

Dover and heading for Newhaven, rammed the Dover Guard Ship, which sunk with the loss of all 13 hands of the RN. The Medway Queen, a Thames estuary ferry used as a minesweeper in WWII, made some seven crossings and rescued about 7,000 men. It has been restored and is berthed at Gillingham Pier.

Dover Harbour was a scene of chaos, with, at the height of the operation, some 60 vessels unloading men at any one time. Jon illustrated this with a number of photographs, one showed the Admiralty Pier crowded with British and French soldiers, Gendarmes and foreign civilians, including women and children, all disembarking from ships.

Most ships returning from Dunkerque showed a great deal of damage. The men, including the wounded, they brought back were hungry and tired, with their dirty faces

showing a great deal of strain. But all were glad to be back in England. As soon as they had been landed, the wounded men were taken to local hospitals and over 100 who had died on the returning ships were taken to the town's mortuary. With over 180,000 men landed at Dover, hundreds of East Kent buses took men to destinations in Kent. There were also over 300 evacuation trains used to transport men towards London and further afield. Along with these special trains, the railway managed to keep all of its normal services running. The WVS had a great many volunteers helping to feed people in and around the harbour and station areas

On the completion of the talk Jenny took control of the audience's questions, with Jon supplying the answers. Our Chairman, Derek, thanked Jon for his talk and for agreeing to carry out this experimental meeting and be the pathfinder for future virtual meetings.

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COWGATE CEMETERY Deborah Gasking

Despite the virus, lockdowns and stay-at-home's, Cowgate is in pretty good shape. We've managed the few work parties when legislation allowed and, with nature sleeping its chilled sleep of winter, this beautiful site is calming, not so overgrown and (following a few prudent pick-ups) litter free.

A tree from the slopes above the cemetery has fallen across the top wall and onto a grassed pathway, and was reported to a Dover Town Council maintenance worker, (who was conveniently shoring up a bank in the neighbouring allotments).

A little of what you might already know (but there again...):

The site was gifted by Mr. William Mowl of a prominent family. The 2.25 acres of pastureland on the edge of the town

became a burial ground for St Mary's Parish Church whose churchyard, soon be inadequate, was on a site now traversed by York Street dual carriageway. This extension, upon the lower slopes of the Western Heights, was consecrated as St Mary's New Burial Ground and the first interment took place in April 1837.

The layout was completed with a mortuary chapel and a lodge for the sexton.

William Ebenezer Petchey had been born in the lodge and, succeeded his father and grandfather as sexton. He died at the age of 105, at a Whitfield residential home, on 21st February 2006 and was the last person to be buried here.

The cemetery is enclosed on three sides by a high ragstone wall. Its upper boundary consists of a row of vaults excavated in the chalk hillside. This row of vaults has features in common with the terraces or catacombs of London's famous Highgate Cemetery.

At its lower boundary, is a six feet drop to a lane, which runs along the rear of the Sarah Gorely Alms houses, built in 1877. At the junction of this lane and Cowgate Hill, tall double gates adorn the entrance for hearses. A small gate (now bricked up) at the other corner of the lower boundary wall afforded access for handcarts or biers pushed up a path from Snargate Street and the populous dockside district.

The New Burial Ground was closed for interments in the 1870's save to those with existing vaults or tombs, and became known henceforth as Cowgate Cemetery.

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the number was reduced to 150 on the grounds of over intensification. A new planning application has now been submitted for the construction of 81 dwellings. The mix of two and three bedroom houses in four different types provides much needed quality family accommodation which will help enhance and regenerate the area. There is also included green amenity space with a play area and landscaping at the frontage and throughout the site to include a mix of trees, hedges and shrubs. We have supported the proposal.

Marina Curve:

The principle of hotel and retail development on this newly reclaimed land as has always been part of the Dover Western Docks Revival project and we welcome the beneficial impact that this would have for the town as a whole. But to achieve this by construction of a motel and

other facilities from shipping containers is totally inappropriate for the site. The application clearly regards a commercial port as an appropriate context for such a design but Dover is nothing like Rotterdam and it completely ignores the status of the iconic waterfront setting with its Grade II Listed buildings which has long been a major tourist attraction. We have objected to the scheme.

Shop Fronts in Conservation Areas:

We have long been concerned about the way shop fronts in Conservation Areas have been allowed to be altered in such a way as to destroy the historic character of the area. DDC has a policy "Guidance on Shop Fronts and Signage within Conservation Areas" that is intended to set clear guidance as to what would be considered appropriate but all too often this policy has been ignored when deciding planning applications. However, just recently, some plans that we have objected to have also been refused by DDC citing this policy as the reason. We see this as a significant change for the better in the quality of planning decisions. In particular, with regard to 43 Biggin Street which we mentioned in the last newsletter, the recent decision to retrospectively approve plans placed a number of conditions "In order to preserve and enhance the character and appearance of the Conservation Area". We look forward to future decisions being made on the same basis so that the town centre can be worthy of the designation "The Old Town" which DDC aspires to create.

I wish you and your families a belated healthy and happy New Year and look forward to a resumption of more normal life in the not too distant future.

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(current Folkestone Road). As Mayor he was also the town's sole representative on the Harbour Board (or Commissioners as they were then known) involved in attempts to enlarge, deepen and improve the approach to the harbour. He was appointed Treasurer of the Harbour in 1773 until his death in 1800.

His son, Samuel Latham, together with Edward Rice and Captain Larkins, established the Dover Union Bank in Union Street, which he managed for 50 years. Union Wharf was owned by his family. It was a very popular and prosperous local bank. Shipping and other interests continued, although affected by the commercial stagnation and depression following the end of the Napoleonic Wars. The introduction of steam ships from 1821 also meant sailing ships were devalued. Samuel died in 1834.

Samuel's two sons, Henshaw and Samuel, overcame these problems. Henshaw managed the bank and became mayor at 31 in 1814. After Waterloo he organised a local collection for the wounded and the widows of the battle. During the next 15 years he was mayor twice more. He, too, became Treasurer of the Harbour Commissioners, dining frequently at Walmer Castle with the Duke of Wellington (Lord Warden of the Cinque Ports and automatically Chairman of the Harbour Commissioners). In 1836 he gave evidence and was closely questioned for almost two days by the Select Committee of the House of Commons looking into the management of the harbour.

Brother Samuel concentrated on the shipping interests. Both of them acted as consuls for several European countries including the issue of passports.

Lathams was the last private bank in Dover. Fector's Bank merged with the National Provincial Bank, the London and County Bank arrived in Dover becoming a strong rival. Lathams struggled and in 1846 Henshaw died suddenly. The bank closed and its debts consumed all the assets. Samuel lived for another 40 years in the Pier District, dying in 1886 and bringing the Lathams Dover 'dynasty' to an end.

This article is based on one entitled The Latham's of Dover and was published in the Dover Express of October 1906.

In 1993 Lorraine Sencicle published a book, still in print, entitled "Banking on Dover" which gives a more in depth account of the Latham family.

Editor



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inventive, practical joker, humourist, husband and father. John Badcock did not waste his life. He appeared to enjoy life to the full with considerable zest until, sadly, he fell victim, as have many others, to the virus that has swept the world reshaping lives and nations as it went. John's funeral took place at Barham Crematorium on 23 July 2020 under Covid restrictions where his son David gave a fulsome and affectionate tribute to his father. John was brought into the Chapel in a palm coffin to mark his birth in Nazareth and the palm trees that grew in abundance there. His coffin was draped in the ensign of the Royal Corps of Signals on top of which was his military cap signifying the apex of his military career together with his military sword to represent his ability to improvise

novel solutions. His daughter Daphne and other members of the family were also in attendance. Following John's death the family was inundated with tributes to John, many of which commented on his sense of humour. Two examples from outside the family were "they don't make many like John and I miss his wisdom, friendship and humour greatly" and "he was a remarkable man and a person for whom all those who had served under him had great affection". One of his grandchildren said "Mum told me there was nothing I couldn't do but Grandpa showed me there was nothing I couldn't do".

For an all too brief period Dover and its castle was home to this outstanding man of many parts.

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Sandgate, Folkestone, with funds derived from the Jamaica trade. Henry III made compensation claims for the York estate (400plus slaves, sugar, rum, livestock and metals) and Gales Valley estate (250 slaves, sugar and rum).

In 1924, Encombe House featured in Country Life magazine, with new owners and a newly renovated interior, well-illustrated by photographs. It was destroyed by fire in 1978.

James Alured McLean (1871-1881), was living at Langhorne Gardens, Folkestone, with his much-younger wife, Maria, at the time of his death. He was described as a "landed proprietor" born in Jamaica, though claim documents say "of Bordeaux, in the kingdom of France." In the 1871 census of Langhorne Gardens, he is an "English and foreign bondholder." He made a claim on the Main Savanna estate in

Jamaica as mortgagee. The award was split with the owners, George and Sarah Townsend, but James got almost all of the compensation. The estate produced sugar and had 140-180 slaves. Maria died ten years after James, a wealthy widow, leaving about £12,000.

George Joad, (d. 1837), was a London ropemaker, shipping agent and mortgage lender, with homes in Blackheath and Walmer. Among his clients were two London merchants, John Plummer and William Wilson, and the descendants of a planter, Thomas Kaylet. The case was quite complicated as Plummer and Wilson declared bankruptcy, but Joad still received compensation from their estates in Jamaica, Anchovy Bottom (231 slaves, producing sugar and rum) and "Mount Thirza" (the details correspond to Mount Zion in St Elizabeth parish, some 200 slaves over three plantations, one of which produced coffee and also rented out slaves). Additionally, Joad received compensation for the Maverly estate (224 slaves, producing sugar, rum and molasses).

Joad's son, also George, born 1837, left more than £91,000 when he died in 1881, though we cannot know how much of that inherited wealth was from the slave trade.

British complicity in slavery was never just about a few rich people getting statues. It permeated the whole of British society. Many estates (and their slaves) were owned by groups of people, each drawing a small income, spent on goods and services in their home communities. By the 19th century many estates were mortgaged, some failing. The compensation money wasn't returned to help the West Indies but invested in new projects in Britain. It kick-started the development of the modern era and made us what we are. Slavery's legacy is with us still, mostly unacknowledged.

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