritage** "50 Years of Megger Instruments"

December 3 **Christmas Lunch/Feast**

Sunday 12.30 Our Christmas Luncheon/Feast is slightly earlier this year, on the first Sunday
for 1pm in December, and will take place in the Stone Hall of the Maison Dieu, the
£25.00 historical Town Hall. The price includes a three course meal with coffee,
mints and a welcome drink. Other drinks may be purchased at the bar.
Musical entertainment will be from the Three Yarrows and there will be our
end of year raffle.

**To book: Complete the enclosed form with your choice of menu and
welcome drink and return with your payment, cheques payable to
"The Dover Society", to: Beverley Hall, 61 Castle Avenue
Dover CT16 1EZ Tel: 01304 202646
Please Book early to avoid disappointment.**

2018

January 15 **Speakers:** **Phil Eyden**
Monday 7.30 "Dover's World War I Army Garrison"
Alison Cummings DDC Heritage Officer
"Conserving Dover"

February 19 **Wine and Wisdom**

Monday Our ever popular quiz evening in St. Mary's Church Hall with Clive Taylor
7.15 for 7.30pm and his team. Price includes food and complimentary wine on each table.
£10 pp Make up your own table of six. If you are unable to make up a table, we will
fit you in where appropriate. Prizes for first and second place (in the event of
a tie, there will be a play-off).

**To book return enclosed form with your payment, cheques payable to
"The Dover Society" to: Beverley Hall, 61 Castle Ave
Dover, CT16 1EZ. Tel: 01304 202646
Please Book early to avoid disappointment.**

March 19 **Speakers:** **Nick Humphrey-Smith**
Monday 7.30 "Dover Community Association"
Paul Skelton "Dover's Old Pubs"

April 16 **AGM**
Monday 7.30 **Speaker:** **Lt. Col. George Gelder RN (Retd)**
Royal Marines Historian at the
Naval Historical Branch, Portsmouth
"The centenary of the Zeebrugge Raid 23 April 1918"

*All indoor meetings are held at St. Mary's Parish Centre
Non-members are welcome on all society outings, please book as early as possible*

Sleepyhead-Beds

- Expert Advice
- Free Local Delivery
- Assembly Service
- Old Bed Disposal Service



MYERS



The Charlton Centre, High Street,

01304 241144

Dover CT16 1TT

01304 241144

www.sleepyhead-beds.com