

the morning and although Lillehammer is not very far north the light resembled twilight in Britain.

We did on one occasion travel by the railway described by Budge as over the 'roof' of southern Norway but did not go the whole way to Bergen. We left by a little branch line about three-quarters of the way to Bergen in order to reach Flåm on Sognefjord. This necessitated a very steep descent to sea level through picturesque country.

Sognefjord is a beautiful area and several times a day a ferry would call at the landing stage. On one occasion we took the ferry to visit another part of the fjord and to our surprise our ferry ran alongside another ferry in mid-fjord and we had to transfer to the other ferry in order to reach our destination.

The Norwegians seem to have a partiality for the colour red. It is their favourite for barns, other farm buildings, railway trains and ships.

On one of our visits we joined our friends at their home in Kolbu and then we all went on a

holiday by car to the south-east of Norway where they had booked accommodation at a place near Lillesand. This little resort was on the sea between southern Norway and north Denmark known as the Skagerrak (where the famous battle of Jutland took place in the First World War). The sea just off the coast contained many rocky islands known as skerries.

On our way to the south-east coast we stopped at Stavanger for a few days where our friends wanted to contact people they had known for many years. This proved a very interesting port which is now the equivalent of our Aberdeen in so far as the North Sea oil industry is concerned.

Budge Adams' report on the ceremony in Norway brought back to me many happy memories of that country.

Yours sincerely,

BILL BREEZE,

99 The Gateway,
Dover.

A LETTER FROM MORETONHAMPSTEAD

29th August 1995

Dear Editor

Thank you for Dover Society *Newsletter* No.

23. I find the articles so very interesting

(1) the nostalgia of years gone by, (2) the information regarding Dover of today and (3) the proposals for the future of the Town.

I was most interested in the mention of the Pent. My paternal grandmother was born there in 1849, spent her youth there before moving to George Street, then to a bungalow near the 'King Edward VII' at Tower Hamlets in the parish of Charlton. My grandfather was foreman at the brickfield on the site of the Grammar School's lower playing field and in 1898 he moved to Manor Road where he built the original houses in conjunction with Stiff the builder and was in charge of the brickfield beyond Farthingloe.

In 1914 I saw a Zeppelin over Dover and told my mother there was a pig in the sky. In the same year I remember my aunt leaving Manor Road on a bicycle with a bright red rear lamp. Rear lamps or reflectors on cycles were not compulsory until the 1930s. Then in 1915 there were the chalk trenches on the site of the present Farthingloe and

Mount Roads. That year we moved to the Alexandria Tea Rooms by the Docks which were full of drifters (minesweepers) and the crews were from Yarmouth and Lowestoft. We were very near the Grand Shaft entrance where the sentry was on guard. In 1916 we moved to Wolverton and the Alkham valley was a quiet flint road with rarely a motor car to be seen. Kelcey the baker at Temple Ewell delivered bread with a horse and trap. The butcher also came from Temple Ewell twice a week on a bicycle. The postmaster (Dick Smith) cycled twice a day from River but only once a day to Ewell Minnis.

I frequently walked on a Sunday from the age of five to relatives at Temple Farm, Whitfield or to Abbots Land Farm at Capel. It was at Temple Farm we heard of the tram accident at Langley's Hill. Forty years later at Maidstone I was to meet a lady who had been on the tram – a relative of Edwards, the butcher, near the Alma Inn in Folkestone Road. For some time we had to walk up and down Langley's Hill until we were allowed to ride on the lower deck only. The tram rails were laid on a grass track from Crabble Ground to River School.

On my fifth birthday I started at Alkham School where the Head Teacher was Mr. Billy Harman.

There was an item in this *Newsletter* from Mrs Littlehales. I knew her husband well when he was Headmaster at Wouldham School before moving to Dover.

I must not bore you further but I did wish to say how much I enjoy your efforts and those of the contributors

With best wishes and many thanks

Yours sincerely

E. H. BAKER (Member No. 454)

"Wolverton", 19 Station Rd, Moretonhampstead
Newton Abbot, Devon TQ13 8NQ

P.S. It is now nearly sixty years since we left Dover for Maidstone but the town and our memories are very dear to us.

BUDGE ADAMS WRITES IN REFERENCE TO Mr BAKER'S LETTER:

24 Castle Avenue
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19 November 1995
01304 208008

Madam Editor,

The privilege I have of seeing submitted text before production in the *Newsletter* prompts me to write to express my thanks on behalf of all 'dabblers' in local history (with your permission, I hope) for Mr Baker's most interesting letter, which, though not addressed to me has many references, scraps of information, and pointers that have a bearing on my particular subject.

"The Pent" was used colloquially as a generic term for the streets and roads surrounding the "Wellington Pent" as it was more precisely named, as, similarly, "the Pier" stood for the whole urban area to the west of Union Quay. These two areas spawned many a distinguished Dover family and it was with delight that I read that the Baker family, through the female line, was an instance.

The "Alexandria Tea Rooms" were at 27 Commercial Quay, posing the possibility that Mr Baker's grandfather moved, in 1915, into the house or premises where his wife lived as a child or young woman. Possibly this answers the question arising from my first reading of the letter, "Why did a brickfield foreman move into a tea rooms?" (There is a parallel situation in my own family). The letter tells me that George Street was in existence *circa* 1869 and that the move "to a bungalow near the King Edward VII" could not have been earlier than 1900, knowing as I do that the public house was built between the years 1900 and 1905 – unless the move was to a bungalow near the site on which the King Henry VII was later built, which seems more likely.

At that time, before Astor or Northbourne Avenues were even dreamt of, the brickfield was at the end of Devonshire Road and the only track or footpath from Tower Hamlets to Elms Vale Road

was via a notorious path called 'Fan Hedge' that ran through allotments and open hillside from the end of Tower Street, in a curve, to Vale View Road, built *circa* 1898/99.

The date of the move to Manor Road is interesting as it indicates that house construction was taking place. My only information prior to this was that some thirty or more houses were occupied in 1905. The same paragraph confirmed my 'feeling' that there was a brickfield in the Farthingloe area and prompted a check on an early large scale O.S. map. Sure enough the brickfield is shown mid-way between Little Farthingloe Farm and the Plough Inn.

I saw the same Zeppelin as did Mr Baker (though I had always thought it was towards the end of 1915) but I did not know that training trenches were cut in the chalk hillside of Farthingloe and Mount Roads. There were similar trenches on a couple of miles of hillside on the N.E. side of the Canterbury road at Barham. They are still visible as crop marks.

It was interesting to discover that Mr Baker moved, in 1916, "to Wolverton", and the Alkham Valley was a quiet flint road with rarely a motor to be seen". By "Wolverton" I believe Mr Baker refers to the house of that name on the SE side of the road a few hundred yards before the turning off to the right to Ewell Minnis via Neck Wood. Mr Baker's house at Moretonhampstead is called "Wolverton" and there is a pretty little line drawing on his letterpaper of the house, as I do believe, of that same name in the Alkham Valley.

Mr Baker's letter puts flesh on some of the dry bones of local history and it would be a wonderful thing if others with equally interesting reminiscences would write either to the Editor or to me at the address above and both or either of us would be grateful indeed. Thank you, Mr Baker.

Yours etc.,

A. F. (Budge) ADAMS