

## Literary Reviews

### FAIR SHARES FOR ALL *A Short History of the Dover Co-operative Society*

DOUGLAS WELBY AND JOE HARMAN

Dovorians doing their shopping in the Pioneer store in Charlton Green may never give any thought to the origins of the Co-operative Society in Dover.

Now this can be remedied by reading a new booklet on the subject by Douglas Welby and Joe Harman and I recommend you to do so. It is succinctly written and attractively presented and has some delightful illustrations of old Dover.

The booklet traces the development of the Society from its early years to the present day, with some fascinating snippets of information for the reader.

The local society was formed in River by Radford Evans who was a worker in River Paper Mill.\* The first quarterly balance sheet, in 1880, showed a membership of 65 and gave the Share Capital as £83 with a sales turnover of £360. The first bulk purchases consisted of flour, sugar and a pig!

Within a few years the Society expanded rapidly with several branches and a central store in Biggin Street. The period after the 1914-18 war is described as its "Golden Age". A local newspaper in 1919 reported a staff outing from Dover in six Co-operabancs! The 170 participants enjoyed lunch in Tunbridge Wells and tea in the Co-op in Maidstone. In 1939 an advertisement in the *Dover Express* for the Co-op Drapery Department in Biggin St. offered "Black ARP cloth 50 inches wide at two shillings per yard for window black-out".

This booklet, at the attractive price of £2, is definitely one to buy for your collection of Dover books.

MERRIL LILLEY

\* (The remains of the mill can be seen in the lower part of Minnis Lane, near the bridge.)

### TRAMWAY ROUTES OF DOVER PAST and PRESENT

#### *A Pictorial History*

by GEORGE BLACKBURN

Profits to the Dover Transport Museum Society

Price: £9.95

We are coming up to the centenary of the Dover Corporation Tramways, and this book reminds us of how they served the town. I started as a conductor, straight from school, in 1929 and transferred to the buses at the end of 1936.

It was good to see that the book contained some new photographs, including two which I had loaned to Ray Warner; No 2 at River decked out for the Jubilee of 1935, and No. 3 at the Crosswall near the end of 1936.

The picture on page 47 is of particular interest to me as my father left the trams in 1908 to join the Police Force when they needed extra man-power to cover the introduction of the point duty cover at the Worthington Street junction. It is now established that the trailer cars were Nos. 8 and 10, but they were motorised in 1898. A poor photograph of the first day confuses No. 3 with No. 8.

I wish the publication well, and by the time you read this an old Dovorian will be showing it to friends in Queensland. I am sure Jack Horn would have been pleased to see the publication. I still have a dream of a modern tramway system leaving the Marine Station on railway track along the sea front to East Cliff to board a funicular to ascend to the Castle. We might even have a branch along the Prince of Wales Pier.

J. G. HARMAN