

The
Dover
Society

Newsletter

No. 39

December 2000



The Lord Warden Hotel, Railway Station & Shakespeares Cliff 1861

Picture courtesy of Dover Library



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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Contents

2	EDITORIAL	
4	PLANNING	Jack Woolford
5	KENT FEDERATION OF AMENITY SOCIETIES	Jack Woolford
5	MEMBERSHIP NEWS	Sheila Cope
6	REPORTS ON SOCIETY EVENTS	
	French Trip	Jim Francis
7	Visit to the Marlowe	Liz Veale
7	The October Meeting:	
	The Secret Treaties of Dover	Jack Woolford
	Discussion Groups Summary	Merril Lilley
10	COWGATE CEMETERY	Paul Hadaway
13	A GRAVE AFFAIR	Derek Leach
16	TOWN CENTRE MANAGEMENT UPDATE	Mike Webb
19	REPORT FROM DOVER HARBOUR BOARD	Keith Southey
20	TWO MORE PLAQUES INSTALLED	Terry Sutton
22	THE LORD WARDEN HOTEL	Merril Lilley
25	NAPOLEON III	Terry Sutton
26	DOVER IN THE REIGN OF BLOODY MARY	Ivan Green
30	MY FIRST PANTOMIME	Harry Dyer
32	GOODBYE TO THE HOVER	Terry Sutton
33	FERRY FOCUS	Christopher Burrows
34	REVIEWS:	
	Dover	Terry Sutton
	Guns of Dover	Glyn Hale
36	RESTAURANT REVIEW	Sheila Cope
37	USEFUL WEBSITES	Mike McFarnell

The Objectives of the Dover Society

founded in 1988.

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

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. Radigund's, Town & Pier and Tower Hamlets.

All members receive three Newsletters a year and in each year the Committee organises about ten interesting events – talks, tours, visits, Members' Meetings and usually a Christmas Feast.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

Editorial



SEASONAL GREETINGS TO ALL OUR READERS

The next meeting is the Christmas Feast at Dover College Refectory on Saturday, 16th December. There is an application form enclosed with this Newsletter. Joan Liggett has engaged Mike Scurfield to provide the entertainment and we hope the evening will be as popular as ever.

The programme for next year is to be found, as usual, on the back inside cover of this issue and an application form for the Wine and Wisdom evening is enclosed. As you will see, all the dates in 2001 are booked. For the May, June and July trips there will be application forms with full details inside the April Newsletter. Please note that for the trip on the Thames on the MV Pocahuntas on June 26th, Joan needs to recruit forty members to make the trip viable so she does want to know in advance if she has enough takers. A clipboard was passed around at the October meeting and twenty six members declared an interest. The list will be circulated at each Society meeting. However, if you are unable to attend any meetings and wish to join the trip, please telephone Joan and let her know.

Since the last issue of the Newsletter there have been three items to report, two outings, to the Marlowe Theatre and to the Verriere Cristallerie D'Arques, and the October meeting. The content of Derek Leach's talk on October 16th is summarised for us here by Jack Woolford. The second half of the meeting was taken up with our annual brain-storming session, which was, as usual, stimulating, thought-provoking and very useful to the committee members involved in planning the programme. The results of the group deliberations have been collated and are presented by the editor.

A major topic for discussion was Cowgate Cemetery. I received two articles for the Newsletter on this subject, one from Paul Hadaway of the WCCP and one from Derek Leach on the cemetery walk, led by Martyn Webster. Although there is some overlap in the articles I decided to include both with very few alterations, as I thought members would like to read both viewpoints. I have since received a footnote from

Derek bringing us up-to-date with developments. Certainly volunteers will be needed from the Dover Society to help with the project. Will you be one? If you would like more information ring Barry Late on 01304 202001.

The November meeting has two speakers, Clive Alexander on 'Buildings under Threat' and John Elliott on 'Planning Pfizer's Growth'. Once again we are very grateful to Pfizer Ltd. for their support in sponsoring half the cost of our December issue of the Newsletter.

It is hoped to launch the book *Dover, Collected Memories of a Century* during the interval of the November meeting, so some members will have already bought a copy by the time this Newsletter appears. Others can obtain copies from Budge Adams, Derek Leach or myself. A loose-leaf insert gives all the details.

At this time last year we reported that we were awaiting the installation of our first Millennium plaques. In the year 2000 we planned to install ten plaques. Six were in place by October with four more to put in place by the end of the year. One of the four remaining plaques is for the Lord Warden House where Napoleon III, on his exile in 1871, was reunited with his wife, Eugenie. This prompted Terry Sutton to write an

article about Napoleon III and the editor to add another on the history of the Lord Warden Hotel and to use this theme for the centre pages and the cover of this issue.

We have contributions from Dover Harbour Board and from the Town Management Centre. Thank you to Keith Southey and Mike Webb. We have three reviews, thanks to Glyn Hale, Terry Sutton and Sheila Cope. We have a page of useful local web sites, contributed by Mike McFarnell. We also include the latest Ferry Focus and a report from Terry Sutton on the last days of the Hovercraft.

Ivan Green continues his series on Dover's history with happenings in the reign of Bloody Mary and there is a seasonal article by Harry Dyer on his first experience of pantomime. A packed issue indeed. We are back to 44 pages this time.

We give thanks to all our contributors and to our advertisers. We need you all to make the Newsletter a success. A special welcome to our one new advertiser this time, Cheryl Culver of Dover Arts and Picture Framing. Have you seen her 2001 calendars? I have bought two already. They will make great Christmas presents!

Wishing all our readers a prosperous New Year.

Editor

DEADLINE for contributions

The last date for the receipt of copy for issue 40 will be Monday 12th February 2001. The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Accurate fully proof-read copy on computer discs is acceptable; please ring 01304 205254 to discuss details. *Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made. All published material remains the copyright of its authors, artists or photographers.*

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THE EDITORIAL AND PRODUCTION TEAM WOULD LIKE TO THANK PFIZER LTD. FOR THEIR SPONSORSHIP OF HALF THE COST OF THIS ISSUE.

The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

We are deluged by Dover District and Kent County Council with paper plans requesting our views on many planning subjects and, of course, we always respond responsibly, critically and at length, and we always send copies to Dover Town Council.

Recently we have commented on DDC's comments to the Inspector of the Draft Local Plan on his comments on Dover's former comments on his Report which started going back and forth in 1996 and is still unadopted. We have backed DDC on those matters we raised at earlier stages in the process.

Simultaneously we have commented on the Town Centre Strategy involving St. James and York Street and have rejected Option A (which included a rival factory outlet to De Bradelei's). We rejected Option B (which proposed a Tesco-size superstore in St James) in favour of Option C, a mixed development of high quality housing, restaurants, pubs and shops and entertainment facilities. This would presumably only be achieved piecemeal (as usual) but would be acceptable provided that long-sighted objectives are maintained. We have provided a coloured map to illustrate our plan. We emphasise the necessity for Dover to be reconnected with its sea front, apart from the underpass and a dangerous pedestrian crossing, by bridges at York and Woolcomber Street. We are not unamused that the Consultants' plan requires amendment to the Local Plan, which is still unadopted. Although we

think that a funicular railway from the back of the Health Centre through underpasses for Maison Dieu Road, via Godwyne Road to a tunnel under the moat into the grounds of the Castle is technically feasible, our preferred solution for improved access

is a glazed lift from the Sports Centre up the White Cliffs. What a Tourist Attraction! English Heritage please note.

As to "Kent Vision", "Kent Local Transport", as to both Dover District and Kent County Council's "Best Value Performances", "Local Agenda 21" and "Housing in Kent", it is one thing to proclaim virtually utopian solutions but another to have available resources to make them work. There are many feasible possibilities for reducing congestion, creating cycle paths and controlling parking etc, but unless enforced they are useless.

Meanwhile, we have reluctantly decided that Dover Town Council's offer of £500 to publicise our "Buckland Village" Project might do no more than arouse unfulfillable expectations. We have in mind the Heritage Economic Regeneration Scheme for Conservation Areas in London Road has so far attracted only one taker (Pharos Insurance Brokers).

We are doing what we can to move the prospective Water Sports Centre westwards towards the now hovercraftless Prince of Wales Pier but expect again to be told by Dover Harbour Board that only the proposed site involving the slipway opposite the Yacht Club will be acceptable to the Royal Yacht Club with its indispensable financial resources.

We regret that our objection to the Biggin Street Amusement Centre was unsuccessful. We are not amused by the prospect of yet another on the premises now occupied by George Lock.

KFAS AUTUMN CONFERENCE

Rochester Corn Exchange and CTRL, 7 October, 2000

5

————— Jack Woolford —————

THE OPENING TOPIC offered by the CITY OF ROCHESTER SOCIETY, our hosts, was TOURISM & THE ENVIRONMENT, subtitled "A Tale of two Cities" i.e Rochester and Canterbury. Aware that tourists can be an environmental liability (because of the wear-and-tear they inflict) as well as an economic asset, I anticipated documented analyses of pros and cons, inducements, deterrents and controls, and of the various roles of central and local government, of statutory authorities like English Heritage and the National Trust, and of voluntary associations like the Civic trust, the Kent Federation of Amenity Societies and (for example) the Dover Society.

What I got from David Hughes, Tourism Manager of Medway Council, and Robin Cooper, Head of Strategic Planning, Canterbury City Council, were enthusiastic sequences of (excellent) slides of the tourist attractions of the cities in turn, with interesting comparisons between respective castles and cathedrals. Most of the attractions shown must already have been familiar to the audience, but in both cases well-informed and probing questioners got expert replies. Robin Cooper joked, however, that Canterbury could be overcrowded with foreign school children and said that they might "do" the City in

the morning and be bussed to Herne Bay or Whitstable in the afternoon. As Chairman I interjected that Dover should have preference because it failed to persuade most of its annual 22 million passenger throughput to savour its comparable attractions. This got a laugh.

For the afternoon we were the guests of Bernard Gambrill of Union Railways, constructors of the Channel Tunnel Rail Link, who took us by coach to an excellent lunch at the Manor Hotel Singlewell, and then drove us to a sequence of construction sites, explaining, commenting and answering questions all the way. Unfortunately and unusually for a KFAS Conference the weather was foul so that we could not, as planned, walk across the new Medway Bridge or more than squint at a parade of gigantic earth-moving achievements. We got out despite the weather to look and to marvel at the Country Portal of the tunnel under the North Downs at Bluebell Hill which is awesome. We were also fascinated by lucid explanations of how tunnels were triple-bored, the niceties of balanced cantilevering, and the careful planting of native trees to obviate leaves on the line. The care taken to transplant buildings, safeguard woods and protect and encourage wild life are exemplary. It was a good day.

MEMBERSHIP NEWS

AUTUMN 2000

THIS IS USUALLY a fallow time of year as far as membership is concerned. Summer outings are over and Autumn meetings have not yet gathered pace. Nevertheless, despite the expected and inevitable drop in numbers when some people fail to renew their subscriptions in July, our number is maintained at 410 members, thanks partly to the arrival of new members.

We welcome Miss J. and Mr.C.Francis, Mr. P. and Mrs.E. Collins, Mrs. F. and Mr.C. Tapley.

SHEILA R. COPE, Membership Secretary

Reports on SOCIETY EVENTS

TRIP TO VERRERIE CRISTALLERIE D'ARQUES

by JIM FRANCIS

On Saturday 23rd September, an enthusiastic party of thirty Dover Society members set off from Pencester Bus Station at 6.15am, destination Arques, just outside Saint-Omer. To the relief of several members who were prone to "mal de mer", we were going via the Channel Tunnel.

At Cite d'Europe, just outside Calais, we were joined by three members of the Association France-Grande-Bretagne who provided useful leaflets to read on the well known provider of glass tableware at Arques, as we travelled along the Nord Pas de Calais with its canals and small rivers that abound in the Audomarois.

Before being guided round the factory we learnt from an introductory speech that the company had been established in 1825 by M. Durrand who had set up a glass-blowing cottage industry, employing his family. Production increased and he was able to employ local people. After the second world war, the Durrand family, eager to embrace new technology, travelled throughout America where they learnt the skills of mass-production. The company now employs 9000 in France and another 4000 overseas and we learnt of the company's development. This was followed by a ten minute film on the various stages of manufacture and how the company is represented on five continents through its liaison offices.

We then proceeded, with guides, around the large complex and obtained an overview of the complete production

process on the factory floor, from the molten gob to the finished article. We were told that the company manufactures nearly 5.5million items daily (or 1200 tons per day) and offers a collection of 6500 different products. By perfect control of its manufacturing process, a vast range of molded glassware is produced in both pressed and blown processes. Because each are of a high quality at affordable prices will explain why the company has grown and expanded to such a degree because each product is of a high quality at an affordable price.

Upon completion of the tour, we each received a small gift as a memento of our visit. Those who decided to make a purchase on any item manufactured by the company on sale in the shop on site, were allowed a 20% discount.

Soon we were in Saint-Omer seated in the Restaurant Brasserie Pizzeria. Most of us took advantage of a excellent three course meal including wine. By coincidence it was Joan Liggett's birthday so thirty voices gave a suitable rendering of a well known chorus

Travelling back to Calais, we made a short stop at a small farm which, apart from providing self catering accommodation, sold a wide choice of wines and locally produced jam and honey.

At the Cite d'Europe our French friends left and, after a brief visit to the superstore, we departed for home after having spent an excellent and instructive day in France.

VISIT TO THE MARLOWE

West Side Story 20th July, 2000

..... by LIZ VEALE

It was our first trip with the Dover Society as new members. A party of twenty left Dover by coach for Canterbury on what seemed like the hottest afternoon of the year. Despite the fact that we felt we should be making the most of the rare glimpse of the sun, this was more than compensated for by the brilliant show we saw at the Marlowe Theatre, *West Side*

Story, a modern 'Romeo and Juliet' set in America, the singing, dancing and acting as professional as it could be.

Our seats were in a good position and although some of our party found the music too loud we were not of the same opinion. A very enjoyable outing for our first with the Dover Society and many thanks to the organisers of the occasion.

THE OCTOBER MEETING

The meeting held on 16th October, 2000 was divided into two halves. In the first half of the evening members enjoyed a talk by Derek Leach and after the interval everyone was involved in discussions about future projects and other Society matters.

"The Secret Treaties of Dover"

Derek Leach's Address to Members 16 October 2000

by JACK WOOLFORD

The first secret Treaty of Dover began: "For the perpetual union and friendship between the two kings and their states, articles so secret and advantageous to the monarchs have been agreed upon that a treaty of similar importance can hardly be found in any period of history. The Lord King of Great Britain being convinced of the truth of the Catholic religion and resolved to declare it, and reconcile himself with the Church of Rome as soon as the welfare of his Kingdom will permit". To explain this and two other similar treaties, perhaps the most discreditable in England's history, explained our speaker, we had to go back to the 17th century.

Charles slipped away to spend the night with Barbara Palmer (nee Villiers), for which her husband was made Earl of Castlemaine and she Duchess of Cleveland. After twelve years and six children Charles broke with her when John Churchill, later Duke of Marlborough, jumped out of her bedroom window to avoid him.

Derek Leach outlined the events of the Restoration of Charles II in 1660 and illustrated these with portraits of the King and pictures of his landing at Dover at dawn on May 25 where the Mayor presented him with an ornate Bible which, he said, was "the thing I love above all things in the world". That evening a thanksgiving service at Westminster Abbey had to be cancelled because

Charles swore to maintain the Magna Carta and pardoned all those who had opposed his father, Charles I, apart from the 49 who were signatories of the 1649 death warrant. Only 10 were executed - "I am weary of hanging" - but Cromwell's corpse was exhumed and hung at Tyburn. The Cavalier Parliament, more Royalist than the King, re-established the Church of England, though Charles himself was inclined to toleration and tried to get pensions for 2000 Puritan clergy who were sacked. Games and sports, music the theatre and the arts were released from puritan dreariness. Aged 30 Charles was dazzling yet earthy, athletic in every sense of the word. He acquired the nickname "Old Rowley"

8 from his lusty stallion. With 39 known mistresses and 14 acknowledged illegitimate offspring he was nevertheless amused.

Apart from such immediate problems as the Great Plague (1665) and the Great Fire of London (1666), Parliament always kept him short of money which may account for his duplicity and intrigue. "I need not tell you how much I love parliaments" he declared but confided to the French ambassador: "I have to humour people and my parliament". Foreign policy, which he still controlled by prerogative, was the contentious issue. Charles sought military and political alliance with Catholic and Absolutist Louis XIV of France and declared war on the Dutch in 1664 only to have his fleet burned in the Medway and Sheppey plundered. Parliament, with rival Protestant and Parliamentary beliefs and colonial expansionist dreams, preferred alliance with France's enemies, notably Holland and Sweden. Hence the first Secret Treaty, signed at Dover in 1670: Louis was to pay Charles £140,000 for declaring himself Catholic and £200,000 per annum for war with Holland. Half the Cabal (Cabinet) and all the people were not informed.

In a second Dutch War, the English fleet was wrecked in a storm after the bloody but indecisive Battle of Southwold. As to public conversion to Catholicism, Charles consistently prevaricated, acquiring a new French mistress in the process, expelling Jesuits to persuade parliament to pay for a new navy and even permitting his niece Mary to marry Protestant William of Orange. Louis threatened to cancel payments but handed over another £300,000 for a Second Secret Treaty. To persuade Parliament to grant him £1 million, Charles even went to war with France. He also screwed £1.2m out of Parliament for revoking his Declaration of Indulgence to Catholics (and non-conformists) which, though tolerant, was bitterly unpopular. He further broke the Secret Treaty of

Dover by having to assent to the 1673 Test Act which denied public office to non-Anglicans. He declared to both Houses of parliament that there were no secret agreements with France. His answer to Parliamentary complaints about the growth of Popery, the standing army, the French Alliance and his "evil counsellors" was to prorogue and later dissolve it. A third Secret Treaty followed in 1676. In 1678 "peace" was declared with Holland.

By now the crucial issue was the succession to the throne. Having no son by his queen, Catherine of Braganza, Charles' heir was his ardently Catholic brother James Duke of York and, now with a second Catholic wife presumably able to conceive a son. It was on this vital political, constitutional and religious complexity that modern political parties, "Court" and "Country" soon satirically nick-named "Tory" (Irish rebel) and "Whig" (Scottish Covenanter) first formed. Parliamentary elections and dissolutions were followed by three years without Parliament, subsidised by Louis XIV to prevent an English alliance with William of Orange. Additional Customs and Excise levies on rapidly increasing colonial trade enabled Charles to pay off his debts, pension his mistresses and munificently patronise architecture, the arts, and science. He even procured the succession of brother James as James II - although not for long. But that, as Derek Leach concluded, was another story.

This was a splendid solo effort: text and illustrations, talk and projection, clear delivery and piquant asides not only produced a clear narrative but wove the multifarious interacting threads of personality, constitutional, political, religious and moral issues into a masterpiece of enjoyable and instructive entertainment. Queen Victoria may not have cared for him, but as the "Merrie Monarch" he more than made his mark. Moreover as Derek gently hinted, cynicism, duplicity and sheer infidelity continue to thrive in politics as merrily as ever.

Findings of the Discussion Groups

Monday 16 October 2000

summarised by the EDITOR

PROJECTS

After the interval Barry Late led a general discussion on the future of projects. Since his resignation as Projects manager, John Owen has been greatly missed and we have been unable to find a replacement for his post. Instead, the committee, after much discussion, adopted a new approach by appointing Barry as a Project Coordinator. Henceforth, different members will head individual projects and Barry will act as overall coordinator.

Members present suggested various ideas for future projects. These included the restriction of cyclists in the town and on the promenade, except on designated cycle paths; the sponsorship of roundabouts and flower beds and the restoration of the fountain in the Marine gardens in front of the Gateway flats and year-round planting of the flower beds there. There was also discussion on the need to put pressure on the owners of derelict and run-down properties to do something about renovating or restoring them.

GROUP DISCUSSIONS

The audience divided into four groups, each with a leader. The four topics for discussion were as follows:

1. Cowgate Cemetery Should the Society get involved in a project to help the WCCP with Cowgate? If so, suggest ways in which we could do this.

All groups agreed that it was desirable to keep the cemetery clean and tidy and to clear the gravestones sufficiently for visitors to read the inscriptions. It was felt that a clarification of aims was needed and that a balance should be maintained between the preservation of the cemetery as an historic site as a wild life sanctuary.

There was a suggestion that it could become part of an Heritage Trail and another that there might be a circular path within the grounds with the central area as a wild life sanctuary.

2. Tourism and the White Cliffs Experience. Consider the future of tourism in Dover. Suggest uses for the WCE.

Tourism. Improved shopping. Tourist Office in the town centre. More publicity for the Castle, the Painted House and the Bronze age Boat.

WCE. Suggested uses:- theatre, centre of excellence for all the Arts, offices for the port industry, handicraft centre, conference venue, shopping mall, exhibition centre, youth activities- ten-pin bowling, ice rink.

3. Alternative plaque We may not be able to install the last of the ten planned Millennium plaques. Suggest an alternative on a suitable building.

IDEAS :

Dover College Refectory - oldest in daily use OR site of murdered monk, Thomas de la Hale!

Near Girl's Grammar School -Bavington Jones-historian.

Wood Street/Crundell's Yard - William Crundall 13 times Mayor of Dover.

Townwall Street, BP garage- site of medieval fish market.

St. Martin-le Grand

Birthplace of Thomas Tallis.

4. Ideas for future outings

KENT - Rye/Winchelsea; Eltham Palace; Chartwell; Hever Castle; Marlowe Theatre repeat; Vinyards and Staple.

LONDON - Globe Theatre; New Tate; London Eye; Houses of Parliament; Hampton Court.

CONTINENT - Bruges; Honfleur.

SMALL GROUP VISITS - Port Control, Langdon Battery.

Cowgate Cemetery

A LIVING CHURCHYARD

Paul Hadaway - Assistant Project Officer



Background

Nestling at the foot of Dover's Western Heights and hidden from the town behind Albany Place lies Cowgate Cemetery, formerly known as St. Mary's New Burial Ground. It was consecrated by the Archbishop of Canterbury in 1835 and was an extension to the parish churchyard now covered by York Street. Donated to the church by William Mowll with the layout designed by Stephen Geary who also designed Highgate Cemetery, London the 2.3 acres include a terrace of family vaults belonging to many prominent Dover families. These are along the back wall of the cemetery and have been recently

repaired and renovated by Dover District Council. One of the central vaults is the Mowll family vault.

The gravestones provide a rich resource of family and social history in the nineteenth and early twentieth centuries and Cowgate contains the headstones of many famous local figures. Probably the most prominent monument in Cowgate is the obelisk erected by the Cinque Ports Volunteer Artillery to mark the grave of Sergeant John Monger who was killed along with Lieutenant Thompson when a gun burst at Archcliffe Fort in 1860. Other stones commemorate victims of Goodwin Sands shipwrecks, people who have



Cowgate Cemetery - a site for memorial and wildlife



drowned in the harbour or died aboard ships returning from overseas and the agent of the Belgium Government who was hit by a train at the Harbour station.

Cowgate Cemetery provides an important historical record of Dover's past and the many characters who have shaped the past two centuries. However the importance of the cemetery extends beyond being just an historical source and place of memorial. Cowgate is a living churchyard supporting a diverse community of wildlife including many species of national importance.

The White Cliffs Countryside Project and Cowgate Cemetery

The White Cliffs Countryside Project (WCCP) has been involved in working in Cowgate since the project was launched in 1989. Cowgate cemetery is peripheral to the Western Heights Local Nature Reserve and contains many

plant species indicative of chalk grassland habitat, including marjoram, black knapweed, wild carrot, cinquefoil, bird's-foot-trefoil and common spotted and pyramidal orchids. These species are nationally rare although they are increasing in number around Dover since the WCCP began managing sites like the Western Heights and Whinless Down.

The site is also rich in other wildlife including many butterfly species such as the striking Holly Blue which can be seen flitting around the bay and holly trees which were planted in the 1950's to hide the cemetery from the town. Red Admiral, Peacock and Painted Lady are 'garden' species which are regularly seen in the cemetery along with the brown and beige spotted Speckled Wood. Cowgate is also rich in bird life, with spring arrivals such as chiffchaff and willow warbler being frequent visitors.

12 Flocks of long tailed tits with their distinctive shape and 'pinging' calls can be observed mixing with blue and great tits flitting between the ash trees searching for insects. Pheasants have nested two years running in the cemetery. The trees and vaults at the rear are home to several species of bat including some that are nationally rare and the headstones provide cover for reptiles and amphibians.

In 1990 WCCP discovered a small population of garden dormouse living in the wall where the chapel and sexton's house once stood. These are a Mediterranean species which extends as far north in Europe as Cap Gris Nez. They have not been known in Britain since Roman times when they were eaten as a delicacy. Skulls from the species have been found during archaeological digs on Roman sites in York. How they came to be in Cowgate is a mystery but perhaps they came over on the ferry like our other tourists!

When the WCCP first became involved in Cowgate four management objectives were identified. These were:

1. To maintain a managed appearance to the cemetery (particularly around the entrance)
2. To enhance and improve the wildlife status of the site.
3. To respect the importance of the site as a cemetery.
4. To improve the cemetery as a recreational and amenity resource.

We have tried to work to these objectives over the past ten years and manage the cemetery as a place for memorial and for wildlife.

The grassland is treated during the summer months (the period of maximum growth) by cutting and then raking off the cuttings. This mimics the effects of the grazing on the slopes of the Western Heights, reducing the nutrients entering the topsoil and favouring the rare chalk plant species, which thrive in low nutrient

conditions. This also benefits people, as the rank vegetation around the stones and paths are cleared and the cemetery is made more accessible.

All the work carried out in Cowgate is by volunteers. This is because the project does not have the resources to employ contractors to work on the site and staff commitments on the other sites we care for around Dover do not allow us time to work in the cemetery. WCCP officers organise one work day a month there with our volunteers working on the site. During the summer this involves grass cutting and path clearing, whilst the winter work is aimed at opening the area up by removing or controlling the scrub and trees. We have recently cleared much of the area around Sgt. Mongers' memorial which was becoming covered by scrub and will continue clearing that area this winter. We are now being supported in our work in Cowgate by a group of volunteers from Dover College who are working two hours a week after school.

The WCCP are trying to secure funding to produce and install an interpretation panel for the entrance to the cemetery to explain the rich social, cultural and natural history of Cowgate and to ask people to respect the site.

Unfortunately, even with the commitment from our volunteers and Dover College, we still need more help to maintain and improve the area. It would be wonderful to establish a regular group of volunteers who could work with WCCP to care for the Cemetery.

It is a wonderful site and deserves our help in joining together to care for it. Anybody who is interested in helping or wants more details about the WCCP can contact Paul Hadaway or Melanie Wrigley at the WCCP on 01304 241806 or come along on our next volunteer days on Tuesday 12th December or Friday 26th January 2001, meeting at Albany Place car park at 10.10am.

A GRAVE AFFAIR

by *Derek Leach*

On Saturday 12 August Martyn Webster, an Immigration Officer now living in Brighton but born and brought up in Dover - as were several generations before him - led a group of 28, including several from the Dover Society, round the churchyards of Dover town centre. Earlier this year he had led a group round the municipal cemeteries on Copse Hill. Martyn is a very active member of the Kent Family History Society and has been involved in transcribing the words on all the remaining headstones of these churchyards on to microfiche which is now available in Dover Reference Library.

We started with old St. James' where most of the old churchyard was cleared of its ancient tombstones and skeletal remains in 1973 to make way for the Leisure Centre car park. We were shown the very few tombstones remaining but most were broken up for hardcore. There is no record of where the human remains were taken, but apparently some were buried in a long trench in the new Charlton cemetery and, perhaps because of the sheer quantity, the remainder may have gone to the council rubbish tip at Slead Wood. With this demolition went a 1000 years of history except for the transcriptions of all 461 monuments. Tombs underneath the nave of the 'tidy ruin' remain intact.

Moving on to St. Mary's churchyard, Martyn first pointed out the 'Waterloo Memorial' of the Hart family which includes a son killed

at Waterloo. Over the years a number of graves have been lost by building encroaching upon the churchyard: Canon Puckle's restoration of the church in 1843, the Biggin Street road widening in 1893 and the building of the new church hall more recently. In 1891, 147 headstones were moved to stand against the boundary walls due to the severe congestion and in 1989 all 343 of the remaining memorials were transcribed on to microfiche. Headstones give a good indication of



Headstone of Nathaniel Harmer of the Mailpacket "Violet"

14 who were the local families and who were the people of influence. Sometimes they give biographical detail that is not available anywhere else. Martyn told us of the Pattenden memorial to father (died 1748) and son, Thomas (died 1819) which no longer exists. Thomas Pattenden wrote detailed diaries covering his domestic life and that of the town which are preserved in the County Records Office. He left £800 to keep his grave in order and to provide money for six poor widows. We wondered what had happened to this bequest. We were shown the memorial to Robert Cleveley (died 1809) a maritime painter, the three adjacent headstones of the King family - an old Dover name, the Worthington tomb - another well-known local family of coopers - and the Shipdem tomb. John Shipdem built the Round House in old Townwall Street which was such a landmark for many years. The oldest stone found was that of Mary Dell who died in 1652. The churchyard remained in use for burials until 1837 when the Mowll family donated ground for the new churchyard at the foot of the Western Heights which we know as Cowgate Cemetery.

We left St. Mary's with a mystery. Martyn thought that the small separate churchyard behind Hughes, the gents' outfitters, was not part of St. Mary's churchyard since apparently none of the burials feature in St. Mary's records. This raised the possibility that this small churchyard could be the sole remnant of old St. Peter's Church which stood in the Market Square in mediaeval times on the site of the present Lloyds/TSB Bank; however, the burial dates on the headstones are far too recent for St. Peter's. Ivan Green believes that, following the demolition of old St. Peter's Church, its churchyard became an open cemetery. If so, this



Members Sheila Cope and David Attwood inspect the Sgt. Monger monument

would explain headstones later than the demise of the church.

On our way to Cowgate Cemetery we stopped by the Unitarian Church where there are still a number of headstones and Martyn also told us of Taverners Gardens (now under York Street) which was the graveyard for the Baptists of the town.

Entering Cowgate Cemetery we heard that it was used mainly from 1837 to 1870 with only a few burials thereafter. At that time the 2.5 acres on the lower slopes of the Western Heights would have given a splendid view over the town to the Castle - a fitting site for the 'movers and shakers' of Dover in the nineteenth century, such as the Knockers, the Mannerings, the Mowlls and Steriker Finnis, who are buried in vaults built into the side of the hill.

These neglected and decaying vaults are now fortunately being repaired. Just inside the entrance, until demolished in 1952, was a small chapel and sexton's house. The most recent stone is in fact of the sexton, William Petchey, who died in 1981. It was in 1952 that it was decided to plant shrubs and trees throughout the cemetery which have since run riot and, with the brambles, now obscure most of the headstones as well as the glorious view. We did see the memorial to Nathaniel Harmer aged 26, one of only three bodies recovered from the loss of the Dover mail packet, Violet, on the Goodwins during a terrible storm in 1857. This tragedy left 16 widows with 42 children. The monument to Sergeant John Monger of Dover Artillery Volunteers can still be seen. He was killed in 1860 by the bursting of a gun at Archcliffe Fort during practice. The simple memorial to Jane (died 1858)

and Emanuel Sochaczewski (died 1865), who was agent for the Belgian government at Dover, conceals another tragic story. Dashing from the Ship Hotel opposite the Granville Dock to the boat train in the old Harbour Station, Emanuel ran into a supporting pillar and fell between the train and the platform. His mangled body was retrieved but he was alive and was taken to his home in York Street where he died. We also heard that one corner of the cemetery was reserved for unknown shipwrecked sailors.

As we left Cowgate at the end of our tour we wondered why this cemetery should be so neglected. Apparently, concern about its poor state was raised in 1978 and there was a campaign to improve matters. The White Cliffs Countryside Project now manages the cemetery for Dover District Council, with the aim of conserving its wild life and plants as well as its memorials, but, apparently, without any separate financial assistance. No doubt the WCCP is doing its best within its limited resources, but surely Dover's famous people and ordinary folk of the nineteenth century deserve better!

Footnote (received from Derek Leach, November 2000)

The state of Cowgate Cemetery was reported in the local press and Kirk Alexander of the White Cliffs Countryside Project invited the Dover Society to consider assisting with the upkeep of the cemetery as an ongoing project. Representatives of the Dover Society and of the WCCP met at Cowgate in October. As a result we are satisfied that the prime concern of both organisations - restoring some dignity to the cemetery and preserving its wildlife - can be met by an ongoing programme supplemented by the Dover Society. Proposals will be considered by the Society's Executive Committee at its November meeting.



Jane and Emanuel Sochaczewski memorial

Town Centre Management Update

October 2000 from Mike Webb - Town Centre Manager

MY APPOINTMENT as Dover's Town Centre Manager, a year ago, coincided with the immediate "New Beginning" relaunch of Town Centre Management (TCM), planned to build on the initial work undertaken by my predecessors, under the guidance of TCM's influential Board of directors, which comprises local business people, plus colleagues from a wide-range of organisations, including Terry Sutton, MBE, who represents "The Dover Society".

Throughout this year, the local press has given regular support and coverage to a number of our activities and, due to the increase in our various actions, it is gratifying that "Neptune", (96.4, 106.8 FM), our local radio station, affords us a regular, half-hour Tuesday slot, (11.00-11.30am), dedicated to Town Centre Management affairs.

Publicity for our activities is vital. This enables town stake holders to become fully aware of what we are trying to do. This, in turn, enables everyone, with a positive interest in Dover Town Centre's well-being and future, to become conversant with our performance and to make informed comments and suggestions, which are always welcomed.

The first task was to put Town Centre Management, as a voluntary organisation, paid for by grants and by its membership, on to a firm financial footing. This has been achieved by radical cost-cutting and by extensive membership recruitment. Our organisation now has some 120 members, and, as such, represents a powerful lobby in the town.

Secondly, the strategy was to divide

the town into sub-groups, each with its own business representative, so that local interests could be best served. At the same time we set up a town-wide retail group, and further various sub-groups. Many of our members are now extremely active on behalf of their part of the community and the town.

Much of our work involves attending meetings, committees and liaising with important organisations in the town,



Mike Webb with Phil Hayley at TCM's fundraising dance

such as Dover District Council, the Town Council and many pressure groups and charities. Whilst this work is vital, much of it goes on behind the scenes, and does not, necessarily, make riveting reading! Where the towns-people can notice our activities, is on the Town's social front. Here, we feel considerable success has been achieved, and would list our attempts at innovation.

Firstly, the perennial problem of Xmas Lights. Whilst we remain seriously underfunded, Xmas Lights and the Switch-On day last year, showed a marked improvement from previous years. For the first time we held an all-day event, with kiddies' rides and activities and, for the first time, "The Neptune Radio" Road Show, which was a great success. We secured the services of Toyah Wilcox, to perform the Switch-On, in front of record crowds, estimated, by the police at over 4,500. We hoped that this year would be even better as we continued our five-year plan to give Dover the lights that the Town deserves. Switch-On day was November 25th, with 'The Neptune Radio' Road Show and with Theresa di Marco, from "EastEnders", and other surprise guests.

The underlying problems of Xmas Lights are two-fold. Firstly, unlike many towns, Dover lacks a clearly defined centre, meaning that the resultant ribbon-development represents a massive area for lights to cover. Secondly, the general public is probably unaware of the invisible costs of the lights. Such costs involve storage, insurance, transport, erection, dismantling and maintenance. In addition, junction boxes, timers etc cost hundreds of pounds for each string of

lights. These costs swallow several thousand pounds each year, before a single bulb is purchased.

Accordingly, the theme for this year's TCM fund raising has been "Dover's Xmas Lights". To this end, we



The Mayor, who is also chairman of TCM, receiving a cheque from Gala Bingo to go towards Christmas lights

introduced regular Quiz Nights. These are great fun, presenting an opportunity to make new friends (and new enemies!). The final two quizzes of the year were held at the Post Office Social Club in Maison Dieu Road, on October 18th and November 29th. Further, two dances were held on 30th September and 20th October. In addition to the above, we also upgraded our annual Easter/St George's festivities, in the town. This year "The Maroondogs" played in the town centre, to great acclaim and appreciation from the record crowds. At the same time, free treasure hunts and competitions were held, throughout the town, for the children.

The biggest new event of the year was the introduction of our Midsummer-Xmas extravaganza. This involved a major cavalcade through the town, with Father Christmas, Miss

18 Dover, our Town "Yeller", and all junior entrants to our major Talent Show (sponsored by "The Mercury"). Father and Mrs Christmas travelled in a unique 26 foot-long, 1959, pink Cadillac Eldorado, giving out Easter eggs on route!

The Talent Showcase, held at the Park Inn, was seen by over 1,500 people, as over 60 contestants, aged from 6 to 88, performed! Gala Bingo's sporting General Manager had wet sponges thrown at him whilst in the stocks. How do we top this, next year?

Other fund-raising activities have involved our sale of the excellent Dover Castle print, which is being bought by visitors from all over the world. The same is true of our Queen Mother Commemorative Brochure (sponsored by the "Dover Express").

Another major event, in association with Media Models, was "The Model of the Year Competition" at the Town Hall in September.

On perhaps a more serious note, our activities have involved the highly-successful relaunch and revamp of Dover's Shop Watch 2-way radio-security system. This system benefits every law-abiding citizen, since the radio-link is closely tied to the town's CCTV security. Wide publicity in the press, on local radio and through leaflet drops, was undertaken advertising the relaunch that was held at Gala Bingo's excellent facility, in the town centre. The provision of free breakfast plus a game of bingo helped make it an important social event too. Over 60 people attended, including our MP, our Mayor, representatives of Dover District Council and the Police. Superintendent Eyre expressed his great satisfaction and support for the event, which, subsequently was widely publicised in the Media. Since the relaunch, membership has rocketed by over 50%

at the last count (from 29 to about 50), strategically placed around the town.

In addition, the suppliers of our radio system, local company Smye Rumsby, has agreed to help TCM administer the system. Further, to improve reception, the base station has now been moved to a strategic, town-centre location.

Further good news is that, following the initiative, the police asked TCM (as licence holders) for our agreement to allow town centre police radios to be "chipped" with the Shop Watch radio frequency. The outcome means that PCs now have to carry only one radio, not two. Such is the success of this concept that the Police now wish to extend the facility to squad cars, and are considering introducing the idea into other areas.

TCM has also played a major role, on behalf of DDC, in consultations with the public, concerning the Council's wide-ranging initiative for Dover's Town Centre Strategy, which is currently with the consultants.

Other activities have included our support for "Surfers", our new Cyber Cafe' in the Indoor Market. This has resulted in many crew members from the Cruise ships finding their way to our office for advice, and into the town centre to use the cafe.

Similar promotional activities have been taken in conjunction with Etam's Tammy Department, for their "Steps Look-a-Like Competition", and with Hargreaves Sports Open Evening, as well as the opening of "Avenues" cafe/restaurant, in Cherry Tree Avenue.

So, it can be seen that a lot is happening at Town Centre Management. I look forward to the opportunity of speaking to "The Dover Society" in person, in the not too distant future so that together we can make things happen more quickly.

Being Accountable to the Local Community

by Keith Southey, Public Relations Manager, Dover Harbour Board

I WONDER HOW MANY PEOPLE in the local community hold the view that Dover Harbour Board operates the port in isolation, taking decisions it sees fit without giving much consideration to others?

Certainly there is an historic perception that the Board functions in a world of its own perhaps with a degree of arrogance. In recent years we have been working hard to change this perception by consulting more and listening to the views of local people and our customers. We hope you are noticing a difference!

It is fair to say we started this process in the knowledge that trust ports were coming under scrutiny with specific regard to the accountability of their operations. Dover is one of over 100 trust ports dotted around the UK coast.

At the start of the year the Government published the results of the review in a document entitled *Modernising Trust Ports*. It sets out standards by which it expects trust ports - defined as independent statutory bodies run by independent boards in the best interests of all stake holders - to operate. The document covers the board members' appointment process, performance and accountability.

In July the Board held its third annual consultative meeting and published its third performance report. From our perspective, it was interesting to learn how many stake holders were interested enough to attend the meeting - the attendance was 70 - and which issues concerned them. Just as interesting were those issues we were expecting to be raised - and were not!

We opened the meeting with presentations on the port's future capacity, investment strategy and what we believe to be our strengthening relationship with the community. Thanks to our much-missed colleague and Dover Society stalwart, John Gerrard, I know you have been kept abreast of our strategies. The floor was then thrown open for questions.

What are you doing about the withdrawal of hovercraft services? Why can't you sort out freight traffic congestion? Why don't you operate a ferry passenger courtesy service on behalf of all the operators? Why are you not investing in additional cargo facilities? These are just a sample of the questions that rained in.

We were pleased it was not all brickbats, with praise for the Board in the way it maintains the sea front and its initiative to try to bring all the watersports clubs under one roof on the beach. And the vote of thanks for our retiring Chairman, Adam Broadbent, was well received.

A report of the meeting is available on our website (www.doverport.co.uk), where you can also view our 1999 Annual Report and Accounts and the 1999-2000 Performance Report. Alternatively we would be delighted to send you copies.

EDITOR'S NOTE

Those who log in to the Harbour Board's website will find all its news under fifteen headings and covering a total of thirteen pages, so there is a lot to read.

UNIFORMS: There is news of the new uniforms, which are to be in blues and greys,

20 with outer garments in red with a blue and green mark. They will be well-established by the time the Newsletter is printed.

MARINA: Dover Marina was awarded four anchors under the Yacht Harbour Association Award Scheme in recognition of quality and high standards of customer service. The Marina has a new amenity building offering shower and toilet facilities, sited on the north side of Granville Dock alongside the re-located Dover Yacht Company boatyard, workshop and offices. A new Dover lifeboat station opened in June on Crosswall Quay, providing workshop, training room, souvenir shop, offices and changing facilities for crew. The shop is open on Saturday and Sunday afternoons.

SECOND CRUISE TERMINAL: This opened on 26th May with the Marco Polo making the first call, which was a shore excursion visit. The first turnaround call was on 9th June when the Norwegian Dream berthed at the port.

CRUISE PASSENGERS: In 1999 the Port received a record number of passengers, 153,000, a 55% increase on 1998 figures.

DOVER FREIGHT VILLAGE: Dover Harbour Board is negotiating to sell or lease nearly two-thirds of the development land at its Port Zone at Whitfield, which is an extension of the White Cliffs Business Park. The Port Zone was declared officially open by the Member of Parliament for Dover, Gwyn Prosser, on 1st June.

DOVER TUGS: On 1st June Dover's new tugs were officially named DHB Dauntless and DHB Doughty in traditional maritime fashion, with champagne bottles broken across their bows. The new tugs replaced the Deft and Dextrous which were sold to Howard Smith (UK) Ltd. and are now in service on the Thames.

MARKET LEADER: The Port of Dover stayed ahead in 1999, as the leading cross-Channel road freight gateway and increased its coach business.

The number of freight vehicles increased by nearly ten per cent to 1,667,942. In coach traffic there was an increase of two per cent to 156,000 vehicles. The number of tourist cars dropped nine per cent and passengers six per cent.

Two more

MILLENNIUM PLAQUES

installed

Report by Terry Sutton

THE DOVER SOCIETY was congratulated both by the chairman of Dover District Council and by the mayor of Dover when, in October, two more of our blue plaques were officially installed.

Both Councillor Frank Woodbridge MBE, from the district council, and town mayor Councillor Gordon Cowan said they thought it was an inspired idea to erect permanent reminders of Dover's history during Millennium Year. The latest two plaques are now in place

on the outside wall of Dover Museum and on a wall at the corner of Castle Street and Stembrook.

The plaque at the museum recalls the day in April 1918 when the bodies of Royal Marines and men of the Royal Navy were brought back to Dover after the famous Raid on Zeebrugge.

The bodies were rested in the building - then the town's covered market - before being taken in honour to their final resting place at St. James' cemetery.



The Installation of Plaque number five at Dover Museum Ceremony in October

Our Vice-President "Budge" Adams, now aged 91, officially installed this plaque and told of his memories when a young boy as he watched the bodies taken into the market hall and later to the cemetery.

"It was a scene I have remembered all my life," said Budge to the assembled crowd of about 50 members, guests and onlookers.

The proceedings were opened by Terry Sutton, a Vice-Chairman of the society, and Jon Iveson from Dover Museum gave a detailed explanation about the Zeebrugge Raid. Buglers from Dover Sea Cadets (ts Lynx) sounded Last Post and Reveille before Councillor Woodbridge expressed his thanks.

The second plaque, at the corner of Stembrook and Castle Street, was officially installed by the Mayor of Dover, Councillor Cowan, who was introduced by society Vice-Chairman Derek Leach. Mark Frost, from Dover Museum, explained this plaque and recalled that near that spot was the studio of William Burgess the Victorian painter, drawing master, author and illustrator.

Burgess, said Mr Frost, was born in Canterbury and came to live in Dover in 1840 where he set up his studio. He produced scores of lithographs of important events in Dover and views of the town, which he sold to visitors and the hundreds of troops stationed here.

PLAQUE UPDATE

from Shelia Cope

Installations of the fifth (Zeebrugge) and sixth (William Burgess) plaques are described above. Having received permission from property owners, we have ordered three more plaques, namely, Dickens for Camden Crescent, Napoleon III for Lord Warden House and the Place of Public Execution for Bridge Street. For the remaining planned installation, the plaque to commemorate Philip Yorke in Snargate Street, there was some delay in obtaining permission from the owners. However, we are pleased to report that this has now been agreed and the tenth plaque will be installed as planned.



The LORD WARDEN Hotel

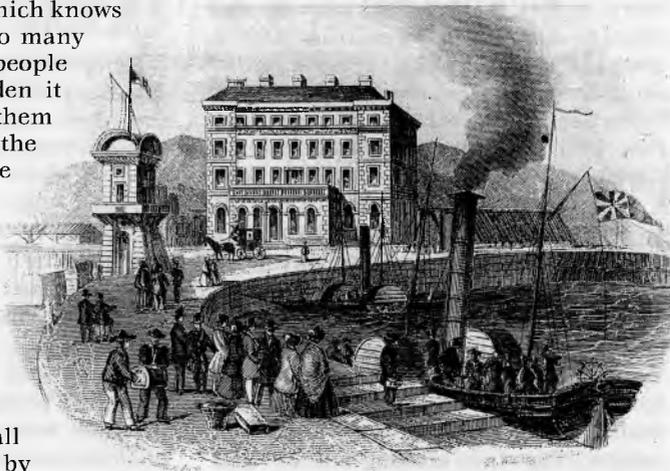
◆ ◆ ◆ ◆ ◆ by Merrill Lilley ◆ ◆ ◆ ◆ ◆

THE LORD WARDEN HOTEL was opened in 1853 on part of the site purchased ten years previously by the South-Eastern Railway Company. The company bought the land from the Dover Harbour Commissioners who, under a charter granted by James I, were the ground landlords of the whole of the area from the South Pier up to Archcliffe. The Railway Company paid £23,500 for the site, intended for the station and goods sheds, and decided to use part of it for a hotel. The railway was opened, using a temporary station, on 6 February, 1844, and the hotel nine years later.

One hundred years after its opening, the history of the hotel was described in an article in the *Dover Express* in 1953, entitled "The building which knows 100 years of scandals". So many famous, and infamous, people stayed at the Lord Warden it would be tedious to list them all. The *Dover Express* of the time, however, was quite happy to list, weekly, all the arrivals and departures of guests at the hotel. In the newspaper's columns of *Fashionable Intelligence* and *Local Intelligence* one was able to check the comings and goings of all the fashionable set by consulting the paper.

An advertisement in the appropriate column stated: "*Visitors are respectfully informed that they may secure the correct announcement of their arrivals or departures by entering their names in a book kept for that purpose at Marsh's Royal Adelaide Baths and at the Wellington Arcada.*"

Here, as an example, is one entry from the *Dover Express* of 7 August, 1858: *Local Intelligence: Arrivals and departures at Birmingham's Lord Warden Hotel - Lord Willoughby D'Eresby and Suite, the Count and Countess Linowska, Lord and Lady Digby and Suite, Lady Stewart and Suite, Col. and Mrs. Shakespeare, General Cowan and family, Col. Paget, Sir John and Lady Richardson*



The Lord Warden Hotel, Dover



The Dining Room at the Lord Warden Hotel, Dover

Pictures courtesy of Dover Library

and family, Baron Rothschild and Suite, Sir Seaton Keith Stewart and Lady Stewart and Suite, General Buller, Mr. and Mrs. Shuter and family, Col. Blaine, Mr. and Mrs. Blythe, Misses Heathcote. Mr. Lister and Lady Charlotte Lister and Suite. Col. Dashwood and Mrs. Dashwood.

The Lord Warden was obviously THE place to be seen in Dover. In the same year, 1858, the announcement of the first ball of the season appeared on 18 December.

Lord Warden Hotel, Dover
J. Birmingham begs respectfully
to inform the Nobility, Gentry
and officers of the Garrison that
the First Subscription Ball
of the Season at the hotel
will take place on Monday the 20th instant.

Under Distinguished Patronage.

The Express of the following week, (appearing on 25th December!) reported that the ball: "was attended by a numerous and most fashionable company, among whom were the elite of the town and its environs. The magnificent saloon

of the hotel, which is susceptible of being converted into one of the most splendid ballrooms that can well be imagined, was elegantly and tastefully decorated with the gayest of floral festoons and other appropriate devices, and, brilliantly lighted and thronged as it was by the gay and beautiful, the scene presented could not have been surpassed, we are persuaded, in any ballroom in the county. Mount's Quadrille Band was in attendance".

Among the assembly were observed "several officers from Canterbury and Shorncliffe and, of course, a large contribution from our own garrison". The refreshments were described as the most "recherche" and the writer says that the whole proceedings passed off "in a manner highly satisfactory to the assembled visitors and reflecting the utmost credit upon the spirited and liberal proprietor of the Lord Warden Hotel." The reporter ends by listing the principal visitors and mentioning a future series of balls to be arranged.

Apparently Charles Dickens was a regular guest at the Lord Warden and, in a letter dated 1863, he described his hosts at the hotel, Mr. and Mrs. Birmingham, as "my much esteemed friends", at the same time adding that they were "too conceited with the comforts of the establishment". He was probably right!

One of the most famous visitors was Napoleon III who, on his exile in 1871, was reunited with his wife, Eugenie, at the Lord Warden Hotel.

After the Birmingham's the hotel was owned at one time by Gordon's and later by Frederick's and continued to be a fashionable place to stay throughout the nineteenth century.

An advertisement in 1893 stated: "This hotel is facing the Admiralty Pier and connected with the South Eastern Railway by a covered way. And with the London, Chatham and Dover Railway by Omnibuses and Flys, private or public, within two minutes drive. Luggage can be registered from Brussels and all parts of the Continent direct to Dover without re-registering at Calais.

BOATS. Private cabins especially reserved for visitors to the hotel can be booked in advance. *H.Swainston. Prop."*

Until 1914 the Lord Warden was as popular as ever and still played host to many distinguished visitors. The book entitled *Royal Visitors at Dover* lists all the members of royalty who passed through Dover to attend the coronation of Edward VII in 1902 and later all those who landed here in 1910 to attend his funeral.

Between the wars the hotel still attracted a polished clientele and many recalled the nights of eating and dancing in the once-celebrated ballroom. In the Second World War it played a military role as a rest and signals centre. Post-war, in a shell-damaged and poor state, it was used as offices for British Rail as Southern House, then by Customs and Excise,

before Stena took over. In 1998 the building was purchased by Dover Harbour Board from P&O/Stena Line, which inherited it from Stena. The Harbour Board now use it for offices.

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The Empress Eugenie

At her wedding Eugenie wore a magnificent lace dress, a spray of jasmine and a diamond and sapphire belt. As Empress she became a leader of fashion. It was Eugenie who first popularised the crinoline and introduced the plunging neckline, which reached new lows during her reign. She wore gowns of Lyon silk to promote the silk industry. Top coiffeurs copied the style and colour of her hair. Court ladies copied her eyes and eyebrow styles. She assured the success of the young English couturier, Charles Worth, who was to become the dictator of dress for the haute monde of Paris.

Napoleon III

HIS VISITS TO DOVER AND HIS FLINGS

by Terry Sutton

During the planning of the Dover Society project to put up blue plaques on buildings to mark the Millennium, I was asked to provide evidence for the claim that Napoleon III, on his abdication, was reunited with his wife Eugenie at the Lord Warden Hotel, Dover. This sent me off on several hours of research that not only proved the claim but also made me realise what an extraordinary chap he was.

Louis Napoleon was the nephew of Napoleon I - or so he believed but there's doubt about that. It is possible he was the fruit of a liaison between Napoleon I and his step daughter. After the overthrow and imprisonment of Napoleon I, the Bourbons were restored and members of the Bonaparte family lived in exile. Napoleon crept back into France but had to get out quickly, with his mother and, in 1831, arrived at Dover having sailed in disguise from Calais.

Years later, in 1836 and in 1840, Louis Napoleon led two unwise and fruitless attempts to invade France, one through Strasbourg and the other at Boulogne. Both ended in fiasco and for the Boulogne invasion he was jailed for life in an old fortress at Ham near St. Quentin. But, after a couple of years, he escaped dressed as a carpenter, made a dash to the Belgian frontier



Napoleon III, aged 31 (1839)
Drawing by V.Martin

and sailed from Ostend to Dover where his friends were waiting. He was getting to know the back streets of our little port quite well.

He was back in France, legally, a few years later and was elected President of France in 1848 and within three years staged a coup d'etat that led to his being made Emperor. During this time he and his wife Eugenie visited Queen Victoria and Albert on several occasions and were received at Dover with much pomp. There is a famous painting of them leaving Dover after one of their state visits.

During his years in control of France, Napoleon started four quite unnecessary wars and the last one, against the Prussians, led to his defeat at Sedan where thousands of Frenchmen died. He was made a prisoner of war by the Prussians under Bismarck and, on his abdication and release in March 1871, he travelled through Belgium and across the Channel to Dover once more.

Here, in our port, he was taken to the Lord Warden Hotel where he was reunited with his wife and son, the Prince Imperial. He went off from Dover to Chislehurst with them, where, a sick man, he died two years later.

What sort of man was Napoleon III? He proved to be a dictator but with democratic leanings, an imperialist who championed other nations' self-determination - Italy especially, a capitalist with socialist tendencies, a militarist (he caused

26 four major wars), yet he would vomit at the sight of blood and flesh on the battlefield. The list of paradoxes and contradictions is endless.

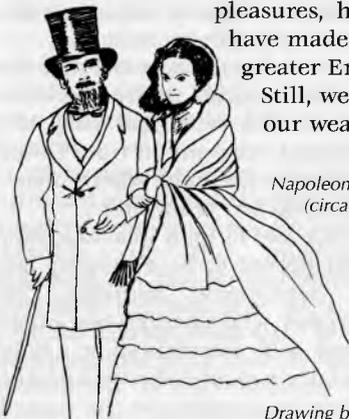
The number of love affairs, even after marriage, was also endless. Yet he was devoted to his wife Eugenie. One of his mistresses, an English actress from Brighton, Harriet Howard, so loved him that she spent her fortune financing his attempts to win power. Even when he was locked up in the fortress at Ham he wooed a young pretty laundress... and gave her two children whom he later made counts.

One affair that shook France was that with a 25 year old beautiful circus artiste Marguerite Bellanger, who earlier worked as a chambermaid in Boulogne. They met at a royal hunt and she was soon showing him tricks in which she could stand and walk on her hands. Paris gossip was that she could do other tricks while standing on her hands too!

There were scores more women whom Napoleon III bedded. From Italy, France, and Russia they flocked to him for the honour. There was even a lover in Tunbridge Wells.

It seems to me if Napoleon III had spent less time in bed, indulging his pleasures, he might have made an even greater Emperor.

Still, we all have our weaknesses!



*Napoleon & Eugenie
(circa. 1862)*

Drawing by E.Senyard

Dover in the Reign of Bloody Mary

Ivan Green BA., FCCEd.

DURING THE SIX YEARS of the reign of Edward the Sixth, who succeeded Henry the Eighth, there was little to report on the fortunes of Dover. The castle suffered badly from neglect and the harbour became more and more unusable, because of shingle (often called 'prebble' in old records), progressively blocking the harbour mouth, so much so that even ships drawing as little as four feet of water could not enter.

Queen Mary started off her reign in the right way, as far as the town was concerned, spending much money on the castle, and being concerned with the harbour problem, though her efforts achieved little. She authorised an indulgence which gave permission to collect money from all over the country for the repair of the harbour. It however produced practically nothing.

A fundamental problem was the landing of goods and passengers from the ships which, being unable to enter the harbour, were forced to anchor offshore, many small boats being used to ferry their goods and passengers to the beach.

These boats, being completely uncontrolled, charged exorbitant fees, and caused both inconvenience and scandal. It is said that these small boat crews, by their exorbitant demands, gave the name to Dovorians of 'Dover sharks'.

To overcome this problem and enable the town to control them, the

Queen granted the town its charter of Rivage and Ferriage in 1553. Following the usual preamble in Latin, the translation of the first part reads:

'Know that we of our special grace and of our certain knowledge and mere motion have given and granted, and by these presents do give and grant, to our beloved the Mayor, Jurats and Commonalty of our town of Dover, in our county of Kent, the Rivage and ferriage of our whole port of Dover, in our said county of Kent, from all and all manner of skiffs and boats within the port aforesaid for the carrying of men and other things to be carried and transported from the shore of the port aforesaid to the ships in the aforesaid port, and lying at anchor to the deep sea near the aforesaid port, and from those ships to the shore aforesaid: so that none there presume to convey or transport any thing or any men in any skiffs, vessels or boats, except only in the boats or vessels of the inhabitants of our said town of Dover, without the licence of the said Mayor, Jurats and Commonalty. or their assigns.'
The remainder is too long to quote here.

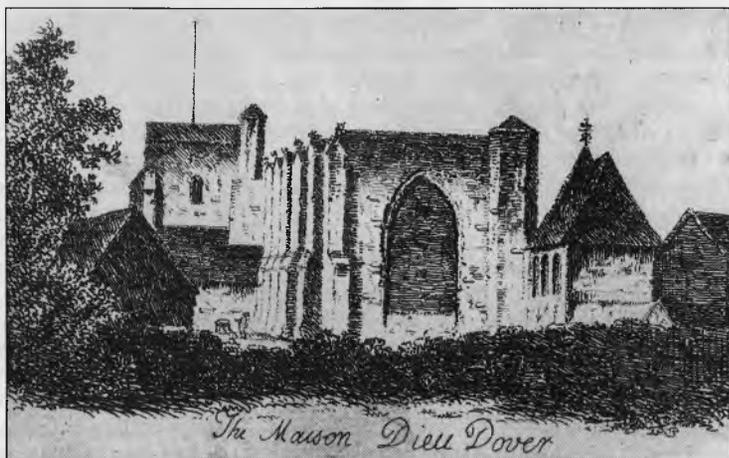
Mary's proposed marriage to Philip of Spain was bitterly opposed in many parts of the country, especially in Kent where it caused a rebellion led by Sir Thomas Wyatt. The rebellion failed and

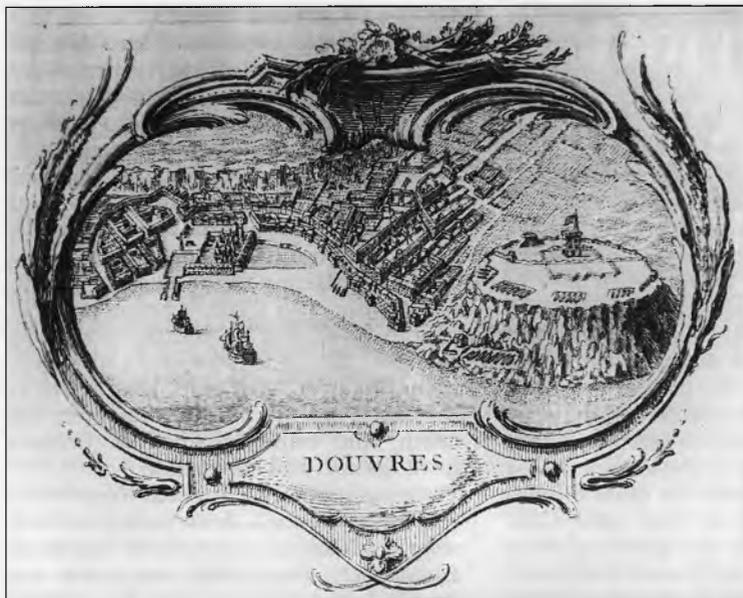
Sir Thomas and some 150 of his followers were executed. Many others, including several Dovorians, were pardoned. The marriage was consummated, but Philip soon abandoned Mary and returned to Spain.

But one local event was to have terrible consequences. On the 17th of November 1554 Cardinal Pole landed in Dover, his intent being to assist Mary in the reconciliation of the English church with Rome. The terrible persecution of people unwilling to comply began in earnest in 1555. Several hundred, including over 70 in Kent, were burnt at the stake, a very public and terrible death, and hundreds died in prisons from disease and starvation.

It was primarily directed to ordinary and humble people, both young and old, many of them parents of families. Fortunately Dover did not suffer the dreadful persecution, though most of the inhabitants must have been very disturbed when Cardinal Pole, who was made Archbishop of Canterbury when Archbishop Cranmer was burnt at the Stake in March 1566, came to Dover on a visitation the same year. He was accompanied by Bishop Thornton, the Bishop of Dover, who was very active in the condemnation of many Kent people

The old Maison Dieu founded by the great Hubert de Burgh in 1203AD, as it was in the 16th century. Note the little chapel on the extreme right, which was added to the Maison Dieu early in the 13th century. It still survives, but is now enclosed by the enlargement of the main building, and its interior can still be seen by visitors since, many years ago, it was covered into use as the old courthouse.





A continental artist's view of Dover in the mid 16th century. He has got many of the town's details wrong, but the emphasis is on the tremendous strength of the castle, and the many guns by which the town is defended.

who were later burnt.

At that visitation the officers of St Mary the Virgin's church in Dover were ordered by Thornton to provide a mass book, candlesticks, tapers, a pyx, a cross, a holy loaf and hallowed fire, at a cost of some £3, a substantial sum in those times.

Bishop Thornton also discharged Christopher James, the priest of St Mary's, because he was a married man, and appointed another priest in his place. In 1555 the mayor, Richard Elam was turned out of office, together with several members of the corporation, because they did not conform to the Roman faith.

While Richard Elam was still in office he supervised the moving of the town's curfew bell from the tower of old St Peter's church, (then situated where Lloyds Bank now stands in the Market Square) to the tower of St Mary's. The bell was rung by an official who was paid by the town.

The freedom from religious

persecution of Dover citizens following Cardinal Pole's visitation was probably because of the even more precarious situation of English held territories in France. Dover was the one link through which they could be helped. The French, for many years the victims of the supremacy of the English longbow men, had turned to gunpowder. Although Henry the Eighth's gunnery campaign had resulted in much use of guns in his defences and on his ships, English territories in France were woefully inadequate in their own use of guns for their defence.

Soon Calais, England's last town and harbour on the continent, was directly menaced, and Mary was desperately alarmed. Sir Thomas Cheney, the deputy constable of Dover castle, was ordered to muster all the able bodied men, and their ships, from the Cinque Port towns to assemble at Dover, and to them he added all the castle defenders, except only a hundred men.

But the Queen was so unpopular, and

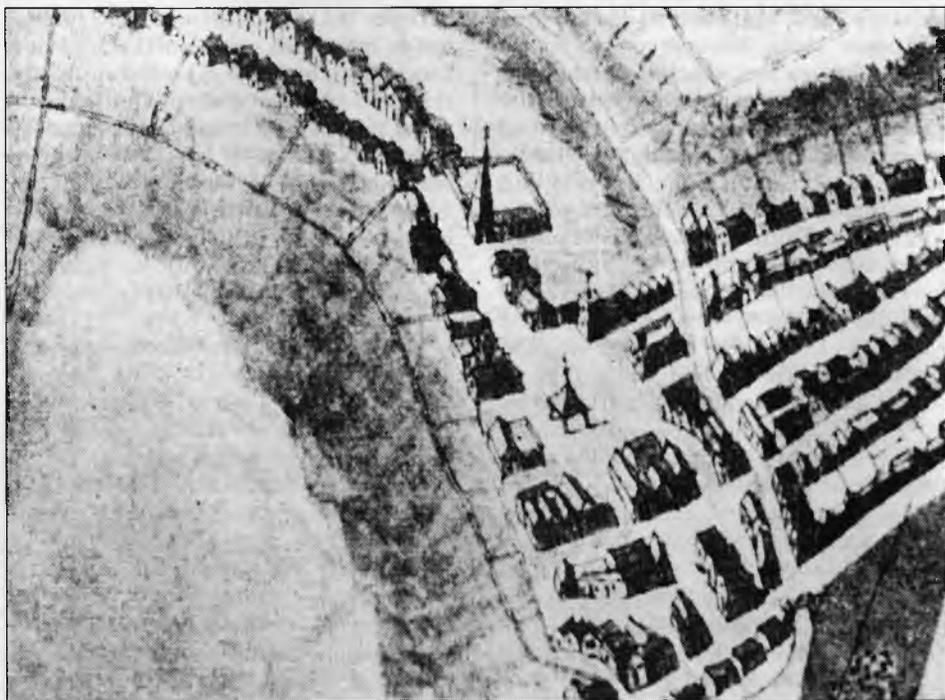
indeed hated, that the response was disastrously slow and fitful. Her bonfires of so many ordinary and humble people, her consigning of hundreds more to death by starvation and disease in filthy prisons, and her lack of any concern for her subjects was such, that she had forfeited her subjects' loyalty. The muster was reluctant, slow and inadequate. Eventually a scratch force was collected, but almost as soon as it left Dover it was struck by a storm and was dispersed.

Many Dover men, and Dover ships, were lost in that ill fated attempt. Calais, which the queen declared was so close to her heart, fell and with it the last English port on the continental coast, though the Passage itself, the sea link

between Dover and Calais was soon reinstated.

The much hated and feared queen passed away, unlamented, on the 17th of November 1558, and her cruel cardinal also died on the same day. It was the end of an era. Incredibly, that cardinal having also been Archbishop of Canterbury, has an elaborate tomb in Canterbury Cathedral.

When the news of the queen's death reached Dover, the mayor, Thomas Collye, surrounded by the members of the Common Council and freemen, held a hornblowing in the Market Square and announced Mary's death and the accession of the new queen, the great Elizabeth the First, and the start of a new, and better, reign.



This old and somewhat muzzy picture of Dover in the time of Bloody Mary is of great interest. The building with the tall spire is the church of St Mary the Virgin, and above it, and slightly to the left, is the old Biggin Gate. In the open space below St Mary's is the market place with the old market cross, and the small building above and to its right, with the tower and cross is St Peter's church, which stood on the site now occupied by Lloyds Bank.

My First Pantomime at the Hippodrome in 1937

by Harry Dyer

Last year I attended the pantomime at the Marlowe Theatre, Canterbury. It was a family party, two grandparents, two offspring with spouses plus four grandchildren. In the auditorium there was an air of expectation, the chatter of excited children and much sorting out of seats before that magic moment when the overture started. The curtain went up, the age barrier disappeared and we all became the same indeterminate age, which the essence of pantomime demands. We joined in the fun and laughter, hissing the villains, cheering the heroes, passing chocolates, eating ice creams in the interval and agreeing, "Let's all go again next year".

How very different from my reaction to the first pantomime I saw! First you have to know that at the age of eleven or so I did not know what a pantomime was. Yet I was no stranger to the "performing arts". I had taken part in school plays, attended concert parties put on by local organisations and, of course, joined in the 'Saturday morning rush' at the old Regent cinema.

I suppose it was taken for granted that I should know what a pantomime was, but I didn't and nobody enlightened me. That year it was Robinson Crusoe at the old Hippodrome in Snargate Street. Each Saturday during its run there was a free ticket performance for the children of Dover. Tickets were issued by schools, but on what basis they were allotted I have no idea. My younger brother and I were given tickets. My elder brother was

not. I did know the story of Robinson Crusoe, having had the story read aloud when I was in a lower class at school. Now, having a ticket to see it, I was inspired to go to the children's library and obtain the book, which I avidly read. So there I was, totally prepared to see this wonderful story enacted on the stage - as per Daniel Defoe.

I was told by my parents how lucky I was to have been given a ticket and how I was going to enjoy myself thoroughly. However, my big brother, who knew all about pantos and probably acting out of jealousy, said that if I was expecting to see what I was reading then I was in for a unpleasant surprise, for in his opinion it was 'a load of old tripe- rubbish-nonsense' and no more like Robinson Crusoe than chalk was like cheese. He left it at that.

On Saturday afternoon, making sure our tickets were safely in our pockets, we set off for the old "Hip". After being shown to our seats the first thing that struck me was the utter din the rest of the children were making. I thought, 'Well, if this was a Saturday at the Regent the manager would have thrown this rabble out'. Then the orchestra struck up a medley of popular songs. This did not seem strange to me at all. After all at the cinema popular songs were played before a film started and the Granada had an organist who did the same.

When the curtain went up I had the first of many surprises. There on the

stage was the interior of a hut with a notice over the top saying 'Robinson Crusoe's hut'. Among the strange things inside were a giant cooking pot, a large wash tub, a mangle and a man, dressed in outrageous women's clothes, who turned out to be Robinson Crusoe's mother, who was a drunken Irish washerwoman. There was also a blacked up, incompetent character who was always falling over his own feet and was (believe it or not) 'Man Saturday' because he over slept! But the biggest shock of all was when 'Robbie' came on. He was a woman and had a girl friend who was also a woman! This was just the start of the nonsense.

At times Mrs Crusoe would sing the old Irish song, 'Sure a little bit of heaven fell from the sky one day' and a huge basket was lowered with an outsize bottle of Guinness in it. Every other character who tried it was showered with feathers, flour or shredded paper. Strangest of all, Laurel and Hardy were on the island too. 'Uncle Ollie' had a bicycle which he left on the stage and if anyone touched it we, the audience, had to yell out 'Uncle Ollie'. If he failed to arrive the children screamed their heads off. Up-to-date and old popular songs were sung. A bunch of female pirates in skimpy costumes danced all over the place. Man Saturday was put

through the mangle as Mrs Crusoe did the pirates' washing. Robinson Crusoe sang a couple of love duets with his/her girl friend. Mrs Crusoe was nearly turned into Irish stew in the cooking pot by the 'cannon balls', but was rescued by Robbie and Man Saturday, but not before Man Saturday landed in the pot himself. There was not a goat in sight; only an over-dressed woman who spoke in a silly French accent. This was Madame Fifi la Bonne-Bonne and her performing poodles.

And so, to me, this bizarre performance must have had Mr Defoe spinning in his grave. I was quite relieved when it was all over. My younger brother enjoyed it, but I put this down to his ignorance of the real story and concluded that I was the only sane person in the theatre and that my elder brother was absolutely right - it was the biggest load of rubbish. The only good thing about it was that, as we left, we were presented with a goody-bag - the contents consumed long before we got home.

Oh, yes! I did tell the family what a great time I had. I was not giving my elder brother the pleasure of saying 'I told you so', but I made a vow there and then that I would never again attend a thing called a pantomime.

But time brings changes.

Wanted - Secretary

We are seeking applications from any Society Member who would be interested in undertaking this worthwhile honorary post when Leo Wright retires in April 2001.

Ideally, applicants should have word processing skills and have access to a personal computer. The duties include writing, typing and distributing agendas and minutes for the monthly committee meeting and dealing with general correspondence. The successful applicant will be a very welcome addition to our friendly executive committee.

If you would like more details please telephone the Chairman, Jeremy Cope on 01304 211348 or e-mail jeremycope@compuserve.com

Goodbye Hover

Terry Sutton took the trip on the last hovercraft flight from Dover on 1st October

It was the end of an era. Sad for some but not a day too soon for many living on Dover sea front. It was the final cross-Channel flight of the Dover-based hovercraft and the one to make the trip was *The Princess Margaret* which inaugurated the service more than 30 years ago.

Hovercraft operators Hoverspeed had decided to call it a day for the two Dover hovercraft, put them in honourable retirement and replace them with more "cost efficient" Seacat catamarans.

The date for the last flights was Sunday, 1 October, and former crew members travelled to Dover for the occasion. They had many stories to tell, some from the very first days in the summer of 1968 when British Rail Hovercraft (Seaspeed) began car-carrying services across the Dover Strait, at first to Le Portel near Boulogne and later to Calais.

Some of us who went on that very last flight remember the sunny morning in July 1959 when inventor Christopher Cockerell and two colleagues made the pioneer hovercraft crossing of the Channel to land the SRN 1 on Dover beach.

Some of us recall the abortive attempt by Townsend Thoresen to operate a passenger only SRN 6 from the Eastern docks to Calais. But many more remember the early SRN 4 days of Seaspeed at Dover when so many flights were cancelled because of the hovercraft's ripped skirts - the

flexible material that was designed to retain downward pressure of the air.

Not forgotten was the competition between Seaspeed at Dover and Hoverlloyd at Pegwell Bay, Ramsgate and the eventual merger of the two companies to become Hoverspeed, based at Dover.

The *Princess Margaret* and her sister craft the *Princess Anne* must have carried nearly 20 million passengers across the Dover Strait. The only death loss was when, in high winds, one of the craft crashed into the breakwater and four passengers were swept away through the damaged superstructure.

Now the days of cross-Channel hovercraft are over. Owners, Sea Containers, Hoverspeed's parent company, is offering the two hovercraft for sale for seven million US dollars.

A new era, of high speed Seacats, has begun. Those who have for years put up with the noisy, fuel-smelly hovercraft are delighted. But I, and many others, will be sorry to see the end of a British invention that was never exploited to the full.

Out with the old....



FERRY FOCUS REPORT 33

Christopher Burrows. East Kent Ferry Club

P&O/STENA LINE

P&O/Stena Line's Dover-Calais service was suspended for 48 hours in late August due to the French fishermen's blockade of the port of Calais. Three ferries were transferred to the longer Zeebrugge route to maintain a token service and the *P&O/Stena Provence* and the *P&O/Stena Canterbury* were laid up off Deal. Sailings on the Zeebrugge service have been reduced since July 1st, as *European Seaway* is now offering additional sailings on the Calais service.

SEAFRANCE

Seafrance suffered several cancellations and minor delays in early September due to refuelling problems in the port of Calais due to the French fuel blockade. All ex-Dover sailings were running approximately one hour late. Seafrance is due to transfer its main reservations and administration operations from its present offices at the Eastern Docks to newer and larger offices at Old Park, Whitfield.

NORFOLKLINE

At the end of September Dover's latest ferry company, Norfolkline, is due to introduce a second ferry, *Midnight Merchant*, on the Dover-Dunkerque West service. This is a sister ship to the existing *Northern Merchant*. Both ferries are undergoing minor modifications so that they can use more suitable berths at Eastern Docks. Traffic is steadily growing and it seems likely that competition will increase among the three companies using the port:- Norfolkline, P&O/Stena and Seafrance.

HOVER SPEED

At the end of June Hoverspeed management made the long-awaited decision to withdraw the two elderly hovercraft, the *Princess Anne* and the *Princess Margaret* at the end of the season and to replace them with two Seacats.

The *Seacat Danmark* entered service on the 18th August and was joined, on the

....in with the new

Two pictures contributed by Terry Sutton



1st October by the *Seacat Great Britain*, transferred from the Folkestone-Boulogne service for the winter.

The final hovercraft departure was on the evening of 1st October and the hoverpad at Dover is to be redeveloped for the construction of an additional Seacat berth.

B·O·O·K R·E·V·I·E·W·S

A review
by Terry Sutton

DOVER SOCIETY MEMBER Bob Hollingsbee has compiled another interesting photographic book on Dover of yesteryear. **Dover** in the *Images of England* series, is published by Tempus and offers a fascinating collection of more than 220 photographs and other illustrations from Bob's extensive collection.

Mr Hollingsbee worked full-time for the Dover Express for 45 years and still writes the newspaper's Memories page. During his years with the Dover Express he built up a massive library of photographs and this book, with its accurate captions demonstrates his detailed knowledge of Dover's history.

The photographs span some 150 years with special emphasis on buildings now gone and the growth of the docks and harbour. The aerial views show how much of the town centre has changed since the devastation caused in the war years from 1939-1945. Other views show some of the shell and bomb damage from which the town has never really recovered.

The cover picture shows celebrations in the town for the installation of a new Lord Warden of the Cinque Ports. The photograph, taken in 1936 at the junction of Castle Street with the Market Square, shows the Marquis of Willingdon motoring from Dover Castle for the installation ceremony, with thousands lining the route.

For our older members the book will bring back memories of life in Dover in the last century. For our 'foreigner' members, from other parts of the country, they will see why Dovorians are so proud of their past.

Dover, compiled by Bob Hollingsbee, (Tempus Publishing Ltd) costs £9.99 (ISBN: 0 7524 1622 7)



Dover's welcome in July 1936 for new Lord Warden, the Marquis of Willingdon, a former MP for Hastings

Guns of Dover

Three book reviews by S.S.G.Hale

Vidler, Joseph A. - "I Was There"
Printer A.R.Adams (c) 1997

Clark, J.W. - "Cliffhanger, a Gunner's Story" M.F. Clark (c) 1995

Erwood, Peter. - "A Fury of Guns"
Arcturus Press (c) 1999

THE DUNKIRK VETERANS have had their last reunion. And so too have the 75 Heavy Anti Aircraft Regiment, made up of men from Ashford, Folkestone and Dover. Since last year 6 gunners have died and so the reunion held at the Dover Working Men's Club this May was the last.

Recently three accounts of war-torn Dover have been written.

Joseph Vidler was a Dover Co-op delivery boy who changed his bike for a van. In mid war he volunteered for the army. Because driving then was a rare skill he was recruited into the Royal Army Service Corps and spent the rest of the war driving across Europe, and so liberated it from the Nazis. Written with some humour it is only when put into the larger context that one realises that Vidler may well have been a hero and this includes his time with the Co-op, where his life was saved by a loaf of bread.

Clark's account is a Lance Bombardier's report on the activities of a battery located at Dover in the summer of 1940 - polite, discreet and factual.

Peter Erwood's book covers the same period and teasingly corrects some of the errors in Clark's account. But Peter has an axe to grind and states it well and wants justice for the gunners. During the war it was claimed that the anti aircraft guns were morale boosters

rather than a real defence because by Douhet's theory the bomber will always get through and the gunners kill rate was a mere 17% at a financial cost in excess of damage done. RAF and Luftwaffe claims during the Battle of Britain have been shown to be double what they should have been and losses were also under reported. In the light of this the AA claims of 17% should be doubled to 34% for they destroyed targets within range of the guns and victims were easily counted, and so were much more accurate than claims by airmen. Combat theory maintains that when the casualty rate reaches 25% morale plummets. Luftwaffe casualties during the battle reached 30% and morale was breaking. RAF casualties had reached 25% and morale was low. What actually determined the battle was civilian activity which replaced the RAF plane losses faster than the German replacements.

General Pile always felt that his UK AA command never received the recognition that it deserved. I agree with Peter Erwood and the figures support this claim. The Stuka bombers had rained terror on Spain, Poland, Norway, Belgium, Holland, and France, but were defeated over the skies of Dover. Lieutenant Colonel Sadler's Dover Barrage, when all Dover guns fired simultaneously at pre-selected fixed points over Dover, provided a virtually impenetrable shield of steel. The Stukas retired from the skies of England a defeated force. After 1940 Dover was subjected to only tip and run raids because, Peter claims, the Luftwaffe were scared of the Dover barrage!

In a thousand years when A J P Taylor, Toynbee and Gibbon are no longer read, these accounts will be, because they are primary source material, for as Joseph Vidler says, 'I was there'.

S S G Hale (c) 2000

Restaurant Review

THE CABIN

There is a restaurant where bread is home-baked from locally milled flour, vegetables are always fresh and ice cream is home-made exclusively from natural ingredients including seasonal fruits. A choice of over a hundred wines is available in addition to locally brewed ciders, ales and beers, all selected by the proprietor who can describe their individual characteristics. After the meal one may choose from a range of eight coffees or six teas which are served in an individual cafetiere or tea pot. This restaurant exists, not in some trendy upmarket area, but in Dover High Street. If you are expecting an impressive frontage and glitzy interior you might well walk right past it. I refer, of course, to the Cabin, aptly named, unpretentious in appearance, yet unique in the quality it offers.

The Cabin is run, almost without help, by Roger and Pauline Marples, Dover Society members. They specialise in serving excellently cooked English food, with plentiful servings on five evenings a week. In addition to the regular menu and a separate choice of vegetarian dishes there is always a casserole "on the board" and an alternative special starter and main course. These change every few days. Only best ingredients are used and they come from Kent wherever possible. House white wine, for example, is produced from within Dover District. Roger discusses choices while Pauline is to be seen behind the high counter cooking each dish to order. Diners may remain for the whole evening if they wish and the atmosphere is welcoming and relaxed. It is advisable to book because the proprietors never compromise their standards by accepting more customers than they can comfortably cope with.

Approximate cost per head for a three course meal including tea or coffee and modest drinks is £18 to £20 and payment is by cash or cheque.

We dine at the Cabin several times a year and recommend it for its individuality and consistent high standards. We understand that the Marples are negotiating an extension of their lease and trust that they will be enabled to promote good local produce and provide delicious meals for a long time to come.

Sheila Cope

Cowgate Cemetery

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WEBSITES

Websites promoting and giving information on Dover, England are growing.

Below are a few but the editor would like members to tell her or Mike McFarnell of any more on the world wide Internet.

- www.dovertransportmuseum.co.uk
- www.stayindover.co.uk
- www.dovertownguide.co.uk
- www.doverwebdesign.com
- www.dods.org.uk
- www.dover-castle-friends.org
- www.dover-athletic.co.uk
- www.port-of-dover.com
- www.port-of-dover.com/pageant
- www.dover.uk.com
- www.topsy.demon.co.uk
- www.norfolkl.com
- www.hoverspeed.co.uk/
- www.posl.com/
- www.seafrance.com/Pages/default.htm
- www.doverport.co.uk
- www.dover.gov.uk/

Some other sites

Dover Bells 2000

- www.chisnall.demon.co.uk

Roman Painted House

- www.geocities.com/athens/Olympus/2508/RPH.html

Gateway Hospital Radio

- www.ghbs.org.uk/

Dover Mercury

- www.kent-online.co.uk/

Mike McFarnell E.mail: pageant@port-of-dover.com

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But the port's record year did not end there. Dover became Northern Europe's busiest cruise port for turnaround calls handling 128 visits involving more than 140,000 passengers. Its marina enjoyed record numbers of visitors and its cargo terminal consolidation in the fresh fruit and vegetable markets.

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Established antique dealers and valuers
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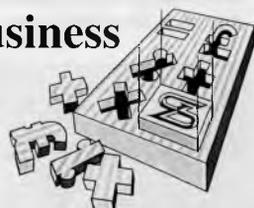
2001 Calendar

2001 Calendars have been produced
from Cheryl's pencil drawings
showing scenes of Dover, Deal &
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APPLICATION for MEMBERSHIP Date / /

 If Renewal, MEMBERSHIP No. please

 NEW RENEWAL FULL JOINT

NAME (Mr/Mrs/Miss/Ms) Please tick as appropriate

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 – £6 annually. Joint Membership – £10 annually.

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 | <input type="checkbox"/> | WRITING REPORTS | <input type="checkbox"/> |
| PROJECTS | <input type="checkbox"/> | REVIEWS | <input type="checkbox"/> |
| CLEARANCE WORK | <input type="checkbox"/> | ARTICLES | <input type="checkbox"/> |
| PHOTOGRAPHY | <input type="checkbox"/> | SURVEY WORK | <input type="checkbox"/> |
| *SPECIAL INTERESTS | <input type="checkbox"/> | | |
| *PROFESSIONAL OR TECHNICAL EXPERTISE | <input type="checkbox"/> | | |

** 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

Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.

DECEMBER 16
7 for 7.30pm

CHRISTMAS FEAST. Application form enclosed.
£18 including sherry, seated buffet,
entertainment by Mike Scurfield
Dover College Refectory

2001

JANUARY.15
7.30pm

BUDGE ADAMS An Old Fashioned Magic Lantern Show
Jack Woolford "The Prehistory of the Dover Society"

FEBRUARY 19
7.30pm

WINE AND WISDOM with Clive Taylor
£4 to include ham/cheese ploughman, wine/juice
Application form enclosed

MARCH 12
7.30pm

Councillor Frank Woodbridge "Life in Dover in WW2"
Dr Frank Panton "A Tale from Canterbury"

APRIL ~~16~~ 36
7.30pm

ANNUAL GENERAL MEETING
Speaker: Dr Fred Lansberry "Henry VIII and Dover"

Other dates for 2001. More details in April Newsletter.

MAY 23
Wednesday 8.30am

London Eye am. Afternoon your choice

JUNE 26
Tuesday 8.15am

Thames trip - MV Princess Pocahontas
£21 to include buffet lunch

JULY 21
Saturday 10.00am

Vines, Wines and Railway Lines
Includes ploughman's lunch and afternoon cream tea
£24.50

SEPTEMBER
Saturday

Foreign shores

OCTOBER 15
Monday 7.30pm

Speakers: Earl of Guilford and Mr James Somerfield,
Deputy Town Clerk on "Town and Gown"

NOVEMBER 19
Monday 7.30pm

Speakers: John Moir, Chief Executive DDC and
The Rev Dr M. Hinton

ALL INDOOR MEETINGS ARE HELD AT ST. MARY'S PARISH CENTRE

PARKING AT STEMBROOK



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***The Pines Garden &
St Margaret's Museum***

Beach Road, St Margaret's Bay
Tel: 01304 852764

MUSEUM:

Open Easter and Bank
Holidays, then end of
May to early September
2.00pm to 5.00pm.
Closed Mondays &
Tuesdays

GARDEN:

Open Daily and
Weekends throughout
the year.
10.00am to 5.00pm.
Closed on Christmas
Day

Field's Secretarial Services

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A0 PLANS / DRAWINGS

DAYGLO POSTERS TO DOUBLE CROWN

LAMINATING UP TO A1