

The
Dover
Society

Newsletter

No. 24

December 1995



From New Bridge to the Seafront, designed by IMPACT

THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic Trust, Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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A. F. Adams, Adrian Galley, Margaret Robson and Ken Wraight,
with Mike McFarnell as an Advisory Member.

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The Objectives of the Dover Society

founded in 1988.

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, archaeology, 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, Pineham, River, St. Radigund's, Town & Pier, Maxton and Tower Hamlets.

All Members receive three News-letters 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

Once again, Seasonal Greetings to all our members. Our Autumn-Winter season started well with two very interesting talks at the Members' Meeting on 23 October, reported in this issue by Mr G. N. Harby, one of our new members.

The new format of the application form has already proved very useful for me, as five of our new members expressed an interest in contributing to the *Newsletter* and I was thus able to recruit some new contributors. Many thanks to those who have offered help in this way.

The Social Calendar, as you will see, follows a similar pattern to that of previous years. We have given dates for the whole of next year, with details of all meetings and trips up to the end of June 1996. More details of all the summer outings will appear in the April *Newsletter*.

The next event, after the distribution of the December *Newsletter*, will be the Christmas Feast in Dover College Refectory and there will just be time to still book for this, if you have not already done so by then. Some members may remember that after this event in 1992 there were a few complaints and we moved to a different venue in 1993 for the Christmas meeting. Then in 1994, at the request of members, we went back to Dover College Refectory and we were very pleased to find that all our minor problems had been solved and we had no criticisms to make. The new arrangement of serving the buffet from two points of the hall simultaneously meant that there was very little waiting time and plenty of choice of food for everyone. The buffet at Dover College has always been acclaimed by members as excellent value and is recommended to our new members who may not have tried it yet.

We have chosen as our cover picture for this issue the approach to the sea from the town via New Bridge, the latest of IMPACT's enterprises. As I write this the trees are in place and the aspect is already a pleasing one.

Time passes quickly, it is said, and it seems incredible that the members of the IMPACT team are now at the end of their three-year assignment in Dover and will soon be leaving us. The project ends in March 1996 and Julian Owen will be talking at the AGM in April about the work of

IMPACT in Dover. As Linda Wade mentions, in her report in this issue, their work is on target and on-going projects will all be finished by March. But IMPACT has been asked to leave behind a "shopping list" of ideas and Dover Society members may like to contribute their views to this list. So put on your thinking caps and, once again, be prepared to voice your ideas in one of the Society's annual brain-storming sessions in March, when members have a chance to participate in discussion groups and give their opinions on local matters.

Talking of collecting the views of members brings me to the main feature of this *Newsletter*, The Future of Connaught Park. When Mike McFarnell asked me to collect members' views on this matter, and we collaborated in designing a questionnaire, we did not know what kind of response we would get. Questionnaires were distributed at the meeting on 23 October and many members took copies for friends and neighbours who were not able to attend. The questionnaires were not sent to the full membership list, as it was felt that they would be of concern only to Dover residents. Thank you to all who contributed their views. Completed forms are still being received. If any member who did not complete a form would still like to do so, please let me know and I will send one to you, post haste!

Whenever we embark on one of these information-collecting exercises, I wonder, firstly, what response we will get, and, secondly, whether this material will be of any use to the "powers that be". However, as time goes on and we engage more frequently in this kind of exercise, it seems more likely that we, the Dover Society, have a voice in the town and that the views of members may play a vital part in this collective voice.

It is pleasing, for instance, to note how many of the completed IMPACT projects were listed in the Society's brain-storming session in March 1993, when we met Julian Owen and Linda Wade for the first time. Ideas put forward by members on that occasion included the improvement of Priory

Station, The Grand Shaft, Bench Street, Snargate Street, Stembrook, the Sea Front, and many others which have been incorporated in the Impact three year project.

Members also had very firm ideas, at that time, about the future of the Russell Street car Park area. Now this whole area is under discussion as part of the Dover District Council Master Plan for the St. James's Street area. Details of this plan are given in this issue by Terry Sutton, who was amongst the many Dover Society members present at the public meeting in Dover Town Hall in October. The Planning Sub-Committee has discussed the plans and sent its comments to Dover District Council. We will follow further developments with great interest.

In the New Year there are four meetings at St. Mary's Parish Centre, one each month from January to April. These are a slide show of Dover, a Wine and Wisdom evening, the Members' Meeting and the Annual General Meeting.

Incidentally, members may be interested to know that, after Jeremy Cope's account in *Newsletter* 23 of the A.G.M. this year, our chairman, Jack Woolford, sent a copy of the *Newsletter* to the speaker, Sir Richard Knowles, who cheerfully replied *"Thank you for your letter and for the Society 'Newsletter' and the criticism is justified! You cannot make a leopard change his spots. (Anne said I was woefully political)."*

Dates and details of the four meetings mentioned above are, as usual, on the inside back cover of the *Newsletter*. Please note that at three of these meetings there will be a collection for the Emmaus Community at Archcliffe Fort. (Details are on page 147).

1995 has been an eventful year for the Dover Society. Thanks to all members who have given help to projects, at meetings and in discussion, to all members of sub-committees for their work throughout the year and to all who have contributed to the *Newsletter*. Keep up the good work.

With best wishes for a prosperous 1996,

THE EDITOR.

A Visit to Arras — W. E. GREENWOOD

SATURDAY 16 September dawned wet and lowering as a coach load of intrepid Dover venturers headed for the Eastern Docks, in one of the intermittent 'dry' spells, to board the ferry for Calais at the start of a visit to the ancient city of Arras.

Most of the joys of the journey were veiled from us as mist and rain showers followed our route, but our arrival in the old city added to our driver's problems. The narrow streets were not designed to take modern coaches, and, to make it worse, all the approaches to the Town Hall were closed by temporary 'No Entry' signs — it was market day!

Undeterred, our driver eased round one of the no entry signs and came to a stop between the Town Hall and a Police car. A potentially explosive situation was averted when one of our French-speaking members negotiated a solution to our dilemma whereupon we thankfully disgorged to sample the delights offered by the many cafés and restaurants and explore the market and surrounding streets. It was raining!

Replete, we re-mustered outside the Town Hall to find that the market had almost gone and the streets and square almost clean, with a band of sweepers and cleansing vehicles

OUR PARTY ATTENTIVELY LISTENING TO OUR GUIDE OUTSIDE THE OUTER GATE TO THE ABBEY OF St. VAAST



diligently applying the finishing touches. We were briefly entertained as we watched a newly-married couple charmingly emerge from the Notary's office and depart in a horse-drawn carriage followed by an excited crowd of well-wishers.

Our guide for the tour of the city was Madame Telletier, an Englishwoman married to a Frenchman and residing in Arras, who provided a non-stop comprehensive introduction to the city, its history and

architecture.

The centre is occupied by the two large squares, the Place des Héros fronting the Town Hall, and the larger Grande Place, both cobbled or of stone setts. Both are surrounded by gabled houses of uniform height, with not more than three upper floors, supported on sandstone pillars at the front, all of which had to be reconstructed in the seventeenth and eighteenth centuries.

We had occasion to bless the designers for we were under shelter during the whole of the walk around the squares (it was deluging!)

The Grande Place was not used for market activities for its function or purpose was as a communal gathering place, and for the mustering of armies, etc. Beneath these squares is a maze of three levels of tunnels, accessed from the surrounding buildings. Many thousands of British troops, as well as the inhabitants, were hidden in the tunnels in preparation for the big assaults of the First World War.

The Town Hall is a fascinating building, originally built in 1463, many times damaged, destroyed in the 1914-18 war and completely rebuilt in its original form, including the 250 foot high balconied belfry from the top of which the Gold Lion of Artois gazes across the city.

Occupied by the Romans some 2000 years ago, the city became famous in the fourteenth and the fifteenth centuries for its tapestries, and later, in the eighteenth century, for industry, manufacture and porcelain. It became a leading trading centre with strong British connections.

Joan of Arc was held prisoner in Arras during October and November 1430. Subsequently, Louis XI cleared out the inhabitants to replace them with his own supporters. Arras thus came under Spanish

THE PLAQUE IN THE CATHEDRAL



114 be seen in some of the architecture, most of which is in the Flemish style. It was not until 1654 that Arras was returned to the Kingdom of France.

As the birthplace of Robespierre, Arras was spared the horrors of the French Revolution, but suffered from severe neglect, necessitating the rebuilding in the seventeenth and eighteenth centuries. In 1995 only one of the original houses of 1467 is still standing, though much repaired.

Through the narrow streets to the Cathedral, originally built as the Abbey Church of the St. Vaast Benedictine Abbey and given by Napoleon I to the Bishop of Arras to replace the old city cathedral which had been destroyed. Regretfully, it was destroyed during the First World War, rebuilt during the 1920's and 1930's, only to be seriously damaged again in the 1939-45 war. It was reconstructed in a style reminiscent of the Greek temples, but has not yet been completed, as the dome over the transept and the spire are still missing. On one wall of the transept is a very poignant plaque to the memory of the million British killed in the 1914-18 war. The statuary and decoration is mainly white marble, and the altar is a magnificent slab of black marble from Labrador, supported on three bronze cubes.

So much to see, and so little time. A brief look at the huge Abbey of St. Vaast, part of which houses the city museum, then Robespierre's birthplace and a final look at the fine interior of the Town Hall, although we had no time to explore the belfry or the tunnels under the building, which are open to the public.

Then it was back to the coach, with many of our party determined to return for a longer stay to dig deeper into the beauties of Arras at greater leisure.

The cobbled streets of the city are a sight not to be missed when heavy rain turns them into raging torrents three inches deep, and all the roof drains seem to be arranged to gush overflow water at about five feet above ground in a horizontal jet guaranteed to soak the unwary. Yes, it did rain!

Our guide had to be admired for the way she kept going, making herself heard above the roar of fast-moving tyres on the cobbles. At least most of the time!

And finally, our thanks to Joan Liggett for organising a most interesting journey to a lovely old city. It may have rained quite a lot, but that was just the luck of the draw, and we certainly had an eyeful and a lot of fun.

Thank you.



“Singin’ in the rain!” ?

"Vivat Invicta"!

TWENTY THIRD ANNUAL CONFERENCE OF AMENITY SOCIETIES AND LOCAL GOVERNMENT

WITHERSDANE HALL, WYE COLLEGE,

SEPTEMBER 9/10 1995

Jack Woolford

Despite the excellent example set by the Dover Society with its four participants (Chairman, Ken Wraight, Arthur and Vera Goodburn), this year's Wye Conference was undersubscribed. The fare, however, both oratorical (said he modestly) and comestible was up to standard.

Adrian Quanjier, Minister Plenipotentiary for Economic Affairs from the Netherlands Embassy, spoke cogently, indeed brilliantly, on the need for coordinated transport policies in densely populated countries like Holland and England. The former has one; the latter does not.

Bernard Gambrell, Union Rail's Environmental and Design Manager, described the House of Commons Select Committee's work on the Channel Tunnel Rail Link Bill and forecast (with fingers presumably crossed) dates for the House of Lords' proceedings, the royal signature, the choice of the Promoter, and the beginning and end of construction.

Spencer de Gray, our late President's architect son, partner of Sir Norman Foster, showed splendid modern buildings designed by them in France, Germany, Singapore and Tokyo but not in Britain. He thought that although the Prince of Wales had successfully stimulated wider interest in architecture, his interventions in favour of historical pastiche had made our architects nervously conformist.

Canterbury Society sought blessing for its proposed statue of King Ethelbert and Queen Bertha on the site of St Augustine's Abbey, River Conservation Society and the Windmill Hill Residents' Association

(Gravesend) expounded their problems and triumphs, and the Dungeness Nuclear Power Station tried to persuade us how safe it was.

KCC's Strategic Planning Officer Leigh Herrington updated us on the Third up-date of the Kent Structure Plan with special reference to housing: how many thousands more should there be in various parts of the county? KCC's Environment Programme Manager Clive Gilbert brought home to us in Kent the Rio Conference's Local Agenda 21 which, recognising mankind's devastation of our planet's physical and atmospheric environments, seeks to promote "sustainable development".

All this was elevating and terrifying, or both, so that the high enjoyment spot of the (remarkably cheap but sumptuous) weekend was undoubtedly the Saturday afternoon Tour of Dover, planned and led by Ken Wraight, founder member and twice former Chairman of the Society's Planning Committee. I reproduce the article on it by Dr Philip Robinson, Reader in French at the University of Kent at Canterbury, which he wrote for the Canterbury Society newsletter:

"If any of the bus party had any tendency to think that they knew everything worth knowing at Dover, maybe these days not

116 the most glamorous location in Kent, then our guide Ken Wraight from the Dover Society was there to prove us wrong. Dover is steeped in military and maritime history and, if anything, been subject to more radical change than other places in Kent which conservationists hold dear. It was an inspired choice to concentrate on the Western Heights end of the town, and not only out of prudent avoidance of a demonstration (Animal Rights) at the Eastern Docks end: the western side is where the changes can best be appreciated.

We began with a view from the northern edge of the Western Heights, seeing the strategic layout of Dover in its seven valleys, and could readily understand from there its peculiar communications problems: a current issue is how to get traffic from Thanet to the Channel Tunnel without creating "rat-runs" around River and without cutting off Whitfield with a "spaghetti junction". Then, as we walked up towards St Martin's Battery past one of the old entrances to the fort, the keen historians could envisage a century and half of military change from the Revolutionary and Napoleonic Wars to the Second World War and the botanisers admire the incidental effect of military activity on the flora. The view of the harbour from the Battery is magnificent even to the untutored eye, but Ken Wraight brought it to life in a new way, not only invoking the railway history around the Western Docks (for example, the unlikely Italianate building of the old Harbour Station which is now listed [through the Dover Society] and the site of the old Town Station, which is, of course, nearer the sea!) but also the future: not many of us realised, for example, that the old Western Docks (Maritime) railway station is to become a luxury cruise centre, or even that those docks will soon receive luxury cruise ships.

From the Heights, the coach now dropped us at the old Prince of Wales pier end of the esplanade. While, in what is now called "Wellington Dock", a marina is not half as exciting as the ship-overhaul which

used to go on there, it is at least more peaceful, most of the time, for the occupiers of the magnificent Waterloo Crescent to the seaward side. One of our party took a photograph of one of the new breed of sea-faring men getting an on-deck haircut from his female partner. We were also able to appreciate the work of the Impact scheme to restore to its former glory the Grand Shaft of the Western Heights, including the guard room at the bottom. More than a titter was caused by the idea that the soldiery descending the shaft, provided by a thoughtful government as a short-cut from the fortifications to the flesh-pots of Snargate Street, did so on three interlaced flights of stairs (for officers, NCOs and rankers respectively). There were no volunteers to give the stairs a try, or to decide which set was appropriate.

Another surprise was that German bombardment from 1940 to 1944 was only one rather dramatic contribution to the structural changes in this area. Before 1939, and indeed until well after the War, there had been not only an opposite side to Snargate Street (helping to make more plausible the former existence of 52 pubs in the quarter), but also, behind that, another entire street fronting the Wellington Dock had been peacefully demolished even before Adolf invaded Poland. These graphic illustrations that change is constant and irrevocable were admired as well as a (for once) successful modern underpass, providing pedestrian access across the dual carriageway from the town centre to Waterloo Crescent. The construction works had revealed two thirds of a Bronze Age boat preserved in the silt of the ancient harbour (the other third remains under a rather sad and precarious corner shop).

As we mused about our forbears, contemporaries of the Pyramids and the rise of Troy, messing about in their boats, the coach took us off to afternoon tea and remembrance of another maniac of the waters, the very first Channel swimmer (1875), at Webb's Hotel. Dover Society, and the pub, did us proud.

Initiative

G. NICHOLAS HARBY 117

and BRICKS

A Report of the Meeting on 23rd October 1995

OUR CHAIRMAN, Jack Woolford, began the meeting by welcoming guest speakers Mr. Ian Gill and Colonel Bolton, vice-presidents Peter Johnson, Lillian Kay and Budge Adams, David Bevan, former Dover Borough Engineer, and the rest of the gathering of Dover Society members.

He then introduced the first speaker, Ian Gill, of the East Kent Initiative, recalling that Ian was once Town Clerk of Dover and succeeded James A. Johnson as President of the Kent Federation Of Amenity Societies. He is an amateur archaeologist and once, on a dig organised by Brian Philp, he prevented the barbaric destruction of a corner of Dover Castle. In 1979 he became Chief Executive of Thanet District Council. He has now returned to Dover in his present post as Managing Director of the East Kent Initiative.

The East Kent Initiative, Mr. Gill explained, began in 1991 on the recommendation of the Kent Input Study, one of its main objectives to assess the impact if the Channel Tunnel on the economic infrastructure of the East Kent area. A task force was put together to look at the areas of Ashford, Canterbury, Dover, Shepway, Swale and Thanet. Its aims were "to redress economic changes, build on the strengths of organisations and enterprises already in existence and to provide a 'window of opportunity' for work and economic development - a 'kick-start for East Kent'.

The main priorities of the EKI are to:

- reduce unemployment
- improve the infrastructure
- raise the profile of tourism

- ensure an adequate supply of suitable development sites
- improve services to businesses
- maximise European funding opportunities

Ian Gill said that East Kent had suffered severe unemployment following the closure of the coal mines in the period from 1975-85 but it should have been able to benefit more from its favourable geographical position as "the Gateway to Europe" and the intention was to "market East Kent aggressively". Improvements in the infrastructure have been made with the opening of the A20 in 1993 and work has started on the A2 Whitfield by-pass. Rail links leave much to be desired, especially in the quality of rolling stock compared with the rest of the country.

Mr. Gill felt he needed to justify the existence of the EKI to those who might regard it as 'just another quango'. He said it was important to have a single powerful voice to represent East Kent's interests and to gather support from a wide range of organisations, to help promote local and regional strategies and to maximise opportunities to secure government and European investment.

Some people in positions of authority in central government still thought of Kent as being part of the prosperous South-East, said Mr. Gill, and were ignorant of the facts. He went on to give us some statistics. The area with which the EKI is concerned covers 786 square miles with a population of 650,000, — 40% of the population of Kent. There are 16,000 companies in this area, 80% of them employing less than 10 people. Unemployment is high.

Mr. Gill quoted from the 1995 August figures:

For the whole of the UK - 8.4%, Ashford 7.1%, Dover & Deal 8.2%, Folkestone 10.8%, Canterbury 8.2%, Thanet 13.6%, Sittingbourne and Sheerness 11.1%. (Figures calculated by expressing the number of unemployed as a percentage of the total work force). For the area covered by East Kent there are 27,000 unemployed.

Next Mr. Gill explained the structure of the EKI. The Chairman is Alan Willett, a successful businessman in the field of electronic bar-coding. The Vice-Chairman is Hugh O'Connor, Chairman of Pfizer Ltd., the highly-successful pharmaceutical company operating in East Kent. Other officers were drawn from a variety of backgrounds, with responsibility for coordinating different areas of the work of EKI, for example, skills, businesses, infrastructure, public relations, European links and Tourism. There is a large number of private and public sector partners and working in collaboration with these the EKI has been able to proceed in conjunction with their ideas, aims and philosophies.

Mr. Gill finished by describing the achievements of the EKI so far.

They have:

- secured Assisted-Area Status for most of the coastal areas
- secured £30,000,000 of European funding
- obtained eligibility for the following programmes
- SME - funds for small and medium-sized businesses
- KONVER - to help with conversion of defence industry establishments
- PESCA - to help with diversification of the fishing industry
- won more than £14,000,000 from the Single Regeneration Budget, Round One Competition

Mr. Gill gave numerous examples of EKI achievements; for business development in the area, encouraging and establishing new business enterprises and promoting the benefits of Assisted Area status to local companies. Some EKI officers have recently returned from Japan

and hope to persuade the Japanese to set up business in East Kent. EKI also aims to raise the skill levels of the existing work force and participate in a scheme to pay employers £3000 per person in training. The EKI awards grants for business parks and for tourism. 13 grants had been awarded for several business parks, including the White Cliffs Business Park. £100,000 had been received from the English Tourist Board for a marketing and development programme and the Travel 2000 Initiative had been established.

There had also been investments and creation of new jobs. In Dover alone grants of £1,925,000 had generated investment of £20,000,000, which had created 415 jobs. The number of jobs created for the year ending August 1995 in the whole area was 1647.

In the next three years the EKI would continue with their aims and hope for greater success in all their enterprises. Already there were many schemes in hand to this end and Mr. Gill described some of these when he attempted to answer a wide range of questions from the floor. These included questions on agriculture, French imports, animal rights, grants to small businesses, the environment and unemployment figures. The EKI would, he said, be working to try to prevent job losses and to create new job opportunities in all the areas within the scope of the EKI.

When its services are no longer necessary the EKI will cease to exist. Mr. Gill said he would then do himself out of a job and nothing would give him greater pleasure than to reach the stage when he could declare that the economy in East Kent had picked up so well that his work was no longer necessary - perhaps by the year 2000.

During the interval refreshments were served and a raffle was held.

Kent: Brick by Brick

The second speaker of the evening was Colonel Dick Bolton, ably assisted at the slide projector by his wife, Dorothy.

Colonel Bolton began his address by humbly disclaiming any professional expertise in

bricklaying, but said he was an enthusiast when it came to bricks, of which he had several samples and about 350 slides with him. Explaining technical terms like header and stretcher, he treated the Society to an extensive lecture on the history of bricks from Roman times to the present day.

He began with slides of Roman bricks, showing brickwork from Richborough Castle and the Roman Pharos at Dover Castle, and reused Roman brick from St. Martin's Church, Canterbury, reputed to be the oldest place of Christian worship in the British Isles.

He described the processes by which bricks were produced, their various colours and the many beautiful patterns into which they can be assembled. In the course of the lecture we were introduced to most of the major buildings in the county, some familiar like Maison Dieu House, with the insight of Colonel Bolton's extensive knowledge of his subject, illustrated by many beautiful slides.

He concluded his excellent talk and slide show with a set of unusual bricks, the last being a picture of the Queen Mother's brick at Walmer Castle, which is used as a door stop.

DOVER ST. JAMES — TERRY SUTTON

The Dover Society was well represented at the public meeting in the Town Hall on 17 October when Dover District Council outlined long-term plans to upgrade the St. James's area of the town. Our members, headed by our chairman, Jack Woolford, were prominent in the questions they posed and the suggestions they made.

The St. James's area under review is bordered by Woolcomber Street, Townwall Street, the river bank and the backs of the properties in Castle Street.

Steve Bee, of planning consultants Llewelyn-Davies explained the master plan for the St. James's area.

These are the main features:

- New town centre housing in two-four storey blocks to be built on part of the council-owned Russell Street car park.
- Demolition of the MFI building, if the site became available, for more housing.
- Leisure, retail or office use of the "opportunity site" in the prime position at the junction of Woolcomber Street and Townwall Street — where a new petrol filling station is under construction!
- The creation of St. James's Square, the focus for the whole area, surrounded by cafés and restaurants, on the site of part of the Stagecoach East Kent garage.

- Shops, offices and flats in Dolphin Passage, off Castle Street.
- Enlarging St. James' multi-storey car park, with a new south side entrance and with commercial development on the east and west side.
- New pedestrian areas along the riverside walk, with pedestrian access over Townwall Street linking up with the Granville Gardens and the sea front.
- Improvements to Townwall Street (A20), creating a boulevard effect with more trees and feature lighting.
- An hotel with car park on the south side of Townwall Street, where the riverside walk would take pedestrians into Granville Gardens. A new layout to encourage people to use the gardens on the sea front, possibly with the provision of a bandstand.

The District Council's Chief Executive, John Moir, said that for too long this area had presented a negative image of Dover to visitors and for nearly fifty years had contributed little to the viability and vitality of the town centre. But, he stressed, the Council was looking at the long-term future of the area — possibly fifteen to twenty years ahead.

After hearing of the proposals, one of our members, Mrs Deborah Turner, told the meeting the council was not thinking big

120 enough for such a prime site. Dover, she submitted, needed something really big, possibly stretching over the whole area. The site, she said, deserved something to make travellers stop and want to visit Dover.

Bob Adams suggested "punching holes" in the mass of the Gateway to create access and views to the sea front. John Owen put forward the idea of switching the proposed St. James's Square to the east of Russell Street, on council-owned land, in order to speed-up the plan.

There appeared to be strong support for the demolition of the virtually-empty office block, Burlington House, which dominates the area.

Mr Moir, who confirmed the council still owned the land, indicated if the meeting

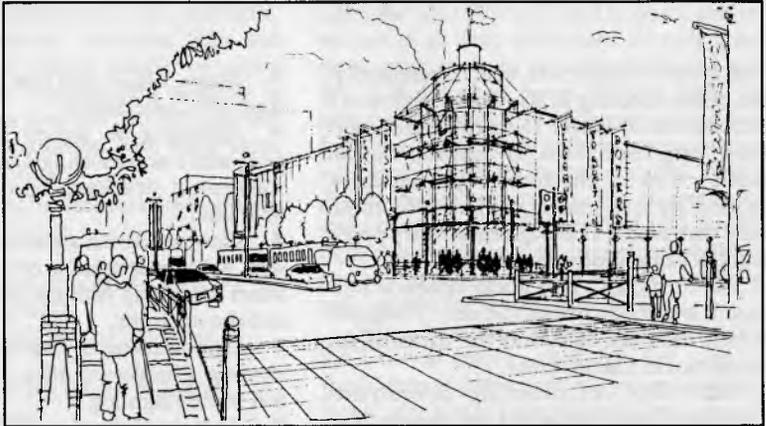
considered this suggestion worth pursuing, the council would take the request into consideration. Jeremy Barford of Tersons said he would be surprised if the Department of Transport would allow a pedestrian crossing of Townwall Street (A20), near the river, as indicated in the council's proposals.

Mr Moir revealed that the District Council now owned the Thompson Garage site, facing Woolcomber Street.

This interesting meeting was reasonably well attended but could have been better organised. The council's "indicative master plan" for the area was generally accepted by those present.

Any further ideas for the area may still be sent to Dover District Council at the White Cliffs Business Park, Whitfield.

VIEW OF THE
"OPPORTUNITY SITE"
FROM THE EAST END
OF TOWNWALL
STREET



VIEW OF THE NEW
ST. JAMES'S SQUARE
FROM THE SOUTH
END OF RUSSELL
STREET



WOT! LOCAL GOVERNMENT AGAIN?

121

JACK WOOLFORD

The Dover Society has written to Sir David Cooksey, replacement Chairman of the Local Government Commission, as follows:

"For your information I am enclosing a copy of our Society's response to the original Commission and from it you will see that our clear recommendation was that status quo should remain.

Our Society was pleased to note that in his final Report and Recommendations the Commissioner confirmed his acceptance of our views.

Consequently we were the more disconcerted when the Government sacked the Commissioner, changed the rules and attempted to foist its determination to split Kent on to the new Commission. We do not, however, doubt your equal determination to maintain your proper independence and accordingly we shall be obliged if you will kindly take the following views into account.

1. IN GENERAL

- 1.1 The proposal to create Unitary authorities in Gravesend-Dartford and Rochester-Gillingham which will split Kent in two, will enhance Government centralisation and further erode local authority power and independence.
- 1.2 Because of its proximity to the European mainland, Kent is geographically and economically the National and South East Regional Gateway, located in the very heartland of the "Golden Triangle". No English county is so immediately and directly affected by membership of the European Union and there is an undoubted need for a

county-wide strategic overview vis-a-vis France and the Pas de Calais. Three smaller authorities would carry much less weight in Europe and might become rivals for European assistance.

- 1.3 The enormous KCC investment in producing the County Structure and other plans would be wasted and Kent, no longer a whole, would have different Structure Plans.

2. IN PARTICULAR

- 2.1 The alleged rationale of the new proposal is subservience to the convenience of the Thames Gateway proposal, another commercially dominated quango, which until very recently systematically ignored amenity societies with their long-established communitarian knowledge and expertise.
- 2.2 The proposal is internally inconsistent. Thameside includes Swale which is not in Rochester-Gillingham, and the Gravesend-Dartford area south of A2 is not in Thameside.
- 2.3 In addition to the further costs of creating new authorities, the rump County Council must either increase rates or reduce services: probably both.
- 2.4 No one at county, district or popular level wanted this last time round. What, apart from the Government, has changed its mind?

In conclusion, the Society asks that the clearly expressed democratic view for the continuation of Kent County Council in its current form be respected".

BACK NUMBERS OF THE NEWSLETTER

Copies of earlier numbers of the *Newsletter*, issues 8 - 18, are available to members and the general public at 50p each. Issues 19 - 23 are also available at a cost of £1.

A note delivered to Budge Adams at 24 Castle Avenue CT16 1EZ enclosing 50p or £1 in 25p stamps per copy will ensure local delivery. If you live outside the town please include a 29p stamp for postage. (Two copies, 48p)

Report of the work of the Planning Sub-Committee

LAWRENCE GAGE, *Chairman*

Dover District Local Plan – Consultative Draft

The Draft Plan

As the Local Plan will form the basis of all planning decisions for the next decade or so, the sub-committee considered the implications of the draft plan very carefully and submitted a detailed response to the District Council.

In general, the Dover Society supports the main thrust of the plan which aims to achieve further economic activity in the town within the context of sustainable development. However, the sub-committee was somewhat critical of the way the plan tends to concentrate on the negative aspects of Dover and consequent restrictive policies, rather than identifying the strengths of the town and developing policies to take advantage of these. In particular we consider the plan fails to recognise and fully develop the potential of Dover's proximity to the Continent, its superb setting, the quality and potential of its existing buildings and the value of the parks and gardens.

Whilst supporting most of what is contained in the plan, the committee is concerned with what it considers to be a number of crucial omissions. The plan is lacking in any discussion of Dover's rôle in the next Millennium – of possible options the town could work towards. There is no review of traffic circulation, something the Society considers is long overdue, nor is there an overall parking strategy, nor is there a policy for the Western Heights. At a more detailed level, it was considered that the design guidance being proposed would be too restrictive and the committee could not fully support the plans for Old Park and disagreed with the desirability of developing the Connaught Pumping Station site.

The sub-committee has invited the new Chairman of the Council Planning Committee to discuss the issues and look forward to contributing further to the final plan.

The St. James Area Masterplan

Some members will have seen the exhibition of the plans for the St. James area (including the Russell Street car park site) and I am pleased to report that Dover Society members were thick on the ground at the public meeting held on 17 October when the Council explained its proposals. It was stressed that the masterplan represented long-term intentions rather than immediate reality. Having pressed for such a masterplan for several years, the sub-committee was delighted that at last a study and statement of intentions for this most important, yet sadly wasted, site had been made.

The proposals, as far as they go, are welcomed by the Society, but there is some disappointment that the plan lacks a strong idea and does not go far enough and does not propose the demolition of Burlington House, dubbed 'Dover's eyesore' – something which surely would be strongly supported by the vast majority of Dovorians.

Replacement Filling Station, Townwall Street

The Dover Society was not in favour of this application as a new filling station on this visually important site at Dover's front door will preclude its use for a landmark project on what the masterplan identifies as an opportunity site. However, the replacement filling station has been approved, the previous one demolished, and the new one will be built just as soon as archæological work has been carried out. Who knows? – they might find

another bronze age boat, as the site is on the same bronze age waterfront!

New Pub, Guston Roundabout

This has been approved. Oh dear – as this is the first building (apart from the port buildings themselves) that millions of visitors will see on English soil, what a shame they will not see an example of quality modern design representing a forward-looking nation. Instead they will see phoney nostalgia – a 20th century 'Ye Olde Worlde Pub' – pure Disneyland.

Access to Langdon Cliffs

The Society was alarmed at the possibility of access to the Cliffs being restricted and made its views known. It now seems that a satisfactory compromise between the need for security and access may have been arrived at. It is understood that the proposed gates will not be closed until dusk and that fifty parking spaces will be provided outside the gates, allowing pedestrian access to the Cliffs at all times.

Old Park

Currently there is a planning application for this large, spectacularly situated site to be developed as a commercial, industrial and warehousing estate. The Planning sub-Committee fears that if such a proposal is approved, it could seriously affect the viability and success of the District Council's own adjoining White Cliffs Business Park.

The sub-committee believes the site should be developed with a high profile use and have prepared a comprehensive report arguing that the site is ideally suited for a regional 'Sports Academy', as recently proposed by the government, together with a regional Ice

Sports Centre, the need for which has been clearly established locally. 123

Extension to River Church

It was considered that the proposed extension was acceptable on planning grounds and no representation was made.

Castle Hill

We are informed that it is the intention of the Department of Transport to construct central traffic islands at points along Castle Hill and to install a much higher level of lighting in the area. Apparently this road is a major accident black spot and these measures are necessary on grounds of safety. There is some concern that the leafy attractiveness of the current state of the road will be lost and it is hoped that the new installations will be as sympathetic as possible, so as to minimise their disruptive visual impact.

Dover Millennium Project

Despite the disappointment that the Dover Society initiative for a major project in Dover was not selected by the Millennium Commission, the ideas behind it have not been shelved. At present the Harbour Board, the District Council and others are working on individual applications to different lottery distributors for some of the elements of the 'grand project'. The Dover Society intends to apply to the Millennium Fund for a project to regenerate the Western Heights as a managed nature reserve and to build a New Millennium Pharos there, beaming its light across the Channel. The project has the support of English Heritage and English Nature.

If all the separate applications being made by the different groups to the lottery funds are successful, it is possible that the end result will not be far short of the previous 'grand project' – but only time will tell!

SOCIETY BADGES

The Treasurer holds the stock of these and they are readily available – just contact her at 77 Castle Avenue, CT16 1EZ or 01304 206579.

The very good looking badge was designed around the crest, logo, call it what you will, designed by Philomena Kennedy. The design is in "gold" on a white enamelled background and is edged around with a thin gold line.

Make sure you have one and always wear it with pride!

IMPACT

ACTION IN LOCAL IMPROVEMENT

UPDATE by LINDA WADE

Uppermost in our programme at the moment are thoughts of what happens in Dover when the IMPACT project comes to an end next year, but Julian Owen will undoubtedly give you more details about this when he speaks at the Dover Society Annual General Meeting on 22 April 1996.

A commitment to the town centre by way of continuing action on issues which affect its prosperity was also very much in the minds of the group of people who have been meeting together to discuss the progress of the "Dover - open for business" town centre management organisation. The formation of a limited company is likely with the appointment, by early next year, of a Town Centre Co-ordinator. A package of funding partners from both the public and the private sectors is now being drawn together and will be firmly in place by the time the IMPACT programme comes to a close in March 1996. This will make sure the town centre management company takes a firm step forward into its first few years.

Christmas Package

"Dover - open for business" has already produced some "packaged" promotions designed to increase town centre footfall and to make the town centre more lively and welcoming for customers.

The forthcoming run-up to Christmas will be no exception. Many of the town's retailers have agreed to stay open into the early evening on the three Thursdays before Christmas and the feeling of festivity will be inspired by school choirs singing carols in the streets. There will also be a range of street entertainment, free parking in the District Council's town centre car parks and a special competition to encourage more people to come into town. "Dover - open for business" has pack-

aged these and other activities to help promote shopping as a pleasurable experience for visitors in the town centre at this special time of year.

Priory Station

As pointed out in the Society's brainstorming questionnaire three years ago, a large number of visitors arrive for the first time in Dover when they travel by train and alight at Priory Station. In view of its status as an important point of arrival, IMPACT with, in this case, its partners SouthEastern, Dover Harbour Board and RAILTRACK, have grant aided vital improvements to the station forecourt. There include new surface treatments, clear pedestrian walkways and improved lighting. Visitors using the station will now experience a better sense of welcome than previously. The contract is to be completed by Christmas.

Seafront Promenade and New Bridge.

Meanwhile work has proceeded at a rapid pace on the seafront and adjoining New Bridge. IMPACT has worked alongside Dover Harbour Board's consultant architects to produce a scheme which is simple, graceful and respects its immediate surroundings.

Ray Smith, the artist who was commissioned to create the sculpture "On the Crest of a Wave", which is now in place on the seafront, spoke at a public meeting in St. Mary's Parish Centre on Monday evening, 6th November about his wide-ranging work and the place of art in the town centre environment. Ray Smith has involved himself with local schools and has run practical workshops with groups of sixth formers from Astor School and Dover College as well as young pupils from Vale View Primary School.



AN IMPRESSION OF THE PROPOSED IMPROVEMENTS AT THE PRIORY STATION

Castle Hill

The need for a basic Kent County Council highways scheme to improve safety on Castle Hill has offered an opportunity for the design team at IMPACT to respond to and upgrade it through the use of quality materials. This is, of course, not only an important entrance into the town, with a unique character of its own, but also the setting for one of the country's most important monuments.

Mill Lane and Flying Horse Lane

Another area which gives a crucial first impression to any new visitor to Dover is Mill Lane, a key riverside entrance to the town. The first part of the improvement scheme involved IMPACT working with KCC Highways Bridge Management Unit on the reconstruction of the river wall and pedestrian bridge, a new riverside walk and balustrades with new paving, lighting and landscaping. The second phase which will come on site shortly after Christmas will improve Flying Horse Lane and the link from the multi-storey car park to the Market Square.

Education Issues

Increasingly in recent months, the work undertaken by IMPACT and other initiatives in Dover has drawn a great deal of interest

from further educational establishments both in this country and in Europe.

We have received visits by business studies students from the London Borough of Hackney, architecture students from the University of Lille in Nord/Pas de Calais and landscape design and architectural students from the University of Greenwich at Dartford.

All are interested in examining how the town has fared as a result of numerous adverse economic threats and have been greatly encouraged by how vitality can be returned to the high street when all private and public sector organisations with a vested interest, work together.

Still on Target

We have a very busy period ahead of us as the end of our time in Dover rapidly approaches. The projects still to be done are on target and are planned to be in place before we finally pack our bags. There will always be areas still to be tackled and a request to IMPACT to leave behind a "shopping list" of ideas of areas still needing attention illustrates the willingness and determination of all concerned to continue to work to improve Dover town centre.

Your views, as always, are welcomed on any of the projects.

PROJECTS *8 John Owen*

Chairman, Projects Sub-Committee

The Dover Town Signs, under their Cinque Ports Heritage banner looked smarter than they have done for a number of years thanks to the efforts of the Society's Project Support Group with particular help, in this case, from the Sea Cadets. We have some good snapshots of early floral colour at the signposts and most impressive they are. You may have seen them displayed at our October meeting. Unfortunately we were later beaten by the drought as we couldn't possibly cope with the watering. Hopefully the plants seeded well and will join next year with the wild flower seed we have scattered and will produce some colour in the years ahead. The few geraniums we put in disappeared very quickly!

Lousyberry Wood. Our beech, field maple and wild cherry plantings are well away and had a good summer, putting on substantial growth. We hope to organise a tree event during National Tree Week in addition to our fifth anniversary visit to Lousyberry. (Saturday, 2 December, 10.30 – 11.30.)

The Leopard Bollards are losing their gilt despite the use of a quality brand paint. We note that we are not alone, others are suffering likewise. Any expert advice would be welcome!

OPERATION DOUR LITTER DRIVE 95

Vice-President Miss Lillian Kay and Chairman Jack Woolford at sponsors McDonald's. 12 March 1995





Dover Cadets: Operation Dour Litter Drive 95 – 12 March

Dover Society Vice-President, Miss Lillian Kay, former Headmistress of Dover Girls Grammar School, presents the prize (donated by D.D.C.) to Dover Sea Cadets, Winners of the Competition Operation Dour Litter Drive 95

An Important Date for your 1996 Diary

The Dover Society presents

“Music for the Iron Voice”

An Organ Recital by

Terry Vardon, MA., ARCM

of Temple Ewell and Dover Boys' Grammar School:
Headmaster of King Henry VIII School, Coventry

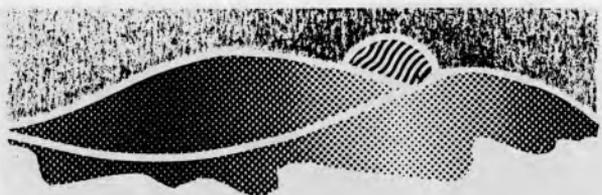
An Illustrated Recital of the King of Instruments :
from Bach's Toccata and Fugue *via* Widor
to (Scott Joplin's) Ragtime

Saturday, 18 May at 7.30

in the Chapel at Dover College

by kind permission of the Governors of the College

The proceeds will be given in aid to the East Kent Hospice



WHITE CLIFFS COUNTRYSIDE PROJECT

MELANIE WRIGLEY
Project Officer

SAMPHIRE HOE

Things are happening down at Samphire Hoe, the 'newest part of Kent'. The White Cliffs Countryside Project is working with Eurotunnel to get the site ready for opening to the public.

People will be invited to visit Samphire Hoe more freely when the newly seeded areas are ready. We hope this may be in the summer of 1996, but we will have to wait and see what the weather throws up over the next few months.

In preparation we are inviting people to visit Samphire Hoe on guided walks starting this winter. We will be consulting as many people as possible so that when the site is open we will know what people think of and want from the site.

Guided Walks on Samphire Hoe are to be held on the following dates, starting at 2.00 p.m.:— Sunday 17 December, Sunday, 28 January 1996, Saturday 24 February and Sunday 17 March. Admission free.

Meet at the car park, Samphire Hoe, near Dover. (Drive along the A20 from Dover towards Folkestone, turning left on to the signposted road that leads down a sloping tunnel to Samphire Hoe; you will be required to give your name and car registration to the security guard at the entrance).

The walk will take about two hours.

St. Martin's Battery and the Grand Shaft Barracks Area

After all the appropriate permissions have been sought from either English Heritage or Dover District Council various practical works will be occurring over the next few months for the improvement of these areas.

Over the winter we will be selectively felling some trees and scrub to open up the views from the car parks to the Western Docks, the Channel and Dover Castle. We hope that creating some 'open' sight lines will help to discourage vandalism and flytipping, as well as to make the site more interesting for visitors. Earth bunds will be constructed at the front edge of the car parking areas, as safety barriers to prevent cars overshooting.

Safety fencing is to be constructed around the edge of St. Martin's Gun Battery to discourage visitors from standing on top of the gun battery, thus protecting the visitors and the historic monument.

Bollards will be installed to control vehicle access at both sites to improve safety for walkers and to discourage flytipping.

An interpretation trail is being devised to lead visitors around the interesting features of the gun battery. This will be in the form of small wall-mounted panels that explain both the features and how they were used.

A 'Soldier's Life' Trail is planned to lead visitors around the former barrack site at the top of the Grand Shaft.

Both Dover Museum and the Kent Defence Research Group are kindly advising and helping us as we progress with these interpretative projects.

New Programmes

Relatively 'hot off the press' at the White Cliffs Countryside Project are various programmes and leaflets. If you are interested in coming along to join in with some practical conservation activities, the "Countryside News' volunteer programme has listings and details of events.

The 'Winter Guided Walks' programme is available with walks from October 1995 to March 1996. Themes include walks at Samphire Hoe, walks to discover the story of the Celts in Kent, the people who lived in Kent before the Roman invasion 2000 years ago, walks for a green countdown to Christmas including decoration making, ale trails, walks and cycle rides over Christmas and

'Walk in the New Year', a night walk on the Western Heights with fireworks and mulled wine.

Leading into the new year there will be 'Winter Woodlands', 'Hedgerow Happening' and 'Signs of Spring' themes.

New site leaflets include a new 'Folkestone Downs' full colour map with wildlife and historical information and a new leaflet from the 'Corridors to the Countryside' project entitled 'Walk to Folkestone's Countryside ... just follow the animal signs ...'. These leaflets are available from the White Cliffs Countryside Project - call at our office at 6 Cambridge Terrace, Dover or telephone 01304 241806 and we can send you information. Or call into Tourist Information Centres, Libraries or Museums.

Thank you to all the people who support the work of the White Cliffs Countryside Project in so many different ways.

We look forward to meeting you again on either our guided walks or volunteer tasks.

Happy Christmas everyone.

The HIPPODROME COMMEMORATED

TERRY SUTTON

Congratulations to new member Dick Whittamore who, by continually plugging away, has persuaded the authorities to place a plaque in Snargate Street commemorating the spot where the Royal Hippodrome stood before destruction as a result of enemy action.

The plaque has been placed on the wall of the Hovertel with the permission of the owners, David and Sandy Peters. The plaque, created on the instructions of Impact, was unveiled in September on the fifty-first anniversary of the day when the theatre was hit by a shell. At the time, for nearly a month, Dover had been undergoing its worst bombardment. Fortunately the theatre, open for more than 150 years, had closed for two weeks because of the danger. It never re-opened after that shell.

Dick began his work at the Royal Hippodrome as a page boy in 1939 at the age of 14 and was promoted to assistant manager in 1942. He carried out the unveiling ceremony, recalling days when some of the best known artistes trod the Hippodrome's boards.

"Many well-known entertainers came to Dover during the war - Tommy Trinder, Tessie O'Shea, Hylda Baker, Frank Formby, Evelyn Laye to name a few. But the theatre became famous for its weekly strip-tease shows, loved and remembered by members of the armed forces of all the Allied nations stationed in and passing through Dover."

Dover and Kent County councillors attended the unveiling ceremony.

The Progress of the Harbour Board Schemes

JOHN GERRARD *reports:*

Cruise Terminal

At the Western Docks the main internal steel and concrete structure for the Cruise Terminal is now largely complete and work is being carried out on the roof structure, which is in a poor condition.

Dredging for the removal of 350,000 cubic metres of silt and chalk is almost complete and plans are being made for the removal of the massive concrete foundations of the old No. 3 Admiralty Pier Berth. When this work has been completed the port will be able to handle some of the largest cruise ships.

So far seventy cruise ship calls are booked for next year. The largest of these vessels is the 44,000 gross registered tons Princess Cruise Line's *Royal Princess* and she will be making nine calls at Dover.

The Sea Front Improvements

Work on this £600,000 project has gone well and is scheduled for completion in December. Additional work is being carried out at NEW BRIDGE in order to improve pedestrian access to the town centre.

It is hoped that dog-owners will respect the new lawns and not allow any fouling of this new amenity. The timber fence and hessian screen that have been erected adjacent to the new hedge are temporary and will be removed once the plants are established.

Marina

A new amenity block has been built adjacent to the Clock Tower to provide additional toilet and shower facilities for the new Tidal Harbour berths that have this summer proved to be so successful. Visitor nights have increased by 37% on last year's figures.

Ferry Traffic

For the year as a whole traffic has fallen by 6.8% for passengers, 10.2% for cars, 7.7% for freight and 23.4% for rail wagons. Coach traffic has grown by 3.7%. The losses for September were, however, somewhat higher, being 14% for passengers, 18.7% for cars, 12.6% for coaches, 13.2% for freight and 33.2% for rail wagons.

The train ferry is scheduled to cease rail operations at the Western Docks in December, but the Harbour Board awaits formal confirmation of this by the French operators.

Arrangements are now in hand to rebuild the Seacat berth at the Eastern Docks to take a new 'Sea Lynx' high-speed vessel next spring.

The Churchill Hotel

Many improvements have been carried out at the Churchill Hotel in recent months and in the future the Board, working with the Henley Lodge Group, plans to extend the number of bedrooms and to provide enhanced leisure and recreational facilities in the basement.

Official Opening of CENTENARY COTTAGES at Langdon Cliffs

LAWRENCE A. GAGE

17 October 1995 was a bright sunny and blustery day. Our Chairman, Jack Woolford and I were amongst the distinguished guests on top of Langdon Cliffs at an event to celebrate the centenary of the National Trust – the opening of the recently converted ‘Skidding Sheds’. The cement was still wet on the path as we walked up to the two new cottages that replace the lower of the two buildings that were originally built to store the ‘skids’ – large baulks of timber used to support the cliff-top artillery earlier this century. The rather plain utilitarian building has been sensitively restored and replanned by London architects van Heyningen and Haward to provide round the clock, on-site warden presence to improve security and reduce vandalism.

Sir Angus Stirling, the National Trust’s Director General, gave a brief history of the Trust’s acquisition and involvement with the White Cliffs and Langdon Hole, and explained plans for the future as part of their Operation Neptune project. He stressed how important the cliffs are, not only in landscape and ecological terms, but also as a potent symbol of national identity. In thanking those involved with the project he specifically referred to the “much valued help and support of the Dover Society”.

After partaking of an al fresco lunch in the rather incongruous setting of a dusty building site, the party was taken on a conducted tour of the Cliffs and Langdon Hole by James Cooper, the Trust’s land agent, ably assisted by his very lively puppy and Jimmy Warren, the present warden who will soon be moving into one of the cottages. It was explained how a five-year plan of grazing by Dartmoor ponies is helping to re-establish the balance of natural chalkland plant species including an abundant resurgence of rare wild orchids.

As the party broke up and people started going home, I must admit to a slight feeling of anti climax – the whole event had been a rather low key way of celebrating an important point in time. It must have been a big disappointment to the Trust that they were not opening the ‘Visitors Centre’ that was originally proposed to mark their Centenary. I understand the Trust has so far been unsuccessful in obtaining European funds for the project. It now seems that if a visitors’ centre is to be built at all, it will be much more modest than originally proposed. Many, including myself, will welcome a more modest design – one which in no way compromises the atmosphere of rugged un-manicured wildness that we all enjoyed that blustery afternoon.

BINDERS FOR THE NEWSLETTER

A list is being compiled of those members who would like to have another Binder for their *Newsletter* copies.

An order on the makers for at least 100 copies is necessary for the selling price to be kept to around £3.50. When sufficient members have “booked” a copy – not necessarily 100 – an order will be placed and copies will be delivered to all who have asked for them. For Dover, Temple Ewell, Whitfield and St. Margaret’s delivery will be free, elsewhere it will cost 52p.



DOVER'S LISTED BUILDINGS

A SERIES BY CLIVE ALEXANDER

2. *Royal Victoria Hospital*

This landmark building makes an important contribution to the character of the High Street and the Dover College Conservation Area. It is Grade II listed, dated 1849, but it is in a classical style which pre-dates this period. The composition is dominated by a large pediment spanning the full width of the building with a modillion eaves cornice. Composite pilasters frame the main elevation, which has a central

porch supported by twin composite columns with a six-panelled door and a large semi-circular fanlight over. This is flanked by large casement windows, with three sashes at first floor level.

The building has recently been refurbished to a high standard by the Sanctuary Association and adapted for local housing needs. It retains much of its original character and detailing.

The Dover Archive:

held at the Centre for Kentish Studies in Maidstone

— KEN WRAIGHT

Some time ago the Centre for Kentish Studies (C.K.S.) took the decision to computerise all the catalogues relating to Kent Archives held at Maidstone, Rochester and Canterbury.

The project was launched on 26 September at CKS, County Hall, where I and some fifty other interested people were given a demonstration of the new system and the quality of the faxes which can be obtained from it.

The first phase, which has been financially supported by the Dover Society, will run from now until mid 1997 and will identify and catalogue, on a computer, all the Dover records at present held and dating from the 13th cent. to the 1970's — some 200 linear feet of books and 500 feet of papers in all.

I quote the following statement by C.K.S.:-

“The Heritage Services Group of the KCC Arts and Libraries Department is developing a computer database for archival catalogues, which until now have been available to the public in hard copy only.

The new database, called INHERIT, will eventually allow researchers to research the full range of catalogues to collections held at the Centre for Kentish Studies at Maidstone, the Cathedral Archives at Canterbury and the Rochester upon Medway Studies Centre just by entering a few key words representing their enquiry.

This powerful free-text retrieval facility, similar to that already used at the Scottish Record Office and the Bank of England Archives, will represent a great advance for researchers over the current card index to the typed catalogues. All future catalogues will be entered on the system and existing catalogues gradually added, so that eventually, it is hoped, access to all KCC archive catalogues will be available at the press of a button at terminals in public libraries anywhere in the county.”

Further information may be obtained from Mark Ballard, CKS, County Hall, Maidstone, Kent ME14 1XQ. Telephone (01622) 694363.

Come (with your friends) to

The Society's Christmas Feast

in the

the Refectory, Dover College

Saturday, 16 December

7 for 730

inclusive of
Sherry Reception,
Buffet and Wine
£16.50

There is still time to book — phone Mrs Joan Liggett on Dover 214886

CONNAUGHT PARK

Newsletter 23 (August 1995) alerted members of the Society to the fact that we would be asking for their views on the future of the park.

Following this announcement a questionnaire – a copy of the essential parts of which is printed below – was distributed to members at the 'October Meeting.

THE QUESTIONNAIRE:

1. ACCESS AND CAR PARKING

Please suggest ways in which you think access could be improved and/or car parking provided in each of the following locations.

- a) The bottom gate
- b) The middle gate
- c) The top gate
- d) A new entrance near the Guston junction on Castle Hill Road – the road to Deal.

2. PROVISION FOR SPORT

At present the park has six grass and two all-weather tennis courts. There are three other grassed areas previously used for various sporting activities. There have been many suggestions for the use of the park. Please rate the following, on a descending scale of 10 to 1, to show your priorities or preferences.

- a) Upgrade of the eight existing tennis courts for multi-purpose use.
- b) Full sized hockey pitch
- c) Five-a-side football pitch
- d) A dry ski slope
- e) Cycle track (top perimeter)/National Cycle Route
- f) Area for roller skating/roller blading
- g) Practice walls for games,
(these act as social areas/meeting places)
- h) Archery
- f) Boules

3. OTHER RECREATIONAL USES

The Park has a play-area for children. It is used seasonally for firework displays organised by Dover Lions, and for the Dover Pageant. Many ideas have been suggested. Rate these, please, on a descending scale of 10 to 1, taking into consideration cost and feasibility.

- a) Continued use for fireworks displays
- b) Continued use for pageant
- c) Improved children's play area
- d) Measures to keep dogs away from the play areas
- e) Spectacular flow arrangements
- f) Planting more bulbs in woodland areas
- g) Waterfalls in pond areas
- h) Pub in the park
- i) Club/bar in the park
- j) Restaurant
- k) Souvenir shop
- l) Formation of new tennis club

In addition members were asked to continue with any further suggestions they would like to make.

Once again the response to this request for members' views has been highly satisfactory and we thank everyone who has returned a questionnaire.

It is impossible to include the full results as we are still receiving completed copies. It will also take some time to collate the responses to the three sections.

In the meantime members may be interested to read some of the ideas contributed and to know the general trend of the replies.

CONNAUGHT PARK — THE PAST 135

“The Connaught Park – leased from the War Department, a part of Dover Castle Farm – was laid out and planted by public subscription in 1883. It has charming walks and extensive views of the sea and the western hills, and by passing through from end to end

the pedestrian has an unrivalled walk from the upper end of Charlton right away to the Castle entrance at the Constable's Tower”

An extract from John Bavington-Jones's *“Annals of Dover”*, pub. The Dover Express, 1916

The pictures below are from Budge Adams's collection



The Duchess of Connaught plants a tree at the opening



The park as originally laid out on a bare hillside



The Lake (on the left), looking towards the Castle



The same, in the reverse direction. The tree in first picture is within the ring fence at left



The famous Whalebone Arch – alas now no more



A Mayoress's Garden Party on the lawn beyond the Lake

CONNAUGHT PARK — THE PRESENT

JOHN OWEN

“A well-planned enclosure on the hillside, named after the Duke and Duchess who opened it in 1883. It commands delightful views ...”

WARD LOCK RED BOOK circa 1920.

Remaining one of the town's pleasant public amenities Connaught Park is within walking distance of the centre of Dover. Its change of character from that of gardens with magnificent labour-intensive flower beds to shrubbery and woodland has not been generally well-received but the pleasant walks and recreational areas remain. After the 1987 hurricane many mature trees still exist and have been enhanced by carefully planned new plantings.

Early morning sees many dog-walkers joined by regular joggers taking the morning air before commencing their daily round, along with army PT squads and hard-court tennis players striving for fitness.

This gives way to the main force of regular dog-walkers which continues throughout

the day, many lucky canines getting two walks daily. Some arrive by car from further afield, the existing off-the-road parking being Connaught Park lay-by for only about twelve cars. At dropping and picking-up times at schools, both family dogs and younger children appear with the excellent children's playground coming into its own. At lunchtime the park hosts pupils from the numerous schools in the area. The system of paths is used for orienteering, cross country and treasure hunt activities organised and supervised by local schools and especially it seems when weather precludes other games. Five local schools within walking distance have an ideal location for nature studies including an aviary and a pond.

Come Wimbledon fortnight there is a sudden demand for the few remaining tennis courts. The hardcourts, used the year round are marked out but also for the ladies netball matches.

The summer months also see a regular influx of young people staying overnight at both the YMCA and YHA hostels letting off steam on the slopes and terraces after a day's coach travel.

During school holidays and weekends, fine weather brings out family picnickers and the local disabled group are regular users, including the park in their organised and supervised daily walks.

The layout of the park allows for the paying public to attend such charitable events as fireworks displays and pageants from time

to time and there exists a choice of suitable settings for possible band concerts. Autumn attracts the conker hunters and there is a wealth of other material for the nature table, whilst only a trace of snow in winter transforms the slopes into a hive of activity with a media presence assured!

This quiet on-going round-the-year usage is only apparent to the many daily users.

Treasures such as Connaught Park should be cherished as urban green spaces for the quiet enjoyment of the public, as their Founders intended. Whilst cost reduction is a desirable objective public parks by their very nature rarely, if ever, make a profit; to expect them to do so is to misunderstand completely the ethos of public parks.

THE BANKERS in a DOVER PAGEANT SCENE



PART OF THE CHILDREN'S PLAYGROUND



THE BAND OF THE DUKE OF YORKS R.M. SCHOOL at a DOVER PAGEANT



CONNAUGHT PARK

Do you want to see changes in Connaught Park? - or do you feel like one of our members who merely wrote - "PLEASE leave it as it is." If there were to be changes in Connaught Park, how could it be improved to bring benefit to the community?

From the responses of members it seems that many people are in favour of upgrading or altering the provision for sport in the park if there is sufficient demand and if space allows. Most members want to see an improvement in the park to make it more attractive for Dover residents and for visitors. Some visualise the creation of beautiful gardens and cite examples from other part of the country. In particular one of our members, June Dyer, who has written on this subject in previous Newsletters, has obtained detailed information from the Venter Botanic Garden on the Isle of Wight, with a helpful letter from the Curator. *see page 138.*

There is such a lot of material in the replies to the questionnaire that, at this stage, I can only present some general points extracted from the responses and a selection of extracts from the more-detailed contributions so far.

General points arising from all sections.

SECTION 1. ACCESS/CAR PARKING

- All respondents wanted improved car parking.
- Many respondents asked that car parking be kept separate from pedestrian access.
- Many replies indicated that the top gate was the key entrance and that this could be made into a major feature of the park.
- Most replies favoured the idea of an extra fourth entrance higher up Castle Hill near the Guston junction.

SECTION 2. SPORT

- Most members rated the items listed on a descending scale from 10 to 1 and this information has yet to be collated
- Multi-use surfaces were generally approved and some members suggesting flood-lighting
- For activities such as skate-boarding, roller blading, ski slope many suggested that demand be checked first.

SECTION 3. RECREATIONAL USES

- Many members contributed detailed ideas of spectacular flower arrangements with examples from other towns and cities.
- People love water features and there were many suggestions about the use of the pond and the creation of waterfalls and fountains.
- Many replies were in favour of the idea of a restaurant or cafe with a patio area and spectacular views.
- Additional suggestions included:
 - a putting green
 - a large chess playing area
 - education rooms for school parties
 - provision of a picnic area with benches
 - band concerts on a regular basis
 - telescope and plaque of area
 - art area - sculpture
 - make ampitheatre by bull-dozing the bank and erecting viewing terraces for sport or pageant.
 - design separate gardens with different themes, Roman, Japanese, Italian, English etc.
 - form a "Friends of Connaught Park" Society
 - Make the park a tourist attraction.

— THE FUTURE ?

EXTRACTS from some of the QUESTIONNAIRE RESPONSES

(a) "The prime use should be that of a park. The Pines Gardens at St. Margaret's Bay are an excellent example of what can be achieved. The first aim of any improvement should be to make the best of a very special site through its use as an attractive park. Before any re-planning and change of use, the original Victorian planning and layout should be checked out and substantially preserved.

The poor parking provision must be rectified if the park is to be more widely used. A road needs to be laid out on the north border from Castle Hill Road, but on additional land to be acquired. The road would need plenty of parking bays and be screened from the park".

(b) "It would be very advantageous to have much more, safe, well-screened car parking. at the same time car parking should be kept separate from pedestrian access so that people feel free to roam with no threat from vehicles. Connaught Park is of Victorian origin and something of that should be retained, at least in part

Also it was paid for by public subscription so should, above all, remain free for the people of Dover with no commercialism involved, basically peaceful, not a theme park.

The attraction of the park lies in its varied levels and its variety of forms; play area, flat lawns, flower bed and wilder areas and also the fact that it catches the sun all day long and has spectacular views from the top.

Age groups to be targeted? — the young (including teenagers) and the old? Both often have leisure, but not always money."

(c) "I would like to see the park brought up to a higher standard so that out-of-town visitors and tourists would want to see it. ... We have a magnificent castle and a park nearby.

Two of the most successful castles in Kent, from the tourist point of view, are Leeds and Hever, but what would they be without their grand gardens? Probably a half-day visit instead of a whole day ... Dover Castle being what it always was, a fortress, grand gardens would be out of place within its grounds. But here is an opportunity to provide tourists with another worth-while place to visit and enjoy ... Why not a grand garden park next to a grand castle?"

(d) "There should certainly a deployment of the gardens to make them really beautiful. I envisage a series of pools and waterfalls, with a beautiful fountain as a feature. ... Perhaps different types of gardens, e.g. Alpine, Japanese, etc. and maybe a tropical house.

There should be a terrace, but not only for a tea place but also for a really good restaurant which would be open in the evenings as well. — The views of the lights of Dover are lovely in the evenings. Access would be needed for cars and for invalids ...

... There is a beautiful waterfall in Victoria Square, Birmingham where the water in the pool at the top just disappears from view and goes down a series of steps which are lit up at night. I think the water goes into two pools at the bottom on each side, where there are fountains. There is a statue in the top pool with water falling from it and a poetic inscription around the pool. I was very impressed by it."

(e) "The park could loosely follow the example of Ventnor Botanic Gardens, I.o.W., or the style of Compton Acres, Bournemouth, both on sloping sites. In each case the area is divided into separate gardens, e.g. Roman, Italian, English, Japanese, etc. The existing pond area of Connaught Park might lend itself to a Japanese Garden. Alternatives

140 might be a Kent Tudor Garden, an English Cottage Garden, a Physic (Medicinal) Garden, a Perfume Garden. ... Perhaps the tea pavilion could be set in a cottage garden ...

... Whilst Connaught Park should always remain a place for the people of Dover District, there seems to be no reason why it should not also be developed as an important tourist attraction. Coach operators would

probably include it in their Dover Castle itineraries. Connaught Park could then be enjoyed going down from the top entrance, leading visitors to the town ... At present the top entrance leads to a long path across the top of the park, receiving much sun. Could this be a Lavender Walk, with rose arches at intervals? Bulbs could be planted for Spring interest."

From the second paragraph onward the following is an extract from a letter written to Mrs J. Dyer by Susan Goodenough, Curator of Ventnor Botanic Garden.

Ventnor Botanic Garden

Ventnor Garden is on a sloping site, near the sea, protected from the north and east by chalk downs. Although frosts are recorded they are usually of short duration.

"... Primarily the Botanic Garden at Ventnor is the responsibility of the Isle of Wight Council. They employ the staff and fund the day to day running of the place. This is as you can probably imagine run on a very limited budget and as the garden is on public open space it does not generate a great deal of revenue for itself.

Having started with the more negative side of the situation the positive aspects of the scheme here is that it is seen as a tourist facility and is therefore part of the council commitment to the tourist industry. The community at large utilises the garden in many ways and the intention is to expand upon this particularly with regard to children and education. There is a very active 'Friends of the Gardens', about 700 strong, autonomous from the council and an active fund raiser for development of the garden. A small rental is obtained from the franchises on the café and the Smuggling Museum that are on site. The Temperate House is currently

generating money through admission fees although this is small beer.

Historically the garden came into being largely through the foresight of the then Ventnor Urban District Council who purchased the site as public open space to avoid over development of housing. A local pressure group called the Isle of Wight Botanic Garden Society were instrumental in the direction that the grounds developed. The involvement of the late Sir Harold Hillier encouraged the society to press for the botanic garden and this is finally how the public open space became the Ventnor Botanic Garden. Officially opened in 1972 by Mountbatten the garden had a short, by garden standards, and very chequered history. After the death of Sir Harold the sourcing of plants dried up and the garden rapidly deteriorated and was virtually destroyed by the 1987 storm. The gardens today have largely been rebuilt by raising our own plants from seed from other botanic gardens around the world. The need for a support nursery to do this was of paramount importance and indeed as the garden continues to develop we are needing to expand this aspect."



The mixed border at Ventnor Botanic Park



The Tavern and its garden



Re-development after the storm of 1987



M.S. *Windward*

PORTS OF CALL

— MERRIL LILLEY

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Our cruise ship, the Norwegian Line's MS *Windward*, is approaching Juneau, the capital of Alaska. Having left Vancouver at 5 pm on Monday, and cruising through the Inside Passage, she will have been 42 hours at sea when she reaches Juneau at 1 pm on Wednesday and the passengers are looking forward to their first trip ashore.

The *Windward* will be in port from 1 pm until 11 pm. Most passengers, having had more than a day to consider their options, have been to the Shore Excursion Desk and booked a trip of some kind. The variety is bewildering and the choice difficult. There are twelve different excursions to choose from, excluding the more adventurous hiking, biking and kayaking tours planned by the "Dive-into-Adventure" sports section of the staff. The most expensive tour, costing 168 American dollars (£112), is a trip in a seaplane over the ice fields to the Taku river valley and includes a salmon bake at the exclusive Taku Lodge. The cheapest trip costs 31 dollars (£20.50) and is a tour of the city, taking in the civic buildings, the state

museum, salmon hatchery and the nearest glacier. Other tours on offer include panning for gold, river rafting, whale watching, wild life spotting and helicopter flights. How does one choose?

Most passengers have, on this day, chosen one of these tours from the Tours Ashore order form which has been available since the first evening on board. With this form all tours can be booked in advance and some people make all their choices on the first day and book ahead for every shore stop.

On the cruise of the Inside Passage the *Windward* will make four stops, at Juneau, Skagway, Haines and Ketchikan.

After the day at Juneau there is no rest. The ship docks at Skagway at 7 am on Thursday

and is due to leave again at 5 pm. From Skagway she sails to Haines, only an hour away by sea, docking at 6.15 and leaving again at 11 pm. This seems an odd arrangement until one reads the brochure and discovers that the most adventurous tours start at Skagway and finish in Haines. One of them involves a helicopter trip over the glacier, followed by a float trip on the Chilkat River into Haines. It costs 194 dollars (nearly £130). A small number of passengers opt for this trip, but most choose one tour in Skagway and spend half the day exploring the town on foot.

The most popular tour is a journey on the White Pass Scenic Railway, a narrow gauge line, following the route the prospectors took to the Yukon gold fields. This costs 77 dollars (£51) and takes 3 hours. This leaves ample time to explore the little town of Skagway with its boardwalks, shops and bars, restored as near as possible, to the last decade of the last century. The Heritage Centre advises, gives out maps, organises guided walks, offers videos and slide shows. Old-style buses take short tours to the Gold Rush Trail camp and the Gold Rush Cemetery. For the more energetic the cemetery is within walking distance, about a mile-and-a-half out of town in a desolate location among trees. The souvenir shops do a roaring trade in Alaskan jewellery, tee-shirts, soft toys and leather goods. Bars and restaurants do not reap the same benefit. Passengers are fed too well on board ship and, as it is moored in the town, can even pop back on board for lunch.

We wondered how many people would venture ashore in Haines as the ship was there for an evening stop. Normal dining times were abandoned and there was open sitting at all three restaurants from 5.30 pm to 8 pm to enable passengers to visit the town if they wished to do so. At an estimate, about one quarter of the passengers (about 300 people) went ashore after dinner. Those who chose to do so found free coaches lining up to take them into the town centre, just over a mile away, and drop them outside the Heritage Centre. In this small town of 2,500 inhabitants every shop was open.

There was a cruise ship in town! It was almost the end of September. One more week and then Haines would see no more cruise ships until the following June.

The *Windward* set sail for Glacier Bay, the highlight of the voyage. Much of Friday was spent on deck, marvelling at the wonder of the scenery. When the ship stopped in the bay voices were hushed, as fifteen hundred people held their breath and listened for the awesome creaking of great glaciers and the occasional thunderous roar when a splinter broke off and joined the floating myriads of mini-icebergs. As the *Windward* started south again the afternoon afforded ample opportunities for spotting whales, dolphins and seals.

To arrive at Ketchikan, the fourth largest town in Alaska, population 8,000, the following morning was almost an anti-climax. This was to be our last stop. Only seven tours to choose from this time. We chose the cheapest, 31 dollars for a general sight seeing tour, including the Totem Bight State Park, world's largest pulp mill, Heritage Centre and "infamous" Creek Street.

We could have gone to a native village, or fishing on a lake, or to Misty Fjords by helicopter or on a Jet Boat adventure. But time was limited. The *Windward* was leaving at 3 pm. We had enough time to walk around the town, watch the salmon leaping and visit the brand-new, very-expensive, impressive Tongass Historical Society Museum, right near the waterfront, convenient for the cruise liner terminal. This had been built, with State assistance, no doubt with the growing tourist industry in mind.

On the seventh day we were back in Vancouver, docking at Canada Place, which must be one of the most spectacular cruise terminals in the world, with a roof fashioned like sails, wide public walkways at different levels flanked with hotels and restaurants with magnificent views.

After a week on the cruise and four shore visits in Alaska we felt we had glimpsed only a small fraction of the sights to be seen, experiencing, as it were, only "the tip of the iceberg". I think cruising is like this. It just



### *Vancouver Cruise Terminal*

whets the appetite and gives one enough of an impression of a place to enable one to decide whether or not one would like to return at some later date.

In speaking to other passengers we found a wide variety of experiences in sampling the tours available at the ports of call. Some people had booked up for tours at every stop, even two tours at some of them. Some younger, more energetic and, possibly more affluent, holiday-makers had chosen all the adventurous activities, river-rafting, kayaking, whale-spotting. Some people had booked no expensive trips at all, preferring to explore towns on foot and find their own way with the aid of excellent guide books and maps or perhaps undertake some of the easier guided hikes organised by the sports staff.

A comparison of port stops on this holiday showed that the number of tours offered depended on the location of the port and the accessibility of local places to visit.

For example, on a Mediterranean cruise a stop at Alexandria offered two choices, a trip to see three different pyramid sites or a trip to Cairo, visiting the pyramids, the Sphinx and

museum. A stop at Ashdod could offer only Jerusalem and Bethlehem -but then everyone wanted to go only there! A stop at a remote town, Pilos, gave the choice of exploring the small town and harbour or visiting some ruins and a small museum. In Sorrento one could only walk up to the town. In Naples, of course, Pompeii was the obvious choice for those who had never been there. So this cruise offered a limited choice and the obvious tours which everyone was likely to want.

Another cruise from San Diego to Fort Lauderdale included three stops in Mexico, one in Costa Rica, one at Panama, one in Colombia and two in the Caribbean. In each case, due to the nature of the port of call there was never a choice of more than two tours.

The first stop, at Cabo San Lucas offered a trip on a glass-bottomed boat and a ride to the headland in battered taxi cabs. In Costa Rica, arriving at a remote port, miles from anywhere, the choice was between a tour to San Jose, the capital, or one to a small village in the mountains in the coffee-growing area. We chose the latter and were treated to

elevenes of home-grown coffee and local fruit in abundance. We were also given free samples of coffee beans.

In a town of any size many passengers decide that the easiest way to see the it and learn something of its history in the limited time available is to take a town tour with a guide. This applied to both Acapulco and Cartagena. In each case it was the only tour offered.

At Panama there was an evening stop, before a day spent in passage through the canal, and

treatment with a band playing to virtually nothing. In small towns it seemed that all the available coaches and taxis that the town could muster were ready for the passengers to disembark and in some cases, for instance in Juneau, Alaska, there were not enough to fulfil the demand.

Some towns, like Haines, Alaska, depending on the tourist trade, did everything possible to attract the disembarking hordes. Many towns had discount vouchers for shops and restaurants, sometimes included in the



CARTEGENA, COLUMBIA. Coaches waiting for shore excursions

here passengers merely walked down the gangway to buy souvenirs from local Indians who had set up stalls along the quay side.

At Grand Cayman Island there were two tours of the island, one with an additional boat trip to Stingray City for an underwater view of the stingrays. On that day, at Grand Cayman, there were three cruise ships all in together and the town was crowded with tourists, too many for comfort.

On this voyage there were always other cruise ships to be seen, following a similar route to our own, and at the larger ports there were often two or three cruise ships in one day.

The reception a ship received on entering a port varied considerably, from "red-carpet"

ship's magazine, available before the ship arrived in port. Many towns had people to meet the ships and hand out leaflets describing the local attractions and places of interest. Some towns, like Skagway, had heritage centres which offered all kinds of services, including maps, guided walks, videos and slide shows. In all these respects we found North America better than Europe.

**J** Dover is soon to be a PORT OF CALL for perhaps one hundred cruise ships every year. Can we really anticipate what this will mean for the town? Are we ready to roll out the red carpet ?

# *Cruise Liner Reception Group*

TERRY SUTTON has contributed a memo for the Newsletter with information about a group which is working to attract cruise passengers into the town of Dover. Terry and Ken Wraight are member of this group, consisting of representatives from a number of private and public organisations, including the Chamber of Commerce, Dover Harbour Board, Dover District Council, Impact, English Heritage, town centre management, hoteliers and various tourist attractions.

One project in hand is the publication of a glossy brochure, emphasising the historic features of Dover, aimed especially at the thousands of American visitors expected. The plan is to get the brochures distributed to passengers before they disembark.

Another idea, now being investigated, is the production of a video film of the Dover

district so that copies can be available on board any ships with Dover on their itinerary.

Some of the passengers will be in Dover for short port-of-call visits of between two and twelve hours, others will be arriving to join ships, others leaving ships. The group realise that many of the passengers will have booked shore excursions to London and other places, but there will always be those who remain in Dover, perhaps amounting to hundreds from the larger ships. These are the visitors being targeted by the cruise liner reception group.

Attracting crews into the town is another important aspect of the campaign. Already shopkeepers are reporting brisk business with crew members from the relatively small but increasing number of cruise liners now calling at Dover, about a quarter of the number expected in the future.

## *Ideas from Members*

- \* Band playing as a ship arrives and leaves.
- \* Streamers as the ship leaves.
- \* "Black Prince" days when she arrives and departs (similar days for any others making Dover their home port).
- \* Reception group (as mentioned above).
- \* Shops open when ships are in - even if Sundays or evenings. Dover T-shirts on sale in all souvenir shops - some tourists, especially Americans, buy a T-shirt at every place they visit. Suggest a range of prices and quality. Some people seem to like cheap ones (i.e. 3 for £... ?) - others go for quality and will pay a lot more.
- \* Discount vouchers for local shops - usual practice and often in the Glossy brochure!
- \* Wide range of local activities and tours .
- \* Suggestions:-

In Dover - Castle, town trails, local attractions, WCCP walks of various kinds and degrees of difficulty - (e.g. Western Heights- historic or flora and fauna, Langdon cliffs), canoeing and water-skiing in the harbour.

Further afield: Leeds Castle. Kentish castles (Dover, Deal, Walmer, Richborough), Kentish gardens.

# *St. Martin's Emmaus at Archcliffe Fort* <sup>147</sup>

TERRY SUTTON

Although legal arrangements have not been completely finalised St. Martin's Emmaus has taken over parts of Archcliffe Fort to turn it into a home and workplace for unemployed roofless men.

Anxious to press on to the stage when the first Companions will arrive, the Trustees have appointed a co-ordinator/administrator, Miss Kendal Beasley, who is already working at the fort.

Miss Beasley, who was brought up in the Deal area, was a senior staff nurse at a London hospital before accepting the Dover post.

Our Dover-based St. Martin's Emmaus will be another in a world wide series of communities in which the single homeless are enabled and encouraged to work for their own rehabilitation. Across the world there are 350 Emmaus communities offering a home, work and hope to the homeless.

An Emmaus community offers the homeless a place to live and work, the opportunity to regain self-respect, independence from unemployment benefits and companionship.

The communities are open to anyone, drink, drugs or violence are not tolerated, members (we call them companions) work to the best of their abilities in return for a home, food, clothing and a modest cash allowance. There is no time limit on the length of stay, each community aims to support itself by its own efforts, communities help others in need.

The Dover project was initiated by Christians Together in Dover, but not all now helping are Church members.

The Dover Society is giving its backing to the Emmaus centre at the fort. Emmaus chairman Francis Watts has welcomed this support and says his group is in a position to accept small items for the men at Archcliffe. He would like to hear of any larger items, such as furniture, that can be accepted at a later date.

St. Emmaus address is PO Box 217,  
Dover CT16 1GG.

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## AN APPEAL TO MEMBERS

### *Dover Society Collections for the Emmaus Centre*

You can help the Emmaus Project by donating small items, such as

KITCHEN UTENSILS — GARDEN TOOLS

BED LINEN AND TOWELS

and SMALL HAND TOOLS (for the Workshop)

Boxes and bags in which you can place your contributions will be put out at our meetings on:

JANUARY 15 1996

MARCH 25

APRIL 22

## An Eye for the Past at DOVER MUSEUM

7 October until 26 November

SHEILA R. COPE

**T**HIS EXHIBITION comprised archaeological reconstructions, mainly paintings in gouache, by Peter Connolly. Since 1975 he has written and illustrated more than ten books on subjects relating to Greek and Romans. It was fascinating to recognise originals of posters which appear in the Museum corridor and which also inspired exhibits in the White Cliffs Experience.

Peter's work is exact and detailed, relying on evidence provided by latest archaeological research across Europe. Intense earth-colours of amber, turquoise and green, characterisation of individuals and excellent sense of perspective raised these pictures far above conventional text-book illustrations. Each stood alone.

Since many materials do not normally survive the centuries, Peter has also taken a leading part in making modern replicas of ancient equipment to establish its practicality. For example, there was a "Roman army" saddle of wood and leather. Horses were the size of large ponies and riders vaulted on to them as stirrups had not been invented.

Romans were imitators, especially in military matters. Here were illustrated Roman soldiers in phalanx copied from the Macedonians and wearing armour and using weapons based on those originated by the Celts. Legionaries (Roman citizens, well paid and on fixed-term contracts) provided the

professional backbone of the army; that *was* a new concept. Forts and camps such as the one at Housesteads on Hadrian's Wall were always constructed to a set pattern and each man knew his specific task. Although military training was unremitting – three marches a month, fully equipped and covering thirty-six kilometres in five hours – most soldiers spent more time on construction work or other skills than on fighting. When Roman armies were defeated it was usually because their normal strategies could not be applied. Nor did they shrink from genocide as they sought to break the morale of the Dacians in A.D.101.

Many scenes taken from civilian life were included: a Celt buried with his dismantled chariot, a dinner party held in a room with plastered walls not unlike our own Painted House and picture-panels such as those of the Samnite House at Herculaneum. Daily activities in Pompeii were also brought back to life together with nightmarish reminders of Medusa and Cyclops.

But if in primary school you wondered how it felt to be a Greek soldier cooped up inside the wooden horse, think again. The Trojans pulled down part of their city walls to admit what they thought was a tribute to Athena, goddess of the temple, and *then* the Greeks returned, poured in through the gap and sacked Troy.

DON'T FORGET

## WINE AND WISDOM '96

in St Mary's Parish Centre, Monday 19 February, 7.00 for 7.30 – £4

Book with Joan Liggett, 19 Castle Avenue, CT16 1HA or phone on 214886

# War-time Dover, its Post Office and Staff <sup>149</sup>

MERRIL LILLEY

This booklet is a diary of events from 1940 to 1944, written as it happened, by A. W. B. Mowbray, M.B.E., who was Head Postmaster in Dover during those years.



Regretably we have no picture of the war-damaged Post Office but we can show the building, on the site in 1911 and which was demolished prior to the new construction.

Mr Mowbray actually took up his appointment on 5 June 1940, which event coincided with Operation Dynamo, the evacuation of Dunkirk. He was thus plunged into the busiest and most congested week Dover Post Office has ever experienced and special arrangements had to be made on the spot. 1500 telegrams were handed in on one day at a quayside office and 4000 at the main office. There were long queues at every telephone kiosk, Post Office counters were thronged from morn till night with the staff working long hours at high pressure.

The diary chronicles the work of the Post Office staff to keep services running through the four years of bombing and shelling in a front-line town, full of crises, tragedies and narrow escapes.

The book has been printed as a result of the efforts of Mr Mowbray's daughter, Mrs N. A. L. Wheeler, who has added an account of some of her own experiences in 1944.

Mrs Wheeler recently joined the Dover Society and we hope she may contribute more of her own memories of Dover to a future issue of the *Newsletter*.

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## Autumn Membership News

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We now have about twenty more members than a year ago and some of them have been recruited by means of our updated introductory leaflet. I would like to thank those who have helped the Society by telling their friends about us in this way.

From 1 April 1966 our subscription will increase to £6 single, £10 joint. After the new year I will send forms to those who pay by standing order so that they may amend their arrangements. Unlike direct

debits, members with standing orders authorise their Banks to transfer the specific amount annually and it is a most convenient way to pay (and receive) subscriptions.

Since July we have welcomed Mrs D. Lock, Ms C. J. Simison, Mr A. Whittamore, Mr & Mrs J. Wheeler, Mr G. N. Harby, Miss H. Drummond, Mrs Margaret Smith, Mr F. Scott, Mr Colin Smith, Mrs R. Storm-Torstensen and Mr & Mrs L. Hearnden.

# Choclit, the cat and dyslexia

S. S. G. HALE

THEY SAY my cat is colour blind. Well she is too small to drive a car so being unable to differentiate traffic lights is unimportant. They say she is short-sighted. She cannot tell the difference between a mouse and a piece of paper on a string – but she manages to catch both – most of the time. Yet when I look into her eyes they seem fine to me – but the pupils are shaped differently. Perhaps she has perfect eyes for a night time hunter.

Now when you gaze into the eyes of a dyslexic they seem to be fine too. Post-mortem examinations show motor connections of a dyslexic are different but not pathological. So possibly the eyes of a dyslexic are designed for slightly different functions from those of a normal person. It seems that dyslexia has only been around for a hundred years – since the introduction of universal education. I suspect it does not exist in China, and is of relative unimportance in Mexico. So why is it so much trouble in the western world, where it is calculated that one person in twenty is dyslexic?

The problem becomes apparent when a dyslexic is learning to read. The letters 'a' 'b' and 'c' seem to be O.K. The problem starts with 'd'. The teacher names the letter (dee). Yet to the dyslexic 'd' is the same as 'b' only back to front. Later the teacher calls the letter 'p' (pee) but to the dyslexic it is just an upside down 'b'. Similarly 'q' is an upside down, back to front 'b'. So instead of 'b' having four different meanings determined by position – to the dyslexic it is the same shape with a constant meaning. The same occurs with 'n' and 'u', 'm' and 'w', 's' and 'z' – therefore instead of twenty-six letters to use the dyslexic is reduced to sixteen. Since the dyslexic cannot describe to the teacher what they see, and the teacher cannot describe the opposite to the dyslexic, somebody has to be crazy. Since the dyslexic is usually smaller (young) and the teacher is usually larger (older), obviously the dyslexic is the crazy one! When starting to work with a dyslexic one should assume that he/she is blind and teach accordingly – all information must go in through

the ears and all response must come out through the mouth, i.e. someone must read the information to the dyslexic and the response from the dyslexic must be on a tape recorder. Some dyslexics work this out for themselves but it is only a temporary expedient until the dyslexic learns to read by his own almost unique method.

Most of us learn to read first and then to write second – copying the letters that have been acquired through reading. The dyslexic must reverse this process, i.e. learn to write first and then to read second.

So first blind-fold the dyslexic (for dramatic purposes!) teach him/her to touch-type using phonic values for each key and NOT letters and once he starts to type words teach him to identify word shapes not letters. The Chinese use ideograms for writing which is why I suspect there are no dyslexics in China. Mexicans insist on phonetic spelling which is why dyslexia is a minor problem for them. Dyslexics will always have a 'problem' with spelling but this was the fault of Dr. Samuel Johnson and his insistence on standardised spelling, and his, Johnson's, shoulders were broad enough for him to accept the blame.

Word processors can be of some help in spelling, but it is now being discovered that dyslexics can be computer-blind as well. This is probably caused by the similarity in shape of letters on a computer which tend to be made up of bars of light – unique letters being created by the elimination of bars.

Dyslexics also have trouble with arithmetic because 1) we use a decimal system and 2) Arabic signs for numbers – so that '6' and '9' are the same shape, and on a calculator

screen '8' and '3' are identical, with just two tiny bars missing from the '3' to make it different from '8'. Instead of ten symbols the dyslexic is reduced to six that he can use with confidence.

In fact most people, when using a calculator or a computer are using the binary system of maths, only they don't know it. So the dyslexic should learn the binary system and instead of a calculator should learn to use an abacus – remember the Chinese – I'm told the abacus, with practice, can be just as quick as a computer.

Dyslexia, I suspect, is a gift rather than a handicap – and the handicap only occurs when the dyslexic is faced with symbols (letters) whose value is determined by position. I suspect that dyslexia is an important survival technique, which in some circumstances is the possession of a talent superior to normal folks. In a primitive hunting society the ability to identify an animal at a distance would be an important survival technique. I suspect that in the future when man lands on a new planet whose life forms are different

and un-identifiable, it will be a dyslexic that will be first out of the space ship, and if he identifies a shape that has changed its silhouette will retire to safety until the intent of the moving shape is made clear. Dyslexics are probably better than average in any occupation that requires the differentiation of shapes and silhouettes: auto mechanics for example, coast-guards and policemen.

So a dyslexic should learn to write first using a typewriter (and phono values) and read word shapes, not letters, and abandon calculators for an abacus and learn binary maths (which is easier than decimal maths anyway).

Whether the theory is correct is immaterial since it is the approach that is important – not the theory. Teachers should simply realise that the eyesight of the dyslexic is different and bypass the eyes until the dyslexic has learned techniques to counter the problems with letters and numbers.

And then reclassify the dyslexic as uniquely gifted, not handicapped or a person with 'special needs'.

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#### EDITOR'S NOTE:

This article by S. S. G. HALE, a Dover Society member, has been accepted for publication in the T.E.S. and *The Teacher* and by publications outside Britain. I think it will be of general interest to our members and that its appearance in the *Newsletter* may be its first publication in the U.K.



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  
Dover CT16 1EZ  
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

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## *The Result of the "What Shop" Competition*

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There were two entries with all-correct answers in this competition, so it has been decided to award two prizes:

to Mr B. J. Late, Membership No. 472 *and*

to Mr J. R. Williams, Membership No. 217

both of whom will receive free membership for the Society for 1996-97.

The correct answers were:-

1. Dickens' Corner, Market Square
  2. Gala Bingo Hall, Biggin Street
  3. Ed's, Charlton Shopping Centre, High Street
  4. Marks & Spencer, Biggin Street
  5. *The Eagle* public house, London Road
  6. Olivers' Shoe Shop, Biggin Street
  7. "K" Shoe Shop, Worthington Street/Biggin Street
  8. Thomas Cook, Cannon Street
  9. Barretts' Shoe Shop, Cannon Street
- 
- 

MERRIL LILLEY files a Late Report

## *Museum Quiz- 17.11.95*

This was the third Quiz to be held at Dover Museum by the Dover Society, so members were used to the idea of dashing up and down stairs looking for clues on all three floors of the Museum.

This time, however, members only had to exert themselves for the first half of the evening. The second half was devoted to finding Dover Mastermind 1995. Each of the four teams scoring the most points in the first half of the evening chose one of their number to compete in the Mastermind competition. There were prizes for all members of the winning team and a trophy for the winner of Mastermind, Jeremy Cope.

For the first time The Society used the Bistro in the White Cliffs Experience as well as the Museum - the Bistro for refreshments and the Mastermind and the Museum itself for the Quiz. There was plenty of time for socialising during the refreshment interval when a raffle was organised to help defray the cost of hiring the Bistro.

Many thanks are due to Philomena Kennedy, who designed the Quiz, to May Jones who helped to mark the questions, to Robert Adams, who acted as Quizmaster, to Budge Adams, timekeeper and to Joan Liggett for organising the evening..

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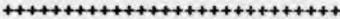
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# THIS AND THAT

## — DOVER CHAT

There will, no doubt, be a lot of chat about the new Cruise Terminal in 1996. The other day I heard one of our members saying that someone in their family had already booked a cruise on the Black Prince from Dover next year. So soon we shall be collecting accounts of cruises out of Dover!

Another new experience in 1996 will be to visit Samphire Hoe, the "newest part of Kent". The first opening to the public took place on 5th November, when almost 200 people turned up to wander over the 70 million cubic metres of chalk marl, guided by Nick Johannsen of the White Cliffs Countryside Project. The Project will be managing the site for Eurotunnel.

During the winter months there are several of these guided walks (dates given in Melanie Wrigley's article in this issue) and it is worth going to view the 70 acre site now, so that one can see how it develops in the future.

At present, driving down to the site, headlights on, through a one-way tunnel, one arrives at a circular car park. The immediate feeling is one of vast space and light. There is an undulating landscape to explore and a splendid walk along a long, wide, terraced promenade inside the sea wall; a walk which will be closed in rough weather when a red warning flag will be flown.

No top soil has been laid on the tunnel spoil and the grass and plants already established seem to cling precariously to the earth, with dry patches between. This is an experimental site for flora and fauna. Some sections are to be left to the vagaries of nature, whereas others will be sown with various seed mixes, prepared at Wye college. Meanwhile there are hardy grasses and plants like wild cabbage and sea kale and, of course, samphire (with obligatory quote from King Lear!).

The name of the site, Samphire Hoe, you may remember, was invented by a Dover Society member, Mrs. G.M. Janaway, who won the Dover Express competition to name the platform of newly-formed land.

Do try to join one of the guided walks this winter. There is a questionnaire to complete on such matters as use, safety, car parking and facilities and the WCCP would like to know your views.

There is so much talk among Dover Society members (and everyone else) about the National Lottery and who and what are getting the money, that one cannot help but hope that Dover will be successful in winning a share of the loot, whether for Connaught Park, Old Park Barracks, Western Heights, Western Docks or elsewhere in the town.

If you have any ideas on any of the items mentioned in the Newsletter, letters to the Editor are always welcome and it is pleasing to include two or three in every issue, especially when the subject matter of the letters relates to the previous issue and sets up an on-going dialogue. So keep writing.

Also please remember that items for the Annual General Meeting in April must reach the Secretary by the end of March.



APPLICATION for MEMBERSHIP

Date ..... / ..... / .....

If Renewal, MEMBERSHIP No. please

Please tick as appropriate

NEW  RENEWAL  FULL  JOINT

NAME (Mr/Mrs/Miss/Ms) .....

ADDRESS .....

2nd NAME if Joint Membership .....

POSTCODE ..... PHONE No. ....

I/We agree to abide by the Constitution of the Dover Society.

Signed (1) ..... (2) .....

(A copy of the Constitution may be read in the Reference Department of the Dover Public Library. It is based on the model constitution published by the Civic Trust)

MEMBERSHIP: Individually - £4 annually. Joint Membership - £6 annually. Please note: Subscriptions will be increased to £6 and £10 respectively on 1.4.96.

Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary; Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

*It would help us in our planning if you would please complete this section.*

I/We could sometimes give practical help with the following. (please tick boxes)

- SOCIAL EVENTS
- PROJECTS
- CLEARANCE WORK
- PHOTOGRAPHY
- \*SPECIAL INTERESTS
- \*PROFESSIONAL OR TECHNICAL EXPERTISE
- WRITING REPORTS
- REVIEWS
- ARTICLES
- SURVEY WORK

*\* Please give details on a separate sheet of paper*

If you have changed your address since your last subscription payment please tick this box  and please tick the next box if you are willing to assist, occasionally, with the distribution of the *Newsletter*.

# PROGRAMME

**DECEMBER 16**

Saturday 7 for 7.30

**Members and Guests**

**CHRISTMAS FEAST (£16.50)**

The Refectory, Dover Collegee

Buffet, Entertainment, Raffle, Carols

Parking in College grounds and in  
Effingham Crescent

**1996**

**JANUARY 15**

Monday 7.30

**Members and Guests**

**DOVER SLIDE SHOW**

An Evening with BUDGE ADAMS's pictures  
and recollections

St. Mary's Parish Centre

Parking at Stembrook

**FEBRUARY 19**

Monday 7.30

**Members and Guests**

**WINE AND WISDOM (£4)**

Quiz Master: CLIVE TAYLOR

St. Mary's Parish Centre

Parking at Stembrook

**MARCH 25**

Monday 7.30

**Members and Guests**

**DOVER'S CRUISE TERMINAL. JOHN GERRARD**

GROUP DISCUSSIONS on local concerns

St. Mary's Parish Centre

Parking at Stembrook

**APRIL 22**

Monday 7.30

**Members only**

**ANNUAL GENERAL MEETING**

Speaker: JULIAN OWEN of IMPACT

St. Mary's Parish Centre

Parking at Stembrook

**MAY 18**

Saturday

**VARDON ORGAN RECITAL**

Details on page 127

**JUNE 1**

Saturday

**TRIP TO CHATHAM DOCKYARD**

Details in April *Newsletter*

**JUNE 19**

Saturday

**TOUR OF BUCKLAND PAPER MILL**

Details in April *Newsletter*

**Further dates for 1996**

JULY 13

Details in April *Newsletter*

SOCIETY OUTING

SEPTEMBER 14

SOCIETY OUTING TO FRANCE

OCTOBER 21

MEMBERS' MEETING

NOVEMBER 15

TO BE ARRANGED

DECEMBER 14

CHRISTMAS FEAST



**The Pines Garden  
& The Bay Museum**  
Beach Road, St. Margaret's Bay  
Tel: 01304 852764

MUSEUM - Commencing  
Saturday, 29th May  
2.00 pm - 5.30 pm  
(last entrants 5.00 pm)  
Closed Mon. & Fri. but  
open on Bank Holidays.  
Closes 5th September 1993  
until Easter 1994

GARDENS  
Open Daily and Weekends  
throughout the year.

Closed on Christmas day

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9 Castle Street, Dover, Kent CT16 1PT  
tel: 01304 242749 fax: 01304 213072

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Tuning**  
**ROBIN BASFORD**  
**207886**  
**(evenings)**



**DOVER COUNSELLING CENTRE**

offers

General Counselling

RELATE Marriage Guidance

CRUSE Bereavement Care

KENT COUNCIL ON ADDICTION

SUPPORT-LINE Employee Counselling

9 St James Street - 01304 204123

Charity No 800988

**FIELD'S SECRETARIAL SERVICES (DOVER)**  
18 Castle Street, Dover  
Telephone: 0304-215761 Fax: 0304 213072  
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\* **SUPERB CANON LASER COLOUR COPYING** \*

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