



Newsletter

No. 92

July 2018



The Engineer Inn, Folkestone Road, 1925



THE DOVER SOCIETY

FOUNDED IN 1988

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

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The Objectives of the Dover Society

founded in 1988.

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, 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

First I would like to remind members of our outings, details inside back cover. July to Ypres and the Menin Gate and in September Chester, Liverpool and the Terracotta Army. Also there will be an insert in the newsletter so that anyone wishing to book early may do so.

The Chairman's report for the AGM was included with the last newsletter. If anyone did not receive, or would like, a copy then please contact the editor. The financial report is included with this issue. Changes to the committee this year are; Vice-chair Beverley Hall and Hon. Secretary Jeremy Cope. All other positions on the committee remain the same.

Our next indoor meeting is not until 15th October, It would be nice if you are able to attend our friendly gathering to renew old acquaintances.

The Society is again this year helping to organise the local Heritage Open Days that are due to take place on the 8th & 9th September. This year Dover College will also be open for the following weekend the 15th & 16th. Nearer to the time please look out for the leaflets about the event and keep an eye out for notices in the local press.

I am in need of one or two more people to join our small team of proof readers to check spelling and grammar errors in the content of each newsletter before going to print. This only entails a few hours of your time three times a year but is an essential part of editing the newsletter.

Alan Lee - Editor

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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 93 will be Wednesday 19th September 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.

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* * * * *

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

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Wine and Wisdom - February 19th 2018

Sheila Cope

Occurring just as the Spring Newsletter goes to print, this significant annual event has hardly been mentioned for some years. It is significant in several ways, not least because it is supported by many non-members who turn up every year, confident that they will enjoy an event which is sociable, comfortably demanding and excellent value. The Wine and Wisdom evening is also typical of much of the Society's work - the result of considerable hard graft and forethought behind the scenes which appears effortless on the occasion.

Our question master, Clive Taylor, is crucial to the success of the event and conveys his own enjoyment in finding questions appropriately challenging to his particular audience. He delights in subtlety. Thus few if any teams dared risk their joker on the round entitled "Day and Night" yet once we realised that most of the answers contained one of those words - e.g. Florence Nightingale - the way ahead became clearer. Then there are the fiendish dingbats, infuriatingly simple once revealed. How about KNOW it NO (no two ways about it) or BREN Jr (son of a gun) or even Polmomice (mother in law)?

Beverley, our winter Social Secretary, masterminds the provision of refreshments behind the scenes, assisted by her sister Stephanie and friend Sue. The food is professionally produced and its delicious quality is mirrored by the detailed menus on each table. Who would guess that included in the packed timetable for the kitchen is provision for the group simultaneously using the small hall to come in twice to prepare and clear away their own refreshments?

It is safe to say that participants are philosophical about their chances. An entertaining evening and good company are what matters. Nevertheless the worthy winners this year, in the order announced by Derek were: 3rd Maggie's Mates, 2nd Mike Weston's team The Good Companions and 1st Oak Leaf, appropriately representing the National Trust.

The Society is grateful to Clive to whose charity of choice the proceeds of the evening are donated and to Beverley and to their teams of helpers who include those who help to set up and clear away the hall. Without all their careful preparations such successful events could not take place.

COWGATE CEMETERY

Jeremy Cope

Spring has sprung into early summer and the cemetery is a verdant green. Is it my memory but it seems to get better every year. Even if you are not able to volunteer why not take a walk around and enjoy not only the cemetery but the views over the town. If you would like to join our merry band ring me on 01304 211348 or email jeremycoppe@willersley.plus.com

We normally work 1st Thursday and 2nd

Saturday in the month 9am to noon - dates can be subject to variation if for example the weather intervenes. Preliminary timetable is as follows:-

Month	Thursday	Saturday
July	5th	14th
August	2nd	11th
September	6th	15th
October	4th	13th
November	1st	10th

MARCH MEETING

————— First Speaker —————

Dover Community Association

A Talk by Nick Humphrey-Smith and Simon Crowley

Reported by Terry Sutton

It was an issue that could have raised a smile, even a smirk. The talk was about a much needed public lavatory. Flushed with excitement, very inconvenient, penny for your thoughts.

But, as our public meeting heard in March, it is no joke for the Dover Community Association (DCA) team trying to provide replacement toilets in Maison Dieu Gardens.

Representing DCA at our meeting were its chairman Nick Humphrey-Smith and fellow director estate agent Simon Crowley who told us of their frustration over their plans for a new toilet block to replace old toilets they took over and have now closed.

The duo gave a run down on the 50 year history of DCA and how Dover District Council had made a community asset transfer of the semi-derelict Biggin Hall to the association and how members of Dover Rotary Club had refurbished the hall so that it was now available for hiring for meetings. Part of the deal with the council was that DCA would take responsibility for the toilets that adjoin Biggin Hall. The eventual scheme is to link the two adjoining properties to provide more meeting rooms in Biggin Hall.

Mr Crowley explained DCA found the cost of operating those toilets was too much



Biggin Hall

(£30,000 a year was quoted) because of vandalism, misuse and drug taking. As a result those toilets were now closed and DCA planned to replace them with a toilet and meeting room block (possibly costing £200,000) on another site in Maison Dieu Gardens.

That's where big problems began. Plans were drawn up and it was then discovered main electrical cables ran under the selected site. So another site in the gardens was selected but so many objections were raised by various authorities, including the Environment Agency that anticipated costs have escalated by as much as £30,000.

Those issues raised included making provision for possible flooding, the possibility of damaging archaeological remains and the claim that the new block would damage views of Dover Castle. Even more annoying was that those raising these issues knew little about Dover, said Mr Crowley. "It's all hugely frustrating. All we want to do is to provide a much needed toilet," he said.

Mr Humphrey-Smith told of the success of the Biggin Hall venture where an initiative called Future Foundry had taken a lease and was providing opportunities to a range of young people to find work and to start up their own enterprises. A video was screened so that the audience could see the good work being undertaken in Biggin Hall.

MARCH MEETING

— Second Speaker —

Dover's Old Pubs A Talk by Paul Skelton

Reported by Terry Sutton

How a classroom project led Paul Skelton to investigate the history of more than 8,000 public houses in Kent was described to our members at a public meeting in St Mary's parish centre in March.

Paul explained that one of his teachers at Dover Grammar School tasked him with a classroom assignment. He chose photography and decided to take pictures of Dover pubs. His interest grew about the subject and as a result has so far tracked down 697 pubs in business in Dover over the years. He's calculated that in one year, 1851, Dover had 251 pubs.

"Now I have taken on the research of every pub in Kent and my website includes over 8,000 of them", Paul told his audience.



Licensee, New Mogul, Dover, 1891



Last Lane Dover, 1950's

His talk, about a few Dover pubs and characters associated with them, included the history of The Criterion in Last Lane, the Dover Arms in 1846 in Oxenden Street, Rutley's wine vaults in Snargate Street, the Newcastle Inn in Limekiln Street, the Endeavour in Bulwark Street and the Shakespeare Head beer house that stood virtually on the beach below the cliffs to provide refreshments for labourers working on the railway.

Each of these licensed premises had their own stories. One related to a man who worked at Rutley's wine vaults (later Courts wine lodge) who rejoiced in the name of Titus Knott who, true to his name, hanged himself

Paul has extensively researched the files of old newspapers to discover many interesting items about his selected pubs.

He found that coroners carrying out inquests often held their courts in public houses. Paul says this was because the pub's cool cellars were useful in keeping the bodies of the deceased preventing putrefaction.

His research led him to believe that at one stage, in 1840, the daughter of a large family, Sarah, with an invalid mother was running The Endeavour when only 11 years old.

Paul screened a picture of the facade of the Criterion in Last Lane which, he recalled, was reproduced as part of the wartime street scene provided when the White Cliffs Experience attracted visitors to what is now Dover Discovery Centre.

The Criterion building, over the years, had several names including The Lass, the American Stores, Who'd a Thought it and then in 1867 the Oxford Music Hall before

in 1888 becoming the Criterion.

One creepy fact from Paul was about the coroner's possible verdict of *felo-de-se* instead of suicide. If the former verdict was decided the deceased was likely to be buried at crossroads with a stake through the heart. And all his property forfeited to the monarch.



Hotel de Paris, 1920 Dover

River Dour Partnership

Deborah Gasking

We're in the waiting room.....
We're waiting to hear about funding for the River Dour info kiosk and river wardens.

We're waiting to hear about funding for the complete repair and refurbishment of our lovely Victorian Barton Path railings.

This does not mean bad news, just awaiting the good news. Apart from the waiting game, the monthly upkeep work - mostly litter picking - continues apace. And when we've completed one of these

tidying up days, the river looks glorious - a Dover Gem for us all to take pride in.

Please consider joining us for these tidy up days. Contact me by email at: deb4tune8@yahoo.co.uk or Sue Bradford at White Cliffs Countryside Partnership - 01304 241806. We'd love to see you there.

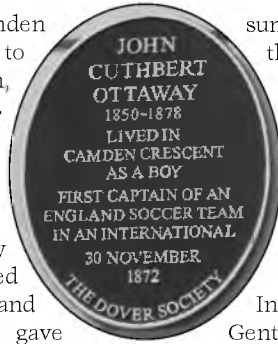
And we guarantee you will leave very satisfied knowing that you've not only done your bit to help keep Dover looking spick and span, but our wildlife benefit from our efforts.

Dover Society Blue Plaque Cuthbert John Ottaway

England's first Football Captain in an international match

Barry O'Brien and Jeremy Cope

On Friday 16th March at Camden Crescent a plaque to commemorate a Dover man, Cuthbert John Ottaway, was unveiled by Richard McCarthy a practising football referee, something of which Richard was proud. Richard was introduced to the gathering by Derek Leach who also expressed the Society's gratitude to Ralph and Jean Bigrag who funded and gave permission for installation of the plaque and to John Hill, of John Hill Building Services, who installed the plaque without cost.



Derek introduced Barry O'Brien who gave a history of Cuthbert John Ottaway, a presentation that left us all somewhat gobsmacked by Ottaway's achievements accomplished in such a short life. Barry's summary of that remarkable story follows: Born 19th July 1850 at 5 Hammond Place, a "stone's throw" from St James' Parish Church, the son of James Cuthbert Ottaway, mayor of Dover in 1859, and his wife Jane (nee Bridge), Cuthbert John Ottaway first established himself as a sportsman at Eton, he played the Eton field game and won the public schools rackets championships in 1868 & 1869. Aged 16 he played cricket for Eton against the MCC, scoring 55 runs, and 3 years later, in 1869, scored nine centuries in a single season.

Matriculated at Brasenose College Oxford on 20th May 1869, aged 18, Cuthbert represented Oxford at real tennis, cricket, racquets, athletics and association football becoming the only man ever to have played five different sports to 'blue' level. That

summer he represented Kent against the MCC. The legendary WC Grace bowled Cuthbert out in both innings although Wisden later described the barely 19 year old's performance as "a promising display of careful batting and good all round hitting".

In 1870 he played in both his first Gentlemen vs Players match and his first varsity match. A right-handed batsmen, he also played for Middlesex and represent the south of England. He was considered to have one of the finest batting techniques of his time hitting a total of 1,691 career runs, with a batting average of 27.27. Following a 150-run partnership with WC Grace, the sporting superstar of the day, in a Gentlemen v Players match - the highest level of cricket at the time - he was invited to take part in a "Gentlemen of England" tour of North America effectively then the national team. Whilst on this tour Ottaway met his wife-to-be, the, then 13-year-old, Marion Stinson, a young lady from Hamilton, Ontario.

Cuthbert played association football for Oxford, at a time when the new code was gaining considerable popularity within the game, he also represented Old Etonians, Oxford University, Crystal Palace and Marlow. On his return to England from the "Gentlemen of England" cricket tour he was selected to captain the England football team to meet Scotland on 30th November 1872 in Glasgow, now recognised as the first ever representative international match. Played before a crowd of around 4,000 at the West of Scotland Cricket Club England dominated

the match, unable to break down an obdurate Scottish defence the game ended in a 0-0 draw. Ottaway did not play in the return fixture, in London on 8th March 1873, but again captained his country in the third England-Scotland international, played in Glasgow on 7th March 1874. The result was a 2-1 victory for Scotland.

The inaugural FA Cup tournament began in November 1871. The 1872/73 competition saw Oxford University, including Ottaway, reach the final against Wanderers, played at the Lillie Bridge sports ground on the Fulham side of West Brompton, London. Oxford dominated the early stages due largely to the strong running of Arnold Kirke-Smith although 'The Sportsman' newspaper commented that "the whole eleven work[ed] well together and with great energy". Wanderers, after having a goal disallowed, went on win 2-0. Also in 1873 Cuthbert captained Oxford University in their first varsity football match defeating Cambridge University, 1-0.

In the 1873/74 season, Oxford University again made the final against Major Marindin's Royal Engineers played at London's Kennington Oval on Saturday 14th March 1874. Mackarness scored an early goal for Oxford then 10 minutes later following some skilful dribbling by Ottaway, the captain, and Vidal, Patton scored a second, Oxford winning 2-0. Cuthbert Ottaway adding a winners medal to his previous year's runners up medal.

Having graduated from Oxford and relocated to London in order to undertake vocational study with a view to becoming a barrister Cuthbert switched his cricket allegiances to Middlesex and his participation

in the 1874/75 FA Cup competition was in the colours of Old Etonians. This took Ottaway to a 3rd successive final again against The Royal Engineers.

With 30 minutes gone, from a corner, Bonsor scored for the Old Etonians, then with the scores level at 1-1 after an "unfortunate accident", with Engineers half back Lieutenant Richard Ruck, Cuthbert "received a severe kick on the ankle and had to be carried off the ground". Although the precise nature of his ankle injury remains unknown, there is no evidence that, at the age of 25, he ever again played senior football after that final. His cricket career did carry on and in 1876 he had the fourth highest first-class batting average in England, also recording the first of his two first-class centuries whilst playing for Middlesex.

Called to the Bar on 17th November 1876 Cuthbert, presumably, as he was unable to pursue his winter sport of football, seems to have turned his attention to his career as a barrister before, in August 1877, returning to Canada to marry Marion Stinson.

The newlywed couple appear to have spent Christmas 1877 in Dover with Cuthbert's parents and thereafter settled into their home near London's Sloane Square. Sadly, within a matter of weeks Cuthbert had passed away,

at the age of 27, on 2nd April 1878, leaving his pregnant teenage wife a widow. The exact cause of his death is unknown although it is often listed as Pneumonia. It is known that he spent the night of his death out dancing and is thought to have caught a chill. His family though had a history of diabetes, increasing the chances of respiratory diseases, and it has also been suggested that Cuthbert had, for some time, been living with



*Cuthbert John Ottaway
1850 - 1878*

tuberculosis. Marion, who was 18-years-old and 5½ months pregnant at the time of his death, returned to Canada. With the outbreak of WWI she became heavily involved in the Canadian Red Cross Society and is remembered as one of the great female figures of Canadian history. Her son Harry, by her 2nd marriage, went on to become Canada's leading field commander in WW2.

The true tragedy of Cuthbert Ottaway, perhaps, is not his untimely death aged 27, or that he never got to meet his daughter, but, rather, the manner in which history has, until recently, forgotten him. His grave, at Paddington Old Cemetery, was practically in ruins before, in 2013, it was restored by the Football Association as befits England's first football captain, who was also an exceptional

cricketer, the finest amateur racquet player in the country and perhaps the most diverse university sportsman in history.

Ottaway's college, Brasenose, have an annual tradition whereby each Shrove Tuesday an undergraduate would write an Ale Toast, in 1871 the toast was written by Cuthbert Ottaway and included the verse:

And though strength and weight help a crew,
And though confidence help it still more,
Yet 'tis pluck that shall pull us through
As it has many times before.

In 1879, the year following Ottaway's death the toast included the lines:

Alas your flag is half-mast high
All is not jest today
On Cowleys meads the breezes sigh
For gone is Ottaway

MEMBERSHIP NEWS **Sheila Cope**

As always at this time of year my thanks go to those members who have paid their subscriptions on time or by Standing Order which obviates the need for reminders.

At one time many reminder letters were sent out but now email and telephone is used. In an email message, particulars of the Society's Bank account may be given, which enables those who prefer to pay by direct Bank transfer to do so. This payment method is becoming increasingly popular although I emphasise that payments by cash or cheque are equally welcome.

During the year we are planning to transfer details of members on to a database and it may well be that our paper file will be superseded, hopefully saving time for the membership secretary but being no less secure. Such modernisation will run alongside our essential need to comply with

the new General Data Protection Regulation (GDPR) which nobody will have avoided hearing about if they receive information from any organisation. We are no exception and need our members to help both us and themselves by ticking the appropriate box. We shall also modify our Application for Membership form.

At the same time our Marketing Group is striving to improve our website. We must move with the times if we are to continue to attract young members who are prepared to do the work required to take the Society forward into the future.

We number 484 at present and in addition to 1 returner we have welcomed: Mr T Cleaver; Mr L & Mrs J Newman, Mr J Watts, Mr M & Mrs R Anderson, Mr C & Mrs S Jolliff, Mrs R & Mr R Fournier, Mr G Sutcliffe, Miss J Wheeler and Mr D & Mrs L Burden.

The Dover Society - Financial Report

An extract from the Accounts for the Year Ended 31st. March 2018

The following extract from our accounts represents the statement of financial activities and the balance sheet. The supporting notes to the accounts are not reproduced due to lack of space. However, the complete accounts are available for inspection upon request to our Treasurer, Capt. Mike Weston [telephone 01304 202059] or Email [weston71dover@gmail.com].

CURRENT ASSETS

Newsletter Binders
Debtors and Prepayment
Shares gifted to Society
Cash at bank and in Hand

CREDITORS: Amounts falling

Due within one year
Money held on behalf of "Bluebird Trail"
Advanced bookings for 2016/17 outings

NET CURRENT ASSETS

NET ASSETS

FUNDS

	2018	2017
	233	233
	273	311
	3,080	3,080
	<u>62,388</u>	<u>57,400</u>
	65,974	61,024
	(408)	(1,358)
	(777)	(777)
	<u>(000)</u>	<u>(000)</u>
	<u>64,789</u>	<u>58,889</u>
	<u>£64,789</u>	<u>£58,889</u>
	<u>£64,789</u>	<u>£58,889</u>

The Society's Funds are represented by:

	2018	2017
The General Fund	27,233	26,207
Rolls Memorial Fund	50	50
Projects Fund	190	149
Publication Fund	4,110	3,998
Town Hall Fund	11,402	10,636
River Dour Partnership	21,804	17,849
	<u>£64,789</u>	<u>£58,889</u>

Statement of Financial Activities for the year Ended 31st. March 2018

	General Fund 2018	General Fund 2017
INCOME		
Subscriptions	2,568	2,539
Donations	161	414
Social Events	345	341
Gift Aid attracted by Subs etc to General Fund	548	574
Bank Account Interest	15	39
Surplus on Badges	00	10
TOTAL INCOME	<u>3,637</u>	<u>3,917</u>
EXPENDITURE		
Members and Meeting expenses	138	55
Administrative Expenses	804	960
Newsletter Expenses	1,519	1,521
Other Items [including donations]	150	70
TOTAL EXPENDITURE	<u>2,611</u>	<u>2,606</u>
NET (OUTGOING)/INCOMING RESOURCES	1,026	1,311
Total Funds Brought Forward	26,207	24,896
TOTAL FUNDS CARRIED FORWARD	<u>£27,233</u>	<u>£26,207</u>

Capt. M.H.Weston

APRIL MEETING

Zeebrugge Raid 23rd April 1918

A talk by Lt. Col. George A Gelder RM (rtd)

Royal Marine Historian from Naval Historical Branch, Portsmouth

————— Reported by Terry Sutton —————

With Dover, in April, preparing for the centenary commemorations of the famous Zeebrugge Raid on St George's Day 1918, The Dover Society decided to get in first.

Your committee decided to invite Lt. Colonel George Gelder RN (Retired) from Portsmouth to give a detailed talk on the Zeebrugge Raid at the society's annual meeting on April 16 at St Mary's parish centre.

Colonel Gelder, who served 32 years in the Royal Marines, is an "old boy" of the Duke of York's Royal Military School at Guston.



Assault party on mole



Blockships in canal

During his hour-long talk he pointed the Raid, which set off from Dover, lasted only as long as his talk. He described the bravery of the Royal Navy and the Blue Jackets as they stormed the mole at Zeebrugge and why attempts were made to completely block the German-held port to prevent enemy submarines using the haven of the Belgian canal system.

Mr Gelder recalled there was, in 1918, antagonism between some senior Dover-based naval officers that eventually led to the appointment of Roger Keyes to lead The Dover Patrol and the Raid on Zeebrugge in which he took part.

He told of the reasons why the Raid was considered, the planning and training for it, delays in the Raid (because of weather conditions), things that went wrong resulting in landings taking place not in the exact planned position and the

slaughter and bravery of those taking part. He revealed that in secrecy an area of The Freedown at St Margaret's-at-Cliffe was used as a Raid training zone.

Colonel Gelder screened images of the massive big gun defences that the enemy had built to defend Zeebrugge and revealed that some young stretcher

bearers, not permitted to carry guns, were armed with cutlasses.

Winding up his most interesting talk, the speaker reported that so many bravery awards were to be made in the aftermath of the Raid that the distribution of Victoria Crosses was decided among the Raiders by ballot.

Society Member Receives Top Rotary Honour

Peter Sherred

The Rotary Club of Dover has recognised the exceptional and outstanding service contribution to the town of Dover by a member of the Dover Society. An activist and campaigner, John Morgan of Barton Road, Dover, received a top Rotary award when made a Paul Harris Fellow by the club. Other than Life Membership the award is the highest honour a Rotary club can bestow on an individual and it takes its name from the recognised founder of the international movement, Paul P. Harris, a Chicago lawyer who formed with others the first Rotary Club in Chicago on 23 February 1905 so professionals with diverse backgrounds could exchange ideas, form meaningful, lifelong friendships, and give back to their communities. The award, given sparingly, recognises an outstanding ethic of 'Service above Self' by an individual.

John Morgan, 71, is a born and bred Dovorian the son of John and Lily Morgan. His father was Deputy Headteacher at St Martin's Primary School and his mother a housewife. Following birth in December 1946 in the former Royal Victoria Hospital John subsequently attended Shatterlocks,



John Morgan, collecting rubbish

Barton and Castlemount schools in the town leaving secondary education in July 1963. He joined the local solicitor firm of Lewis and Pain in October 1963 and qualified as a Legal Executive in 1971. He was to remain with the firm, in its many name incarnations, for some forty-eight years retiring in December 2011 having

become one of the most respected members of the local legal profession. With a significant focus on conveyancing his knowledge and experience were often sought by other members of the profession. In his last years at work the firm's name became settled as Bradleys and he operated from their offices in Castle Street.

Not only had he been employed by the same firm for just shie of 50 years but John has been actively engaged in town and community life for decades. He is a former school governor having served for a period of twelve years and as a member of The Dover Society he has served as a committee member and been active with the team reclaiming and maintaining Cowgate Cemetery. He has also been engaged in the delivery of the Newsletter to local members

of the Society and assiduously attends meetings of the Society. He has been a very active anti-litter campaigner who is often to be seen in working parties in different locations in the town at various times of the year helping to keep our local environment clear of the rubbish discarded by thoughtless or uncaring people. Quite voluntarily each year he litter picks in three local cemeteries to keep them free of litter and he has frequently joined with members of both the local Rotary clubs on their targeted litter picks in such places as St Mary's Primary School playground and Harold Street, at Green Lane on the Buckland Estate, and Shatterlocks Primary School as well as regularly and quite independently clearing litter from Old Charlton Road. He has been involved with the River Dour Association and, subsequently, with the White Cliffs Countryside project helping to ensure the River Dour, which flows through the town, is cleared of rubbish deposited in it.

Being a lifelong member of the local Conservative Association John has had an abiding interest in local politics and has been a regular party candidate in elections for our local authorities mostly standing in seats deemed unwinnable but where he nonetheless flies the party flag. One day maybe the plan will back-fire and he will find himself elected which could, of course, necessitate a speedy by-election! He devotes some of such spare time as he has among his other activities and interests attending Barton Road Primary School where he assists young pupils with their reading.

For these and his many other activities undertaken quite voluntarily and without recognition or reward President Dave Smith of the Rotary Club of Dover told John his nomination for this special award was agreed unanimously by the appropriate members of the club. The award was presented at a regular meeting of the club at

which John had been invited as a guest but without knowledge of the proposed presentation and he was clearly taken by surprise at his recognition for, quite unusually, John was momentarily rendered speechless but soon recovered to express his gratitude to the club for the honour given to him by the Rotarians.

John, a lifelong bachelor and long-time resident of Barton Road, enjoys music, hill walking and sport in particular tennis, cricket and squash. He was involved with the River originals Tennis Club and has been chairman of River Tennis Club for many years. He is also a player of tennis with Barham Tennis Club. John does not drive but is often to be seen bicycling throughout the local area.

Also present at the meeting where the award was presented were two of his former professional work colleagues Reg Hoare, another long-term associate with Bradleys, and myself. Having known John for decades with his affable nature and knowing of his service commitment to the town his award was more than well deserved. All three meet once a month for lunch within the town or elsewhere to maintain friendship and to put the world to rights. These regular 'Last of the Summer Wine' lunches were used as the ruse by which John was encouraged, by his two former colleagues, to attend the Rotary Club lunch at which his presentation was made.



Peter Sherred, John Morgan PHF & Reg Hoare

Refurbishment Committee

Jenny Olpin

During the past three months the Refurbishment Committee have met to discuss and debate several issues that relate to the appearance and well-being of the parishes and wards of Dover. To understand what we do our regular agenda headings for our monthly meetings are;

- Improvements in quality and appearance, including run down properties and empty shops
- Conservation areas and listed buildings
- Cleanliness including litter control
- Highways and pathways
- Anti-Social Behaviour

The meetings often invoke lively discussions and on occasions we have visitors such as DDC Litter Enforcement so as to help us understand strategy and operation.

Our recent focus has been on tourism and what impression visitors have of Dover on arrival and departure. We recognise that our overwhelming strength is our history and we are just beginning to work alongside DDC in developing a local tourism plan. This is early days but hopefully an exciting development that will coincide with the opening of St James' and Western Docks improvements. With tourism in mind the Banksy (on old Harts Furniture Store) is concerning. We have discussed this with DDC who are equally working to try and retain this interesting and surprising addition to Dover's attractions.

With recent heavy rain, and the resulting deluge, drains have been a topic of conversation. Having 'googled' Kent

County Council drainage, www.kent.gov.uk, I discovered very helpful information and contact details, including telephone numbers, to report or ask questions regarding a problem drain. Experience has been that this site is very responsive.

As with most of our members we have been concerned as to the reasons for the unsightly litter that recently stretched along both the A2 and A20 roads. There are councillors, both County and District, who are tasked with leading on this matter and we have actively inquiring as to what actions were being taken to clear this eyesore. As you are reading this report it is hoped that these verges are now clear.

Air pollution caused by traffic has also been a recent topic and it was interesting to learn via the web site www.kentair.org.uk that the air quality recording monitor that is positioned on the Townwall Street side of the Leisure Centre is recording level 2 out of a range of 1 (low) to 10. This site is well worth a visit.

Refurbishment members continue to meet bi-annually with Kent Police and do let us know if there is any anti-social behaviour issue that you may wish us to raise.

If you are interested in joining our committee then please contact either myself Tel: 01304 825011 email: jennyolpin@gmail.com Jeremy Cope Tel: 01304 211348 email: jeremyclope@willersley.plus.com we will be only too pleased to answer any questions.

SOCIETY OUTING

Amberley Museum Heritage Centre

20th May 2018 – Derek Donnelly

A chilly morning at the start of the trip, and a reminder that winter still lurks in the back ground, but the forecast was good for the day and so it turned out. Our coach duly arrived with Ian our driver, bang on time and with no delays at the pick-ups we set off for the Duchy of Sussex and our destination. A short stop at Clackett Lane services and then off again. As we entered Sussex, Patrick took the mike and, as he was born and lived and worked in the area by the museum, began to tell us some history and very interesting information about the South Downs in the time he was there. He pointed out various places of interest, including his gran's cottage, and told us about a few things he did as a boy, although we think he didn't tell us everything. He kept us entertained until we found we had arrived at the museum where our "greeter" Richard was waiting for us to take us through to the café where we were given a coffee/tea and a slice of homemade cake.



After we had refreshed ourselves we went to a lecture room where Richard gave a talk on the history of the museum and the industrial site, which was a chalk quarry and produced lime that was used all over the country. Coming from a town with its own history of limekilns I was surprised to learn that there are different grades of chalk for lime burning. You have the white chalk that's used to make a lime that was used in industry, including farming, and green chalk that had a percentage of clay soil in the chalk. This was burnt as it was and it produces a coarser lime that was used in mortar and it gave added strength to the mix. As the site is next door to the Amberley mainline railway station, from Victoria, the then owner (Mr Pepper) soon built a standard size branch line to connect to it and send loaded rail wagons across the country as well as using road transport. The business eventually closed after one of the two brothers, who had taken over after Mr Pepper died, also died. He was an accountant and ran the business very well but his surviving brother was evidently a bit of a "Jack the lad" and spent more than the firm was making and it eventually failed. The site was eventually put up for auction and a group of volunteers who were hoping to preserve the site for future generations persuaded the local council to bid for it. The council set a limit at £75,000 but were successful with a bid of £38,000 and so the Heritage Centre was born. It has taken years of hard work by the volunteers etc., which is ongoing, but it now houses a comprehensive display of local and national industry, some



of which are run as cottage industries. The museum hosts over 50 events every year and we were lucky to have a Home Front and military vehicles display taking place on our visit. Getting around is fairly easy as, on most days, you have vintage Southdown buses running from one end to the other as well as a narrow gauge railway. Most places are accessible for anyone with mobility issues and you can borrow wheelchairs if you let them know in advance. There are a few paths that can be awkward to use, gravel covered, but all the main tracks have a smooth service and all the displays have ramps at the access. If you have a mobility scooter you will find it will be fine to use.

The displays are very well laid out, and mostly concern local industry but there was a GPO Telecommunications museum, mainly about the telephone lines etc., and there on the wall by the submerged cable displays was a tattered ensign from the Dover based cable ship the Ariel from 1969 with the following description.

MERRY CHRISTMAS -1969

Ariel sailed from her base at Dover about 10 days before Christmas to repair faults to 2 cables connecting Norway with the UK. During passage through the North Sea she encountered Force 11 winds and had to heave to for 4 days. At the start of the voyage the ensign was new. You can see the wear and tear that took place in those 4 days. Strangely, a Norwegian weather ship just 40 miles away was recording only Force 4! Christmas and New Year celebrations were somewhat hampered by having to find and

repair the two cables, then going to Stavanger on Christmas Day to pick up fresh water (for the engines not the crew) and finally returning to Dover, arriving on New Year's Day.

Overall the visit was very good, excellent weather as it turned out, and interesting. We left the museum about 3.45pm to take a tour through nearby villages and Arundel and once again Patrick gave us more information and tales of his life including the deforestation of the downs by a certain Duke who owed taxes and so decided to sell all his trees to pay them, thankfully they were gradually replaced and the trees are thriving. He gave us a potted history of Arundel Castle, which although it looks medieval was actually rebuilt from the ruins of the original Norman castle in the 1800s. Arundel's cathedral looked beautiful as we passed by it but when we viewed it from the top of the downs on the opposite side of Arundel both it and the castle were really outstanding. Well eventually it was time to head for home and with Patrick giving us local tales and information till we came to the Sussex border. After a short stop at Clackett Lane we set off again straight back to Dover arriving just before 7pm.

All it leaves me do is to thank Richard from the museum for the talk on arrival, Ian for his patience and excellent driving and Patrick and Pat for again organizing another lovely day out. Once again Patrick thank you for your very interesting talks on the coach, and thanks to all for the wonderful company on the trip.



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Dover Society Blue Plaque Dr Gertrude Toland (1901-1985)

Terry Sutton

Dover has paid tribute to a local surgeon who saved scores of lives as they arrived at the port from the wartime Dunkirk beaches 78 years ago. The surgeon, Dr Gertrude Toland (1901-1985), never received any official recognition at the time or after the war.

On Friday 13th April 2018 members of her family were at a ceremony when The Dover Society unveiled a blue plaque, where she practised as a GP, honouring Dr Toland's nine days unstinting work in a Dover hospital treating more than 350 wounded soldiers and sailors. Many had limbs amputated.

A Dover Society spokesman said: "Dover people were surprised that there was no official recognition by the nation to mark Dr Toland's tireless work. We are trying, in a small way, to make up for that with a plaque at Clyde House (Five Ways, Maison Dieu Road) where she practised before retirement."

Among the large contingent of her family at the ceremony was Gertrude's son Gordon who said his mother was an unusual person, one of the first women to break through the "glass ceiling" into her branch of the medical profession.

He told that one of his mother's possessions was a bullet she extracted from a German pilot's bottom! His father, also a doctor, was in the Forces during the war from 1939 until he returned to the joint practise in 1945.



Welcoming guests at the ceremony society chairman Derek Leach recalled one occasion when Gertrude travelled in the cab of a steam train to deliver twins at a foreshore property near Shakespeare Halt between Dover and Folkestone.

Dr Toland, after the war, recalled leading a team of surgeons at Buckland Hospital where they worked on two operating tables, side by side, on the wounded, many of whom arrived still wearing their dirty field dressings. She wrote: "Many had to be left temporarily on stretchers in corridors. Those who died were laid out in sacks, together with those brought in dead, and taken to the hospital chapel to await burial." Of the more than 350 wounded operated on in the nine days, some 300 survived.

The Society's would like to express their gratitude to John Hill, of John Hill Building Services, who installed the plaque without cost.



Inauguration of Dr Gertrude Toland Plaque

All at Sea – the Life of George Sutcliffe

Part II - In Coastal Waters

Peter W Sherred

The Ariel was a GPO cable ship based in Dover which worked on telephone cables around the UK up to the edge of the continental shelf. She spent a total of six months of the year tied up in Dover in the Eastern Docks near the submarine pens and was never away for more than four weeks at a time. Much work was undertaken around the coast of Scotland and in the Shetlands and Orkneys. In the two years George was on the Ariel one of the things he found most interesting was laying a new cable and landing the shore end. He remembers well one such job when Ariel was engaged in renewing the telephone link for the monks on Caldy Island near Tenby in South Wales. After two years, in 1965, he decided to try the cross-channel ferries which, of course, he had seen operating at close hand in the port.

George joined British Railways, Southern Region Ferries in 1965. The first ship he was sent to was the Maid of Kent where he was told he was joining as 'Makee Learn 2nd Officer'. This was new to him as when deep sea he was accustomed to being



Captain George Sutcliffe

appointed to a ship in a rank and expected to get on with it. He soon realised the ferries had set routines, which had been established over the years, that had to be learned if the job was to go smoothly. He was most fortunate in not being laid off at the end of the summer season and was offered a contract within a year or two. Subsequently, he suffered an accident on the

Normania during discharge in Dover when the ramp that led up to the upper car deck was lowered and a supporting leg came down on his toe! The captain seeing his bloodstained sock immediately said he was going to call an ambulance. George was taken to casualty, which at that time was in the Royal Victoria Hospital in Dover, where a doctor patched him up. He was off for a week or two before the railway doctor passed him fit for work with the proviso he wore sandals as the dressing on his toe would not fit in a shoe.

The overriding sensation of his time as 2nd Officer on the ferries was one of a feeling of freedom. Once clear of the port the Master tended to disappear and control was his. This contrasted with deep sea where, once in restricted waters, there was constant supervision or even a pilot on board. Friends who were still deep sea used to say to George "don't you find it boring going back and forth across the ditch"? His reply was, "it is a lot less boring than a four-hour watch in mid ocean". Due to his fortunate timing in joining the



Ariel

company, he quickly found himself promoted to 1st Officer when he was able to develop his abilities as a ship handler which he enjoyed, whatever the weather. The company policy was for Masters to encourage their 1st Officers to develop their expertise in weather conditions appropriate to their level of experience. When he himself was Master he made it a practice to do all the berthing and unberthing the first-round trip and, despite the fact he loved doing it himself, letting the 1st Officer do the second round trip. This practice made the transition from 1st Officer to Master far less traumatic than it might have otherwise been.

George's fondest memories as 1st Officer relate to his time on the *Maid of Orleans*. The Master was a man who did not particularly enjoy ship handling and in consequence let him do the lot, regardless of the weather. George recalls the Master did have some lovely sayings or advice. When George asked him how to make no 14 berth in Boulogne in a south westerly gale the reply was "drive her in, hit her hard and tie her up while she is still stunned"! Ship handling required a good relationship with the engineers being able to rely on them to put the steam in to pull the ship up sharpish when needed. George says "We very much depended on one another". For George the *Maid of Orleans* was a beautiful ship to handle and contrasted with the *St Patrick* which rather

lived up to her nickname among the Masters of *The Black Pig* as she tended to have a mind of her own!

Often relieving Masters for their annual leave meant George sometimes found himself spending a fortnight on a steam ship with bow rudder and telegraph control of the engines followed by a fortnight on a motor ship with bow thrusters and bridge combinator control of variable pitch propellers. Quite different techniques but variety was the spice of life. During his time with British Railways George also served on the *Dover* and in the autumn of 1973 had just been dropped back to 1st Officer on the *Anderida* for the winter season when a request came from Newhaven for a Master with experience to go down there to give some relief to the Masters of the newly arrived *Senlac*. George volunteered. It was another very interesting experience for him. Until he had sufficient navigations in Newhaven to obtain his pilotage exemption he had a 1st Officer with him who had obtained his pilot's licence. Newhaven was steeped in traditional ways to a far greater degree than *Dover* which had benefitted from a large influx of officers from deep sea. While on the Newhaven to Dieppe run he introduced a revolutionary manoeuvre with *Senlac* for exiting Dieppe which saved the awkward work of rigging swinging wires and saved time and fuel. When leaving Dieppe he eased the ferry out of the berth sideways, using bow thrust and



Maid of Orleans



Vortigern

propellers, then swung her through 90 degrees to exit the port.

On arrival back from Newhaven in 1975 George was fortunate again to be relieving the regular Master of the Maid of Orleans when she did her last trip. Having sailed from Dover in atrocious conditions the 'Maid' arrived back with the wind at gale force and the seas off the western entrance far too rough to swing outside and enter there. So, entering the eastern entrance George swung the 'Maid' just inside the harbour and proceeded to cross the harbour stern first around the Prince of Wales Pier into no1 berth Admiralty Pier. Five retired Masters and the Marine Superintendent who were on the bridge with George for the last trip were impressed with the 'Maid's' handling capabilities. A few days later George took the 'Maid' to Newhaven from where she was taken to Spain for breaking. It was about this period he was relieving a Master on the Vortigern. As the ferry approached Boulogne, Captain John Arthur was on the bridge. It had always been George's policy to carry on giving orders until the Master said he had the control and he continued to do so on this occasion. When he had given 'stand by' and directed the quartermaster to bring the ferry round for entry Captain Arthur said to George "do you want to take her in"? "Certainly sir" George replied, adding that he had handled the ship before with the B crew Master and had taken her in and out of Boulogne on many occasions. George was responsible for the rest of the handling that day and the next morning Captain Arthur announced he had arranged with the staff office for George to remain with him for formal training as Master and he remained as D crew Master. When Captain Arthur passed George out he put in his letter to the Marine Superintendent



St Anselm

"Captain Sutcliffe has been fortunate enough to have experienced gale force winds during his training". It was possibly because of this time with him that Captain Arthur asked for George to join the St Anselm as one of his team of Masters when she came in 1980.

Joining as E crew Master by the time he retired 10 years later he had spent a year as the Senior Master. He recalls one memorable occasion when, having arrived in Dover one evening, a dispute of some sort at the Eastern Docks meant only cars and foot passengers were allowed off but freight vehicles were kept on board. He was told to anchor in the harbour until the matter was resolved but he asked permission to take the ship to Folkestone for discharge of the freight. The duty manager said that it was a good idea but the ship had never been to Folkestone however he saw the logic and agreed. The ferry was able to berth in Folkestone although it had to be held at a slight angle to the ramp as she was wider than the ships it had been built to take. George was able to discharge the very grateful drivers.

Throughout the ten years he was on the St Anselm he did not serve on any other vessel apart from the St David which was operational for a few months 1982/1983 while St Anselm was away having her accommodation extended aft. He took the St David on her first trip to Calais. In about December 1989 during an evening shift

George informed the staff office of his intention to retire on his 60th birthday the following August, 1990. When he told Mary on arrival home the next morning her reaction was "What have you done? What have you bent"? He still enjoyed ship handling and working with people but odd niggles were beginning to set in, not least among them the job, in his opinion, being increasingly run by accountants. Once again good fortune shone upon him as, by retiring early, Mary and George had sixteen good retirement years together before she died being taken from him by cancer in 2006. Sadly, and far too young, George's daughter Melanie died in 2016.

During his time at sea, and since, there were and have been enormous changes. Gone are the leisurely times in port, while on the deep-sea routes, discharging and loading; container ships now being in port only a matter of hours dealing with many more tons of cargo than was previously handled in a week. While very good for the ship owners it is very stressful for crews who, for months on end, have little or no opportunity to come ashore. Work patterns on the cross-channel ships have also changed to a degree George would no longer recognise. During his service there were three crews working twelve hours on twenty-four hours off with a further crew to cover annual leave. Additionally, all the crews were locally recruited so people knew each other and were able to form



Langton Grange, Houlder Bros



Duquesa, Houlder Bros

social groups ashore. Today crews are recruited from all over the country and spend a whole week or more on board with the result that when they disembark all connection with the job is lost. George realises that in the present day it is all down to 'the bottom line' and profit is necessary if companies are to survive but he feels it is a great shame that it has to be paid for at the expense of those on the front line. "But," says George, "I am just an old bloke who is more than grateful that my career spanned the good years at sea which I can say I thoroughly enjoyed".

On shore George and Mary sent their children, when young, to Sunday school at St Martin's Church in Maxton where Mary was also confirmed. George and Mary both became increasingly involved with the church. This caused George, over time, to commit his life to Christ's church. He enrolled for a correspondence course to become a Reader in the Church of England taking two years to complete the training before being authorised Reader officially in a service at Canterbury Cathedral. This was an office in which he was active for forty years at St Martin's Church and then St Margaret of Antioch Church in St Margaret's at Cliffe until 2010 when, at the age of eighty, he decided to retire. The only services he takes now are the funerals of ex colleagues which he does not mind at all for as he says, "when you have known the person it is much easier to make the service relevant and personal".

Zeebrugge Raid

(St. George's Day 1918) Commemoration

100th Anniversary St. George's Day 23rd April 2018

Alan Lee

The day commenced with a reception at the Maison Dieu (Town Hall). Everyone then assembled in the Maison Dieu car park to board buses for St. James's Cemetery and the Zeebrugge Memorial and graves. Amongst the 350 to 400 people in attendance were representatives from many other countries including those from Belgium, Holland, Germany and New Zealand. After a moving service, accompanied by the Royal Marines Band, and the laying of wreaths all present were then transported to the Market Square.



Chairman ready to lay wreath



Mayor Rix prepares to ring Zeebrugge Bell

The parade formed up and paraded, through a large crowd, from the Market Square to the Maison Dieu (Town Hall). The crowd by now over 500 then witnessed the Town Mayor Neil Rix ring the Zeebrugge Bell and took part in a short service of remembrance.

During the afternoon the event moved to the open green space behind Deal Castle to witness the launch of the Royal Marines Heritage Trails.

Blessed with good weather the day's events were well organised and a complete success.



Wreath Laying Ceremony



Parade to Town Hall

The following article was submitted by our Chairman Derek Leach.

It is not known when it was written.

The Good Old Days

Ernest F Stokes

Looking at the Pier District today you would be surprised if you saw it as it was at the beginning of the 20th century and wonder how so much habitation and business could be sited in such a small area. The housewife had everything she needed without going out of the area from the Western Dock Gates to the Lord Warden Hotel.

The menfolk could have half a pint of beer without using the same public house twice and could get drunk on 3 shillings (15pence). Let's take a tour of public houses in that area in 1900, starting at the Western Docks entrance with 3 shillings in our pocket and have half a pint at each stop:-

In Strond Street the Prince Imperial, Ship Inn, Royal Mail, Green Dragon, Swan and Hotel de Paris.

Then, round the corner to Billie Mutton's where you could buy a packet of fags for a penny, or a pennyworth of 'Shag' tobacco. How he could sell it at that price is nobody's business. From there we go and see Mr Minoletti at the Pavilion on Custom House Quay.



The Lord Warden Hotel, about 1907



Seven Star Street

We now cross the railway line to the Shakespeare in Clarence Street, to save going over the same ground twice, and we call at the Fleur-de-Lys in Council House Street. Then we return to the Rose and Crown in Clarence Street and the Cinque Ports. Round the corner is the Silver Dragon in Middle Row followed by in Beach Street: the Railway Bell, Sceptre, Miners Arms, Deal Cutter, The Pier, The Brussels and The Terminus.

Having consumed one gallon plus, we will call on Bert Marbrook. Marbrook Senior was landlord of the Hope Inn in Council House Street, where we will also have a pennyworth of bread and cheese to soak the beer and then on to the Endeavour and The Archcliffe in Bulwark Street. Limekiln Street gives us the Granville Arms, Two Brewers, Exeter Arms, Scotch House and Kent Arms.

On we go to the Lion in Elizabeth Street, the Oak, the William Albert and the Duke of Connaught in Oxenden Street, the Princess Maude, Neptune, Albion and Railway Inn in Hawkesbury Street plus the Three Compasses on Finnis Hill.

Public houses were open twenty-four hours, or near, and it was common to see who could drink a half-pint at each house. I do not remember anyone going the whole thirty-six, only twenty-eight, but that was only a practice run. You could get a pennyworth of gin, or two-pennyworth of rum, or four-pennyworth of brandy. Ale was 3d a pint, beer was 2d and porter a penny.

Wages were around 15 to 18 shillings a week and from the number of public houses in such a small area you will understand the poverty and why the area was called the 'Poor Pier'.

Up to the first few years of the century children would go to the pub to buy liquor, but then a law was passed to compel landlords to seal bottles and jugs became unlawful, so landlords just stuck a piece of gummed paper over the cork, which easily came off. Children were forbidden to go into bars with their parents and restrictions were tightened considerably with the result that many houses provided gardens for children, as evidenced at the Cricketers, Dublin Man Of War, The Donkey and many other houses which were then outside the borough.

Incidentally, the hours of closing were tightened up and you could only get a drink on Sunday outside three miles of the borough. As I lived in the Pier District going through the town to the Plough on the Folkestone Road well over the three miles, but over the hills it much less. So on Sunday mornings Dad would say 'Come on Son, shall we go for a walk over the hills'. When I asked Dad where we were going he would say, 'I must see my old friend Mr Gould at the Plough. Do you think you could walk?' Could I? It meant ginger beer, a large biscuit and broken rock.

Good old days for some, but what of those whose fathers did not say 'Come on Son'.

It's nice to look back on those days, good for some, but much more could be written of the 'Poor Pier' but like everything else it gets old and in the not too distant future nothing will be left.

Oh, and by the way, we did not use all the 3 shillings. Assuming only twenty-eight pints were consumed, that still left 8d so what can we do with that without making gluttons of ourselves? Well let's see a show at the Phoenix for 2d I know I feel just about too full to walk so on the tram for a penny. Well, what about a half-pint at the Swan.

For he's jolly good fellow.

It is mentioned 'a law was passed to compel landlords to seal bottles and jugs', I remember in the 1950's being sent down the Westbury pub to get a jug of beer for my dad, from the bottle and jug off sales bar, I did not realise that I was breaking the law.

Editor



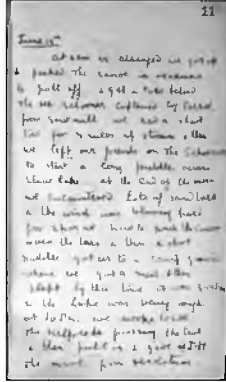
Shargate Street

One of a series of articles covering the lives of Doverians and local events of international renown. Many more articles can be found on Lorraine's website *The Dover Historian* at <http://doverhistorian.com>

Edgar Christian

Lorraine Sencicle B.A. (econ) hons

In 1926, Edgar Vernon Christian (1908-1027) bought a small, red, leather bound notebook in a Canadian shop before he set out on a trek with his two friends into the desolate north. His intention was to keep a diary to impress his family and friends when he returned home. In fact, the diary was to make a lasting impression across the globe and is now housed at Dover College.



They set off from Liverpool on 19 April 1926 and on arrival in Canada Edgar and Hornby were joined by Harold Adlard, aged 28. Adlard was working as a store clerk in Alberta at the time but was known to Hornby and was keen to go on the expedition. His main attributes was his cooking and having worked as a farm hand, could wield an axe and was a good shot. Edgar was

Although Edgar was born in Wellingborough, Northamptonshire and his parents lived in Wales, the 17 year-old had spent most of his life in East Kent. First as a pupil in Folkestone then Dover College, where he had spent the previous five terms. He did not make much of an impression and on leaving had nothing planned. He therefore accepted the invitation of his mother's cousin, Jack Hornby, who was 46, to go on an expedition to northern Canada.

Hornby was an experienced explorer of the wilds of Canada and his intention was a trek through the North West Territories to the Thelon River. He believed that by setting off in late spring, they would reach the Barren Lands, through which the Thelon River flowed at the same time, as caribou would be migrating through the same area. Hornby expected that they could kill sufficient to last through the harsh winter so they only needed to take the minimum of supplies. Hornby was nicknamed the 'hermit of the north' because of his ability to survive on what the harsh terrain provided.

pleased for another "greenhorn" to join them but also noted that experienced men who knew Hornby declined to go with them, as Hornby was "too tough."

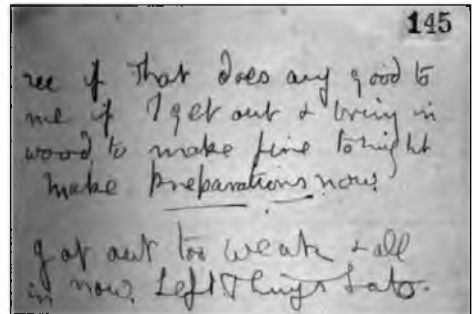
Before leaving, the trio met up with Guy Blanchet, a government surveyor, who strenuously advised them not to make the journey. As summer was fast approaching, he particularly questioned Hornby's belief that they could make the Barren Ground at the same time as the caribou. Blanchet did suggest that Edgar and Hornby could join him on a trek to the Thelon River area but refused to take Adler. The offer was declined.

It was summer before they set off and Edgar started his diary. At first, his entries were irregular but when they reached the junction of the Thelon and Hanbury rivers in the North West Territories, the entries became more regular. From these it is apparent that meandering was slow and that they arrived too late for the caribou.

Winter was closing in when exhausted and hungry they found a log cabin and decided to sit out the harsh winter there surviving on what they caught. The date was 14 October 1926. As the temperature dropped food became increasingly scarce. Adlard withdrew into himself and hardly spoke then would explode into a rage. Edgar wrote that, 'Jack had to curse Harold' to stop him. It is evident that a deep bond had developed between Edgar and Hornby and that Adler was the, 'odd man out'.

Hornby died of starvation on 16 April 1927 and Edgar, in his diary, tells us that Adler was a great comfort to him. He died on 4 May, and Edgar, very weak and only hours to live, put his diary with some letters that he had written to his father, in the cabin's stove. He then wrote a note that he held in his hand, pulled his blankets over his head and went to sleep.

Three years later, their emaciated bodies were discovered and Edgar's note, which was hardly decipherable, was found. It said, 'Who.....look in stove!'. Edgar's diary was found along with letters that were eventually returned to his family who gave the diary to Dover College. The three men are buried by the Thelon River in an area that is now the Thelon Wildlife Sanctuary - the largest wilderness in North America.



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Liverpool to Manaus via the River Amazon

Dr Reginald Koettlitz

Expedition surgeon, geologist and botanist

Aubrey A Jones - Koettlitz biographer

Many regular readers of The Dover Society magazine will recall that expedition surgeon Dr Reginald Koettlitz, a resident of Dover, literally travelled to the northern and southern extremities of the planet, through north east Africa but little is known of his journey up the mighty Amazon River. I intend to address this omission in this article.

On returning from the Weld Blundell expedition to Africa, and before heading south with Scott on the Discovery, funds were required to support his wife, Marie-Louise, in Dover. The Red Cross Line owned ships trading between the United Kingdom and the furthest stretches of the Amazon between Para and Manaus. Manaus was located 1,000 miles up the Amazon River and was the centre of an expanding rubber and nut trade. The monthly steamers ran from Liverpool to Manaus and Iquitos, Peru, which is over 2,000 miles from the mouth of the river.

Dr Koettlitz had a wish to see this 'famous stream' which delivered the greatest volume of water into the Atlantic Ocean so in April 1900 set off in the steamer 'Sobralense' as the ship's surgeon en-route to Manaus. He expected his medical duties to be light which would allow opportunities to study the native people and natural history of North Eastern Brazil. In fact, his subsequent collections handed to the University of Edinburgh on return were described as the 'greatest collection of entomological specimens made by one man in such a short time' to date.

After a brief stop in Madeira the first port

of call in the Amazon basin was Para, also known as Belem. A river pilot had been taken on board from a lightship stationed in the approach to the Amazon. Para was a fine city with a mixed population of over 100,000 Europeans, Americans, local Indians, former slaves from Africa but dominated by Brazilians of Portuguese descent. The city emerged from the forest. It had many large and impressive public buildings, gardens and churches with a rapid tramcar system widely used. Dr Koettlitz noticed the tram drivers held banknotes between their teeth, considering this to be a fertile source of contagious disease. This practice caused some amusement as the ship had been held offshore whilst undergoing a health check on crew and passengers.



Public Building in Para

Para is the launch location for all forms of river traffic to head up river and for produce being shipped from the Amazon region including, rubber, nuts, cocoa and other vegetable products. This included

species of wild animals and birds for use in zoos in the wider world.

After a prolonged stay the 'Sobralense' headed upstream via the 'Narrows' where the Para and Tocantins rivers merged with the Amazon. It provided a clear and close-up view of the thick tropical forest and abundant wildlife with many huge creepers and other plants in full bloom. This included the shy and now critically endangered 'water beast', the harmless sea cow or manatee. Butterflies and wonderfully coloured parrots and other birds were in abundance, monkeys screeched and the air was full of flying insects and moths in vast quantities. The Koettlitz scientific collections had begun!

The experienced river pilot, without whom the vessel could not proceed, moved the steamer from bank to bank showing clearly the extensive rubber trees and huts of the, 'Seringueiros' or rubber hunters who resided in small clearings alongside the mighty Amazon. The huts were raised many feet above ground level to avoid the river in flood when it rose at times by over 50 feet. It was a basic existence for the rubber hunters and their families. Koettlitz wrote, 'The Brazilian rarely sleeps in a bed preferring to rest where the breeze can have free play. Their life is far from healthy and malaria plays great havoc amongst them. All are addicted to raw rum, known as cashasse'.



A Seringueiros – local rubber hunter

A Seringueiros – local rubber hunter (note the small cups to collect the latex). The rubber latex was heated over an open fire to remove the liquid content and made into rubber balls for transport in canoes to Para and Manaus.

As the 'Sobralense' continued up river its scale and power held Dr Koettlitz in awe that its source was 3000 miles up-river in the Andean mountains. His religious instincts were aroused when writing, 'the contemplation of so great and magnificent an evidence of the almighty power which governs such works as these compels one to reverence the Author of it all'.

Despite the wonders of his environment the doctor was not always impressed with the attitude of some local inhabitants, writing, 'The ordinary Brazilian loves laziness and is so indolent that he will rarely do a stroke of work that he is not compelled to do! If he had resided in these tropical conditions for any length of time he might not have formed such a judgemental opinion.'

After short stop at Santarem and Obidos, both towns with a population of between 1000 – 2000 inhabitants but important with regard to rubber production, Brazil nuts and other local products, Manaus was soon on the horizon. At each of these stops Dr Koettlitz added to his collection of insects, marine life, birds and small animal. Throughout his many expeditions both polar and to hotter climes his industry in making such collections was endless. Even porpoises were regularly seen this far up the mighty river.

After five days the ship arrived at the confluence of the Amazon and Rio Negro and finally the capital of the Amazonas region, Manaus. The splendid city is actually on the Rio Negro, a river named

after its very black colour although clear when placed in a glass. The city had a population of 40,000 people and was the seat of the regional governor and centre of the commercial, political and social life of this vast region. The city had fine public buildings and parks and a sizable number of European and American merchants. Apart from being the centre of the rubber industry there was a popular market in wild animals, fish and even herons for their plumes to satisfy hat production in Europe.



Manaos harbour showing the scale of the Amazon and Rio Negro rivers.



Wild turtles for export from Manaos harbour.

Whilst the 'Sobralense' discharged her cargo and took on goods for the return journey Dr Koettlitz made a short journey up the Rio Negro by canoe when the river was in flood which allowed access to the

tops of the huge trees abundant alongside the river bank. He continued to add to his collections, especially butterflies, moths and other insects many new not just to him but new to science confirmed on his return to the UK. But, the stay was brief and the 'Sobralense' was soon heading down river to Para, a journey made in half the time due to the swift current running towards the Atlantic Ocean.

The ship returned to Liverpool via New York and 'Humboldt's Black Water', so called by the skipper but hundreds of miles from the Amazon mouth. Koettlitz was convinced this was the soil run-off from the Amazon so great was its power. During the journey Koettlitz continued to add to his marine collections at every opportunity all to be presented to the University of Edinburgh on return.

Soon the Antarctic beckoned, the journey south with Scott on board the Discovery with Dr Koettlitz as chief expedition surgeon and botanist. Yet more collections to be made, the name of Dr Reginald Koettlitz of Dover to be forever known as, Scott's Forgotten Surgeon.



Manaos Opera House

Planning Committee

Patrick Sherratt

Writing this report in May I look forward to a warm and pleasant summer. I would also thank the many members who sent good wishes after my major surgery earlier this year.

The Planning Committee will 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

With the lorry park scheme at Westenhangar/Stanford being scuppered I anticipate a future highways consultation. Highways England have prepared a "post Brexit" scheme for the M20 that is currently (May 2018) the subject of Select Transport Committee debate. If the Select Committee approve the proposed scheme I expect to hear from Highways England in order for the Society to make appropriate comments.

In my last report I indicated the timescale for the Third Thames Crossing scheme. This indicated Statutory Consultation in 2018 but to date nothing received.

Dover Western Docks Revival (DWDR)

The new cargo handling areas are well under construction. We made comment to DHB that the quayside piling should be faced. Sadly, this was not done on the Marina Curve but the Eastern Breakwater (New Pier) has been faced. Capt. Weston has sought a lifting bridge from the New Pier to the Marina Curve, however, this suggestion has not been taken forward by DHB. Do visit the marina at Eastbourne where a series of such bridges ensure circular walks. The "Cut" between the

Marina and Wellington Dock is at an advanced stage of construction. Through Alan Sencicle we expressed concern at tidal conditions and these were taken on board by DHB and the construction seems to have solved this problem.

Dover Leisure Centre

Construction continues with the main building in process of building. Still on time for opening 2019.

DTIZ (St James Development)

The cinema and some retail units now open. Two prospective tenants have withdrawn. At the time of writing this report parking is free, however when parking charges apply it is understood that employees of the units will not be permitted to use the car park. We are concerned that this will cause difficulty in respect to "on-street" parking and have asked DDC to do a parking survey of the Castle Ward area when all units are operational.

Castle Street/Biggin Street

As the role of the town centre evolves more change of use planning applications are being received for Castle Street and Biggin Street, both within Dover Conservation Areas. The Society supports upper floors of unused buildings changing from commercial to residential use. We strive to seek quality development and recently a planning application for nine flats was made in Biggin Street. Seven of these fell below the guidelines of having 40sq m. The Case Officer ignored these guidelines and in fact indicated to the applicant permission would be granted 10 days before closure of public comments.

The application also involved alteration to the shop front for access to the flats. We objected as the application failed to deliver DDC Conversion to Flats guidelines or shopfront conversions in conservation areas. With further objections the application was decided by the DDC Planning Committee. This resulted in reduction to seven flats although five were still below the 40sq m. It then transpired that the Conversion to Flats Guidelines dated May 2006 had not been adopted by DDC, yet another legal failure. I am pressing for these to be adopted as soon as possible although DDC are reluctant to do so until the next District Local Plan that in reality may not come into force until 2020/2021. In the meantime substandard properties continue to secure planning permission. Of interest the application in question was then advertised for sale on the internet with a potential profit to the applicant of more than £150k in what is known as “flipping” where the applicant has no intention of delivering but seek planning consent to increase the sale price. This often leads to buildings remaining empty.

Conservation Areas

The proposed alterations to the Waterloo Crescent Conservation Area to include Granville Gardens, garden to the seaward side of the Gateway flats and Esplanade and beach in front of Waterloo Mansions were supported by the Society. The Principal Heritage Officer must be congratulated on making a sound case for the extension of the area but the DDC cabinet decided not to accept the recommendation to extend the area. At least one DDC councillor who is a member of cabinet has on more than one occasion said Conservation Areas and Listed buildings should be done away and would have been influential in the decision making.

Conservation Appraisals. Derek is forming a group to process our first attempt. This will be in respect to the Dour Street Conservation Area.

Section 215 of Town and Country Planning Act 1990

Following my visit to Hastings Borough Council, who are the most active council in UK for serving 215 notices, we were able in 2010 to persuade DDC to use this legislation to improve the external appearance of buildings. By 2014 we had over 100 Town Centre/Folkestone Rd properties on the list. DDC then decided to stop 215 action in Dover, as councillors had sought similar action across the District. I have fought to re-commence 215 action in Dover and I am pleased that Dover now has a dedicated officer working through our original list plus some additions. I am awaiting a meeting with the enforcement team to ensure properties on our original list are having 215 notices served.

Farthingloe and Western Heights

A public consultation exhibition was held at the Barn at Farthingloe on the 15th/16th May. Some minor alterations to the original application were made and we await full details when a full planning application is made.

Failure to develop brownfield sites in Dover

At a meeting with the new Leader of DDC and the CEO of DDC I raised the issue of delay in the delivery on brownfield sites that have planning permission. The Westmount site is awaiting planning application from the developer. This should include the much-needed car parking facilities at Dover Priory. On the Connaught Barracks site, the Homes and Community Agency is about to appoint a developer to deliver the “Officers” area that recently received planning agreement.

The main Connaught Barracks site has still to have a planning application submitted but it will almost certainly be for a high-density development. This is very sad as I was reliably informed that a developer was prepared to deliver high quality executive houses on this prime site with direct views of the castle and the English Channel. Dover desperately needs high quality build to attract future development growth as over the years poor planning has seen all six Dover wards drift into the top 20% of deprived wards within England/Wales and as such many developers are put off from committing to projects in Dover.

Bus Rapid Transport (BRT)

This has been talked about for several years and was to be funded by Section 106 contributions from the sale of properties in the Whitfield Urban Development Plan. Development at Whitfield is not moving as fast as anticipated and DDC recently secured a £16.4million grant for delivery of the BRT.

The BRT will operate from Whitfield across the A2 (new bridge) and pass through Guston and Connaught Barracks to the town and Dover Priory Station. If the Farthingloe development takes place the BRT will be extended to Farthingloe. No timescale has been given for this project and we await further details.

Dover Hospital (Polyclinic). The Lost Opportunity

I reported in the last newsletter the former Buckland Hospital site was sold at auction for £1.4million by KCC who had purchased from East Kent Health Authority for £375k, resulting in effect our local health service losing £1million. The results of my Freedom of Information request reveal that the Health Authority did not have an independent valuation but accepted the

auction price guide. I think it is perhaps appropriate to do a resume of the development of the existing hospital as under.

Initially Dover was "entitled" to a Community Hospital under guidelines set out by Central Government in 2000. One of our former members, Lorraine Sencicle, took this up for funding with KCC. Lorraine secured the funding despite fierce opposition by KCC that, I am informed, included the Co-ordination Manager (a Dover area resident).

This gave the green light for the Community Hospital that would have included "intermediate care" beds that was very much part of the "NHS Plan 2000" being a ten-year government plan for the NHS.

DDC and in particular it's former Leader (Cllr Watkins) saw this as an opportunity for town centre regeneration by having the hospital built on the Maison Dieu car park/health centre and college site. This would have also given direct bus links from across the District as well as being only 10 mins from Dover Priory rail station.

Sadly in 2009/2010, led by the prospective MP, a group opposed this on the grounds of flooding. At the time I raised the point that Ashford Borough Council offices are next to the river Stour and on a designated flood plain but building design avoids flood risk to the offices, indeed much of Holland is a flood risk but correct building design avoids such problems.

The group considered a major hospital (with facilities similar to William Harvey at Ashford) should be built and required a larger site that could only be provided in Whitfield. In reality there was never going

to be a fourth major hospital in East Kent, indeed as currently being considered is the closure of K&C at Canterbury or QEQM at Margate as the local health authority consider only two “major” hospitals are required in East Kent.

The local health authority preferred the existing Buckland site and plans were produced, however, no “intermediate care” being included. I fought on behalf of The Dover Society for “intermediate beds” at planning stage as the facilities being proposed in effect downgrading the Community Hospital, that Loraine had so successfully secured, to a “Polyclinic”.

I spent many hours at meetings and the local Clinical Commissioning Group (CCG) supported our request for intermediate beds. By this time national media was highlighting the bed blocking at major hospitals and the need for intermediate care facilities. Sadly, again KCC favoured using existing private sector care homes and home visits. It is interesting to see the number of ex KCC/NHS Managers who have set up or moved to the private sector to milk the cash cow.

With the submitted planning application for the hospital on the Buckland site it became evident that there would be surplus land. I again through the CCG had support from Dr Crocker, their Chairman, for the surplus land to be retained for the hospital at a future date to be extended to include intermediate care facilities. Sadly, Dr Cocker stood down from the CCG and thereafter the CCG were no longer interested in intermediate care facilities for Buckland Hospital, possibly as their Chair was now a GP from Shepway. They promoted the need to use private sector care homes. At a CCG meeting I challenged if care homes had sufficiently trained staff with medical qualifications.

This was recognized but CCG considered “crash course training” would resolve the issue.

With the land now sold for private development (188 dwellings) it is sad to say the Community Hospital with intermediate care facilities that Dover could have had, initially in a town centre location, and latterly on the surplus land, has been lost and many managers in KCC and Local Health must accept the responsibility for the loss.

Our wonderful NHS is at bursting point and from my own business experience is still too heavy with middle managers and duplication across different business sectors that are seen as “protected empires”. A classic example is I attended a Health and Wellbeing meeting at DDC when on the agenda was intermediate care facilities. All heads of departments at KCC Health/Social Services and our local health authority were present (I looked up their salaries after the meeting and it exceeded £2.5million without the addition of pension costs) and after a lengthy debate they concluded there was a need to seek the definition of what intermediate care was and form a working group. The chair asked who would like to be on the working group to which all replied they wanted to be included. I rest my case re overstaffed and over paid KCC/NHS managers. More money needs to be put from “admin” to the hard working “front line”.

Having had this as an item for my report over several years and the fact it has now reached its ultimate conclusion with Dover losing a facility that it would have had if the Community Hospital had been delivered I shall no longer include this issue within any future planning reports.

A Succession of Town Clerks (3)

Sir Edward Wollaston Nadir Knocker (1838-1907)

Part I

————— Martyn Webster —————

This is the fourth essay in my series of Essays focusing on the Knocker family and their three generations of Town Clerkships of Dover. Edward Wollaston Nadir Knocker, often referred to as Wollaston Knocker, reigned supreme over and above all of them and in 1901 was knighted for his services. He is believed to be the only Dover Town Clerk to have been so honoured. Such is the magnitude of his credentials that this essay devoted to him must be divided into two parts. I can do no better than to quote directly, with appropriate editing here and there, from the words of the Dover Express itself in doing so. Dover surely stands unique in this man.

“Dover Express” Friday January 4th, 1901 Memoir of Sir Wollaston Knocker

Sir Edward Wollaston Nadir Knocker was the second child and eldest son of Mr Edward Knocker F.S.A., solicitor of Dover and his wife Elizabeth Mozier, daughter of Robert and Elizabeth Mozier, nee King, Walker of Dover. He was born on Tuesday, July 17th, 1838 at Castle Hill House where he died on Sunday the 22nd of September 1907 aged 69 years. His unusual second and third forenames are a bit of a mystery but it may be that Wollaston related to Thomas Vernon Wollaston (Vernon being a name given to his brother) (1822-1878), a noted entomologist, possibly a protégé of his father. The name Nadir is another matter. He had a keen regard for the welfare, history and traditions of the ancient Cinque Port that was his birthplace, and his whole life was devoted to it; for with the exception of his school days spent in Highgate and other brief intervals of absence the whole of his three score years and nine were spent in Dover where he qualified for his position as a solicitor following in the steps of his father and throwing himself



Sir Wollaston Knocker (1838-1907)

earnestly into local affairs having made a name for himself as the greatest of the Town Clerks of Dover. At the age of 24 he married Clara Caroline daughter of Monsieur F.D. Chantrelle, of Bruges, Belgium, Chevalier of the Order of Leopold and Managing Director of the West Flanders Railway, their surviving family consisting of four sons and one daughter. His hereditary association with Dover has already been recounted.

A great Town Clerk

The biographer of Sir Wollaston Knocker will find much to say respecting his active and useful career but the feature of his life standing out in greatest prominence was his position as Town Clerk and as far as the records of history afford information he appears to have been beyond all question the greatest Town Clerk

Dover has ever had, whether we regard the length of his term - nearly approaching 40 years - or the great care and wise discretion manifested in the advice given to the Corporation. In years past when political fluctuations used to sweep one party from power and bring in another, at municipal banquets he used to playfully remark "Men may come and men may go but I go on for ever". He spoke that in no disrespectful sense or flippant manner for there never was a Town Clerk more loyal to the party in power or more respectful to the Mayor in office no matter what his views or politics might be. Nevertheless the comings and goings in the Council Chamber during Sir Wollaston's term of Town Clerkship have been very many. During his term of office he saw about 144 different members in the Council, 22 different Mayors, 5 Surveyors (each of whom he had more or less to initiate in their duties); there were in his time 3 Recorders, 3 Treasurers, 2 Clerks of the Peace, 2 Town Sergeants, 3 Clerks to the Magistrates, 2 Town Criers and 2 Superintendents of the Police. In every office there was one change or more. The personal changes that occurred since 1868 are quite equalled by the transformation that had been brought about in municipal affairs. Since he took office the town doubled in population and area. Legislation has year after year brought many changes, some few of the new enactments tending to simplify but the great number to complicate local government. The dual system of Town Council and Local Board which he found when he came into office has been merged in one. Year after year additional legislation piled new work on the Town Clerk's office. The change from open voting to vote by ballot entailed much labour in its initiation. The boundaries of the Borough were three times extended in Sir Wollaston's term and twice had the Education laws made radical changes in administration - the first making the Corporation responsible for enforcing school attendance, and the second making it the supreme Educational Authority in the

Borough. Both in his capacity as Town Clerk and as secretary of Dover College, the Town Clerk had much to do with the administration of technical and higher education, the provisions of the last Education Act having nearly doubled the work in his office. In connection with the Local Government Act of 1894 the Town Clerk initiated a scheme for merging the whole of the Borough of Dover into one parish for civil purposes which entailed the appointment of the whole of the overseers by the Corporation and to the Town Clerk fell the duty of being clerk to the new rates levying authority. Another still greater change which Sir Wollaston recommended and organised was the consolidation of the Borough Debt and converting it into Dover stock. The introduction of the new illuminant electricity entailed a great deal of labour in the Town Clerk's office - labour that it was all the more difficult to perform because the ground was new. The initial stages required watchfulness on the part of the Town Clerk to warn the Council against too precipitate action on dangerous ground on the one hand, and on the other, against delaying action too long, and allowing outsiders to slip in and secure a monopoly. The Town Clerk served the Corporation well in that respect: powers were secured to the town by his advice but when the time for action the Council were too fainthearted to take the field, with the result that the powers were handed over to a private company to be bought back at a later date. The whole action of the Council in this matter had been the subject of hot debates, but there was no question as to the ability of the Town Clerk in performing the heavy and responsible work which the new system of illumination in its initiation cast on his department. Even in a greater degree the widening of the town thoroughfares entailed official responsibilities on the Town Clerk, the work being more than doubled by the contentions which arose as to the way that improvement should be carried out. It may be said that it was through great tribulation that the scheme of street

improvement was carried to a successful issue, but in its completion it has worked a transformation so that the Dover that the Town Clerk left was a far better one than that which he found when he entered on his duties. Another great work was the introduction of the electric trams. Sir Wollaston Knocker together with Mr Stilgoe, the Surveyor, took the official burden of the inception of that great charge on their shoulders and seeing that Dover was then leading the municipalities and had no other Corporation owning electric trams from which to gather experience, it may be fairly said that the Town Clerk piloted well in that critical period. The net result of those works of street widening, electric lighting and electric trams had been to raise Dover from the third rank to a first rank provincial town. During Sir Wollaston's term of office Dover life was brightened by the provision of facilities for recreation in the Park, the Granville Gardens, the Baths the Danes and the Athletic Ground and in respect to all these the Town Clerk worked with the ardour of a patriotic townsman quite apart from mere official responsibility. For improving the seafront he both as a professional and as an individual townsman was greatly interested in obtaining and administering the East Cliff Sea Defences Act and for bettering the condition of the people it became his duty to put in force in the Borough the Artisans Dwellings Act and the Allotment Acts and during his time there sprang up an entirely new preventive section of the sanitary department including a system of sanitary oversight, an Isolation Hospital and a system of inspection to ensure that the people were supplied with wholesome food and drink compared with the go-as-you-please system of 40 years previously. All these changes amounted to a revolution and in giving effect to new enactments and remedial schemes the Town Clerk had been the pivot on which the machinery had moved and its smooth working had been due to his power of initiation, tact and good judgement. Sir Wollaston was by far the longest of all the town

clerks and as in earlier times the appointment was usually for one year, so it is probable that if we had a perfect list of all the previous town clerks the late Town Clerk's record would not have been broken. It is 47 years since a town clerk died in office. That was Mr Thomas Baker Bass. Previous to that there is no record of the town clerk's death in office and it is possible that such an occasion was rare. All of his life's work as Town Clerk and solicitor was conducted in the Town Clerk's office which would appear to have been specially constructed to the right side of his residence at Castle Hill House. This is still clearly evident today. All of the day to day business was minuted by hand in yearly ledgers and only after his death did it take printed form. These archives are now kept at Maidstone in their entirety

An officer of the Cinque Ports

As an officer of the Cinque Ports Sir Wollaston had fully caught the enthusiasm manifested by his father in that ancient Confederation. He was appointed Registrar of the Ports as the successor of his father in 1875 and was made solicitor of the ports on the occasion of the Court of Brotherhood and Guestling being held at Dover in 1887. He also filled the office of Seneschal of the Grand Court of Shepway on three occasions, the first being when the court was formed on Bredenstone Hill on 22nd June 1892 for the administration of the ancient oath to the Marquis of Dufferin and Ava as Lord Warden of the Cinque Ports; and on two subsequent occasions when the Marquis of Salisbury and Lord Curzon were occasionally installed, the court on both those occasions being formed in Dover College grounds. In each of these historic scenes although the Lord Wardens were the central figures, the guiding spirit of those great ceremonies was Sir Wollaston Knocker, who, by his masterly management, infused into the proceedings the odour and realism of antiquity. He was an equally important factor in the arrangements of the two Courts of Brotherhood and

Guestling of the Cinque Ports which were held at Dover on the occasions of Queen Victoria's Jubilees in the summers of 1887 and 1897. Installations are held at Dover in accordance with ancient custom, but the Courts of Brotherhood and Guestling were most frequently held at other ports, and those two Courts of Brotherhood and Guestling were convened at Dover through the influence that Sir Wollaston wielded throughout the Cinque Ports, it being an interesting fact that when the court was held at Dover in 1887 there had not been a similar gathering at this port since 1599. To organise such a gathering after an interval of 288 years required no little reconstructive skill; but everything was so well arranged the meeting aroused a great revival of interest in the affairs of the Cinque Ports. The event which Sir Wollaston threw himself into with the greatest zeal for the ports was the Coronation of King Edward VII. A great effort was made on that occasion to revive in all their picturesque details the provision and bearing of canopies over their Majesties King Edward and Queen Alexandra in Westminster Abbey according to the custom of many centuries. On the committee appointed to claim privileges and to carry out the ceremony, Sir Wollaston who had then recently been knighted, as Registrar of the Cinque Ports, was named first after the Speaker of the Ports, and on Sir Wollaston devolved the greater part of the work. The privileges of the Cinque Ports having been dropped at the coronations of King William IV and Queen Victoria, it was no easy task to get the old machinery into going order again. So well was the case of the Cinque Ports put in the position, in which Sir Wollaston secured the assistance of the late Mr F.A. Inderwick K.C., in drawing up, that the claims of the Cinque Ports to send Barons to bear the canopies were allowed without reserve, but it was stated that as there would be no procession to and from the Abbey there would be no need of canopies but the privileges of the Ports to act on future occasions would not be prejudiced. With less

persistent defenders of privileges this answer would have settled the matter; but the Committee of Privileges renewed their suit and prayed the Barons of the Cinque Ports to be allowed to attend with the canopies at the Abbey to receive their Majesties as they arrived and departed to and from the Coronation. Eventually it was decided that there were to be no canopies, but special places were secured for the selected Barons of the Ports in the Abbey, and during the ceremony they between them bore the four standards of Ireland, Scotland, England, and the Union, and lowered them in homage to the King as he passed into the choir. The substitution of duty was a compromise but it gave the dignified position of the Barons of the Ports an honour that was largely due to the tact and perseverance of Sir Wollaston in his capacity as Solicitor of the Ports. He has since taken part in other Cinque Ports' business but that was his last great work. He has also striven to secure the installation of His Royal Highness the Prince of Wales as Lord Warden at Dover and it was a disappointment to him that that could not be arranged. This same right was enacted at the coronation of Elizabeth II in 1953.

As a volunteer officer

The longest period of public service which Sir Wollaston Knocker rendered was as a Volunteer. He joined the Cinque Ports Volunteers in 1859, a young man of 21 years, and he remained in the service, passing through grade after grade up to the highest, receiving as recognition for his patriotic sacrifices the distinctions of V.D., and C.B. Family traditions no doubt inspired the Knockers to join the Volunteers (for his brother and his son have attained distinction as Volunteer officers). Sir Wollaston's grandfather in the days of Lord Warden Pitt, was the oldest Volunteer officer in Dover. Capt. William Knocker was with the Dover Volunteers on 23rd October 1803 when eight companies of them, dressed for the first time in their scarlet

regimentals, paraded on the Ropewalk (i.e. the seafront), and marched with Colonel the Right Hon. W Pitt at their head to Maison Dieu Fields; and again on 22nd December 1807 the Dover Volunteers marched from the Ropewalk to the Northfall Meadow. William Knocker, riding in front of them as the oldest captain. As we have said, young Edward Wollaston Knocker joined the Volunteers at Dover in 1859, was Ensign and in 1862, Lieutenant in 1863, and on the retirement of Mr J.G. Churchward from the command of the Dover Company in 1864, attained the rank of Captain Commandant. He commanded the Dover Company until his promotion to the rank of Major in the year 1872 on which occasion he was presented by the Dover Company with a sword and spurs, which he has used ever since. He was promoted to the rank of Lieutenant-Colonel in 1874. In that year the two battalions in East Kent, the 4th East Kent and the 2nd Cinque Ports, were consolidated into one battalion, and Major Knocker, who up to that time had been of the Cinque Ports Battalion, became Lt-Col by seniority. From that time, and for 30 years after he commanded the East Kent Battalion of the Rifle Volunteers. In the year 1874 no less than 18 officers of the battalion and 538 men were present at the Easter manoeuvres at Dover. In 1892 Lt-Col Knocker was raised to the rank of Hon. Colonel. He had commanded the regiment more than a quarter of a century when the Transvaal war broke out and the time limit required his retirement but his time was extended and during that great national crisis no less than 200 men from his battalion went to the front and participated in active service. After the war he retired with the distinction of 30 years' service and of having been one of the most useful Volunteer officers that have served their country.

As a lawyer

The pursuits of Sir Wollaston Knocker as already detailed might lead to the impression that in his profession as a lawyer he did little;

but that would be a wrong impression. He did not figure much as an advocate, nor did he shine as a public speaker, but as a reliable solicitor he fully maintained the reputation gained by his father and grandfather. The business of his firm seldom came into the Law Courts and the fact that he was in most cases able to protect his clients' interests without appeal to the Courts was one of his distinctions as a solicitor.

As a literary man

Least of all amidst his many avocations would it be expected that Sir Wollaston Knocker would be able to devote any time to literature. Nevertheless, he was keenly interested in the branches of literature which dealt with history and antiquities. It is very probable that if his life had been spared another ten years, he might have found time in the evening of life, to emulate his father, and to have left a substantial compendium of historic facts immediately associated with Dover and the Cinque Ports. It is one of the great losses that we have to sustain in connection with his death that with the resources at his command he did not live to carry out that work. Fortunately he has done something in that direction.

If the minute books of the Dover Corporation were searched from the year 1868 to the present time, there would be found, scattered over the 39 years, copies of an enormous collection of addresses which Sir Wollaston drafted for presentation to all sorts and conditions of 'illustrious personages'. He was an adept at such composition, and if those addresses were collected in one volume, it would be a unique production, and municipal rarity. Also through those minutes would be found numerous carefully compiled votes of thanks given to mayors and others in recognition of public services. He, in preparing those resolutions, had the knack of compressing into a few well chosen sentences the work of a year or the features of a great

event. Many such resolutions of commendation are mural ornaments of which the owners are proud.

Another valuable work of a literary character which Sir Wollaston has left is a thin folio volume, illustrated, relating to the regalia, muniments and officials of the Corporation. It contains a list of the Mayors from the time of the Conquest and lists, so far as they are known, the town clerks, stewards, and recorders; illustrations of the Corporation plate, mace, seals, etc.; lists of pictures; and particulars of charities. It is not a large work, but one of great value.

Another valuable contribution is a thin quarto (illustrated), containing a record of the Coronation of their Majesties King Edward VI and Queen Alexandra, as far as it was associated with the ancient privileges of the Cinque Ports; and it also contains valuable information relating to the part taken by the Cinque Ports in previous Coronations. The frontispiece of this book consists of a group of the 18 Barons who attended the Coronation, in which there is a lifelike portrait of Sir Wollaston Knocker standing beside the Speaker of the Ports.

Sir Wollaston Knocker has, we believe, contributed various articles on local topics to publications. In "Bygone Kent", a volume issued in 1892 he contributed a very interesting article on Dover Castle, dealing with its history from the earliest times down to date. In its conclusion he remarks if there is but little other similarity between Dover Castle of the early Christian era and Dover Castle in 1892, the sound of discipline and trumpets still exists within its walls. He modestly adds this paper cannot lay claim to be original or to contain anything new; it is only an attempt to give a few facts upon a large subject deserving a better hand and more extended treatment. "Bygone Kent" is in the Proprietary Library and the library is also enriched by 30 volumes of extracts from the "Gentleman's Magazine" on historic antiquarian

and topographical subjects presented by Sir Wollaston Knocker and affording a fair index to the literary bent of his mind.


As the successor of his father, he was the honorary librarian of the Dover Corporation. In that capacity he had not much to do, because his father spent several years of the latter part of his life in collecting, arranging and classifying the records of Dover which are deposited in the new muniment cabinet in the council chamber. Sir Wollaston esteemed the appointment for one reason because the office was created as a compliment to his father, to continue his association with the corporation.

As a churchman

Sir Wollaston Knocker as a member of the Church of England held broad evangelistic views. Like his father, he took great interest in the Parish of St James the Apostle, and after restoration of the old church in 1869, he regularly attached himself to the place of worship where he had a Bible class, trained the choir and acted as organist. It has been remarked that it is the busy man who does things that idle men cannot find time to do. It was so with Sir Wollaston - his occupations lay in all directions, but it is possible that for a good number of years he found his keenest delight in the Christian work in which he took part in the ancient church of St James, (now but a tidy ruin) which stood but a few feet from his front door. His choir practices choir outings and choir suppers were events to which some now no longer young enough to be claimed as choirboys look back with interest. It is a matter of interest that only three weeks before his death he entertained the united choirs of the two churches to breakfast on the day of their first united outing, and a group photograph was taken by Mr C.S Harris contains a very good photograph of Sir Wollaston in the midst of the choir (photo now lost). In the old church with which he was so closely associated a part of the simple service connected with his funeral took place (to be recounted in the next essay)

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The following article was submitted by our Chairman Derek Leach.

It is not known when it was written

Reminiscences of Mrs Bailey

From The Dover Express 30th April 1909

This is the story of Dover a century ago as told by Mrs Ann Bailey aged 94 in 1909

In the year of Waterloo Ann, daughter of Edward Fry, was born in the little double-fronted Dutch tiled house next above the saw mill off Charlton Green. The quaint old dwelling is there still, but Ann Fry who sixty five years ago by marriage changed her name to Bailey, and has been fifty six years a widow, now lives at 4 Trevanion Place overlooking old St. James' churchyard where her daughter carefully and devotedly attends her. Although she is six years short of a centenarian, her mind is clear, her spirits good and her memory remarkable. By the aid of spectacles, Mrs Bailey can see to read comfortably and if those who converse with her speak up, she can hear well enough to give clear and graphic replies, especially if the questions relate to her favourite topic 'Old Dover'. As points relating to long gone past are raised she, with animated speech and many a merry laugh, tells of the fun of Charlton Fair, of the quaint doings at the parish church before it was rebuilt in 1827, and other curious facts about Dover for this marvellous old lady has lived under five sovereigns, George III and IV, William IV, Victoria and Edward VII. Her story of old Dover, which we are sure will interest our readers, we will give, as nearly as possible, in her own words.

IN THE YEAR OF WATERLOO

I was born at Charlton Green on 19th September 1815. Edward Fry was my father. He was a cooper and worked for Mr Kingsford at the Charlton Oil Mills and also for Mr Walker at the brewery, which is now Leney's.

ABOUT CHARLTON GREEN

Charlton Green has changed a good bit since I was a child. One of my playmates was the late Mr George Clark who started the nurseries. Right before our door just over the river was St. Mary's Workhouse. I often used to be taken over there to see the inmates. Mr Birch, who was afterwards Mayor of Dover had to do with it. Charlton Mill was where it is now before I was born. When I was a child it was owned by Mr Kingsford who lived in the big house down below, which afterwards was owned by Dr Sillery. The mill was used for grinding corn in the summer and for crushing oil seed in the winter and a very noisy mill it was in the winter with its stampers. There was no bridge across the river only a plank for foot passengers. The waggons, carts, horsemen and cattle used to splash through the water. There were great doings on the green at Charlton Fair which was always held on quarter day, 6th July. There used to be swings and stalls and booths all down each side of the road. My father paid for me to go on the swings.

CHARLTON OLD CHURCH

When I was a child Charlton Church stood close by the river. It was a poor little place but was made larger in 1827. I used to go there before that time, but they only had services once a fortnight. The Rector was



Biggin Street, 1909

then Mr Monins, a very good man or so they said, but he usually sent his curate from Ringwould to preach at Charlton who rode over on a donkey. I was one of the singers and so was my husband. There was no organ then, but there was a clarionette, a serpent, a big bass viol and other instruments. There was no house at all below Charlton Green except Mr Kingsford's and three old cottages towards where the bottom of Park Avenue now is, until you came to Ashen Tree Lane Dairy. The road down that way was called Charlton Back Road, and the land beside it was called Gorely's fields on the one side and the Maison Dieu Park on the other. There was a wall round the Park until Mr Moxon, the contractor pulled it down and built Brook House there. There was another big fair that lasted a week that was Bartholomew's Fair kept at Buckland by Chapel Hill.

A CHARLTON EXECUTION

There was much talk of the execution at Black Horse Lane Charlton when I was a child. I remember seeing the man there and I shall never forget it. That was when I was seven years old. It was young Spence who shot at an officer of the coastguards. Spence's people and the officer's people lived in Dover and so there was a great to do when Spence was hung. I remember my school teacher held me up to see the poor fellow. I can see him now. I did feel sorry for him. The exact place of execution was at the four cross roads just where the road now leads up to Tower Hamlets, a little below the Turnpike Gate which Mr Bottle, the father of Mr Alexander Bottle the chemist then kept. Alexander John Spence was hanged on Friday, 9th August 1822 for shooting Lieutenant Philip Graham of the Coast Blockade. He would have been 22 years of age on the following day.

DOVER SCHOOLS IN 1820s

I went to school in Queen Street, not to the Charity School but to the Quaker's. There

were a good many well to do Dover Quakers who kept up that school: there were the Poulters, Reynolds, Horsnails and others. They afterwards built a larger place at the foot of Durham Hill and called it the Girls' School of Industry.

CHANGES AT THE MAISON DIEU

When I left home at Charlton Green to go into service I went as a servant to young Mr Walker whose father started the brewery which Leney's now have. Young Mr Walker lived in a good large house which had a fine garden right where the Prince Albert now stands at the top of Biggin Street. The old Priory was just behind us with its farmhouse and ponds, and there were no other houses that way until you came to Maxton. I lived with Mr Walker there when the Maison Dieu was bought by the Corporation and turned into a gaol after which the old gaol in the Market Place was closed. While I remained in Mr Walker's service he moved to a new house that was built for him at Alfred Place.

ST. JAME'S PARISH FOLK 80 YEARS AGO

There was no Castle Street then and no other houses there except Mr Jeken's Castle Hill House, which is now the Town Clerk's Office, and Ashen Tree Dairy. Where Castle Street is now there were meadows and gardens, but there was the old road called Stembrook which ran from the back of St Mary's Church through the river without any bridge and went to Dolphin Lane to the brewery. There were some big houses about there then. Old Mr Walker of the brewery lived in a large house in St. James' Street. Mr Peter Fector's residence was at Fector's Place where the gas offices are. Mr John Finnis and Mr George Stringer had houses in Dolphin Lane but Mr John Finnis afterwards moved and had his timber yard in Biggin Street. Mr George Stringer was a farmer from Whitfield and had a long barn where Castle Place Cottages used to stand

and Victoria Park was then called Stringer's Field. Admiral Bazely had a house in St. James' Street beside Fox Passage and I recollect Mr Edward Knocker coming to Castle Hill House. I also remember his father Mr William Knocker. He had to do with the Harbour and I have often seen him walking arm in arm with the old Duke of Wellington to the church there (St. James' Old Church) to hold the Admiralty Court. Mr William Knocker used to live down by the York Hotel where the Esplanade now is. He afterwards had a house and a paper mill at Bushy Ruff. There was a good lot of smuggling done when I was a girl at Charlton. The seamen used to bring beautiful lace gloves and silk. My father would have nothing to do with Smuggling, only sometimes he bought things from them. They all did it in those days.

REMINISCENCES OF THE 1840s

I was married in 1845 and came to live here at 4 Trevanion Place and have lived here ever since. Mr Trevanion's house was about here but it was before my time. I understand he owned nearly all the land here and up to Laureston which was called Little Waldershare. When I lived at Alfred Place with Mr Walker there was only a little wooden house up there and Mr Fector afterwards built Laureston House there; all the other part was then wood and warren. Wilson Gates had his farm beside Trevanion Street and on the other side of Woolcomber Street near the sea was Clarence House where Madam Rice lived. She had a very large garden all down the side of Upper Townwall Street and in all the tall elm trees there was a rookery. Madam Rice was a very fine lady; she wore wonderfully big bonnets, but never gloves because she said it wore them out. She kept a carriage and pair close by her garden. On the side of Woolcomber Street was the Quakers' burial ground but they did not bury anyone there in my recollection. I

remember the Round House in Townwall Street being built by Mr John Shipdem, the Town Clerk. They said he built it round so that the devil should not catch him in a corner. Before he built that house there was a black hole there where they used to put prisoners. Woolcomber Street had been a good deal changed. There were very old houses where Exhibition Place is but I cannot say if they belonged to the Woolcombers who gave the name to the street. Mr Marsh, the Mayor's Sergeant, lived in one of them. I remember the old Rectory House at the corner of St. James' Street and Woolcomber Street being taken down after I came to live there. It reached nearly up to the church and made the entrance to Woolcomber Street and Trevanion Street very narrow. I cannot remember anything about St. James' Poor House which was in Woolcomber Street, but my husband's father, Richard Bailey, was a verger at Old St. James' Church and they used to pay the Poor Relief in the vestry before the Dover Union was formed.

THE CONTRAST WITH LATER YEARS

My husband died in 1853 when I was left with two children who are still living. Although I have been 56 years a widow I have never had parish relief but am having the Old Age Pension now and the gentleman who came to see me was very kind, and hoped I should live long to enjoy it. I could have told you a great deal more about old Dover, but the town has so changed and so grown since I was a child that it is hardly the same place. When I was a child there were but two houses on the seafront, Smith's Folly under the Castle and the York Hotel by the harbour. The bay outside the river was a wide stretch of shingle used as a ropewalk and as a Military Parade. There were no railways, no steamboats, no gaslight. I don't know what the population was but it could not have been much after it is now.



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

Social events Writing for newsletter Projects e.g. clearance, surveys

Photography Any other interests or expertise

PROGRAMME 2018

Guests are welcome at all meetings including the Annual General Meeting at which only members can vote. You may join and pay on the night and be eligible to vote.

2018

July 14

Ypres and the Menin Gate

Saturday

I'm sorry to tell you that cancel this trip has been cancelled due to the low uptake. Those of you that have booked and paid, will receive a full refund by the Treasurer as soon as possible.

Friday 14th to

Liverpool and the Terracotta Army

Monday 17th

September

£285.00

The group will stay at the Mercure Chester North located conveniently for Liverpool and close to Chester. The stay will be on a half board basis (dinner, bed and breakfast). The outing will include; a day in Liverpool with a guided tour including a visit to the National Museum Liverpool for the Terracotta Army Exhibition, the Mersey Ferry Experience and the Beatles Exhibition. A visit to Chester. Time at the National Arboretum.

A single room supplement of £70 to be added to the cost for those not wishing to share. A non-refundable deposit of £50 will be required when booking. Cheques payable to: "The Dover Society". Return to; Patricia Hooper-Sherratt, Castle Lea, Taswell Street, Dover, CT16 1SG Tel: 01304 228129

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October 15

Speakers: David Gilchrist

Monday 7.30

"William Burges, Dover Town Hall and Cardiff Castle restorer"

Brian Flood

"Dover Trams"

November 19

Speakers: Charles Holland

Monday 7.30

"ChalkUp21 Trail"

John Pegg (to be confirmed)

"Western Heights Commonwealth War Memorial"

December 2

The Dover Society Christmas Lunch

Sunday

12.30 Drinks

1pm Lunch

£25.00 pp

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