



Newsletter

No. 93
November 2018



Cottages and Shakespeare Halt the Up Platform 1957

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THE DOVER SOCIETY

FOUNDED IN 1988

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Registered Charity No. 299954

PRESIDENT

VICE-PRESIDENTS

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

THE COMMITTEE

CHAIRMAN

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

VICE-CHAIR

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

HON. SECRETARY

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

HON. TREASURER

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

MEMBERSHIP SECRETARY

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

SUMMER SOCIAL SECRETARY

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

WINTER SOCIAL SECRETARY

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

EDITOR

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

PRESS SECRETARY

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

PLANNING

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

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

REFUBISHMENT

Chair Jenny Olpin, 19 Redlands Court, London Road, River,
Dover CT17 0TW. Tel: 01304 825011 Email: jennyolpin@gmail.com

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

ARCHIVIST

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

MINUTE SECRETARY

Yvonne Miller

WEB PAGE

William Parker-Gorman, Email: w.parkergorman@gmail.com

ADVERTISING SECRETARY

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

COMMITTEE MEMBERS

Alan Sencicle, Email: lorraine.sencicle@btinternet.com
Deborah Gasking, Email: deb4tune8@yahoo.co.uk

WEB SITE

www.doversociety.org.uk

Contents

2	Editorial	Alan Lee
5	Planning Committee	Patrick Sherratt
7	Cowgate Cemetery	Jeremy Cope
8	Charles Arundel Moody	Phil Eyden
9	White Cliffs Country Tourism Alliance	Alan Sencicle
10	Living at Shakespeare Halt	Dennis Russell
13	New "Crypt" Group an Update	Graham Wanstall
15	Membership	Sheila Cope
16	Dover Society Trip to Liverpool	Sheila Cope, Rodney Stone, Jeremy Cope, Mike Weston and Patricia Hooper-Sherratt
21	Willard Sawyer – Inventor and Maker of Velocipedes	Lorraine Sencicle
26	A Succession of Town Clerks Sir Edward Wollaston Nadir Knocker Part 11	Martyn Webster
29	River Dour Partnership	Deborah Gasking
30	Christmas Tree Competition	Graham Wanstall
31	Tribute to Surgeon Heroine of War	Peter Sherred
34	Death of Ian Gill – Former Town Clerk	Martyn Webster
37	Refurbishment Committee	Jenny Olpin
37	Letter to the Editor	Michael Jeffrey
38	An Independent 'People Focused' Mayor	Peter Sherred
44	Application Form for Membership	
	Inside Back Cover	Programme 2018/19

The Objectives of the Dover Society

founded in 1988.

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

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



This being the last newsletter before Christmas I would like take the time to wish all of our members, advertisers and Adams the Printers a very merry Christmas and a happy and prosperous 2019. A special thanks must go to all those who have worked behind the scenes this year, it is much appreciated and it is through their efforts that the Society is kept alive and functioning.

Details of the Christmas meal are inside the back cover and on the booking form included in this newsletter. Non-members are most welcome. If anyone would like to donate a prize for the Christmas raffle it will be most appreciated, please pass it to Denise, who runs the raffle, or to any committee member. Denise will be at the Society's meetings or can be contacted via the editor.

The Sunday Dover Farmers' Market, held by the side of the town hall, will be trading from 10am to 2pm on 25th November and 23rd of December.

The White Cliffs Christmas ICE-travaganza, held at the historic Dover Marine Station (Cruise Terminal One, Dover Western Docks), launch date is Sunday 2nd December 2018 from 10am until 8pm. A full programme of entertainment for the launch will include live music from local bands and Father Christmas' arrival on his sleigh pulled by real reindeer. The venue will be decked out with Christmas decorations and will feature ice-skating on the indoor real ice rink, Father Christmas in his grotto, rides including bumper cars, market stalls, Christmas activities, a new bar managed by the local Breakwater Brewery, a tea room and many delicious food outlets.

Free entry and parking is available throughout the event duration until Tuesday 1 January 2019.

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

Alan Lee - Editor

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

DEADLINE for contributions

The last date for the receipt of copy for issue 94 will be Wednesday 23rd January 2019. The Editor welcomes contributions and interesting drawings or photographs.

'Paper copy' should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Copy on computer disc or by e-mail is acceptable. Pictures via e-mail to be submitted in JPEG and not imbedded in the text of the article and must be in as high resolution as possible. Please ring 01304 213668 to discuss details.

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

EDITORIAL AND PRODUCTION TEAM

Editor:	Mr Alan Lee
Proof Readers:	Mr Terry Sutton, Ann B. Tomalak John Morgan and Mrs Tessa George
Advertising Secretary:	Mrs J. Marsh
Distribution Organiser:	Mr J. Cope
Envelopes and Labels:	Mr J. Cope
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Planning Committee

Patrick Sherratt

Chairman Planning Committee

My opening comment in the last newsletter was looking forward to a warm and pleasant summer. Well I do hope you all survived the hottest summer for many years. Gardens a little parched and lawns disappearing, however, the rain cometh and amazing how all recovers, a wonderful thing is nature.

The Planning Committee has made comments on over 20 planning applications since the last report. Additionally, we have responded to transport consultations as well as enforcement activity. This is all to ensure the objective to improve both the visual and socio-economic profile of Dover.

Road and Transport infrastructure

In July Highways England sought public response on "Solution to Operation Stack". Amongst our comments we raised the issue of traffic using the A2 when TAP or Stack is active on the A20/M20 resulting in town congestion as HGV's avoid controls using the A259. A need for police to stop traffic leaving the A2 at Lydden passing through Temple Ewell and Whitfield Hill.

We have again pressed for the A2 to be dual-carriageway from Lydden to the docks with an "Eastern Bypass" around Whitfield.

The Third Thames Crossing scheme. This indicated Statutory Consultation in 2018 but to date still nothing received.

Dover Western Docks Revival (DWDR)

Work continues with the Eastern Breakwater (new pier) taking shape. Recently announced that Solent Marine Ltd awarded contract for "fitting out" the new marina with completion anticipated to be end of 2019. New CEO appointed, Doug Bannister.

A new Marina Control building, complimenting the Sea Sports Centre design, now under construction.

Dover Leisure Centre

Construction continues and 2019 opening still anticipated. Of note is the pool will have a specialist disabled pool entry facility.

DTIZ (St James Development)

Shop units opening in stages. As at time of this report still four retail units available to let and, more worrying, no less than seven "catering" units. As previously reported ten of the retail units are town centre relocations now making the town a very sad place.

Greggs has been closed since mid-August due to "construction" problems. Earlier the Cinema had a short period of closure due to "electrical" problems. It is hoped that these are not problems that could be in other areas of the site, bearing in mind the tight budget the developer had for this project that has seen a reduction of visual quality.

Charging for car parking has still to be introduced and many employees and town

centre workers are using the car park rather than the practice of on-street parking in the area. In this connection we have asked DDC to conduct an on-street parking survey once car parking charges apply in the DTIZ car park.

Castle Street/Biggin Street

We continue to comment on Change of Use to properties within Castle Street and Biggin Street Conservation Areas. Of major problem is the high density of poor designed flats with some below the Conversion to Flats Guidelines that DDC has failed to adopt despite being a document produced in 2006.

It has been our desire to see these guidelines adopted by DDC, however, both the CEO of DDC and Leader of the Council have refused to request, supporting the DDC officers view not to adopt until the next DDC Local Plan. This is not due at the earliest until 2021 and in the meantime tiny flats are delivered with parallel socio-economic problems.

Conservation Areas

Between the Refurbishment Committee and Planning Committee we continue to ensure that objectives of Conservation Areas are observed by DDC.

Section 215 of Town and Country Planning Act 1990 and Enforcement

Three Section 215 notices have recently been issued. All are within the area close to the DTIZ and supports properties/eyesores contained in our initial list to DDC in 2011. The three notices are in respect of the Grade II listed Castle Inn in Russell Street, land to east side of King Street at junction of Flying Horse Lane and repair to 8 King Street.

In 2015 the Society expressed concern when a traditional shop front was removed

from 15 High Street that is a Grade II listed property within the Dover College Conservation Area opposite the Town Hall. DDC issued an enforcement notice to the owners who have appealed to Planning Inspectorate. We have made comment to the Inspectorate that a replacement window should be fitted that "is of a suitable design for both business and heritage objectives".

Several members have asked how Section 215 works and I have produced a "layman's" guide and hope our Newsletter Editor will be able to include as a separate topic in a future newsletter.

Farthingloe and Western Heights

Awaiting a revised Planning Application.

The Citadel owned by the Home Office is to be sold. The important heritage of this site prompted us to seek English Heritage to purchase. However, as a conservation charity with over 400 other highly significant heritage assets they have advised they would be unable to take the Citadel on unless the Home Office was prepared to donate the site together with a dowry for its upkeep.

Failure to develop brownfield sites in Dover

At the time of writing this report details of the first stage of Connaught Barracks development has been submitted. This relates to 64 dwellings on the former Officers site. At "Outline" application in 2015 we emphasized the importance of design and materials for this important site.

Still awaiting details of the "Westmount" site that when enquiring with DDC for the last five years always told "application imminent". Sadly, no such application from the developer and is another example

of land banking that the Government must implement penalties to developers who adopt this policy preventing the delivery of much needed housing stock.

Former St Mary's Residential Home

This Grade II listed building within the Dover Castle Conservation Area has just submitted a planning application to change use to a Bed and Breakfast establishment with 42/43 rooms with double occupancy. There have been over recent years a decline in B&B businesses due to the advent of Budget Hotels (Travelodge/Premier Inn). Our concern is this will not be used for overnight holiday residents but short-term use by London Borough tenants or if future UK border checks are returned to Dover will, as in the 1990's in Folkestone Road, be used as temporary immigrant facility.

As a residential facility the rooms were single occupancy. The rooms vary in size but on average are 16 to 18 sq. m. This is above the minimum size for B&B use but well below guidelines for property conversions where a Studio Flat is required to have a minimum of 30 sq. m, a one-bedroom flat 40 sq. m and a two-bed flat 50 sq. m.

We have suggested the property would be ideal for conversion to flats if there is no residential provider to continue existing use. Several objections have been made and as such will be decided at a future DDC Planning Committee meeting.

There is also a shortage of Residential Care facilities in Dover and many have expressed concern that the building should continue to be used for such a facility.

COWGATE CEMETERY

Jeremy Cope

I never ceased to be amazed at the speed with which grass and plants grow. It is almost as if the residents give orders about the rate of plant growth. Whilst it keeps us busy the cemetery does really look lovely with fine views across the town to the Castle. We welcomed Ted Elliott to the team. He fits in well with the humour at our tea breaks.

If anyone else would like to join our happy band do please phone me on 01304 211348 or email me on jeremycope@willersley.plus.com Working sessions are usually the first Thursday and second Saturday in the month 9.00 am to noon but dependent on weather and members social commitments. Dates for the month ahead will be on the website but it would be best for any new volunteers to contact me first.



Headstone of Stephen Booker Pain at Cowgate

Charles Arundel Moody

Phil Eyden

With the story of Walter Tull very much in the news at the moment, I hope no-one minds if I recall the story of Charles Arundel Moody, the second black officer in the British Army. Like Walter Tull from Folkestone, his military career was surprisingly close to home, and began in the dark immediate post-Dunkirk days of 1940.



Charles Arundel Moody

His father Dr. Harold Moody, from Jamaica and then living in Peckham, had formed the first Civil Rights movement in Britain for ethnic minorities known as the League of Coloured People in 1930. He had protested to the government about the "Colour bar" in the armed forces, which had prevented Charles Moody and other black men from undertaking officer training. Dr. Moody wrote to the Colonial Secretary and the Prime Minister, Winston Churchill, complaining of such discrimination and by speaking out on the subject at public meetings. Following a number of meetings Churchill agreed to lift the bar and Harold Moody's son, Charles, became the second black officer, the first to be commissioned in WWII, and commenced training in February 1940.

Following his basic training as a 2nd Lieutenant, on the 7th June 1940 he was posted to his first duty, with the 50th Queen's Own Royal West Kent Regiment here at The Citadel at the Western Heights. I discovered his posting date in a list of transferred officers arriving at Dover in the 50th's War Diary obtained from the National Archives. Charles Moody's duties at Dover

would have involved anti-invasion defences and manning pillboxes. The Irish Guards records have a mention of him being trapped outside a drawbridge during an invasion exercise at the Heights forcing them to lower the drawbridge to let him in. He served right through the Battle of Britain summer in Dover before the Royal West Kents were posted elsewhere. Moody then served

with distinction in the Infantry and the Artillery in England, Africa, Italy (mainly Prisoner of War escort duties), and finally Egypt, where he became a Major in 1945.

At the end of the war he returned to Jamaica with B Company of the Caribbean Regiment, settling there for the next forty years. Charles Moody became a Colonel in the Jamaican Army in 1961. He later became the first Commanding Officer of the Jamaican Territorial Army and was awarded an OBE in 1966.

In 2006 he was on the short list for a blue plaque to be erected on the house in Southwark where he was born. The proposal was outvoted and the award went to a pie and mash shop! By an incredible coincidence that very shop is owned by the parents of Western Heights Preservation Society member Richard Doust.

The photo shows him straight out of training - note the Invicta horse cap badge of the Royal West Kents. Born 15th April 1917 Camberwell, Greater London, died January 11th 2009: Lt. Col. Charles Joe Arundel Moody of West Palm Beach, Florida.

The White Cliffs Country Tourism Alliance

Alan Sencile

The last meeting of the White Cliffs Countryside Tourism Alliance (WCCTA) was held in Constable's Tower, Dover Castle. One item will be of particular interest to the Dover Society. Present at that meeting was Neil McCullom, Historic Properties Director, English Heritage (South East).

Neil outlined a plan to eliminate car parking within the castle grounds!

English Heritage (EH) believe it makes more sense if visitors park their cars in the town. If they were to do this, they will be more than likely to contribute to the town's economy. I suspect this logic is based on the desire to significantly increase visitor numbers to the castle. There is insufficient space for cars to park within the grounds at peak times. Access for cars is via a one-way system controlled by traffic signals.

Personally, I think this is going to be rather problematic as car parking space in the town is already very limited. Shuttling large numbers of visitors between the town and castle will be another issue to be dealt with.

One solution might be to build a multi-storey car park on the site of the present leisure centre. This would have to incorporate a lift up to a much higher level with direct disabled access into the castle grounds. This could possibly cost in excess of £5million so it might not be affordable. A cable car connection was mentioned again. The latter would be vulnerable to disruption at times of high winds.

A combination of high entry costs, now £20/£22 for adults, car parking charges, as well as the cost of a cable car ride may be unacceptable for many potential visitors. A combined ticket perhaps?

Neil also said EH would like to increase annual visitor numbers from 375,000 to 500,000. I suspect this is because Dover Castle makes a very significant contribution to the running costs of other less popular (and less expensive to enter) EH properties. This desire will result in many more cars, particularly on busy summer weekends at times of special events.

Before the meeting closed, I was able to outline my own contribution to the flood barrier, now in the final stages of construction by Dover Harbour Board contractors, as part of the Wellington Dock Navigational Channel project.

I mentioned this as comments had been made at previous meetings regarding the shortage of hotel beds in Dover. A new hotel was planned as part of a DHB Western Docks redevelopment scheme in 1993. The Environment Agency (EA) had objected to a number of planned developments to be sited around the Wellington Dock on the grounds of unacceptable flood risk. As well as the planned hotel, these included a large hypermarket, residential accommodation, plus associated cafes and restaurants.

My contribution was well received by the committee. Following the meeting, members were able to enjoy a tour of Constable's Tower.

*The following article was submitted by our Chairman Derek Leach.
It is not known when it was written.*

Living at Shakespeare Halt

Dennis Russell

My wife Hazel and I lived at Number 2 Railway Cottages, Shakespeare Halt for six and a half years in the 1950s. The halt was mainly for workers maintaining the railway line, but it was also used by locals and was a request stop.

The 1840s were the golden age of railway building in Britain. Tracks were laid all over Britain; some were very successful, others made investors bankrupt. In 1843 the line from Folkestone to Dover was under construction, but there was a big problem blocking the route between the Abbots Cliff Tunnel and the Shakespeare Cliff Tunnel. This was Round Down Cliff. The railway company had two options; tunnel through it or make a cutting through it. Both were very expensive and unattractive. Instead, it was decided to demolish the cliff. Shafts 70 feet deep were driven into the base of the cliff and 18,500 tons of gunpowder inserted. There was no loud bang, merely a low rumbling noise, followed by 500 feet of cliff collapsing and a huge wave of chalk flowing into the sea. The Shakespeare plateau was born. The explosion was said to be the largest in the world at that time, moving 400,000 cubic yards of chalk to form fifteen and a half acres of land. One block of chalk weighing 30 tons blocked the Shakespeare Tunnel. The explosion apparently saved 200 men two years hard labour. As a result the line was completed and opened on 7 February 1844.

In our time living there we always knew it as Shakespeare Colliery because of the coal mine that was once there. Coal was found in East Kent in late Victorian times and mines were established at several places such as



Shakespeare Halt c1950

Snowdown, Betteshanger, Tilmanstone and Chislet. In 1886 Sir Edward Watkin, using the engineers and machinery of the Submarine Continental Railway Company, tried his luck at Shakespeare and bore holes struck coal at 1157 feet. By 1892 a 4 feet thick seam of coal was found. Shafts were dug named Brady and Simpson, but water was a problem until powerful pumps were installed. In 1897 eight men were drowned. A huge underground water reservoir had been breached. The two shafts were sealed, but exploration continued with coal being found again in 1903. By 1905 only 12 tons of coal had been mined at a cost of £125,000 a ton! Leney's Phoenix Brewery bought some of the first coal and advertised their Dover Pale Ale as 'Brewed by Kent Coal', but the quality was poor - the coal not the beer! By 1907 only eight tons a day was being produced, less than the colliery needed to operate its engines and boilers. The colliery went into receivership in 1909, work recommenced in 1910, but the pit closed for good in 1915. All for the best perhaps bearing in mind the terrible working conditions underground - dangerous, wet and dark.

How did I meet my wife Hazel? I blame it on the Germans and my mother-in-law! The Germans fired a shell across the Channel during the Second World War and 58 seconds later it landed close to Hazel's Mum's house, leaving a crater in the road with gas escaping. My Dad, a policeman, was sent to guard the hole. Mrs Gillette, Hazel's Mum, made him cups of tea and that's how the family friendship began. One day I found myself in Mrs Gillette's house. She had four daughters and one of them, Hazel, was about my age, quiet and intelligent. I took a strong fancy to her and asked if she would come to the pictures with me. She agreed and so our courtship started and in due course I asked her to marry me. She agreed - well, I did say that she was intelligent! My Mum and Dad were delighted, but in those days you had to ask the girl's parents for permission. Shaking, knees knocking and with a dry throat I managed it. After thinking for a moment, the Dad said yes. As he turned away, I thought I heard a muttered voice say, 'Thank God, two down, one to go!' We were married on 21st August 1948 at St. Mary's Church, honeymooned on the Isle of Wight and returned with only £20 to my name. We put our name down for a council house (I am still on the waiting list!) and in the meantime rented a semi-basement flat in Folkestone Road, which was not very nice. Our daughter was born a year later with no sign of the council house.

I had joined the railway company as a locomotive cleaner in 1944 and by 1950 was a locomotive stoker. I saw a notice advertising a railway company house to rent, Number 2 Railway Cottages, Shakespeare Halt, for 4s 6d (23 pence) a week. Hazel thought it was a joke but we caught a bus to the Ropewalk and walked to the cliffs above Lydden Spout and looked down. Hazel's first reaction was to go straight home but we decided to take a look.

How could we get down? We went down the 366 steps of Akers Steps - the first three flights were just like a ladder. There were two tin and wooden bungalows joined together and both called No. 2. An elderly couple, Mr. and Mrs. Smith were living in one of them. Mrs Smith made us welcome with tea and cake and explained the benefits of the place: a garden, plenty of seaweed for fertiliser and you could keep chickens and pigs. She showed us round the vacant cottage, a tiny place with two rooms upstairs and two down, but we decided to apply for it.

Moving to Shakespeare was rather unusual. We put a railway goods waggon into the shunting yard at Dover Priory station and loaded it up with our stuff. The waggon was then delivered to a siding at Shakespeare. Job done and we moved in. There were drawbacks! I had to get to work somehow. I had some choices: climb the 366 steps, which was possible if the weather was reasonable; walk along the foreshore, but only if the tide was out; or walk through the railway tunnel. That became the preferred route, but dangerous. It only took 15 minutes, but you had to avoid the frequent steam trains by dodging into the galleries or holes in the tunnel walls, which were 110 sleepers apart. If you were between these safety points, the safest thing to do was to lie down facing the train. The tunnel was usually full of smoke if there was no wind; you knew when a train was coming because the smoke would move ahead of the train. There were also drawbacks to living in the cottage: a bucket toilet and no gas, electricity, dustman, fire brigade or coalman. I improved things quite a bit with a thunder box away from the cottage and then a cesspit and flush toilet.

All this was offset by the advantages. It was quiet and nice to go to sleep lulled by the sound of surf less than 100 yards away. The biggest was the cheap living. Of course,

normal deliveries were not possible, but the railway platelayers were very good to us delivering letters and milk from Dover Priory when they were dropped off on the 7am train. We had an enormous coal store and the 3 cwt that we moved in with looked pathetic in it. This was soon remedied, although a bit naughty. Steam trains used a lot of coal transported in their coal tenders and as a stoker I thought I could drop some off in passing, but my roster meant that I would not be passing for three weeks. I told my mates. Mysteriously, coal arrived, then more and more. It could not be left on the track and if I wasn't at home, Hazel had to shift it with her wheelbarrow when she heard the engine's whistle, which was the signal that coal was being dropped off. Poor Hazel, she had more muscle on her arms than me. Once Mrs Smith's coal store was full and all the outhouses, I had to say, 'No more, please!' I even considered disguising it as chalk by white washing it.

Paraffin for our cottage lighting was a problem that was soon solved. On the little halt there was a paraffin lamp on each side. Every day the lampman at Dover Priory had to walk out to attend to the lamps, which was time consuming and a pain. It was not long before he made a deal with me: if I would look after the lamps, he would deliver paraffin every week for us to attend to the lamps with enough left over for our own lamps. This task fell to Hazel and she was soon spotted by train crews. Joking, I told them that Hazel was supplied with cap, waistcoat and uniform; some believed it!

What about food? In the 1950s eggs were still very scarce and I took Mrs Smith's advice and kept chickens, up to 35 at one time. During spring and summer I hardly had to feed them. I would let them out in the morning and they had the whole colliery site to roam in where there was plenty of insects and green stuff. The beach and rocks were favourite where they picked amongst



Den Russell

the seaweed for tiny shrimp-like creatures called Sand-hoppers. As dusk fell they would come home to roost, rushing to the meal troughs, but quickly losing interest with their crops already full. I bought myself a gun and put rabbits on our menu; our dog, Nellie, had a rabbit two or three times a week. My driver was Jim Watkins and for our meal breaks I supplied rabbit legs and he provided the pickles. Jim was a great storyteller and would tell outrageous tales with a straight face and people believed him.

I also bought a boat. Charlie Gatehouse kept a boat on the beach. He taught me so much about tides, winds, knots, how to make lobster pots, longlining and how to care for the boat. All this provided us with fish, a bounty from the sea. I palled up with Don Gatehouse (or Don McClellan as he was known). He took me out 'splashing' with a seine net trapping fish in large rock pools. On one occasion it was bitterly cold and I was not keen, but we had three goes with the net and caught so many fish we could have sunk the boat. We had a string of crab and lobster pots, but Don was not interested in the crabs so I cooked them, put them in a big box and carried it on my head through the tunnel and sold them to my workmates for 6d each; we were soon able to buy a gas



Russell Children

stove. I built myself a boathouse with timber from the old colliery building, the joy of my life, installing bunk beds and a kitchen range. Sometimes I slept there with the sound of the surf on the shingle a wonderful opiate. I bought a trammel net and the first time I used it there were 72 Huss and goodness knows what else in it. We had no fridge or freezer so selling was the only option. The going price was 10 shillings (50 pence) a score.

The sea was not always friendly. The night of the great storm and floods of 1953 was horrendous and frightening when we lost the sea wall with huge plumes of white water soaring into the air. The spray was

hitting our roof and the wind took one of our windows off its hinges. We took the mattress off the bed, dragged it downstairs and slept in the kitchen. We were glad to see the back of that night.

The nearest residence to the railway cottages was the bungalow where the Gatehouse family lived. One night we were woken by Charlie saying his pregnant wife was not well. Hazel saw that the baby was coming and help was needed. I went up to the signal box and asked for a doctor to come. Dr. Tolland arrived by special engine. She insisted that I stay with her to help deliver the baby - not my scene at all! After three hours a boy was born and I could go home. 'No, you can't' said the doctor, 'there's more to come!' Twenty minutes later a baby girl arrived. Being premature the babies had to go to hospital, so I arranged for a train to stop and an ambulance to meet it at Dover.

Would anybody consider living somewhere similar? I hated the thought at first, but when it was time to leave, because it was lonely for our children, it was with a heavy heart. It taught us that life could be good, ignoring the 'must have' and 'throw away' society. We had no possessions to go wrong. There was a wireless, but it ran on batteries. Every Thursday I picked up my wages with nothing to knock a big hole in them.

New "Crypt" Group an Update

Cllr. Graham Wanstall - Chairman "The Crypt" Group

Many people were concerned that the tragic 1977 fire at the "Crypt" has never been permanently commemorated!

A group has been established with a dedicated committee to install and maintain a commemorative plaque and also to be interested and associated with the neglected site's future.

As the groups' chairman I thank Derek Leach, Terry Sutton, Cllr. Ann Burke, Charlie Elphicke M.P. and the many now retired firemen who fought the fire in 1977 for their help and assistance. We will remember the fireman, the three children and three adults who lost their lives in the fire and the four fireman awarded the Queen's Gallantry Medal.

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MEMBERSHIP NEWS **Sheila Cope**

Our number has fallen to 452, partly because several members have left the area recently and not all of them wish to retain their connection with Dover through our Newsletter.

During the summer two members died who have given much service to the community. Grace Jackson OBE became Director of the London Boroughs Training Committee for social work and continued much local community work after her retirement (Obituary in The Guardian 06.08.18). Clive Meredith was Lib Dem leader at DDC from 2003 to 2011 and was praised by former colleagues for his hard work and integrity. We have also lost Mike Igglesden who had emigrated to Australia after the war and whose family were associated with the bakery which was known as Igglesden & Graves and traded at Dickens Corner. We have also sadly just lost Keith Gawn.

New members will be asked to sign our revised application form which was included in the last Newsletter. They will thereby agree to being contacted within the framework of the new General Data Protection Regulation. It is desirable that all existing members should sign up to this but if, in the meantime, there are communications which you would prefer not to receive, please let us know.

One of the ways in which we hope to attract new members, including those who are younger, is through our website. We are most grateful to our youthful member, William Parker- Gorman, who has put a great deal of sustained effort into modernising the Society's website. It will always be a work in progress and requires

a dedicated member who has the time and enthusiasm to keep the website up to date and to sustain William's work.

These innovations are taking place through the efforts of the Marketing Group and we trust that further modernisation will continue. For example, the use of Facebook and Twitter requires further investigation. However, word of mouth remains one of the most effective means of recruitment. There is no substitute for bringing a friend along to one of our events. We have recently welcomed Mr G. Skinner, Mr C. Pennington, Mr P. & Mrs M. Simpson, Mr E. Elliot, Mr T. Goodnight and Miss T. Sancha.

We are always grateful to our members who take on the task of hand-delivering our Newsletters locally. Their efforts save the Society a great deal of postage expense. Jeremy Fox has distributed for many years in the Temple Ewell area and we thank him for all his hard work. Now, due to declining health, he has had to give up and we are pleased that Claire Bond has kindly offered to take on the role. Similarly, John Widgery has replaced Georgette Rapley and our thanks go to them both. Jim Francis, assisted by Mary, has delivered Newsletters in the central Dover area for a very long time and he would also like to give up. So we are looking for someone willing to take on an urban Dover walk three times a year to replace Jim. Any willing takers - please let me know.

Meanwhile, thank you Jeremy, Georgette and Jim for all the pavements you have pounded and steps you have climbed to assist the Society.

Dover Society Trip to Liverpool

Friday 14th to Monday 17th September 2018

Introduction

Sheila Cope

The fact that this trip took place at all is due to Patricia's sheer determination and perseverance as, together with Patrick's support, she gradually found more participants, even beyond the deadline, so that the event could go ahead without incurring a loss to The Society. I trust that the great success of the venture justified Pat's efforts in the end and those of us who were able to go owe her a real debt of gratitude for providing such an interesting and enjoyable experience.



Albert Dock Liverpool

We have found the coach firm of Leo's Pride reliable and efficient on previous occasions. Janet was our driver this time. One would never have guessed that she had not driven on this particular trip before, yet we were able to relax, feeling assured that we were in safe hands. Janet's skill in manoeuvring such a large coach around Liverpool and Chester at the bidding of the City Guides on board was most admirable.

Our hotel was comfortable with helpful staff who remedied our minor problems. Nothing is ever perfect. The journey there



National Memorial Arboretum © Derek Donnelly

was a little tedious due to heavy traffic and the homeward journey was delayed by an accident on the M25, but these were mere blips which only served to emphasise how trouble-free and pleasurable the whole trip had been. And what excellent value for money! There was even an extra bonus for four members who were able to meet up with their grandchildren.

National Memorial Arboretum

Friday 14th

Rodney Stone

The trip to Chester took in a visit to the Arboretum in Staffordshire. Now woodland on old gravel pits, this contains memorials of more than 360 organisations who wish to remember the service and sacrifice, often death, that people and one ship's cat! gave to this country. In 1994 PM, John Major, launched a fund-raising appeal, and it opened in 2001. The response for finance and volunteer support, from parts of government, the Services and civilian groups, has been enormous, and

organisations are still acquiring pieces of land there to commemorate people who remain dear to them.

While we were there the Royal Army Dental Corps were remembering lost colleagues, and there are many groups, serving and retired, who come regularly. There are major gatherings on Remembrance Day and other anniversaries. Memorials range from a simple plaque to elaborate sculpture, but all have meaning to those who install and attend. Among the most poignant is that to 306 soldiers shot at dawn in WW1. In many cases it is now acknowledged that the battlefield was just too much for them to handle, not that they were cowards. One salutary memorial is that to the 16,000, yes 16,000, service personnel who have died to protect us since WW2. Of interest to Dover are the major memorials to the Merchant and Royal Navies, fighter pilots, and anti-aircraft gunners, but there were many others in service and civilian roles who served, and died, alongside them. Think of the Royal National Lifeboat Institution and Boys' Brigade among so many. To go with our Dover Patrol at St. Margaret's and memorials on the seafront, the Arboretum has for the Merchant Navy a forest of trees, one for each of the 2,000 and more merchant ships lost in WW2.

The visit is humbling but inspiring. All those people and all that they did for us, and praise to those who keep the memories alive.

Terracotta Warriors' Exhibition

Saturday 15th, Morning

Jeremy Cope

Without any preliminary research I went into the exhibition imagining we would be learning about an emperor's tomb with its very impressive grave goods. The exhibition was very much more. It told of the formation of China and gave us an

insight into its world. It was a story, probably greater in scope than the creation of Rome and its Empire.

The first Emperor of China Ying Zheng was born in 259 BC, became King of the Qin Kingdom in 246 BC and through conquest became Emperor and unifier of China in 221 BC, dying in 210 BC. He was a ruthless tyrant who laid the foundations of the system of imperial administration and through that administration created a road network and constructed a canal which cut through mountain ranges, set quality standards of manufactured objects, built the Great Wall and standardised written characters, coins weights and measures.

The Emperor feared death and searched for an elixir to give him immortality. However the elixir he used contained mercury which led to his death on a tour of his empire aged only 49. This did not stop him building a mausoleum, and following burial traditions, planned it from his early days as King. The exhibition is the merest sample of the contents of the tomb but even so the quality of the examples including 12 life sized warriors in different poses, horses, carriages and ornaments, greatly impresses but the



Terracotta Warriors © Derek Donnelly

creation of the whole mausoleum including 6,000 warriors is mind boggling. The construction of this huge mausoleum needs to be set against a background of laying the foundations for the Chinese empire and building large palaces to impress and demonstrate his power and the skills of his empire. The exhibition also informs about the huge numbers who slaved on these schemes and of childless concubines buried alive with the Emperor - little wonder as to his reputation as a cruel tyrant.

The huge drive and effort to achieve all of this must have caused exhaustion and have contributed to the rapid decline of the Qin dynasty. The Qin were succeeded by the Han dynasty. The exhibition contains examples of Han grave goods but nothing as impressive.

I have only scratched the surface of this exhibition and its story. A most worthwhile visit to be thoroughly recommended. A further thought, I left wondering about all the administrators, craftsmen and artists who created such wonders and the technical revolution it would have engendered.

***Coach tour Around Central
Liverpool
Saturday 15th, Early Afternoon
Sheila Cope***

Our efficient guide first pointed out the Yellow Superlambanana (cross between lamb and banana) now located in Tithebarn Street and created for the 1998 ArtTransPennine Exhibition, partly as a comment on the dangers of genetic engineering but also to mark some of the historic cargoes handled by Liverpool Docks. 125 mini replicas in different colours were placed around the City to mark the 2008 City of Culture events. Some of the notable buildings passed included an impressive art deco building which proved



Liver Building Liverpool © Jean Duggan



Catholic Metropolitan Cathedral © Derek Donnelly

to be just a ventilator for one of the Mersey tunnels, the City Hall and of course the iconic Liver Building crowned with its two Liver Birds, the female facing out to sea and awaiting returning mariners and the male at the rear scanning the city for pubs, so we were told.

After touring the Georgian district, once the residence of Liverpool's professional classes, we arrived at the Anglican Cathedral, Britain's largest, sandstone covered and rectangular with its immense central tower. Gilbert Scott, a novice aged 22, won the competition for its design in 1902. In spite of its massive size the interior was in no way forbidding, feeling warm and rich. As a centre of Christian worship and mission, and free to enter, one felt that it serves its community. The famous Metropolitan or Roman Catholic cathedral, circular and in Portland stone surmounted by its lantern and crown of pinnacles and opened in 1967, is only a short distance away and a complete contrast to the Anglican cathedral. Both cathedrals occupy high ground and may be clearly seen from the Mersey.

Our tour ended on the Waterfront near the famous Beatles statue and the Museum of Liverpool. Now a UNESCO World Heritage Site, how different it must be from the days when 9 million emigrants sailed from the port.

Mersey Ferry Experience

Saturday 15th, Late Afternoon

Mike Weston

Our first sight of the Mersey Ferry we were to sail on made one look twice. The vessel 'Snowdrop' was painted in various colours in what appeared to be a haphazard design. This turned out to be a First World War commemoration in honour of the patterns that were first used on vessels in World War One. They worked by making it hard from a distance to make out, type, size and course of a vessel painted with this 'dazzle design'. Setting sail from the ferry landing stage in Liverpool on our fifty minute trip, three iconic buildings straight away cannot be missed. They dominate this part of Liverpool. "The Three Graces" as they are known, are the Cunard Building, The Port of Liverpool Building and the Royal Liver Building with its two Liver Birds atop. Heading downstream the Liverpool cruise terminal is soon passed and coming into view was a long stretch of the Mersey. On the right could be seen the many docks which over the years have been used by many thousands of cargo vessels from all over the world. Sadly most of these docks are hardly being used as ships have become bigger and the docks are therefore not suitable and a lot have fallen into decay. However on the horizon could be seen the Gladstone Docks and the Seaforth Terminal, both of which are much used today, especially by very large container ships.



Snowdrop Mersey Ferry Experience

After passing the Princes Half Tide Dock a turn was made towards the Wirral Peninsula on the opposite side of the River from Liverpool. As we turned a good view down the river of New Brighton could be seen at the tip of the

Wirral Peninsula. Seacombe Landing Stage was soon reached which is the disembarking point for those wishing to visit Spaceport. A few minutes alongside then off again upstream towards Woodside Ferry Terminal, the landing for those passengers living at or visiting Birkenhead. Woodside Terminal is also the landing point for visitors to the U-Boat story museum which occupies a site alongside the landing. On the way to Woodside Terminal, the Birkenhead cargo and passenger ferry terminal was passed where ferries between North and South Ireland sail. Leaving Woodside Terminal 'Snowdrop' continued upstream passing Cammel Laird's famous shipyard where many illustrious ships were built including Cunard's 'Mauretania' and the aircraft carrier 'Ark Royal', before turning towards the Liverpool side of the Mersey. Crossing the river fine views of the city skyline with its two great cathedrals were observed. Nearing the north shoreline the refurbished dock area around the very popular Albert Dock area with its old and new buildings were clearly seen. Approaching the Liverpool ferry terminal we passed just ahead of the cruise liner 'Black Watch' which was just leaving the cruise terminal.

I am sure all who took part found the fifty minutes on the 'Snowdrop' a very interesting experience.

Visit to Chester ***Sunday 16th***

The whole day was given up to a most pleasant outing to Chester.

The Story of the Band That Changed the World ***Monday 17th***

Pat Hooper-Sherratt

Monday 17th September. We left our hotel at 9.30 for our journey home, but not without first visiting 'The Beatles

Experience'. The magical 'history' tour was about to begin.

John Lennon was a great fan of Lonnie Donegan. At the age of 15 he formed a skiffle group called The Quarrymen, named after Quarry Bank High School. Paul McCartney attended their concert at a garden fete; he was impressed by what he saw, so introduced himself to John, and from there the others followed.

On arrival, we were issued with digital handsets, to guide us around, while telling the story, which lasted about 2½ hours. The handsets were quite confusing for most of us, and others; we seemed to be in the wrong part, sometimes the recording wasn't always matching with the talk we were hearing! However, it was all displayed in large writing on the walls. I felt I would have liked more time there, in order to read the story thoroughly. As you can IMAGINE (the last song being played on exit).

It was wonderful to see younger generations caught up in the atmosphere. The Beatles will not be forgotten for a very long time.

I have to say a great thank you to our driver Janet, we had traffic hold-ups on the outward journey and even longer hold-ups homeward bound. She did a sterling job.



The Beatles statue at the Pier Head, Liverpool

Willard Sawyer

Inventor and maker of Velocipedes

(1808-1892)

Lorraine Sencicle B.A. (econ) hons

Back in 2006 I was asked by the then Dover Town Council for a list of deceased locals whom I felt should receive some sort of recognition – a plaque or similar. I presented my list but, possibly due to a change of regime, it was not acted upon. One of those that featured was Willard Sawyer, who lived and had a factory in St James Street, Dover, in the middle of the nineteenth century. He is generally recognised as the 'first truly professional maker of man-powered vehicles' – the velocipede cycling machine. Further, by inventing new techniques, he opened the world's first factory for mass-producing cycles – here in Dover, England!



*Willard Sawyer
Dover Library*

In the evolution of the bicycle, the first human-propelled machine was invented by Baron Karl Drais (1785-1851) in Mannheim, Germany in 1817 and patented in France in February 1818. Called a Laufmaschine, in Britain a dandyhorse or Hobby Horse, it consisted of a horizontal bar supported by two wheels of equal height, which the cyclist stood astride, propelling the machine by his feet. Enthusiastic amateurs or craftsmen made these on a one-off basis.

Willard, born in Romney about 1808, is first recorded living in Dover in the Dover

town directory of 1838. In the 1841 census, he is listed as living in Chapel Street, in St Mary's Parish. There he worked as a carpenter but, five years later, he opened the Dover Velocipede Works at 20 St James Street.

Reflecting his carpenter background, Willard's velocipede or 'manumotive carriage' as he called them, were built partly of wood, had four wheels, like a stagecoach, and were propelled by treadles below the rear wheel axles, with tiller-style steering. An advert of 1850 states that Willard was producing four different types of velocipede: First class, costing between £15 and £25, second class £10 to £14, third



*Laufmaschine invented by Baron Karl Drais. From the original patent papers 1817
Scottord Lawrence*

class £5 to £9 and a velocipede for two costing between £15 and £35. Even the cheapest third class machine was very expensive in those days.

Nonetheless, there were enough wealthy folk around to ensure that Willard's machine was a success. Indeed, he produced one of three velocipedes that were on show at the Great Exhibition, Crystal Palace, in 1851. Apparently, he rode the machine to London and back for the occasion! At the exhibition, Willard 'was received with a very flattering distinction'. Then in 1858, Edward, Prince of Wales, on a visit to Dover, called at the factory and 'inquired minutely as to the capacity, price, and speed of a machine'. Afterwards Willard built a special carriage for the Prince costing £30 and capable of going 8 mph.

Willard's velocipedes were assured of widespread acclaim and orders came in from mainland Europe, India, Australia and California. Besides the Prince of Wales, Willard counted the Emperor of Russia, Prince Imperial of France and

Crown Prince of Hanover, amongst his customers. The Hon. J.C Skeffington wrote, 'I cannot speak in terms of highly of the convenience and comfort of such a mode of travelling, when one can run off 60 miles in a day, and feel as little fatigued as if one had gone on foot a dozen'. It is recorded that this gentleman travelled 526 miles in twenty days on one of Willard's velocipedes.

Another, equally, enthusiastic customer, having condemned the poor state of the roads, did add that, 'The rattling and shaking of such slight machines is dreadful at the speed of anything over seven or eight miles an hour, and if driven constantly at this rate cannot last long.'

Unfortunately, the attitude in Dover was far from positive such that in 1856, Willard applied to the council to cancel his lease. He wrote that 'his living depended on the hire and sale of velocipedes, but since a decision of the (Magistrates) Bench had declared them a nuisance, he was unable to obtain a livelihood.' He added that he wished to move to some locality where they were not regarded as nuisances.

It would appear that Willard had a change of heart for in 1860 he produced a pamphlet describing the different type of machines he was producing in Dover. These included the Sociable, which has seats for six people including two drivers. In his range there was the Racer, the Tourist and Traveller, the



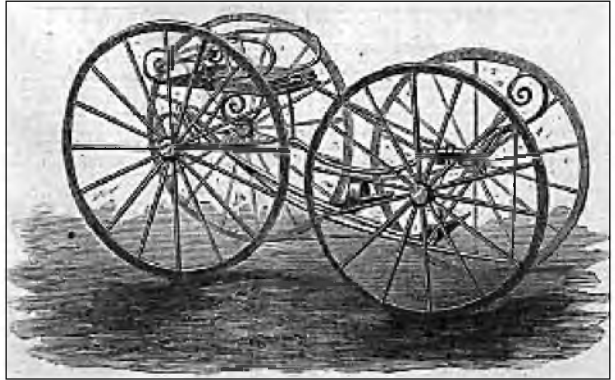
*St James Street circa 1840 drawn by George Shepherd
courtesy of Dover Library*

Promenade, the Visiting Carriage, the Ladies' Carriage and small machines for youths and children. The prices varied between £3 and £40.

Railway companies saw the potential of velocipedes for use in track inspections and they became known as 'Rail Bikes'. In use from around 1860 until the 1950's they worked, as one would expect, like a bicycle but with extra power from 'rowing' the central drum. National railway velocipede rallies are still held.

Albeit, it seems that Willard ceased production in Dover about 1865 and by 1871 he was living at Kent Terrace, Deal. Ten years later, he was living with his son, a photographer, on the Strand, Walmer. By this time, the sleeker boneshaker, introduced from France in 1868, had superseded the four-wheeled velocipede and by 1887, Willard's factory had closed. An advert for an auction following the closure includes 50 velocipedes.

Willard died in 1892 and was buried at St Mary's Church, Walmer. His workshop in Deal is now the Maritime and Local History Museum. On 19th September 1899, Dover's Mayor, Sir William Crundall (1847-1934), organised Dover's first motorcar exhibition at the Crabble Athletic Ground. Members of the Automobile Association drove down from London for the event and 25 or 26 vehicles of various types took part in a grand parade round



Velocipede presented to Edward, Prince of Wales



Velocipede, Severn Valley Railway

the cycle track. The assorted vehicles included a velocipede - a modern day quadracycle - that was probably made by Dover's Willard Sawyer!

That is not the end of the story, for in 1937 the Science Museum acquired a four-wheel velocipede c 1860. At the time of the purchase, the Times stated that Willard Sawyer was 'the best-known English maker of velocipedes.' The caption at the Science Museum, when I saw the Velocipede, read, 'made by pioneering cycle maker Willard Sawyer of Dover!'

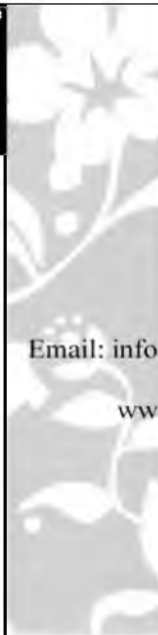
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A Succession of Town Clerks

Sir Edward Wollaston Nadir Knocker (1838-1907)

Part II

————— Martyn Webster —————

In part two of the fourth in my series of Essays on the Knockers of Dover here I recount the fulsome local press reports of Sir Wollaston Knocker's funeral.

Obituary extracted and edited from the Dover Express

Friday 27th September 1907.

It is with very deep regret that we have to record the death of Sir Wollaston Knocker C.B. the Town Clerk of Dover who passed away at Castle Hill house on Sunday morning at 2 o'clock at the age of 69 years. Sir Wollaston Knocker was first taken ill on September 1st from a cold, but he quickly recovered, and it was on the following Sunday and during the week he took some carriage drives and seemed to have practically recovered his usual health. During the night of the 14th inst., he was however taken seriously ill. Dr Pinhorn and Dr Murphy with the best nursing aid took charge of the case which was as we have stated last week was of a serious nature. On Tuesday and Wednesday there was a slight improvement and that was maintained on Thursday. On Saturday the bulletin stated that the acute symptoms (cholecystitis and asthenia) had subsided but that Sir Wollaston was very exhausted. Every effort was made during Saturday to restore his strength but the action of his heart and his breathing gradually became feebler and he passed away very quietly at 2 o'clock on Sunday morning in the presence of the whole of his family. The sad fact was published by the following announcement "Sir Wollaston Knocker passed away very quietly early this morning". The news was however chiefly made known to the townspeople by the flags on the public



Sir Wollaston Knocker (1838-1907)

buildings being hoisted at half-mast at an early hour and it came as a great shock to the town as, although the serious illness of Sir Wollaston Knocker was clearly announced last week, the unfavourable bulletin of Saturday was not generally known. By a chance that must have afforded some consolation, the whole of Sir Wollaston's surviving family were at home during his last illness. Captain Arthur Knocker of the First Royal Irish Fusiliers who is stationed in India had been home on leave for some time and Mr Lionel Knocker and Mr E. Knocker, the former having been away to the north of England and the latter at Maidstone were both at home when Sir Wollaston was taken so seriously ill and Mrs Lush his surviving daughter was also in Dover.

Funeral of Sir Edward Wollaston Knocker - 25th September 1907

Account extracted and edited from the Dover Express 27th September 1907

The funeral took place on Wednesday afternoon the first portion of the service taking place in old St James's church prior to the interment at St James's Copt Hill Cemetery. The church was filled, and round to the entrance there was a large crowd of people waiting to pay their last tribute of respect.

Those present in old St James's church included the Mayor of Dover (Councillor G.F. Raggett) whose chain of office was veiled in crepe, the Recorder of Dover (Mr A.H. Bodkin), Sir William Crundall (and amongst many others but principally) the Aldermen of Dover, Borough officials, Clerks, Commander 1st Volunteer Battalion of the Buffs, Headmaster Dover College etc.

Whilst the congregation were awaiting the entry of the coffin, the organ played the "O Rest in the Lord". The corpse was met at the entrance of the church by the Bishop of Dover, the Rector (the Rev T.B. Watkins), the Rev C Clarke (curate) and the Rev Geary Knocker, brother of the deceased. The Rev C Clarke pronounced the opening sentences at the entrance and the coffin was then borne to a bier near the communion table rails followed by Mr Reginald Knocker, Capt. Arthur Knocker, Messrs Lionel Knocker and a W.E. Knocker (sons), Messrs Vernon Knocker, S.H. Knocker and Longworth Knocker (brothers), Capt. Lush (son-in-law) and Mr W Heyn.

There was a full choir present and they led the singing of Psalm 39 to a slow chant and then was sung the hymn "Now the labourer's task is o'er". The Bishop of Dover read the lesson and then was sung the hymn "On the Resurrection Morning". With this, the service in the church ended, and the body was taken in the hearse again for its

resting place in St James's Cemetery. As the coffin left the church choir sang the "Nunc Dimitis", "Now Lord lettest Thy servant depart in peace". Mr Soper acted as accompanist.

The coffin was placed on an open hearse, which was covered with wreaths. This was followed by two more carriages containing wreaths and the chief mourners who followed in the carriages were as follows: Mr R. E. Knocker, Mr L.C. Knocker, Captain A.G. Knocker and Mr W.E. Knocker (sons), Mr Sidney H Knocker, Mr V.E. Knocker and Mr Longworth Knocker (brothers), Col H.P. Knocker, Mr W.W. Knocker, Mr C. McMahon Knocker, Dr A.G. Osborn, Mr Frederick Knocker (cousins), Capt. R.F. Lush (son-in-law), Lieutenant-Colonel J.F. Honeyball (1st Volunteer Battalion the Buffs), Mr L.W. Mead, Mr J. Monger, Mr A. W. Marsh, Mr F.W. Crofts, (Mr A. W. Webster was prevented), Mr W. Heyn (representing Sir Weetman Pearson), the Mayor and Corporation of Dover and officials; the Right Rev the Bishop of Dover, the Rev W.G. Knocker (brother), the Revd. T.B. Watkins, the Revd C. Clarke and many others. On the Mayor's carriage the Town Sergeant (Mr Chapman) rode on the box bearing the Borough Mace which was draped in crêpe. Beside the carriages marched Chief Constable Knott and Inspector Fox.

The cortege proceeded to St James's Cemetery by way of Castle Hill, Castle Street, Maison Dieu road, Park Avenue, Salisbury Road and Frith Road. The route was lined with townspeople and the houses throughout had their blinds drawn. The lower part of Frith Road was lined on either side by the boys of the Buckland Council schools. At the cemetery there was a great crowd, and amongst those awaiting the arrival of the funeral procession there, and who had not been present at the service in the church were noticed a long list of local

worthies. On the arrival of the cortege at the cemetery, the hearse drove up to the mortuary chapel and the coffin was then transferred to the bearers and carried to the grave. The grave is situated on the top of the steep hill in the south-west corner of the cemetery, where so many notable Dover men are bearing amongst them being Dr Astley, Sir Richard Dickeson, Mr C.K. Worsfold, Mr Arthur Harby and many more. It is situated to the south side of a monument which bears the inscription: "In memory of Elizabeth Mozier Knocker, beloved wife of Edward Knocker who died October 1859 aged 51. Also Henrietta Augusta, their daughter and their infant sons, interred in family vaults at Alkham and St James's church. Also of the above Edward Knocker Esq F.S. who died at Torquay on Christmas Day 1884 aged 80. His mortal remains are interred in Torquay Cemetery".

Over the grave was a monumental in memory of Edward Augustus who died October 16, 1867 aged in nine weeks and Percy Wollaston who died April 21, 1876 aged 6? months infant sons of Edward Wollaston and Clara Caroline Knocker.

The grave which was a brick vault was lined with white and blue asters, ivy, yew and laurestine. At the graveside the family members formed at the foot while at the head of the graves of the Revd. T.B. Watkins, the Revd. W.G. Knocker and the Revd. Charles Clarke supported by the supplicated choir of St James's old church. The committal prayers were then read by the Revd. T.B. Watkins and at the conclusion the hymn "Nearer my God to Thee" was sung by the choir and the benediction was pronounced by the rector of St James. For a long while afterwards the crowd filed past the grave in procession and inspected the lovely wreaths. The coffin which was of panelled oak with heavy brass fittings bore

the following inscription:

"Edward Wollaston Nadir Knocker K.B., C.B. born 17 July 1838 died 22 September 1907". The funeral arrangements were most satisfactorily carried out by Messrs Flashman & Co.

It is a matter of immense and sad regret to have to record that after the passage of over 100 years the present ruinous condition in the year 2017 of the grave memorial to Sir Edward has now become such that in the opinion of this essayist it does disservice to a man who almost alone created the Dover of today. Such a state of affairs is surely unworthy of the town to which he dedicated his whole life and was knighted for his efforts. The children, after 43 years of marriage, of Sir Edward Wollaston Nadir Knocker and his wife Clara Caroline nee Chantrell, who herself died in 1919 at 38 Maison Dieu Road (now demolished), to where she had moved after the sale of Castle Hill House in 1911, aged 83 years, were as follows, their lack of reproduction being quite remarkable with the proliferation of previous generations in contrast:

1. Mabel Clara (1868-1903), later wife of John Herbert Dickson, 5th Bombay Light Infantry. Buried Quetta, Bengal (now Pakistan). No descendants
2. Edward Augustus (1869-1869). Infant buried St James (new)
- 3 .Reginald Edward M.B.E. (1870-1956) Solicitor, succeeded his father as Town Clerk (1907-1935). Buried Eridge, Sussex. No descendants.
4. Lionel Chantrell (1872-1953) Captain, Cheshire Regiment, later farmer after World War I, with brother Arthur Gerald, on Vancouver Island, British Columbia, Canada. Died there - was married but no known descendants.
5. Cecil (1873-1873). Infant buried St James (new)
6. Arthur Gerald (1874- 1963) Major, Royal Irish Fusiliers, later farmer after World War

I, with brother Lionel Chantrell, on Vancouver Island, British Columbia, Canada. Died there- was married but no known descendants.

7. Percy Wollaston (1875-1876) Infant, buried St James (new)

8. Evelyn Henrietta (1877-1960). Twice married.

Firstly to John Dudley Scott (1898-1902) who was found dead with his bicycle in a field near his family home at Stroud, in Gloucestershire, murdered by a gunshot to the back of the head. His wife and two infant children were in Sevenoaks with Knocker relatives at the time. Such mysterious circumstances were unresolved at the

ensuing inquest and newspaper reports referred to "rumours" said by Sir Wollaston to be baseless. One son (killed in the First War) and one daughter with descendants.

Secondly to Robert Free Lush (1903-1946), Lt.Col. Prince of Wales Own, West Yorkshire Battalion. Died Hale, Norfolk burial place uncertain. One daughter, died unmarried.

Descendants with the surname Bird by the second marriage provide the sole line of slim descent among her siblings from all of Sir Wollaston Knocker's nine children into the present day.

9. Wollaston Ernest (1879-1943) Electrical Engineer. Married, no descendants. Died Bishops Stortford, burial place unknown.

River Dour Partnership Deborah Gasking

Remember me telling you we were awaiting good news for Dover? Well, all is now confirmed.

First, the BIG story: £150,000 for 'Our Finest Dour' project. Funders are: Heritage Lottery Fund (95k), Dover District Council, the Environment Agency, Dover Town Council, Dover Big Local, Southern Water, and Affinity Water.

Works will include:

1. Converting the disused Buckland toilet block into a permanent river centre to facilitate activities and provide information.
2. Delivering a programme of different training opportunities for volunteers.
3. Establishing and train a core group of around 10-15 volunteer river rangers.
4. Carrying out restoration work to improve habitats and clear invasive weeds.
5. Setting up a 'livestream' showing the wildlife in the river.
6. Delivering a series of education workshops with local schools and colleges.
7. Hosting a series of engagement events including a River Dour Festival.

8. Establishing an action plan to provide long term management alongside partners.

The HLF grant has been awarded to Dover District Council and the White Cliffs Countryside Partnership, which applied for the funding. The project will be delivered with a range of key partners, including the River Dour Partnership and South East Rivers Trust.

For more information, or if you're interested in being a river ranger, or volunteering as part of the project, please email iona.dubieniec@dover.gov.uk

And the next...

The Victorian railings along the River next to Beaconsfield Road. The Structures Maintenance Team Leader has recently advised that he has just approved for KCC Highways to refurbish and paint the existing railings along the path down to the River Dour together with repairs and railing connections to the brick wall itself. He says, hopefully, it will be by the end of March 2019.

*2nd
Prize
£50*

*1st Prize £100
Plus many Consolation
Prizes to be won*

*3rd
Prize
£25*

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*5th
Castle Ward
Christmas Tree
Competition
2018*

Christmas Trees displayed in windows will be judged from
Wednesday 19th December 2018 to Saturday 5th January 2019

Tribute to Surgeon Heroine of War Responsible for the Saving of Many Lives

Peter Sherrad

The life and work of Gertrude Toland, a surgeon and Dover GP, who saved the lives of many Dunkirk soldiers and civilians during World War Two, was remembered on Friday 17th August. A plaque was unveiled in her honour in Buckland Hospital by her son, Gordon, in the presence of the Chairman of the East Kent Hospitals University NHS Foundation Trust Professor Stephen Smith; Deputy Medical Director of the Trust Jonathan Purday; the Right Worshipful the Town Mayor of Dover; Councillor Mrs Susan Jones, President Elect of the Rotary Club of Dover; David Fisher; members of her son's family; Rotarians and friends.

Fulsome tributes were paid to Dr Gertrude Mary Beatrice Toland MD, FRCS., (1901-1985) by Professor Smith, Jonathan Purday and Councillor Jones before her son, Gordon, was invited to unveil a plaque specially commissioned by the Rotary Club of Dover members. In his tribute Professor

Smith indicated it was highly appropriate to remember Gertrude Toland in the year when the NHS was commemorating the 70th anniversary of its foundation and he praised her achievements while reminding his audience that the Health Service was reliant on very many people including surgeons, nurses, consultants and other health care professionals, as well as ancillary staff. Mr Purday recalled that Gertrude Toland trained at St Mary's Hospital, London, where she qualified MD in 1930 gaining the FRCS in 1931 and being one of the very early women doctors to be awarded this. He said he and Professor Smith felt privileged and honoured to be attending the ceremony to honour Gertrude Toland as they both had attended St Mary's Hospital. He referred to her wartime work of coping with hospital duties as well as her GP practice and especially at a period of great challenge during the evacuation of Dunkirk when she worked tirelessly for nine days, with others operating on severely injured troops landed at Dover.



Dr Gertrude Toland in Retirement

Mayor of Dover, Mrs Sue Jones, in her tribute to Dr Toland, referred to the fact she had made significant advances as a woman in what had hitherto been very much the domain of men and it was particularly worthy to remember her contribution to securing equality for women in her profession. She thanked members of the Rotary Club of Dover for their initiative in providing the plaque and indicated her research showed that Gertrude served as a Town Councillor and had been Deputy Mayor of Dover in the 1960's.

Having unveiled the plaque, Gordon Toland, who was accompanied by his wife Elizabeth, read out its inscription and thanked the NHS Trust and its Chairman and Medical Director for allowing the memorial to be placed in the new Buckland Hospital and thanked them and the Mayor for their attendance and their kind words about his mother. He thanked the Rotary Club of Dover for its initiative and the President Elect, David Fisher, for his attendance at the ceremony. Gordon singled out my initiative in ensuring both that an original plaque had been placed in the former hospital in 1991 and for arranging the replacement plaque in memory of Dr Gertrude Toland to be erected in the new hospital, in a location accessible to members of the public. Gordon indicated his mother was born in Edinburgh and had married his father, Dr Patrick Toland, in 1932 moving to Dover where she worked in the Royal Victoria and Buckland Hospitals as well as being a GP at Clyde House in Maison Dieu Road until her retirement. He recalled his mother had broken through several glass ceilings in her career and that in the war, in addition to her surgeon duties in the hospital, she single-handedly ran the GP practice as Dr Patrick was called up as a medic with the

army in Italy, returning to the joint practice in 1945. He recalled his mother operated during wartime in underground bunkers at Buckland Hospital and during the nine days of unstinting work at the time of the Dunkirk evacuation operated on more than 350 wounded troops of whom some 300 survived. She had recalled that the teams of surgeons, one of which was led by her, worked side by side on two operating tables ministering to the wounded, many of whom had arrived at the hospital wearing their dirty field dressings. Gordon mentioned his mother also attended many people injured by the constant shelling of Dover from the German guns in Calais. She remained in Dover, known as Hellfire Corner, throughout the war driving to different hospitals in her Morris car often at night in the blackouts, which was dangerous. In addition to Buckland and The Royal Victoria a hospital was located at Waldershare during the years of conflict. Gertrude and her husband retired from their practice in 1968, he subsequently dying in 1979 and she in 1985. Post war she had also worked as a consultant gynaecologist and obstetrician.

Neither Gertrude or Patrick Toland received any official recognition by the nation, or the town, during their lifetimes for their many contributions to Dover's life and while a memorial bench was unveiled on the seafront on 27th May 1990 by the then Mayor, Councillor W. Newman as part of the 50th anniversary of the Dunkirk evacuation commemorations, it was not until the Rotary Club of Dover commissioned a memorial plaque in the Rotary year 1990-1991 that a dedicated fixed memorial to this outstanding lady was unveiled near to where she operated in the



Dr Gertrude Toland with son Gordon at Clyde House

former Buckland Hospital. I was privileged to be the President of the Rotary Club at that time. Following the demolition of the former Buckland Hospital I made inquiry as to the whereabouts of the memorial plaque and ascertained it had been lost. In conjunction with the Hospital Trust I set about to rectify matters. Thanks to the willingness of the Trust to display a replacement plaque and the co-operation of Amanda Bedford of the Trust and with the agreement of Gordon Toland, a new plaque with agreed wording was produced which is now on display in the reception area in the 'new' Buckland Hospital. For many Doverians it was hugely disappointing that such a remarkable woman was not recognised in her lifetime so I was pleased to be able to unveil the original plaque in 1991 as well as being privileged to initiate a replacement. Tribute should be paid to the Hospital Trust generally for remedying the loss of the

original plaque by offering a location for a replacement which, appropriately, is sited below some photographs presented by the League of Friends of the hospital and which in particular focus on the operating context of the former hospital. I found it satisfying to be present to see Gordon Toland unveil a second permanent memorial to his mother in the 'new' Buckland Hospital so that her life and works can be retained for posterity and in a medical environment which would be all too familiar for her.

The Rotary ethic is based upon "Service above Self", which words appear on the new plaque together with the Rotary logo. "A finer example of service above self would be hard to find" said a club spokesman.

In April 2018 the Dover Society installed a blue plaque at Clyde House in memory of Gertrude Toland.

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Death of Ian George Gill, CVO (1938-2017)

Former Dover Town Clerk

Martyn Webster

The death on 15th December 2017 at the age of 79 was announced early this year (2018) of Ian Gill CVO, Dover's last Town Clerk under the old order whose office terminated in 1974 on the implementation of the Local Government Act 1972 and the abolition of the old Dover Borough Council. His town clerkship concluded the centuries old civic office that had been defined for Dover in the nineteenth and twentieth centuries by three generations of the Knocker family. News of his passing was disseminated locally in Dover by an item in the Dover Mercury of 24th January 2018. His role between 1969 and 1974 had been responsibility for Dover's affairs, its Solicitor and Coroner, then Honorary Town Clerk to the Dover Charter Trustees until 1996, and as Registrar and Seneschal of the Cinque Ports between 1979 and 2005 all of which work was appreciable, and at times challenging, in the testing circumstances he had to take on at the outset. He was once described as the "impresario of Dover's greatest show".

Ian Gill, a solicitor by profession, first came to Dover in 1967, then aged 29, when appointed deputy town clerk to the formidable Town Clerk of the time, James A. Johnson (James A), who had held sway in office altogether for 21 years previously. It must have been no mean tutelage. On Mr Johnson's retirement in 1969 Ian Gill succeeded as Town Clerk, remaining in



office for the next five years and as such was one of the youngest town clerks in the country. In early 1979, although having left Dover by this time, he was called upon to take office as Registrar and Seneschal of the Cinque Ports upon the abrupt resignation from that age old title of James A. Johnson who, since 1949, had dominated its proceedings; Dover's town clerks traditionally holding

both posts. Ian Gill was thrown in at the deep end. For, at the time, preparations were in full swing for the Queen Mother's installation in the summer of 1979 as Lord Warden but had been put into dire jeopardy by Mr Johnson's sudden departure, caused by a more than prima donna spat of personalities between him and certain members of Dover District Council. It was all over the summary removal of Mr Johnson's nameplate as Cinque Ports Registrar and Seneschal from what was then the town clerk's office at New Bridge House. At the same time Mr Johnson had, it might now be said, almost rather spitefully at such a crucial moment, retrieved to his home in Bournemouth the Silver Oar from the Dover District Council offices, an item of Cinque Ports regalia, which he had purchased some years earlier and given on loan in 1968 after the theft of the original and other civic pieces from their safe at the old museum in Ladywell in 1966. The Silver Oar is the centuries old symbol of the Lord Warden's jurisdiction in Admiralty matters.

It therefore fell to Ian Gill and the Cinque Ports Federation to take over at the very shortest possible notice both the preparations, without the previous experience that Mr Johnson had had at his command, and the commission of a new silver oar required by the installation ceremonials. The new oar was hurriedly and skilfully made by Professor Gerald Benney, the Queen Mother's silversmith. This oar is in use to this day and paraded yearly at Speaker's Day (this year in Hastings on 29th September). The original is still lost and the fate of the retrieved replacement loan item unknown. In the event, at the time however, despite these trials and tribulations, the installation ceremony "Dover's greatest show" went ahead as planned on 1st August 1979 according to the ceremonial precedent set by Edward Knocker in 1861. It was all ably carried out with aplomb and distinction at the hands of Mr Gill, assisted by staff of Thanet District Council to which he was then Chief Executive, and the Cinque Ports Federation, almost as though nothing untoward had happened in the run-up.

Ian George Gill had been born on 20th February 1938 in Dumfries, Scotland, the son of a civil servant. It is believed that his background was not entirely Scottish however. A graduate of Durham University, he began his legal career as a trainee with Peterborough Council where, after qualifying, he became assistant solicitor to that council. He then moved on as senior assistant solicitor with Lincoln council where he was their senior assistant solicitor. He moved to Dover in 1967 from where in 1974, after local government reorganisation, he became chief executive of Thanet District Council. He still retained strong Dover associations however as honorary town clerk to the Dover Charter Trustees before the establishment of the current Dover Town Council in 1996

whereby the office of town clerk was reinstated. Apart from the installation of the Queen Mother as Lord Warden of the Cinque Ports and attending upon her thereafter in his full capacity as Registrar and Seneschal, he also presided over the installation ceremonials of her current successor, the Lord Boyce, at Dover in 2005.

He retired from office the following year. In recognition of his service to the Cinque Ports he was appointed first as a Lieutenant of the Royal Victorian Order and then promoted to a Commander of the Order. The photograph accompanying this obituary depicts Ian Gill (on the left) taken at a retirement dinner held in his honour, on 13th January 2006. It shows him being presented by the Lord Warden with a scroll signed by all the mayors and officers of the Cinque Ports. His term of office had been between 1st February 1979 and 21st October 2005.

Ian Gill had been in failing health for a decade, latterly at a nursing home in Beltinge, near Herne Bay. A widower, whose wife Gloria died in 2007, he leaves three children, the youngest of whom is Dovorian by birth. His funeral on 22nd January 2018 at St Andrew's church Broadstairs was attended by a number of his former colleagues from the Cinque Ports, including the current Lord Warden, the Speaker and Ian Russell, his successor and former joint solicitor colleague, the present Registrar and Seneschal. Ian Gill was buried in Margate cemetery. He had done good service for Dover in his various eminent capacities.

I am indebted to Mr Ian Russell for his kind help to me in contributing to this obituary. Other detail has been culled from contemporary editions of the Dover Express, Dover Mercury and the public record.

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Refurbishment Committee

Jenny Olpin

The past few months have seen our Refurbishment members busy discussing the forthcoming visit by our Dover District Council portfolio holder for tourism, Cllr. M J Holloway. We were not disappointed. His visit, presentation and subsequent discussion was so energetic and informative it was refreshing to hear of the positive, cross party plans that included funding for a new Tourism Team. We are looking forward to sharing the new thinking with you as the Tourism Team develops and publishes its strategy in a few months' time not only for the Dover District but particularly, of course, for Dover.

Refurbishment have also progressed in their efforts to improve the signage for Dover Castle on the ER32 Right of Way from Langdon Cliffs through to Upper Road. We are working in partnership with Cllr Pam Brivio of the Walkers are Welcome initiative and Neil McCullum of English Heritage in hoping to give our visitors directions for an alternative access to the Castle.

Litter issues are our very much our main business and contact has been made to our local authority regarding rubbish outside the old Sainsbury building, Guston lay-by and Limekiln Street. Litter management has taken Refurbishment into enquiring of our local stores their policies on plastic. Our Refurbishment member Mike McFarnell is leading on this and is currently in contact with Tesco and is looking to compare their activity in reducing the use of plastic. Hopefully members will support us on this and any help with this initiative will always be welcome!

We are planning for our October meeting with Chief Inspector Mark Weller at Dover Police Station. Items for discussion are rough sleepers, drunkenness and anti-social language. I will feedback in our March issue. Meanwhile we continue with our monthly Refurbishment agenda that includes the appearance of the town, cleanliness and litter, highways and pathways and anti-social behaviour.

Letter to the Editor

Ottaway Article Page 9, Issue No. 92

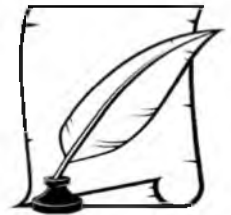
I very much enjoyed reading the article on Dover hero Cuthbert Ottaway. However the article stated that Cuthbert was the only man ever to have played five different sports to blue level.

This should have read that he was the first person to do so, and the only Oxford student to achieve this.

Five years after Cuthbert, Alfred Lyttelton became a Cambridge blue in the same five sports. Lyttelton later went on to become a QC, Liberal MP, and Secretary of State for the Colonies.

Best regards

Michael Jeffrey, 4 Battle of Britain Flats, Dover



An Independent 'People Focused' Mayor

Peter Sherrad

So the burning question was, who would find himself or herself Mayor after the Mayor Making meeting in Dover Town Hall on Thursday 14th May 2015? The complexion of the Council was such that anyone from the three groups that made up Dover Town Council on that night could emerge as the next leading town representative for the civic year 2015 - 2016 there being four Independent Councillors, six Labour Councillors and four Conservative Councillors all of whom had, only a few days earlier on 7th May, stood for election for the various wards that make up the Dover Town Council electorate. Christopher John Precious, known more usually as Chris Precious, was elected as one of the Town Councillors for Town and Pier ward along with John Heron. He went into the key Council meeting knowing he would be proposed as Mayor, but who would support him? A Labour Councillor was also proposed and as his party was the largest party only two votes would be needed on top of the Labour votes to see him elected. Alternatively, if a couple of the others, Independents and Conservatives, failed to turn up for the meeting, Labour's hold on the Mayoralty would continue as it had since the Town Council had been formed. In the event every elected person attended and with the Independent and Conservative councillors joining together Chris found himself elected as Mayor for which he says he was "pleasantly surprised". History will record Chris Precious became Dover Town Council's first Independent



Chris Precious - 4th July

Mayor, certainly since the 1974 re-organisation of local government, putting a break on the established monopoly of the position by political parties. He was to serve just one term as Mayor before handing over to another Independent Councillor, Neil Rix, becoming the Deputy Mayor for the municipal year 2016 - 2017.

Chris Precious was born on 5th July 1953 in North London. He was one of four children of his parents, Elizabeth and William Precious, Chris having two brothers and one sister. His sister, sadly, died at the age of three. Educated at St Paul's Primary School, Swiss Cottage and Quintin Grammar School in St John's Wood, Chris left school with the wish of entering advertising. Initially he obtained employment in a music library before spending eighteen months in advertising in Covent Garden and then some eight years running a variety of pubs and bars in London. Following a personal traumatic experience, resulting in a nervous breakdown in London, he moved down to Dover in the 1980s. His parents lived in Dymchurch and he found employment running The Bell public house in Lydden.

It was while in Dover Chris first met his wife-to-be, Stephanie, who hails from Chatham. His first marriage having failed, Chris and Stephanie were married in 1999 and they have four children together, the eldest being Honor Ann aged 19, born with Downs Syndrome and currently at East Kent College. Next in line is Robin Thomas,

17, who has an interest in IT and, most recently catering, while Lilith Eve at 15 and Thalia Ruth at 10 are both at school, Astor and Aycliffe Primary respectively. Stephanie works for Immigration Enforcement.

Chris became interested in local politics and stood as an Independent Councillor in a by-election some fifteen years or so ago. Before he was elected Mayor in 2015 he had previously been proposed as Deputy Mayor. Election year 2015 threw up a number of challenges as a General Election was held on the same day as the elections for councillors of Dover District Council and also of Dover Town Council. The count for all these elections was to be held in the Cruise Terminal at Dover Western Docks which proved unsatisfactory because the General Election count did not produce a result until early in the morning of the next day, 8th May, and the District Council votes were to be counted next, with the Town Council votes counted last of all. A practical problem was that the day following Election Day a cruise ship was due to dock at the Cruise Terminal! In Chris's words it all became a somewhat "chaotic" count as the count for the Town Council representatives was transferred to Whitfield, so it was not

until the following Monday, 11th May, that the outcome of the elections in the various Town wards was known - just three days before the Mayor Making that was to break the mould!

From his thoughts of his year as Mayor it is clear that, like others who have taken on the role, he found for the next twelve months he was a very busy person indeed. As Mayor he was the Chairman of the Council and in charge at all full Town Council meetings. In addition he was the Chairman of the Planning Committee and ex-officio a member of all other committees of the Town Council meetings which he endeavoured to attend unless he was on Mayoral duties elsewhere. With few members of the public being interested in, or even attending, committee or Council meetings the significance and worth of a Mayor is measured by public engagement and in this Chris, like many of his predecessors in post, was excellent.

He recalls his very first engagement was a visit to the Duke of York's Royal Military School at the invitation of the Executive Head, Chris Russell, which was an ideal start as it proved to be akin to a family day out! His first official function, which brought home to him the significance of the role he had taken on, was a visit to Dover Castle on the occasion of the 75th anniversary of the Dunkirk evacuation, Operation Dynamo, for the unveiling of a plaque when, along with other dignitaries, he found himself in the close company of Lord and Lady Ramsey. Throughout the year he had many official duties to perform and functions to attend in addition to those considered fixtures in the Mayoral year, such as Remembrance Day parades and commemorations in November and, in April, the various St George's Day commemorations of the raid on Zeebrugge and Ostend in 1918. In June 2015 Chris



Stephanie and Chris Precious in lavender field

attended Walmer Castle for the commemoration of the Bicentenary of the Waterloo Dispatch.

He and Stephanie were invited by the High Sheriff of Kent to an annual tea party given for representatives from all walks of life and it was at this function that Stephanie and Chris found themselves in a large field of lavender where a lovely picture of the two of them was taken.

Throughout the year Chris attended numerous Mayor Makings and events in many of the nearby towns. Other notable events he recalls include the Remembrance Service on Dover seafront in June 2015 for the 58 Chinese victims found dead in a Dutch refrigerated truck coming into the port of Dover and which he found most moving. He was present at The Herald Express Heart of the Community Awards at the Port of Dover Cruise Terminal recognising the contributions of people to the town's local communities. Grand Day at the Duke of York's Royal Military School was a very special full day commitment at the end of which was scheduled the Dover Festival Prom which he had to ask his Deputy to attend in his place as he had another function to which he had been invited and to which he was committed. After all a Mayor can only be in one place at any given time!

An examination of a sample of the Mayor's Engagement List in June 2015 reveals the extent and scope of the demands upon his time with commitments in many different places. The first week of that particular month saw Chris at Walmer Castle for the official re-opening of the castle and its gardens, followed by an event in Faversham for Magna Carta Rediscovered and then heading across the Channel to Calais for the Dover/Calais Festival of Sport and then back to St Margaret's Bay for a "Big Lunch"

at The Pines Calyx, in addition to meetings at the Council offices. Later in the month his week included events in Dover (the sea front memorial plaque for the 58 Chinese victims referred to above, the Heart of the Community Awards also referred to above and the Armed Forces weekend (Hellfire Corner), then in Calais he attended the inauguration of La Halle before venturing to Broadstairs for the 200th anniversary of the announcement of the outcome of the Battle of Waterloo and all these events in addition to Committee and Council work. The following week Chris was in Deal for Fly the Flag for Armed Forces, rushing back for a meeting at the Town Council offices and next day attending a meeting to discuss disabled access to buildings, then chairing the Town Council meeting and attending the Dover Grammar School for Girls for its Art and Photography Exhibition and then a Drumhead Service and Ceremony for Armed Forces Day in Deal. The Mayor's list gives a snapshot of the activities and commitments a Town Mayor of Dover is obliged to undertake in the role of leading citizen and for flying the flag for Dover.

In addition to all the formal and official functions and duties, Chris was above all things a people person and undertook a vast range of functions including official openings of pubs and shops and attending boot fairs and school fetes all by invitation. To maintain a good contact with members of the public Chris became the first Dover Town Mayor to open a Facebook page, being aware that many people nowadays obtain their news from, or communicate through, social media. Through this medium Chris would publish his schedule of activities for a week or more and this way of communication proved to be very popular and enhanced his engagement with members of the public. Frequently, he found he had been invited to a function with a specific aim of cutting a ribbon or

declaring a fete open but then organisers had a dilemma as to what one does with a Town Mayor after that point. Chris had the answer - he would go round each function and talk to stallholders or representatives present and engage with people, showing a keen interest in what they were doing and why. He remembers in particular receiving a note from the Reverend Dr Michael Hinton (who this year has just been made an Honorary Freeman of Dover) thanking him profusely and congratulating him on having taken time to speak to all stallholders and spending time with them at a particular event. For Chris it seemed the natural thing to do! In truth Chris was clearly not a person impressed by the titles or the status of people, but treated everyone with equal attention and interest. He was a Mayor for the people. When invited to Walmer Castle by the Lord Warden, Chris took with him his sea cadet, Olivia Moroni, reasoning that each mayor had an appointed cadet and it was only right that cadet should be involved with the mayoral year rather than just be a nominal appointee.

At the close of his year he received a telephone call from Lord Boyce commenting on the fact, he had brought his cadet to suitable functions and congratulating him for so doing.

Reflecting on his year Chris comments on his increased awareness of just how many people in all walks of life are engaged in undertaking jobs and various tasks and organising events, all on a voluntary basis and for the good of the town. He bemoans the lack of engagement with groups in the town by some local councillors. During his year he had as his nominated charities the Dover smART Project for young carers and the Western Heights Preservation Society who benefited from his support. Chris admits he was "sad to let go" at the end of

his Mayoral year but was appointed Deputy Mayor for the ensuing year. He continues to enjoy life as a councillor. He remains very active in his local community and within the town's affairs, being a member of Dover Tales, a member of the Dover Society and of the Royal British Legion and remaining Vice Chairman of the Planning Committee on Dover Town Council. Additionally, on the domestic front he is the main carer for his and Stephanie's children while she retains her important role with Immigration Enforcement. In short he leads a full life.

It may have only been one year in the role of Mayor but Chris has the knowledge that it was he who broke the mould of 'political party' Mayors by being the first Independent and non-partisan elected Mayor and the first Mayor to employ fully Facebook and social media to engage with and keep in contact with the people. Like the late Ronnie Philpott he was above all things a people's Mayor and who is to tell he will not take up the role again in the future? No doubt that will be determined by the political complexion of the Town Council, a body where some take the view that party politics should have no place!

An unassuming and sociable individual, Chris can look back on his experience as Mayor and comfort himself with the knowledge of a job well done and with dignity.



At last the late night and early morning has caught up



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Dover, Kent CT16 1QQ
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Website: www.spainbrothers.co.uk

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Application for Membership

Annual Subscription: Individual - £6

Joint membership - £10

Payable on 31st March

Name & Title

2nd Name & Title (joint membership)

Address

Telephone Postcode

..... Email

Please make cheques payable to the Dover Society and send to the Membership Secretary, Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD. If you prefer to pay by bank transfer or standing order please contact us.

Data Protection

The Dover Society holds personal data i.e. names, addresses, email and telephone contact details electronically. We will only use them for sending Newsletters, related local information and news about our projects and forthcoming events. Telephone numbers will be used when quick contact is necessary relating to subscriptions or clarifying booking details for an event.

I consent to my data being held and used in this way by The Dover Society.

(*Please tick box)

If you have a preference for how we contact you, please let us know.

Signed: Date:

You can change your preferences or withdraw consent at any time by contacting us at: secretary@thedoversociety.co.uk.

Gift Aid

The Gift Aid Legislation allows us to reclaim basic tax rate on your subscription and any donations. To do so, The Dover Society will provide your details to HMRC. Please state that you are happy for us to do this by signing the declaration below. This will come into effect from the date of signing and you can change your mind and withdraw consent at any time. [You must be a UK taxpayer and pay an amount of income tax or capital gains tax we re-claim on your subscription or donation.] For joint membership, the first named is asked to sign as the taxpayer.

I wish/do not wish* the Dover Society to benefit from the Gift Aid. (* Delete as applicable)

Signed: Date:

Practical Help

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 2018/19

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

2018

19 November **Speakers:** **Charles Holland** "ChalkUp21 Trail"
Monday 7.30 **John Pegg** "Western Heights Commonwealth War Memorial"

2 December **The Dover Society Christmas Lunch**

Sunday Our Christmas Lunch will be held in the Stone Hall in the Maison Dieu,
12.30 Drinks our magnificent historical Town Hall. There will be a welcome drink and
1pm Lunch a three course meal with coffee and mints. Other drinks may be purchased
£25.00 pp at the Bar. Entertainment will be by 3's Company.

To book please complete and return the enclosed form with your payment, cheques payable to "The Dover Society" to: Beverley Hall, 61 Castle Avenue Dover, CT16 1EZ. Tel: 01304 202646. If a receipt is required please enclose a S.A.E.

Please Book early to avoid disappointment.

2019

21 January **Speakers:** **Chris Valdus** "Fort Burgoyne - The Way Forward"
Monday 7.30 **Jeff Howe** "Locating the Round Towers"

18 February **Dover Society "Wine and Wisdom" Quiz Night**

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

To book please complete and return the enclosed form with your payment, cheques payable to "The Dover Society" to: Beverley Hall, 61 Castle Avenue Dover, CT16 1EZ. Tel: 01304 202646. If a receipt is required please enclose a S.A.E.

Please Book early to avoid disappointment.

18 March **Speakers:** **Linda Aldred** "Dover Big Local - Achievements and Plans"
Monday 7.30 **Simon Le Fevre** "The Knights Templar"

15 April **Annual General Meeting**

Monday 7.30 **Speaker:** **Paul Pattison** "Dover Castle Keep 1625-1930"

Details of the society summer outings for 2019 will appear in the next edition of the newsletter.

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

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