

The  
Dover  
Society

# Newsletter

No. 104  
July 2022



*The Dover Town Hall Project Will Re-instate  
William Burges' Original Decorative Scheme*

IF  
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# THE DOVER SOCIETY

FOUNDED IN 1988

Affiliated to the Kent Federation of Amenity Societies  
Registered Charity No. 299954

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# Contents

2	Editorial	Alan Lee
	<b>MARCH MEETING 2022</b>	
4	There Was One Soldier A talk by Andrew Richardson	Alan Lee
	<b>APRIL AGM MEETING 2022</b>	
6	Annual Finance Report	Mike Weston
8	Reawakening of a Gothic Fantasy A talk by Martin Crowther	Alan Lee
11	Saving the Barons' Bench	Derek Leach
12	Planning Committee	Graham Margery
14	The Mayor and the Pepper Stones	Barry O'Brien
19	Environment Committee	Janet Dagsys
20	Dover's Market Square Improvement Works	Charles Lynch
21	National Open Garden Scheme 2022	Deborah Gasking
24	Booking Form for Dover Society Festive Lunch	
25	Application Form for Membership	
27	Ukraine Mirrors Hungarian Invasion	Terry Sutton
28	Flight Lieutenant G. R. H. Talbot	Barry O'Brien
29	Membership News Summer 2022	Ann Burke
30	Jeremy Cope – Honorary Freeman of Dover	Derek Leach
31	John Lockyer	Terry Sutton
32	Plants in the River Dour	Deborah Gasking
33	1535 Inventory of the Hospital of St Mary	Tim Boyton-Adams
35	Dover Wombles	Deborah Gasking
37	Memories of Dover A Personal Perambulation Part IV – Transport	Peter Sherred
41	A Meadow for Cowgate	Deborah Gasking
43	The Clergyman and the Cook	Ann Tomalak
48	Dover Society Trip Notice	
	Inside Back Cover	Programme 2022/23

## *The Objectives of the Dover Society*

*founded in 1988.*

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

The area we cover comprises Dover Town Council, Guston Parish Council, Hougham Without Parish Council, Langdon Parish Council, Lydden Parish Council, River Parish Council, St Margarets at Cliffe Parish Council, Temple Ewell Parish Council and Whitfield Parish Council.

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

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This year at last saw a return to near normality with the A.G.M. taking place live in St. Mary's Hall.

The change in the wording of the Dover Society constitution was ratified at the A.G.M. The members present elected Jeremy Cope, Sheila Cope, and Mike Weston as Vice Presidents of the Society, all for their committee service over many years.

The A.G.M. also saw many changes to the Executive Committee with a number of long serving members standing down. On behalf of the Society members I would like to thank them for all of their years of diligent and devoted service to the Society. Our new Chairman is Jenny Olpin. Other changes to the committee can be seen inside of the front cover. One other change Refurbishment has been renamed the Environment Committee, to reflect its increased role in shaping the development of the area.

This year the Christmas Festive Lunch has been reinstated and will take place at 1pm on Sunday 4th December at the Marina Hotel. Details are inside the back cover and a booking form is on page 24. The limit is around 100 people. If you want to attend then please book as early as possible.

Details of trips the Society is involved with are in the programme, inside the back cover. If you are interested then please book as soon as possible.

Congratulations to Jeremy Cope and John Angell, who, in May, were installed as Honorary Freemen of Dover.

Dover's Market has again relocated to the old Poundstreachter building in Biggin Street, many stalls are start-up businesses. So please give it a visit.

*Alan Lee, Editor*

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Tel: 01304 213668    Email: Alan.lee1947@ntlworld.com

## DEADLINE for contributions

The last date for the receipt of copy for issue 105 will be Wednesday 5th October 2022. 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. Copy on computer disc or by e-mail is acceptable. Pictures via e-mail to be submitted in JPEG and not imbedded in the text of the article and must be in as high resolution as possible. Please ring 01304 213668 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.*

## EDITORIAL AND PRODUCTION TEAM

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\* \* \* \* \*

## DOVER GREETERS

Dover Greeters are volunteers greeting visitors to Dover. We love doing it and invite you to come and try it once!

**Tel: 01304 206458**

# MARCH MEETING

## There Was One Soldier

**The Life and Times of Joe Shepherd of The King's Own Royal Rifle Corps**

**A talk by Dr Andrew Richardson**

**Reported by Alan Lee**

After introducing himself, Andrew said his talk was to be of a personal nature as Joseph 'Joe' Shepherd was his great grandfather. He lived most of his life at 13 Kent Road, Cheriton, Folkestone.

Andrew's interest was aroused when an old wooden box, containing medals and various artifacts, and an old shoebox, full of photographs, was left to him by his mother.

The box itself was remarkably interesting as a Boer prisoner of war had made it. More unusual was that it had not been made in South Africa but in India. This Boer, along with other prisoners, had been captured in South Africa but had then been transported to India when the regiment returned there. Andrew is of the opinion that the crest on the box lid is that of a Boer unit, but he cannot be sure.

The earliest record that Andrew could find of Joe was in the census of 1881. It records that his father was in the British Army and had been posted to Ireland. It turned out that of all his brothers and sisters Joe was the only one born in Ireland.

By 1891 both of his parents had died and the census from that year showed that he was living with his aunt in London.

By the late 1890s Joe had enlisted and was serving with the 2nd Battalion King's Royal Rifle Corps (KRRC) in India. Between 16th and 30th September 1899, the battalion was sent from India to Natal, South Africa to take

part in the 2nd Boer War. They first saw action on 30th October 1899 at Rietfontein, outside of Ladysmith and were present during the Siege of Ladysmith 2nd November 1899 to 27th February 1900. They had advanced as part of General White's force but had been surrounded by the Boers. During the siege, through hunger, they had been forced to eat their horses. As reinforcements they took part in the great attack, on 6th January 1900 which saw furious fighting at Waggon Hill, one of the hills surrounding Ladysmith.

There are many interesting stories of what happened during the siege. One Andrew recounted was when, at Christmastime, a shell landed in the middle of the cricket pitch but did not explode. After some time, a brave, but inquisitive, soul approached the crater and discovered, after close inspection, that the shell did not contain any explosives. It was instead found to be filled with Christmas puddings!!

In Andrew's opinion, it was advice, terribly wrong, from the British High Commissioner of South Africa, Sir Alfred Milner and other top officials, that the Boers would be overawed by the British, that led to the agitation for conflict. The Boers were excellent shots, armed with the latest rifles, mainly German-made, and with the new smokeless bullets, so that when fired they did not give the rifleman's position away.

After Ladysmith they marched north to the Transvaal-Natal border. In July 1900 they set

sail with prisoners to Colombo, Sri Lanka. The audience was then shown a series of photographs including one of a group of Boer prisoners. Andrew hopes that one day he will be able to identify one of them as the person who made the box he had inherited.

On leaving the army, Joe returned to England. His sister Clara, Andrew's grandmother, had moved from London so Joe went to live with her at 13 Kent Road, Cheriton, Folkestone.

Then came World War One and in 1916 Joe got called up and by October of that year he was in Camberwell on an army cooking course. It was not long before his regiment saw action, for in March 1917 he was posted to the 'Western Front'. In the wooden box was a sheet of typed paper listing the names of the men who had trained as regimental scouts. Joe's name was amongst them so that we know one of the things that he was employed in during that time.

Also found in the box was a copy of the 1917 British handbook that was issued to officers posted to the 'Western Front'. Most were young and inexperienced so trench warfare and the rules for engaging the enemy had to be explained to them.

It was here on the 'Western Front' that Joe was shot in the elbow, the bullet travelled up his arm and exited near his shoulder. On his



ARP Wardens

record it shows that he had his wound dressed at 11.15pm on 5th April 1917. This wound may have saved his life as many of his comrades in the regiment were killed in later fighting. On 21st April Joe returned and was sent to convalesce with a Voluntary Aid Detachment at Leeswood Hall Auxiliary Hospital, Flintshire, North Wales. Andrew showed a picture of the nurses and patients, one of them, Ada Hodgkinson, kept a detailed autograph book.

*Many thanks to Mary Marrow and Robert Hodgkinson for sharing their lovely family archives online.*

Meanwhile back in Folkestone on 25th May 1917 a German Gotha aircraft had dropped a bomb on Tontine Street killing sixty people and injuring many more.

In March 1918 Joe was discharged and returned to the family home in Cheriton. He then got a job as an electrician although he never did have much mobility in his arm.

Then came World War Two, and Joe joined the Local Defence Volunteers (LDV). He was disappointed that he was too old and not fit enough to fight against the German forces. He became an Air Raid Precautions (ARP) warden. We then were shown a slide of the ARP wardens, Folkestone 'C' Group, 1937-1942. Joe was identified as no. 8 in the photograph.

Later in life Joe, in ill health, went into hospital. During his last few days, he relapsed into the past and became worried that the family around him were in danger from shelling.

Joseph 'Joe' Shepherd, a thoughtful and kind man passed away in 1965.

Andrew concluded his talk with a question and answer session with the audience. The Society chairman, Derek Leach, gave thanks for a most interesting and illuminating talk.

# The Dover Society - Financial Statements

(Registered Charity No. 299954)

**31ST MARCH 2022**

**BALANCE SHEET**

**AS AT 31st MARCH 2022**

<b>CURRENT ASSETS</b>	<b>2022</b>	<b>2021</b>
Newsletter Binders.	180.16	180.16
Debtors & prepayments [Insurance]	347.19	327.87
Building Society Account [Caf]	30556.33	30245.23
Bank Current Account	24352.32	23611.88
Cash in Hand	154.21	43.56
25 x Reckitt Benckiser shares gifted to Society 06.11.08	660.75	660.75
25 x Reckitt Benckiser shares gifted to Society 26.10.12	937.50	937.50
25 x Reckitt Benckiser shares gifted to Society 09.02.15	1,400.00	1,400.00
50 x Indivior shares from Reckitt Benckiser 22.01.15	81.50	81.50
Market value of shares at 31.03.22 was £4514		
	<u>£58,669.96</u>	<u>£57,488.45</u>
<b>CURRENT LIABILITIES</b>		
Money held on behalf of 'Bluebird Trail'	777.44	777.44
Subscriptions in advance 2022/23	1,237.00	1,725.00
		10.00
	<u>£56,655.52</u>	<u>£54,976.01</u>
Represented by:		
General Fund at 31st March	0.00	30359.19
Projects Fund .	1088.78	873.78
Publication Fund (formally the Peverley Fund)	4,359.01	4,169.76
Town Hall Fund	13,249.83	13,118.88
River Dour Partnership	<u>6,454.40</u>	<u>6,454.40</u>
	<b><u>£ 25,152.02</u></b>	<b><u>£ 54,976.01</u></b>

The complete accounts are available for inspection upon request to the Treasurer



## INCOME AND EXPENDITURE ACCOUNT

### FOR THE YEAR ENDED 31ST MARCH 2022

	<b>2022</b>		<b>2021</b>	
<u>SUBSCRIPTIONS &amp; DONATIONS</u>				
Subscriptions	2853.00		2688.00	
Donations received	<u>94.00</u>	2947.00	<u>219.50</u>	2907.50
 <u>SOCIAL EVENTS</u>				
Christmas Gathering	0.00		0.00	
Wine & Wisdom	119.51		0.00	
No Outings - Coronavirus		119.51		0.00
 <u>MEMBERS' MEETINGS</u>				
AGM and members' meetings	<u>(124.35)</u>	(124.35)	<u>0.00</u>	0.00
 <u>NEWSLETTER</u>				
Net Surplus (deficit)	<u>(1505.29)</u>	(1505.29)	<u>(1471.87)</u>	(1471.87)
 <u>ADMINISTRATIVE COSTS</u>				
Photocopying & Stationery	(59.10)		(79.03)	
Miscellaneous	(98.77)		(149.67)	
Postage, Telephone & Advertising	(166.32)		(4.78)	
Affiliation Fees & Insurance	(367.87)		(379.74)	
Committee Room hire	<u>(105.00)</u>	(797.06)	<u>0.00</u>	(613.22)
 <u>OTHER ITEMS</u>				
Caf Account & other interest received	5.10		13.69	
Gift Aid attracted by subs etc				
to general fund	579.40		550.48	
Donations made: Normal	(80.00)		(280.00)	
Awards and presentations	0.00		0.00	
Badges	<u>0.00</u>	504.50	<u>4.00</u>	288.17
 SURPLUS (DEFICIT) for the year		1,144.31		1,110.58
SURPLUS brought forward		30359.19		29248.61
SURPLUS carried forward		<b>31,503.50</b>		<b>30,359.19</b>

Bracketed ( ) items are debits or net costs. Unbracketed items are credits or net income

# APRIL AGM MEETING

## Reawakening of a Gothic Fantasy

Speaker Martin Crowther

Reported by Alan Lee

After explaining his background and his remit Martin continued by explaining that the restoration of the Maison Dieu (the house of God - Domus Dei) was very much a community project. At all stages Dover District Council has sought to engage with the local community. Especially, that is with the use of volunteers to help carry out the restoration, research and excavations around the exterior of the building. At present there are twenty five volunteers actively engaged in researching the building and its contents.

Continuing, Martin gave a brief history of the Maison Dieu reinforced by showing a number of illustrations. Originally founded as the Hospital of St. Mary, by Hubert de Burgh, it was probably a simple hall offering a place to rest for pilgrims travelling to Canterbury to visit the tomb of Thomas à Becket. It has had an interesting and varied existence. In 1227 King Henry III was present at the dedication of the new chapel and he became its patron. During the reign of King Henry VIII the hospital, in 1544, passed to the ownership of the crown. The existing bakery, brewery, granary, stables and storerooms became part of a victualling yard supplying the Royal Navy and remained in use until 1830. The Corporation of Dover purchased the building in 1834 and set up their offices, a goal (prison), and courtroom there. A new prison was built in 1867/68. The original goal was demolished in 1881 to make way

for the Connaught Hall which was completed in 1883.

The cells of the new prison are situated beneath the courtroom and you can still see a sign above a doorway, leading to the courtroom above, that reads "FELONS FOR TRIAL." Incidentally one of the benches in the press section of the courtroom bears the name Terry Sutton, our press officer, from when he was a junior reporter covering court proceedings.

Between 1849 and 1861 the Corporation restored much of the building. In 1848 Ambrose Poynter drew up plans for a full restoration of the Stone Hall. Owing to his failing eyesight, he asked William Burges to assist him. Burges made working drawings from Poynter's plans and in 1859 the restoration was underway. The Town Hall was officially opened in 1861.

In 1880 William Burges commenced designs for new municipal offices (Mayor's Parlour) and assembly rooms (Connaught Hall) but he died a year later. Two of his



*Over 20 volunteer archaeologists took part in the excavation outside the medieval Stone Hall*

former colleagues Pullan and Chapple completed the Connaught Hall in 1883.

The organ in the Connaught Hall was presented to the town in 1902 by Mr E F Astley.

The Connaught Hall was redecorated in 1911 and 1924. Between 1925-27 the exterior of the building was repaired by the Office of Works, Covering up much of Burges work. 1953 was the last known date for redecoration and it was then that most of the Burges internal decoration was thought to have been covered over.

£9.1m in funding has been secured for the restoration, much of it from the National Lottery Heritage Fund.

Part of the plans include a new entrance at street level that will allow full accessibility to the building for all. Where the lift comes out on the upper ground floor the panelling will be redesigned, with some of the wooden panels being removed, this will give the visitor a first look down the full length of the Connaught Hall.

Other improvements include the cells and old visitor centre to become a café, all toilet facilities to be upgraded and new

ones installed, the kitchen and servery areas to be improved.

The mayor's Parlour is to become part of a modern holiday let with the original Burges decorative interior work restored. The large circular table will be cleaned but the damage to the top of the table, caused by a piece of wartime shrapnel, will remain. The chairs are by Flashman & Co. Dover and Folkestone upholsterers to Queen Victoria. Made from American oak they are upholstered with Moroccan leather.

During the external renovation work of the original lead roof, parapet and turrets a plaque was discovered fixed to one of the parapets bearing the name J Huntley 1899 (or 1859), not much has yet been discovered about him.

The organ, sadly, will not be restored as part of the ongoing restoration. It is hoped that this will form part of a future project with the cost, at present, estimated at £600,000.

All of the paintings and artifacts in the Stone Hall have been removed for cleaning prior to their return. The six stained glass windows along the south wall were designed by Ambrose Poynter's son, Edward John Poynter will be cleaned and repaired where necessary. They are very detailed and depict many famous characters and events connected to Dover.

During Martin's most interesting and informative talk he showed the audience numerous pictures and recounted many new facts and details that have so far been discovered during the present work on the Maison Dieu.



*Maison Dieu volunteers have been welcoming thousands of visitors to the building for a busy programme of special events*





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# Saving The Baron's Bench

Derek Leach

For several hundred years Old St. James' Church also served as the Court House of the Barons of the Cinque Ports. The last Lord Warden to hold such a court was the Duke of Wellington in October 1851 when he sat on the special seat called the Barons' Bench. One hundred years later in January 1951 the bench was placed and dedicated in St. Mary's Church.

The Reverend A. Stanley Cooper became Vicar of St. Mary's and in charge of the St. James' parish in 1943. He and local solicitor, John Mowll, visited the old church, which had been hit by shells, and noticed some war damaged oak panelling, part of the Barons' bench. Before they could arrange removal, the church was hit again and the panelling covered in debris. Later, in 1944, the church tower was hit and the entire vestry containing the panelling collapsed, completely covering everything.

After the war it was decided not to demolish the church remains, but to retain them as a permanent symbol of the suffering endured by the people of Dover throughout the conflict. In 1950 contractors moved in to 'tidy up' the ruined church and Revd. Cooper saved almost all the panelling, but the bench was decayed beyond repair. Dover Harbour Board, however, was able to clean and restore the panelling above the seat. He also discovered that a table that had stood in front of the seat had been moved to New St.

James' Church, which, following the church's demolition after the war, had been moved again to the original Civic Restaurant, housed in St. Mary's Parish Hall, where it was used as a cash desk!

The Vicar was keen to find the missing centre seat of the bench, which had no legs but was usually on the bench. This seat and a plaque about the bench that had been put in the vestry in 1935 were eventually found boarded up in the attic of solicitors Mowll and Mowll. On the back of the seat was a label in John Mowll's handwriting stating that it was the Duke of Wellington's seat. Both seat and plaque were severely damaged by shell splinters, but once again Dover Harbour Board restored them.

No longer in St. Mary's, the items are on display in Dover Museum.

*Source: Dover Express and East Kent News  
12 January 1951*



*Wellington Seat © Dover Museum*

# Planning and Local Government Committee

## Graham Margery

### Acting Chairman Planning Committee

Since the last newsletter, things have been a little quieter on the planning front. Nevertheless, the Planning Committee continued with the relentless task of overseeing planning applications so that, since the last newsletter, we have reviewed some 84 applications that are potentially of interest and made formal response to Dover District Council in respect of 24 of them. We are pleased to welcome Tony Tugnutt as a new member of the Planning Committee who brings a wealth of experience from a career in town planning.

**Changes to Planning Regulations:** We mentioned in a previous newsletter that significant changes were being proposed to the Planning Regulations. This was intended to simplify the system, speed up the process and in some cases allow schemes to proceed without the need for a planning application at all. The overall objective was to speed up the delivery of new houses. There were 2,398 responses to the government's 2020 consultation including a response from The Dover Society. We objected to the changes as they would not actually deliver the desired objective since the biggest problem is getting developers to actually deliver the schemes that have already been granted planning permission. Subsequently, the proposed changes have been shelved but that is not the end of the matter as the recent Queen's speech announced further changes which include the possibility of local residents being able to vote on planning applications from their neighbours. This is the headline grabbing item but we will wait to see the actual

details before we submit a response to the government department.

**Houses of Multiple Occupancy (HMOs):** Since we last reported on the problems frequently associated with such properties, and the large number of them, the situation in Dover has deteriorated further. There are now 51 HMOs in Dover for 560 occupants, this being an increase of 6 properties and 53 occupants over the last eighteen months. Disheartening as this is, it is not just a matter of the numbers. The quality of the accommodation often leaves much to be desired with bedrooms that are hardly big enough to walk round the bed and sometimes with no communal living room at all. Much as we object to this lack of amenity, applications for an HMO are rarely refused. To make matters even worse, at the time of writing there are another three Planning Applications for HMOs waiting to be determined.

**Former Buckland Hospital Site:** In June 2021, planning approval was granted for the construction of 81 dwellings on this site, a scheme that we supported having objected to previous plans for much higher density of housing. We were concerned at the time that like many other approved schemes this would not actually be delivered but simply used to raise the value of the site prior to its sale. However, the groundwork has now started with terracing the land to the rear in preparation for the building work. So, it looks like we may get the housing after all.

**The Citadel, Western Heights:** This site which was formally the Immigration

Removal Centre is now in private ownership and members of the Planning Committee met with the new owner regarding two planning applications to bring some of the casemates into commercial use. We learned of plans to improve accessibility to the site and ensure environmental sustainability. There is still a long term plan to convert one of the older buildings into a hotel but that is a long way off at present. We wrote to DDC to support the current applications and we await the outcome.

**Malvern Road:** A planning application has recently been submitted to build a block of flats in Malvern Road. This is a modern architectural design for 45 self-contained flats which are mainly one and two bedroom flats with a few three, four and five bedroom units. The site is not in a conservation area and is not in the vicinity of listed buildings but it is a seven storey block which is incongruous and overbearing in a neighbourhood that is characterised but much smaller Victorian houses. The principle of developing this brown field site is not a problem but the scale of this proposed development most definitely is. We have written to DDC to register our objection.

### **Historic England - Historic Places**

**Panel:** In July 2021 this panel paid a two day visit to Dover, touring the town and meeting with a number of officials from DDC. Their report makes fascinating reading and is available on

<https://historicengland.org.uk/content/docs/committees-panels/historic-places-panel-review-paper-dover-jul21/>

The fact that they came to Dover at all is a feather in Dover's cap and they were very positive in recognising all that Dover has to offer if only better use was made of it. They saw enormous potential for Dover

and were particularly impressed with the towns very long heritage of national (even international) significance but also acknowledged the difficulties in balancing conflicting requirements in delivering improvements for the town. They recognise the problems relating to HMOs (mentioned above) saying "Families typically only move into an area if they are confident that will be a good environment for them in the long term. The unrestricted growth of HMOs undermines confidence and tends to have a snowballing effect. Controlling this is therefore important . . ." The report concludes with twelve recommendations that include a desire to work with DDC in delivering these objectives. Of particular interest to The Dover Society is the recommendation to invest in historic buildings rather than demolish them and also to set up a Place Working Group that would oversee the governance of the town and the decisions associated with it.

## **Dover Society Binders**



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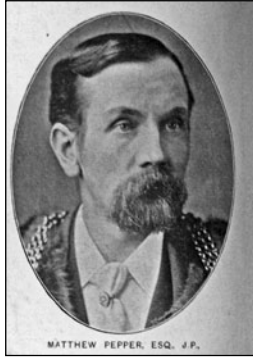
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# The Mayor and the Pepper Stones

Barry O'Brien - Dover Tales

Sited on the small grass area to the side of the Pay & Display car park in Castle Hill Road, just outside the fence of the former Connaught Barracks and opposite Upper Road, is a boundary marker, referred to as a 'Pepper' stone, one of a series of 'new' boundary stones set to delineate the town's boundary during the office of Mayor Matthew Pepper in 1895-6. Many Pepper Stones are still visible around town today, including those by the Coastguard Cottages, overlooking Coombe Hole by Fort Burgoyne, and at Shakespeare Cliff.

Matthew Pepper was elected Mayor in 1895 and was at the same time Chairman of the Dover Board of Guardians. An established Dover family his ancestors had variously occupied the posts of Town Mayor, Town Clerk, and Clerk to the Court



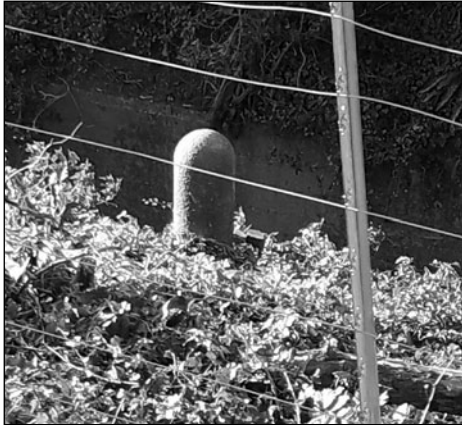
*Matthew Pepper JP 1841-1921*

of Brotherhood and Guestling, a high ranking Cinque Ports office.

Alderman Matthew Pepper owned a considerable amount of property in the town centre at one time including a residence and ironmongery warehouse at 49, 51 and 53 High Street, the site now opposite the Charlton Centre. It was at his High Street address that three cannons, said to have

been brought back from the Battle of Waterloo, were displayed, today these cannons, gifted to the town by Alderman Pepper, are displayed at the top end of Biggin Street, next to the Maison Dieu.

Born in 1841 Matthew Pepper trained, in Suffolk, as an engineer before opening the wholesale and retail ironmongery store in Dover.

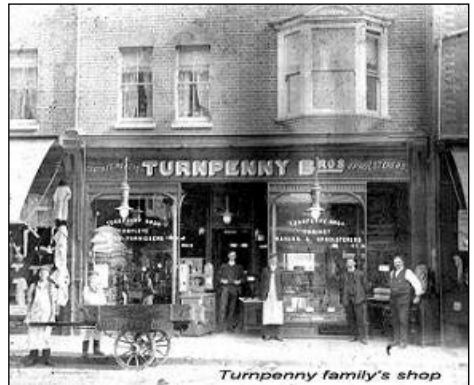


*Pepper Stone at Fort Burgoyne's West Wing  
Courtesy Chris Valdus*

In 1883, he stood in the local elections as a Conservative candidate for Castle Ward but, at the request of the Party Executive, withdrew in order to make way for another candidate, William Crundall. Although Crundall's nomination was though questionable as his papers described him as a 'Timber Merchant', which was, technically, incorrect as he was not yet in partnership with his father in the highly successful family timber business. Crundall did, though, eventually win the seat which he went on to retain until his 1913 retirement from local politics having been elected Mayor of Dover 13 times, the first time in 1886, and receiving a Knighthood for his services.



In November 1885, Matthew Pepper was finally elected for Castle Ward, unopposed, in a by election caused by the death of Philip Stiff. Like Crundall Pepper also remained on the council until 1913 and was described as keen, witty, original and enterprising. He became a magistrate in 1889, was appointed Alderman in 1892 and elected Mayor in 1895-6. That same year saw Dover's boundaries extended and marked, as was tradition, by boundary stones suitably inscribed Dover Pepper Mayor 1895 which stones became known as Pepper Stones.



*Turnpenny Bros Shop*

In local politics, Matthew was principally concerned with the administration of the Poor Law, holding office on the Board of Guardians for Charlton as well a position which included his role as Chairman of the Dover Union, the workhouse located at Buckland Bottom that eventually became Buckland Hospital; under his stewardship the number of jobs provided by the council was increased so as to address the issue of unemployment in the town.

On September 17th, 1907, Pepper's business was ravaged by fire following which he slowly withdrew from taking such an active role in local affairs before finally resigning in 1913.

All flags on municipal buildings were lowered with news of Pepper's death on April 24th, 1921.

By 1925 Turnpenny's had taken over the High Street premises; three years later Sarah Pepper, Matthew's wife, died on May 18th, 1928, aged 86.

The three 200 year old cannon that once stood outside Pepper's High Street emporium were restored in 2018 and replaced by Dover's Maison Dieu, the cannons themselves having been cleaned and placed on new gun carriages built from English Oak.

Recent clearances around Fort Burgoyne's restored West Wing have uncovered a 'lost' Pepper Stone completing one more link in the chain of stones placed around Dover in during Matthew Pepper's Mayoral term of office.



*Cannons From Battle of Waterloo by the Maison Dieu*



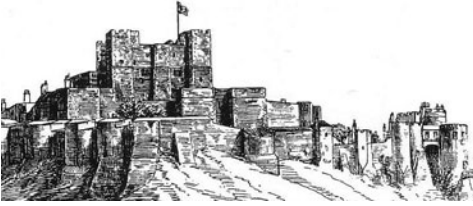
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# Environment Committee

Janet Dagys

The Environment Committee (formerly known as the Refurbishment Committee) continues to meet at the Dover smART premises next to the Yacht Club on the second Monday of each month, except for a break in August. We continue to focus on the appearance of the town, cleanliness, litter, rights of way and tourism, taking action when and where we can be effective and can make a positive difference. The Dover Society includes many rural areas around the town and we would welcome new members from these areas to have their voices heard on these topics.

Ongoing areas of interest have been the Market Square development, the Underpass & Cannon Street, the campaign to save the Discovery Centre Theatre, signage in the town centre, conservation & the state of uninhabited buildings and the Dover Priory Station Green Corridor.

The Priory Station Green Corridor has been led by member Deborah Gasking and to date, vegetation has been cut back by the steps and the listed WW2 building (by Dover District Council), a wildflower



*Dover Priory Garden*

garden has been established at the station close to the bicycle racks (a partnership of Dover District Council, Dover Wombles and the students of Dover Technical College) and wooden planters for station platforms have been built by the students of Dover Technical College.

We continue to liaise with our colleague and Dover Town Council 'Walkers are Welcome' promoter Pam Brivio, on walks in the town, Chris Townend (Growth & Development, Dover District Council), Diederik Smet (Destination Dover Manager) local Kent Police and other local town, district and KCC councillors.

Member and former Chair of the Environment committee, Jenny Olpin, met with Chief Inspector Dan Carter and Inspector Paul Barrell (Community Safety) of Kent Police on April 21st, 2022.

In this meeting, Kent Police said that current crime indicates that 35% of victims relate to domestic issues. Dover continues to have the highest number of solved crimes but there is an increase in retail crime which, with the cost-of-living crisis, is likely to increase. Burglary is fairly unusual but there are a few and they are usually drug related.

The Dover Police Station Officers continue to focus on Pencester Gardens but also Whitfield as there are currently issues arising in schools which have resulted in the re-introduction of a dedicated Education Officer. This engagement can result in the application of section.34 of the Anti-Social Behaviour Act to disperse children. On a positive note, the Police Cadets are still very active visiting the District Primary Schools.

The issue of HGVs was discussed at length following the chaotic situation that arose over the Easter period and again over the May/June half-term week. The question was asked as to why the lorries are able to access the town. There is an application for the re-institution of powers that enable Kent Highways/Highways England to invoke extraordinary powers to control the access roads. It was pointed out that these are desperately needed by the town of Dover.

On general policing pressures the Chief

Inspector confirmed that they were not engaged with any migrant issues but that there has recently been increased concerns about fatalities on the White Cliffs. There is an initiative to engage a similar system to the Pastors who patrol Beachy Head in East Sussex.

The Society was asked if members would support a Kent Police initiative, 'Community Voice'. Information for any members wishing to join this will be emailed in due course.

## Dover's Market Square Improvement Works

### Charles Lynch

Dover was awarded a grant via the Coastal Communities Fund to help regeneration in late 2020. In January 2021 DDC's web site presented the new vision for the Market Square. We were told there would be no Planning process because the scheme was going to be 'delivered' under Permitted Development. It was explained that the Town Team had come up with the design and applied to the government for the grant. DDC adopted the design and employed KCC Highways (in January 2021) to implement the scheme because it lacked the resources. It was considered to be 'Permitted Development' because KCC has powers to do what it wants in a highway.

This is Dover's only civic square and it was felt that most of what was proposed should have come under Planning. 'Misting' features on a footpath are hardly essential works in a highway. Apart from the lack of

consultation, we (the Dover Society) had many concerns about the details of proposals but all we could do was to send an email. Months later, there was a reply but we were told it was too late for the council to follow our suggestions.

The essence of the concerns related to the 'desired line' route which leads people diagonally through the square. The triangles of left-over space on either side were small and awkwardly shaped,



*Market Square Revamp*

essentially destroying the space as one civic square. Steel hoops, concrete benches, cycle racks, bollards and sign boards create barriers and clutter which block easy passage around the square. We were concerned that it will create a chaotic visual mess that will detract from the splendid view of the castle.

The 'platform', (which was not on the drawings seen last January) is also a barrier to free passage across the square. Claimed to create a more 'flexible' space, in reality it is the opposite. This 'platform' also has two long edges with oversized, dangerous steps.

The 'misting features' consist of four large steel hoops which straddle the route through the square. The hoops will drift 'mist', (droplets of water) on to the heads of everyone passing through. The risk of

Legionnaires' disease concerned us, so we contacted the HSE for its advice. The HSE felt unable to comment as it had not yet been built. They had however, been told that the mist would operate 24/7 to avoid the risk of stagnant water.

Despite the fact that Dover's proposed Local Plan Strategic Policy 1 Planning for Climate Change states that "maximizing water efficiency" is a priority, a new water main has been installed to meet the 'misting' demand. DDC had previously told us that the system will pump through 420 litres of fresh water every hour. Running 24/7, we think that equates to around a million litres of fresh water being poured straight down the drain every three months!

This is an ongoing project and we can only wait to see how it turns out.

---

## National Open Garden Scheme

**Deborah Gasking**

At last . . . all done and dusted. And back to enjoying my garden. Hadn't reckoned on the sustained effort over months of graft and, at times, actually hating it. But, relief, I'm again immersed in the pleasure of it all.

A quick summary of attendees:

Over 160 visitors coming from all over, not solely to visit Dover's four gardens, but some did make that trip like the two from Medway and my friend from Derby (to my surprise).

The others, starting with the furthest travelled :

Australia, Sweden, Belgium, Southampton, Sittingbourne, Faversham, Margate, Broadstairs, Elham, Womenswold, Hythe,

Folkestone, Deal, Lydden, and, of course, Dover

I kept a comments book – all complimentary even though I wasn't leaning over them. And not one person wrote negatively about the steep garden. And everyone, bar one lady with very dodgy knees, made it to the top to enjoy the views.

Our gardens made over £1400, all going towards healthcare charities. Further still, I think it flagged up Dover – many of out-of-town visitors couldn't believe how beautiful our area is.

Would I do it again? Yes, but not a whole weekend, one afternoon at a time will be plenty.

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Please select from the following menu

**Arrival**

**Drink: Bucks Fizz  
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**Starter: Broccoli & Stilton Soup** with sourdough croutons

**Prawn Cocktail** with sauce Marie rose, brown bread and butter, fresh lemon

**Roast Beetroot & Goats Cheese Salad** with candied walnuts, merlot vinegar, seasonal leaves

**Main: Traditional Roasted Turkey** with all the trimmings, seasonal vegetables and cranberry sauce

**Roasted Beef Sirloin with Rosemary** with roast potatoes, seasonal vegetables, Yorkshire pudding

**Pan Fried Trout À La Forestière** served with new potatoes, spinach and grilled mushrooms

**Gnocchi Pomodoro (V/VE)** served with tomatoes & grilled mushrooms

**Dessert: Traditional Christmas Pudding** with brandy sauce

**Dark Chocolate Mousse** with Crème Chantilly and hazelnut nougatine

**Apple & Almond Crumble** with vanilla ice cream

To book your place(s), please complete the form below and return it together with your cheque made payable to THE DOVER SOCIETY to the Social Secretary, Mrs. Lyn Smith, 2 Redlands Court, London Road, River, Dover CT17 0TW together with payment cheque. If paying by BACS the details are: The Dover Society, account no. 80864803, Barclays Bank Dover, sort code 20-02-62, giving your name and FL as reference. If you require a table for more than eight people, then please contact Lyn Smith  
The form can also be returned by email to [steve.lyn@uwclub.net](mailto:steve.lyn@uwclub.net)

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Please select for each person, your arrival drink and choice of menu

Name(s)	Arrival Drink	Starter	Main	Dessert
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# Ukraine Mirrors Hungarian Invasion

Terry Sutton

The crisis in Ukraine, following the Russian invasion, is virtually a copy of events in 1956 when hundreds of Hungarian refugees were welcomed and cared for in Dover.

In 1956 thousands of Hungarians took to the streets of Budapest to demonstrate their desire to see the end of the Communist regime. But the Soviet Union backed the Hungarian communist government and on 4th November 1956 Russian tanks, backed by heavy shelling, rolled into Budapest to crush the uprising.

There was street fighting and the exodus of thousands of refugee women and children, and some men, although many remained at home to fight the Russians.

It was not long before the first Hungarians, many bearing street-fighting wounds, arrived by ferry at Dover Marine Station. The Dover Express was there to welcome them.

The British government warned the mayor

of Dover that a "score or more" refugees were expected to arrive in Dover. "Please look after them" - was Whitehall's call. Eventually around one thousand arrived.

Dover's mayor and town clerk asked Dover Express reporter Terry Sutton, a member of local organisation The Round Table, to organise the reception of the refugees. He asked fellow members of The Round Table for support and they agreed.

At the time the army barracks in Dover were empty of troops so Connaught Barracks were taken over as a refugee camp. Whitehall provided food while Sutton and his Round Table mates took over the responsibility of entertaining nearly a thousand refugees. Paper for letter writing was provided while football matches against local teams were organised.

This task continued for about two weeks before national organisations such as The Red Cross took over from the weary local Round Table members.



*Russia's drive past destroyed residential buildings in Popasna, Luhansk region, Ukraine, 26 May 2022*



*Rubble after the end of the fighting in Budapest's 8th District 1956*

# Flt Lt Geoffrey Richard Henry Talbot

Barry O'Brien – Dover Tales

On Thursday June 29th, 1916, a Nieuport biplane, Type 10, No. 3869, took off from the airfield at RNAS Guston\*, located adjacent to Fort Burgoyne, bound for Dunkerque, France, piloted by Flt Lt Geoffrey Richard Henry Talbot, who was accompanied by Air Mechanic 1st Class Abraham Alf Hampson, Service Number F/10086.



Flt Lt Geoffrey Richard Henry Talbot

Descended from the lineage of the Earls of Shrewsbury, Talbot's family name was actually Chetwynd-Talbot, his cousin, the 20th Earl, being the co-founder of the Clément-Talbot motor vehicle manufacturer, later known as Sunbeam-Talbot.

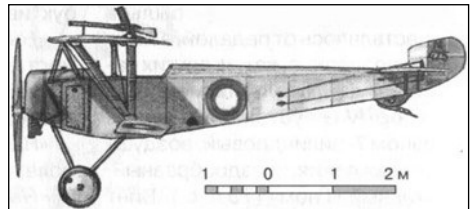
Educated at Eton, Talbot initially saw Military Service with the Eton College Volunteer Rifles before serving with the Indian Army in the East Indian Railway Regiment. Obtaining his "Wings" in 1915 he then served variously within the Royal Naval Air Service as a Flight Sub-Lieutenant before achieving the rank of Flight Lieutenant in April 1916.

Writing to his Uncle Reggie [Major General the Honourable Sir Reginald Arthur James Talbot KCB CB, Commander of the Army of Occupation in Egypt and then Governor of Victoria, Australia] on April 2nd, 1916, Talbot informed him: "You will be glad to know I am now a Flight Lieut. It was in the paper this morning... I had another smash yesterday and turned upside down so I am feeling rather as if I had been rolled down a hill in a barrel today! It was my fault and not the machine's on this occasion as I

bounced when landing and she turned right over." It is recorded that "Geoffrey had rapidly become 'an expert and exceptionally enterprising and steady pilot' [and] had made many flights to and from France."

Sadly, however, less than three months later Talbot was not to have such a lucky escape. *The Morning Post* newspaper, reporting that

later incident, wrote that, having taken off from RNAS Guston, "The aeroplane was caught by a gust of wind, side-slipped, and was wrecked." In a letter to Talbot's family sometime later, Mr A.R. George told of his having witnessed the incident first hand "Between five and six thousand of us (R.G.A. recruits) were drilling on the parade ground at Fort Burgoyne, and you can imagine we were closely packed in, when an aeroplane rose from behind the fort and suddenly swooped down directly over the heads of the men drilling, so closely in fact that many fell on their faces to avoid being hit by the propellers, but the pilot in order to avoid what would have been a terrible catastrophe swerved sharply to the left, and the machine fell into a sunken road near the fort. There is no doubt that the machine would have



Nieuport biplane, Type 10

landed in the thick of the men with terrible results but with safety to the two men in it, and it was freely admitted by all who witnessed it that the pilot lost his life in a most gallant attempt to avoid crashing amongst the dense mass of men." Mr George concluded "I heard it said by the airmen there that air currents around Fort Burgoyne were very bad and this was probably the cause of the accident", while the Coroner's Inquest was advised "nothing was wrong with the aircraft."

Both Flt Lt Talbot (aged 28) and Air Mechanic Hampson (aged 24) were unconscious when help reached them. Although Talbot died from multiple injuries whilst being lifted into the ambulance, Hampson was taken to the Military Hospital, Western Heights, Dover, where he died from multiple injuries sustained in the crash the following day, June 30th, 1916. A motor fitter by trade

according to the 1911 census Abraham Hampson had joined the Royal Naval Air Service on December 7th, 1915. He was given the service number F10086 and the rank of Air Mechanic 1st Class.

Abraham Hampson is buried in Philips Park Cemetery, Miles Platting, Manchester, Lancashire. Geoffrey Talbot was interred at St Peter and St Paul's Church, Little Gaddesden, Hertfordshire, the register entry was signed by his uncle the Revd. F. H. Hodgson.

*\*Some records show the location of the plane's take off as HMS President II. This was the accounting base for the RNAS. Someone listed at President II could also be on a ship or boat [or RNAS Camp] too small for its own paymaster.*

*Original document © Dover Tales 2020 for  
The Land Trust*

## MEMBERSHIP NEWS **Ann Burke**

### **All Change**

Firstly, I must thank Sheila Cope for her years of service as Membership Secretary, she continues to be an invaluable help to me in my new role. Sheila grew up in Dover so knows a great many people and her knowledge is so good with 'who's who'. Happy retirement my friend and thank you.

We have had quite a few new members since the last newsletter. They are Mr & Mrs Crowther, from Canterbury, Mr Crowther was our speaker at our April meeting, he spoke about Maison Dieu and the works going on there. Mr L J Oliver, Dover, Mr Oliver's relative was one of Dover's Forgotten Commandoes that Phil Eyden wrote about in his book that was televised. Mr C Valdus, from Rainham, Mr

Valdus is involved with Fort Burgoyne and gives talks on the subject. Mrs M Formaggi, Dover, Mrs Formaggi is interested in writing for the Newsletter. And finally, Mr R Edwards, Dover and Mr P Dawkins. We number 496 now, very close to that magical 500 member target.

We have had several renewals lately. If you want to renew by bank transfer the details are, The Dover Society, sort code 20-02-62 and the account number is 80864803. Cash and cheques are still very welcome, my address is in the front of the newsletter if you wish to renew by post or in person.

I want to thank you all for making me so very welcome, despite my Yorkshire accent!

# Jeremy Cope, Honorary Freeman of Dover

Derek Leach

On 19 May at the annual Mayor Making ceremony Jeremy Cope was appointed an Honorary Freeman of Dover for his very long, dedicated and active service to The Dover Society and other local organisations, which has benefitted the town and people of Dover.

The Dover Society - Jeremy was elected to the Executive Committee of the Dover Society at its inaugural meeting in 1988 and was serving as the Society Secretary when he retired from the Executive at the AGM in April 2022. Society members present unanimously appointed him a life Society Vice President for his outstanding contribution to the Society.

In 1994 Jeremy became Vice Chairman of the Society and in 1996 became Chairman of the Planning Committee and in 1998 was elected Society Chairman. He represented the Society on the Town Centre Management Board until it folded in 2008 and represented the Society on the River Dour Steering Group, first as its secretary, then Chairman and currently minute-taker, taking an active part in river litter clearing.

Jeremy retired as Dover Society Chairman in 2004 but became Vice Chairman when Derek Leach was elected Chairman. In 2009 he became Chairman of the newly formed Refurbishment Committee (to identify and lobby for a range of modest improvements to make the town more attractive to residents and visitors and to promote some civic pride in our surroundings). In 2018 he retired as Vice Chairman of the Society but became Society Secretary.

Jeremy has always been involved in the Society's physically active projects, including the replanting of Lousyberry Wood (top of Whitfield Hill) following its destruction by the 1987 hurricane and clearing the gutters and soakways of St. Edmund's Chapel. From 2000 to 2021 Jeremy also coordinated twice-monthly Society work parties to maintain Cowgate Cemetery as a nature reserve and closed churchyard. Previously neglected, it is now a joy to visit.

From 2000 Jeremy organised the manufacture and erection of initially 10 Society blue plaques to celebrate the



*Jeremy Cope DTC Meeting May 2022*



*DTC Meeting May 2022*



Millennium with the first two installed in 2002. This has since become a permanent project with one new plaque a year with Jeremy still leading until this year.

Behind the scenes, since 2001 Jeremy, together with wife Sheila, has organised the distribution of Society newsletters three times a year to nearly 500 members.

Other organisations - Jeremy's community activities were not confined to the Society: 1998-2003 local treasurer of Dover Red

Cross, 2000-2007 Treasurer, then Chairman, of Dover Citizens' Advice Bureau, then Vice-Chair of Dover/Deal combined, 2013-2016 Secretary of Dover Big Local and 2011-2020 Treasurer, Rotary Club of Dover.

I am sure you will agree that Jeremy, born and bred in Dover, is well worthy of this privilege and honour. He will join Society members Adeline Reidy, Terry Sutton, Mike McFarlane and Patrick Sherratt who are Honorary Freemen.

## John Lockyer

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### Terry Sutton

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When the Romans arrived in Dover they used rocks and other masonry to protect a base on the Western Heights. When they departed and Dover was in need of protection from sea-borne raiders, the masonry remaining on the Heights was rolled down the hill into the Dour valley to build coastal defences.

When Dover expanded the former coastal defences were pulled down and the ancient masonry was re-used, and still is, imbedded in the structure of some of Dover's remaining historic buildings.



John Lockyer

This was the controversial belief of author John Lockyer, a member of *The Dover Society*, who died in February 2022 in Hove, aged 93. He had been wheelchair bound for many years.

John had a great love for Dover where, when young, he lived in Snargate Street where his parents ran a restaurant next to the Royal Hippodrome. His first published book, *Beyond the Foreshore*, details the exciting life he enjoyed in Dover and its environs in the 1930's, focusing very much on the Western Heights that towered over his Snargate Street bedroom. He also recalled how he and his pals would misbehave on the quayside stacks of timber which was imported through Dover in those days.

In the months before his death John was completing another book, *Her Fortress*, which his family are hoping to publish.

John, educated at the now-demolished St Mary's School in Queen Street, always had high hopes for the future of Dover. One of his dreams was for it to achieve city status.

# Plants in the River Dour

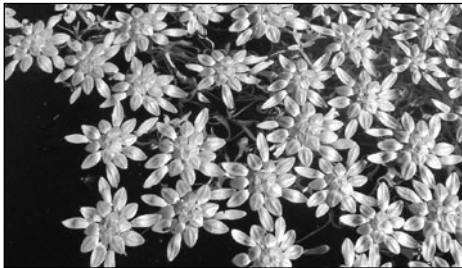
## To take note of at this time of year

Deborah Gasking

The most noticeable plant now flowering in the River Dour is the *Ranunculus Aquatilis*, or Water Crowfoot. Common Water Crowfoot is a member of the buttercup family and displays white buttercup-like flowers with yellow centres. It can form mats during spring and summer.

This plant is a great host for the river invertebrates to grow and metamorphose in, but also for the larger wildlife that feed, shelter and nest upon it. It is a sign of a healthy chalk stream and the temptation should never be to pull it out. Not only is it vital for wildlife, but it also helps the river to flow, when the aquifer is low the Water Crowfoot helps maintain water level and silt.

Another plant you will spot in the Dour is Starwort, a bright green plant with star shaped leaves, this will be submerged in the river like the Water Crowfoot. Water Starwort (*Callitriche*) is a native, oxygenating plant. The pale green leaves are linear where submerged and form pretty, starry masses where they reach the surface. It is very useful improving water quality, absorbing nutrients and also providing a sheltered habitat for fish and wildlife.



*Water Starwort*

You will also see or smell water mint, *Mentha Aquatica*, at this time of year, there are large patches in Kearsney and Barton areas. Water mint has hairy, oval, toothed leaves that appear in whorls around the reddish stems. It produces dense clusters of lilac-pink flowers at the ends of its stems. Water mint is very attractive to a variety of insects, including Small Tortoiseshell, Peacock and Comma butterflies, as well as the Green Tortoise Beetle.

The yellow flag iris is blooming and with its yellow flowers this will make Barton Path even more colourful. The yellow iris has tall reed stems that are sometimes branched. Its long, narrow leaves are grey-green, sword-like and may droop at the ends. Its large, yellow flower petals fold back on themselves and hang down around the outer edges of the flower. Its large, bright yellow flowers appear between May and August; they are thought to be the inspiration for the fleur-de-lis symbol, which is used in heraldry and also by the Scouts.

Watercress is also found in the Dour and again is a positive sign for the river signalling oxygenated water, which is always a good thing for chalk stream wildlife. Finding watercress growing in a stream is a sign of clean water as it does not tolerate pollution. Watercress is an evergreen aquatic plant that grows in thick drifts in shallow, clear water (especially fast-flowing streams) all around the UK. It has hollow stems and green, divided leaves with rounded leaflets that float on the surface of the water. Small, white-and-green flowers appear in clusters from May to October.

# 1535 Inventory of the Hospital of St. Mary

## Now the Maison Dieu

—Tim Boyton-Adams—

'The Inventory of all such goods and cattalls as be in the house called the MEASON DE DIEU, of DOUVER ...'

was subsequently enlarged and re-edified by the famous Victorian architect, William Burges, in the Neo-Gothic style.

Thus begins the 1535 inventory, taken on January 23rd of that year by John Antony for his master, Thomas Cromwell, and now in The National Archives, of the Hospital of St. Mary, commonly called the Maison Dieu or Domus Dei, Dover. The majority of us know it today as Dover Town Hall, currently undergoing extensive restoration and archaeological investigation of its Grade I listed structure. It originally functioned as a 'hospital' for the reception of poor priests, pilgrims and strangers, looked after by a master and brethren.

The chapel of 1227 was converted into a court room in the 19th century, but the inventory gives us a wonderful insight into what worshippers and visitors would have seen within its walls in the late mediaeval period. Even today, nearly 500 years later, armed with a copy of the inventory and standing in the court room, it is possible to get a better picture of its contents at that time. What the inventory doesn't mention, however, is the painted wall decoration that would have been evident, common-place at the time. Neither does it mention the windows, filled as they would have been with glass, either 'white' (clear) or coloured in image form and set in frames of lead.

An ancient foundation, the Hospital of St. Mary was established sometime in the very late 12th or, more likely, early 13th century, by Hubert de Burgh, Justiciar of England and Earl of Kent (c1170 - before 5th May 1243). It was first officially mentioned in 1221, when a grant of protection was issued for the brethren. It had a fine and spacious chapel in the Early English Style of Gothic Architecture completed in 1227, dedicated to St. Mary, with King Henry III attending its consecration that year. A further altar was dedicated to St. Edmund of Abingdon by St. Richard of Chichester in 1253, with King Henry III once again in attendance.

The Maison Dieu was a wealthy foundation. The five brethren that signed the 1535 inventory owned 1600 sheep, 119 bullocks and cows, 15 mares and colts, along with 14 horses and geldings and had, in ready money, £24 7s 6d. The chapel was richly furnished, too - the altar was hung around with '... iiii Cortens of grene sylke', and although the inventory mentions '... ii candelstycks of sylver, parcel gylt, waying xx uncs ...', no doubt for the use of the main altar, they were to be found in the 'VESTRIE' at the time of John Antony's visit. The reference to 'parcell gylt' is a reminder that mediaeval silver was often partly gilded in gold to enhance the silver. There is also mention of '... a Crosse of Coper and gylt, with certeyn sylver plate about the same', the latter probably a reference to applied silver images attached to the body and arms of the cross.

After the Dissolution of the Monasteries in the late 1530s, the Maison Dieu ceased its religious and charitable function in 1544, becoming a supply base and store for the Army and Navy until c1830. From 1834, after being purchased by the Corporation of Dover, it became Dover's Town Hall and

The inventory also lists '... iii chalices of silver and gilt, and one other of copper and gilt, weighing xiii uncs', used in the celebration of the Mass by the priest at the altar to contain wine. He celebrated with his back to the congregation, lifting both the paten (a small plate holding the Host and doubling as 'lid' for the chalice), and the chalice itself high above his head at the Elevation for all to see and revere, as he uttered the words of Our Lord at the Last Supper, (the priest at that point in persona Christi), accompanied by the ringing of the Sacring Bell. During the mediaeval period, congregations took communion only once during the year, at around Easter-time, and then only under one kind, the consecrated host. Hence the bowls of mediaeval chalices were very small, since only the priest drank the contents. Attendance at Mass regularly to witness the Elevation was considered sufficient and as good as receiving Communion, it was widely believed.

The inventory also mentions a '... a pax of silver, parcel gilt, weighing xv uncs' - the 'pax' was a tablet of precious metal, which often included an image of the crucified Christ, passed about for the congregation to kiss. Paxes originated in the early Christian custom of members of the congregation giving each other a kiss of peace. At an uncertain date, but no later than 1250, the custom was modified in England and the pax became an object which was passed around the congregation to be kissed, known variously as an *osculatorium* or a *tabula pacis*. Very few of them have survived, though there is one dated c1400, showing the crucified Christ accompanied by Our Lady and St. John, in copper alloy, in the museum at Bury St. Edmunds, Suffolk. Numerous mediaeval literary references to quarrels over the order of precedence for the kissing of the pax survive. Attacked by English Protestants,

the ceremony was finally abolished during the latter 16th century.

The inventory records '... ii Senses, and a ship of silver, parcel gilt, weighing ixxv uncs'. The burning of incense was a fundamental part of mediaeval devotion, and a censer or thurible, swung from chains by the thurifer, enabled the cloud of incense to rise high during services, taking the prayers of the devout heavenwards. The 'ship of silver' was a container for the incense to supply the censer when required - they are still often referred to today as incense boats. Interestingly, a reference is also made to '... ii cruets, whereof one is of byrrall, garnysshed with silver and gilt, and the other of silver and gilt, weighing vii uncs'. A cruet was a container to hold water or wine and often came in pairs for the priest to use during the celebration of Mass. The reference to 'byrrall' almost certainly refers to beryl - both a precious stone and a form of natural glass.

The vestments used by the clergy are itemised in some detail in John Antony's inventory, for example '... ii Copes of black velvet, with a vestment for a preyst, decon, and subdeakon ...'. A cope was a large half circle cloak, used in processions by the celebrant, accompanied by deacon and sub-deacon, each wearing vestments (Mass-robos) appropriate for the occasion and liturgical season, black being almost exclusively worn for funerals. Also mentioned are '... v copes of cloth gold, with a vestment for a priest, decon and subdeakon, with thappurtenances the grownde of blew velvett'. Cloth of gold was a very expensive material, using pure gold strands in the weaving process - 'thappurtenances' refer to the items worn by the celebrant under the chasuble (vestment) consisting of alb, amice, stole, maniple and girdle. The inventory mentions other vestments variously made

of 'crymson velvett', 'grene clothe of bawdekyn', 'whyte sylke, embrodered with byrds of grene sylke', 'red sylke embrowdered with byrds of golde', 'olde whyte fustian, with a Grosse of red saye'. Some of these cloths may need some explanation for the modern reader – 'bawdekyn', a rich cloth made of gold and silk threads, originally from Baghdad, 'Fustyan' was a thick hard-wearing twilled cloth and. 'Saye' an English woollen cloth made in the East Anglian region around Sudbury. No doubt all of these copes and vestments would have been stored in specially constructed cope chests, like those that survive in the Pyx Chamber at Westminster Abbey, dating from the late 12th and 13th centuries, heavy and iron-bound to safeguard against theft. Of course, all of these expensive materials would only have been on show for High Days and Holy Days - the vestments used every day would have been like those recorded, touchingly, I think: '... ix olde vestments, with all thyng thereto belonging, occupied dailye'.

Finally, the entry for the chapel concludes with the following '... iiii aide carpets, of tapestreye, to be laid before the aluter' ... ii carpets of red wollen, and ii whyte wollen and iii other carpets, to be laid before alters' and, my favourite, '... ii cuschons made of an olde cope, and ii other olde cushions'. The reference to cushions made from an old cope is interesting; people in the Middle Ages, up to the middle of the 16th century, often bequeathed expensive items of clothing in their wills to churches and religious houses for re-working as Mass vestments or cushions for the priest to sit upon in his stall. In this instance, however, it was the reworking of an old cope to provide that all-important priestly cushion.

This is what inventories of the past provide for us today - a window through which we can view a long lost world, colourful and lively, irrespective of their matter-of-fact recording on a particular day, in a particular month, in a particular year.

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## Dover Wombles

**Deborah Gasking**

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**D**over Wombles is growing; we now have over two dozen members in our WhatsApp group. Also, we have recently launched a public group on Facebook. This too is attracting new members.

### **Our latest projects:**

Planting 500 geraniums and ten yucca plants in Pencester Gardens in time for the Jubilee Party in the Park. These are in the arc behind the bus stops, and look rather splendid

Alongside the River Dour, near the carpark at the rear of the Town Hall carpark, there are some concrete planters. Dover Town

Council allowed us to bring life into them.

We weeded, then collected several sacks of manure which were dug in and watered again, offering the worms access to the dry soil below. This was left for a few weeks to allow everything to settle and mingle.

Then we planted bulbs and some small shrubs - which looked a little inadequate. Jemma Jenkinson, Morrisons' Community Champion has come to our rescue and has offered several more shrubs, which I will grow on in my back garden before planting out.

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# Memories of Dover

## A Nostalgic Personal Perambulation.

### Part Four - Transport

Peter Sherred

In the previous trips down memory lane (Newsletters 101, 102 and 103) I looked at shops and buildings along the principal town route from Bridge Street as far as the seafront. In so doing I found myself reflecting on forms of transport. In the 1950s my general impression of travelling in the town and its surrounds was either by bus or by bike or simply by using one's 'plates of meat' (Shanks's Pony). Unlike today, the motor car was not dominant or a preferred choice of transport, probably because so few people could afford the luxury of a car. This made a considerable impact on the town scene as a picture of Biggin Street highlights – it shows people on bicycles, people walking and buses in line coming up the main street. Interestingly a second picture shows Biggin Street after the properties on the LHS (going seawards) had been demolished, removing, at a stroke, small business outlets, homes, and a discreet court or two.

One feature that remains in my mind is the bus service number 86. East Kent Road Car Company (EKRRCC) was the provider of the bus services at this time and the vehicles had a very distinctive livery of burgundy and



*Biggin Street After Widening*

cream. In my mind's eye I recall a double decker bus whose sole route, it seemed to me, was that of Tower Hamlets to East Cliff. The bus in question was possibly the oldest in the local fleet and may have been a Leyland Titan – someone better placed than I may be able to clarify that specific point. In any event this breed of bus, I believe, was something of a workhorse from the 1940s until possibly the 1970s or beyond. This particular bus would travel down from Tower Hamlets turn right into the High Street and make its way down the town ending up at the Eastern Docks (which in those days had a brick wall and gates for entry). At that point, roughly where the roundabout is found today, the bus would



*Biggin Street Before Widening*



*Tower Hamlets East Cliff bus 1950s*

reverse into Athol Terrace and pause before it retraced its route. Of course, in those days there were bus conductors on board, in addition to a driver, and this must have been of great help to the latter when undertaking such a reversing manoeuvre. The picture shows the bus at the Eastern Docks terminus point.

I see it indicates Tower Hamlets and Chamberlain Road. I always felt, for some reason, that the bus having travelled up Tower Street turned right into South Road then reversed into Curzon Road as its terminus stop in the Hamlets rather than travelling much further towards Chamberlain Road. Whatever, all I recall is that this bus was a permanent feature of life in the main street of Dover for quite some time. As an aside, I recall the Maxton service bus used to reverse into Approach Road from Folkestone Road when it reached Maxton. Conveniently the EKRCC used to publish a little manual of its bus fleet with the registration numbers of the buses and this proved useful for youngsters like me who enjoyed bus spotting! - Registration numbers from memory were letters e.g. JG, FN, GFN and then numbers.

There were two routes to Folkestone - one via Capel, usually a double decker, and a service through the Alkham Valley usually by a single decker, a Dennis Lancet Park Royal I believe, the lower half of its body being burgundy in colour while the upper half was cream. The driver sat in a cab that extended forward from the main seating area of the coach, which cab occupied the offside half of the bonnet area, while above the nearside bonnet area was open (possibly services 90 via Capel, and 91 or 90A via Alkham, respectively).

Other main routes were to Canterbury, Ramsgate (number 87) as well as town services. There was even a bus service to West Langdon served by an elderly single decker, but where it turned round when it reached its rural destination I do not know.



*Man of Kent Steam Engine*

The main bus station and garage was based in Russell Street. It had been badly bombed in the war and required rebuilding. The main terminus for routes in Dover was in Pencester Road where most bus journeys began

and ended, including services to and from London Victoria coach station. The bus company offices in Dover were in a semi-detached property that used to stand where the Pencester Surgery is now located. The Russell Street bus station/garage was subsequently demolished, and its site is now part of the St James's development car park.

So much for buses: what about trains? Well, this was the era of British Railways, the era of the steam train and of passenger carriages in a green livery with slam doors. When in the 1950s I went off to boarding school each term, I would take a midmorning train from Dover Priory - London bound. More often than not this midmorning train was rather special - pulled by the *Man of Kent* engine and complete with buffet car (remember those?). This train was not too dissimilar to the *Golden Arrow* train which brought passengers from London Victoria to Dover Marine, invariably linking up with the *Invicta* passenger ferry.



*Golden Arrow Train*



This, in turn, would take passengers to Calais where they would be met by the *Fleche d'Or* train (Locomotive a vapeur!) for the onward service. The British trains may have been part of the Merchant Navy class of engines. Which reminds me, when they arrived at a London terminus how did the engines turn round for the return journey? I guess there must have been a turntable somewhere.

The *Invicta* was one of several ferries that were requisitioned during the war and it served as a troop ship, *HMS Invicta*, until she was returned to the Southern Railways fleet, where she served on the Dover Calais run for something like 25/26 years.

Mention of the *SS Invicta* turns my attention to the port and ferries. Many people who say they have been to Dover mean they have driven to the port for embarkation on a ferry, en route to France for pleasure or business. In the early 1950s the ferry services were very much limited in operation, unlike today. Passenger ferries were the norm, it is fair to say, in the immediate post war years. Although Townsend Brothers did carry cars pre-war, these were craned onto their vessels. The transforming event in the 1950s was the introduction of the car ramps onto ferries, enabling cars or other vehicles to be driven onto the ferries by their owners. By 1953, something like an average 100,000 vehicles per-year rolled on and rolled off the newly installed ramps onto the ferries.

By today's standards that would seem small beer, but it was the start of something that has grown phenomenally. In the 1950s the tourist trade and ferry operation was very much a seasonally influenced business. The summer season would see the greatest activity, but come the autumn and winter it was not unusual to see two or three ferries berthed in the Wellington Dock adjoining Snargate Street and Cundall's Wood Yard.



*Halladale*

From the Eastern Docks three ferries operating in the early days come to mind – the *TS Halladale* operated by Townsend Brothers, the *SS Lord Warden* run by British Rail and the *Prinses Josephine Charlotte* of Belgian Marine all carried vehicles with drive on facilities. The Ro-Ro service began!

The *Halladale* was an interesting ferry when it first arrived in Dover for it was a converted Royal Naval frigate! The Royal Navy had commissioned it pre-war and after the war it was sold to Townsends and converted. I remember Muriel Chambers was the first female purser (possibly in the Merchant Navy) on the *TS Halladale* and then later *Free Enterprise I*. Her daughter, Elizabeth, used to attend the Royal Merchant Navy School with myself and I seem to recall Elizabeth's in the Market Square was named after her. There were only the two vehicle berths at the time with their distinctive white structures on the ramp shore side, complete with Dover Harbour Board crest.

The *Lord Warden* was a tremendous workhorse over the years. I well remember her in service in the late 1960s when I was serving as an Assistant Steward on the *Maid of Kent*. *Prinses Josephine-Charlotte* seemed to continue in service for years and years and had the longest of the routes to serve - to Ostend. As ferries gradually increased in size, 'PJC' as she was called began to look

miniaturist! Fog in the Channel was a natural hazard and often led to one or more of the ferries trying to demolish Calais pier!

On the western side of the port, train ferries operated to Dunkirk and there were three twin funnel ferries very much alike that I recall, in fact sister ships, operating this service – *Hampton Ferry*, *Shepperton Ferry*, *Twickenham Ferry*. Very iconic vessels, almost flat bottomed I believe and all three had been requisitioned in the war and converted to mine layers. They were all therefore ‘HMS’ before their names in the war.

My father and my godfather served on *HMS Hampton* during the war. Although all three ships were British built, the *Twickenham Ferry* was owned and run by a French company. All three ships had a lengthy service record before being broken up. The train ferry dock I remember had a dock gate that would sink horizontally in the water to rest on the dock bed to permit ferries to enter and leave the dock. The berth came to the end of its life in the late 1980s.

The Admiralty pier was primarily for passenger ferries – along with the *Invicta* and *Canterbury* usually one or two Belgian Marine ferries would be moored there such as *Koning Albert*.

I remember travelling on these to Ostend, feeling they were overcrowded on occasions and I wondered if they carried passengers over their limit. Luggage was stowed on the aft end deck and I recall a particularly rough journey back from Ostend when the ferry did a quite spectacular roll near Calais, resulting in significant items of baggage just going overboard! On this occasion I remember leaving Ostend and, because of the state of the sea, the ferry hugged the Belgian and French coast until about Calais when it swung through ninety degrees to head straight across the Channel to Dover. In that manoeuvre the

ship heaved and rolled, in a drunken motion, having dramatic effects on some of the passengers as well as the lost luggage! Dover Marine was the destination for these passenger ferries which were also mail ships. The Marine Station had four lines into platforms, all of which are now history.

Because the ferry operations were fairly seasonal it meant that in the high season there were insufficient Dover staff, in terms of Customs and Immigration Officers, to cope with the additional volume of passenger and vehicular traffic and so additional officers from all over the country would be seconded to Dover on what was called Detached Duty (DD). Waterguard or Customs Officers wore uniforms rather like Merchant Navy uniforms with peaked caps and, in the summer, these would have a detachable white top added. They were either Assistant Preventive Officers - APO's (one gold ring on the sleeves of the jackets), Preventive Officers - PO's (two gold rings) and Chief Preventive Officers - CPO's (maybe some ‘scrambled egg’ on the cap peak). Immigration officers would often travel on board ferries in those days and on the Belgian passenger ferries in particular. This was very useful as it meant one could have one's passport checked and all appropriate documentation sorted during the three and a half hour trip, rather than being delayed going out or on the return journey.

The ferry industry has been transformed over the years by a number of factors including hovercraft, jetfoils (I liked these), the Channel Tunnel, the motorway link completed between Calais and Ostend and, of course, larger ferries, but there was something very special about activities on the cross Channel route in the 1950s leading to the 1960s. Interestingly many ferries when they stood down in Dover ended up in the Mediterranean Sea operating from countries such as Greece!

# Meadow for Cowgate?

Deborah Gasking

This can be a bit tricky, so first we need to try leaving an area uncut for a year and see if anything grows up. If no wildflower species grow, then we can sow some seed.

We have left areas totally uncut for possibly a year now, so I think it's onto sowing seed in a small, chosen area.

A plan:

- Cut the grass back low and rake the ground to break up the soil and bring bare patches to the surface.
- Mix wildflower seed mix with coarse sand, then scatter over the area and sprinkle some soil over the top.
- Water the seeds in and keep watering if there is a dry spell.
- The areas where two habitats meet are often the most valuable for wildlife; therefore, we will let our meadow area grow up against, maybe, a walled area..

The next stage:

- Avoid cutting this area in spring and early summer.
- Make sure we walk through the area first to scare away any wildlife that could be injured by the strimmers, then cut back the growth.
- Always remove all of the cuttings and compost away from the area.
- Pull up any vigorous undesirable plants such as nettles, thistle and docks.

Management in the future:

- For a spring flowering meadow we should strim from late June to October.
- For a summer flowering meadow, cut between late July and March.
- However if the meadow is large enough, we could strim different sections at

different times of year from early July through to early September. This will give the greatest diversity in sward and structure.

- If we continuously cut early then the plants may never set seed, but if we always cut late then the meadow will become ranker and lose diversity.
- Each time we strim, we need to aim to keep sward height low (approximately 5 cm).
- Always remove cuttings.
- Importantly, we need to leave the edges uncut where invertebrates and other animals can spend the winter. We will be able to rotate the uncut area on a 3 or 4 year cycle to prevent it becoming dominated by vigorous grasses.

Quite a task, but if we test drive a small area, we will learn!



*Starting the Cut Cowgate*



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# The Clergyman and the Cook

Ann Tomalak

In July 1861, Dover was buzzing about a court case, an affiliation summons naming the Rev. Charles Davies, a gentleman and Church of England clergyman who, it was said, held a living somewhere in Yorkshire, but had been staying in Dover with his family for some years. On the census return, taken a few months earlier, he was first described as “clerk in holy orders,” but this was crossed out and “Incumbent of Holy Trinity” written in. However, the parish records of Holy Trinity, Dover, show the incumbent at the time was A. J. Woodhouse and the curate H. J. Craig. Davies’ name does not appear at all.

Davies, aged 65 in 1861, lived at 22 East Cliff with his 70 year old wife, his unmarried daughter (39), a widowed step-daughter (26) and at least three servants. One of these was Catherine Anne Thompson, always known as Annie because both her mother and her employer’s wife were also named Catherine. Annie had joined the household as under-housemaid in January 1857, aged just 16. Already in residence was a cook called Eliza Ellender (36 in 1861), a widow who had previously lived on Woolcomber Street with her coach-painter husband.

The local newspapers, *the Dover Chronicle*, *Dover Express* and *Dover Telegraph* and *Cinque Ports General Advertiser*, each devoted several full columns to this salacious story on Saturday, 6th July, with lengthy follow-ups a fortnight later when the case concluded.

An account of the case unfolded before the magistrates, with Mr Minter appearing for the complainant, Annie Thompson, and

Mr Towne for the defendant, Charles Davies. The difficulty was that Annie’s statement alone was not sufficient proof of paternity; there had to be corroborating evidence. Davies was not in court, despite a summons delivered to him a fortnight before as he boarded the packet boat for Calais (there was no suggestion that he was absconding; he travelled frequently, including to France). He was accused of having fathered an illegitimate female child born to Annie Thompson on 30th March 1861. If this could be proved, the court would order him to pay maintenance. It seems, however, that he had always been willing to do this provided the child’s paternity was kept secret, so his true punishment was having the story revealed.

Annie, the court was told, was a respectable young woman, the daughter of a coastguard living at East Cliff. (In fact, the family had lived at 19 East Cliff for some years, but had moved out before this court case, possibly to a coastguard cottage in the same area.) She remained in service at no. 22 until January 1861, when she was twenty. But a “criminal intimacy” (as the court described it) developed between the two and, the previous October, she suspected she was pregnant and told Davies so, in the presence of the cook, Eliza Ellender. Davies doesn’t seem to have denied responsibility, but he did want the pregnancy confirmed. He was afraid the scandal would get out if she saw a doctor in Dover, so the three of them agreed Annie would visit one in Folkestone. Davies gave her 7s 6d for travel and expenses, later adding another half-crown, in total the equivalent purchasing power of £50 today.

Time passed, Annie's condition became obvious and the three of them cooked up a plan to preserve the good names of both Davies and Thompson. They decided there should be a pretend quarrel between master and maid about the amount of gas burnt in the house, since Davies complained if it was turned on too freely. Davies should criticise Annie's usage and she should take offence and give notice. After leaving, Annie was to ask her mother if she could go to her married sister in Lydd for a holiday. Soon after she arrived, she would receive a letter written by Davies and posted in London, but addressed in a woman's hand, purporting to come from an acquaintance, the maid of a Miss Broadwood, a lady who had been on a visit to Davies' house as she was a friend of his wife. The letter will say that the writer had heard of a job which would suit her - servant to a family going to Paris, and she should come to London to obtain it. Annie was to show the letter to her sister to explain leaving Lydd and pretend to set out for London. However, Davies would provide lodgings in Folkestone for her confinement and she should head there. Before she left Lydd, she was to write to her mother explaining the trip to London, while Davies would go to Paris to post a letter from Annie to her mother, announcing her safe arrival there.

The quarrel was staged as planned and Annie worked out her months' notice, but that posed a new problem. If she went home, her mother would surely notice the change in her figure, so she stayed on in Davies' house until it was time to go to Lydd on 14th January, now sleeping in Ellender's room. During that time, Ellender went to Folkestone and found apartments at a Mrs Taylor's, 5 Grace Hill, saying they were for the wife of a sergeant-major in a regiment coming from Ireland, who was arriving in advance of her

husband and the regiment, owing to the near approach of her confinement. Davies also sent her to Boulogne to look for a foundling hospital there - presumably Coram's in London was too close for comfort as Annie could so easily reclaim her child.

The plan might have worked except for one accident. The letter sent to Lydd got into the wrong hands. Annie was out walking on the beach when it arrived and one of her sister's children played with it, tore the envelope open and the letter fell out. The sister picked it up and, thinking there was no harm to it, read it and found it suspicious. She immediately contacted their parents. Her mother then told Annie not to leave her sister's house. She gave birth to her daughter there six weeks later. By that time, there was a new housemaid at 22 East Cliff, Susannah Prescott, aged 18.

Annie would not tell anyone who the father was, as Davies had solemnly bound her to secrecy. But before the birth, thinking she might not survive it, she wrote a letter to her parents naming the child's father, sealed it and placed it in her luggage, to be returned to her parents if the worst happened. In fact, she did become dangerously ill and, supposedly on her deathbed, she told her sister about the letter. Annie recovered, but her sister had already sent the letter to her parents. It read:

*Lydd, 24th March 1861.*

*In case of death, I write this for the good of my child, should it live.*

*The right father of the said child is the Rev. Charles Davies of 22 East Cliff, Dover. It is my wish, should anything occur, that this be given up to my father, John Thompson.*

*Signed by me, Anne Thompson.*

This letter was eventually read in court. Annie's father testified that after he read it, Mrs Ellender visited them. He complained about her attempt to "decoy" his daughter, which she denied. She then grabbed the letter and threw it into the fire saying, "That will tell no tales" – but it was only a copy. From that point, both sides lawyered-up, as we might say. Annie's parents applied to Davies for compensation for the injury done to her and negotiations went on without success. Davies told her father he would be "a foolish fellow to make any further stir in the matter," but John Thompson declared he would have what remedy the law allowed him. There were various threats and claims, including to report Davies to the Archbishop of Canterbury.

A letter from Davies to Annie's solicitor, Minter, first claims the "deathbed" letter was written while she was of unsound mind or (looking at the phraseology) not written by her. He then says, "However this may be, I am afraid that against an order of affiliation, if she seek it, there is no appeal and therefore I must submit to it." But he goes on to claim the "seducer" was the butler of a family visiting Dover fully three years before!

Though publicly denying paternity, Davies seems very willing privately to take responsibility for Annie and the baby. He gave her a sovereign before she went to Lydd. Letters from Ellender to Annie were produced in court. One addressed to Lydd read:

*My dear girl, I have not much time but do you want any money? If so, I would send a post-office order. I have a very great deal to say but time will not allow.*

*His very best love - all are quite well.*

*Your loving friend, E. Ellender.*

On the reverse was the address in Folkestone, the story about the fake

husband and instructions to burn the letter. Later, Annie received £7 from Ellender (purchasing power about £700 today) for the expenses of the confinement and baby linen. The cook twice visited her in Lydd. Annie also received a note in printed characters from Davies enclosing 7/- in postage stamps. The note read "this will be repeated weekly while persons are prudent and hold their tongues." (That would equate to a relative income of over £1000 per month today).

More of Ellender's letters to Annie were also read to the court and suggest genuine affection and care. She was addressed as "dearest Annie." Ellender was making arrangements for her future once she was well enough to travel, offered her money and sent kisses for the baby. She even passed on love from Sarah, presumably a mutual friend. Yet at the same time it was becoming apparent to the court that she was Davies' accomplice or agent, not acting on her own account. Where would a mere cook find the sums of money involved? She was no longer just a witness to corroborate Annie's story, but a "person of interest."

In the way of such cases, Annie's character came under close scrutiny in court. She was described as a young woman of quiet, lady-like carriage and some personal attraction. The questions put to her are mostly not recorded, but her answers suggest Davies' lawyer proposing other putative fathers for the child. Annie denied intimacy with any other man. She admitted she knew all the female servants of Col. Carmichael, who lived for a time next-door at no. 21, and also his manservant Stewart, but was never familiar with him. He certainly never came through the window into her room, nor she into his. No, there had never been a complaint to the colonel about them. Nor

did she know a young man called Joseph Young, and she knew Charles Willow only by sight.

Annie's mother, Catherine, gave evidence of her good character and added that Ellender had come to see her a few weeks before the birth and offered 5/- a week for her silence; the child could not be brought to East Cliff and the father was to remain unknown.

The court then adjourned, so that both Davies and Ellender could be summonsed. A fortnight later, when the case resumed, they still did not appear. Ellender had apparently replied that they could summon her as much as they liked but they would not get her to say a word. The court was warned not to take Davies' absence as prejudicial or an admission of guilt. In fact, he was in London, being tried in an ecclesiastical court for seduction. His lawyer there claimed this was an attack on a respectable clergyman in hope of obtaining hush-money of £100 or £150. Davies also had a counter-claim for defamation of character against John Thompson being heard at the Court of Queen's Bench at around the same time. His letters to Towne came from addresses such as 48 The Strand (29th April 1861) and Lombard St (4th May 1861).

The resumed case descended into spats between the lawyers over whether Ellender was Davies' agent or not, and the abuse offered to Davies by John Thompson. The court was cleared and when the public and press returned, the mayor gave judgement that the Bench found Davies was the father of the child and ordered him to pay 2s 6d per week for her maintenance (the most permitted, comparable to Child Benefit today).

So, Annie got justice of a kind, but not the

sums of money previously offered for her silence, which would have helped her bring up her daughter in a little more comfort. But then, the case was never really about them, it was a battle between the two men; the clergyman who preached morality to others but took advantage of a young woman in his own household and tried to cover it up, and the outraged father who, in guise of protecting his daughter's reputation, hoped to avoid the shame an illegitimate child would bring on the whole family.

Not surprisingly, all parties disappear from public records after the trials. In the 1871 census, 22 East Cliff is standing empty, while no. 19, Anne's childhood home, has become a boarding house.

The 1861 census for Lydd records Annie living with Thomas and Rebeca Dowle as a "niece", her occupation ladies' maid (sic); her month old daughter is listed as "granddaughter".

But we know the baby survived. Catherine Selina Annie Thompson was baptised on 1st May 1861 at All Saints, Lydd. Her mother, Catherine Annie Thompson, was described as a single woman in the register. No father was given. Catherine Selina married Thomas William Paine at All Saints, Lydd at the end of 1893. She was a spinster of Guston, Dover, he a bachelor, born 1857 in Lydd. (Curiously, the Dover coastguard cottages around East Cliff were technically in Guston, so perhaps Annie did return with the baby to live with her parents.)

We will never really know what was going on at 22 East Cliff. There were three female family members living there, plus the third servant. Did none of them notice what was happening? Or were they just glad Davies' attentions were focussed



elsewhere? Were they afraid to speak out, and who could they have told? Eliza Ellender is the real enigma. She seems genuinely fond of Annie, helps her, makes sure Davies does right by her, gets seriously involved in the arrangements for the birth and the ongoing support of mother and child, keeping the money flowing, and yet has an active role in the conspiracy to keep everything secret. Most amazingly, she takes a trip to France to find an orphanage. Did she speak French? Whatever relationship she had with Davies, it was more than cook and employer.

Perhaps the last word should go to the editor of the Dover Chronicle who, in the Saturday 20th July issue, castigates Davies, saying he has disgraced his sacred profession, is discreditable and untrustworthy. The paper regrets the meagre recompense that is all the Bench could award and says of Davies, "Let him –

if he would answer to his God, to conscience and to his fellow men – make every amend which now remains in his power to the fallen one and her family. He has wealth: let the poor seduced girl and her unfortunate child be kept from want, and her blighted circumstances, for which he is responsible, be lightened as much as is possible."

*NOTE. It is notoriously difficult to translate historic monetary sums into modern values. The proportion of income spent on essentials such as food, clothing and accommodation varies hugely over the centuries. Additionally, live-in servants would receive these basics "free," so what we think of as pitifully low wages (Annie might have earned £20 pa) was theirs to spend as they wished. For example, 7/- in 1861 equates to a purchasing power of £35 today but, comparing the wages of the average worker, it would be closer to £274. For a full discussion see <https://www.measuringworth.com/index.ph>*

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# PROGRAMME 2022/23

*Non-members are welcome at all meetings except that only members may vote at the Annual General Meeting. You may join, pay on the night and vote at the meeting.*

## **Dover Society Summer Trips 2022**

The Society proposes 2 day trips this year.

- September 13 **Denbies Winery, Dorking and NT Polesden Lacey**  
Tuesday If members wish at their expense, some wine tasting. £32.00 Afternoon, visit the National Trust's house and gardens at Polesden Lacey (Plus £13.30 for non-Trust members for entry to Polesden Lacey)
- October 5 **Brooklands Museum at Weybridge**  
Wednesday See vintage vehicles and aircraft. Includes coffee and  
£49.00 cake on arrival and entry to the Concorde experience

Would Society members and anyone else interested in one or both trips please contact Rodney Stone on email [randdstone29@gmail.com](mailto:randdstone29@gmail.com) or tel. 01304 852838 The Society needs to decide by mid-July if there are sufficient numbers to go ahead. If there are, Rodney will then be in touch about payment, pick-up points and other details.

## **Other Short Breaks Organised by Iain for Silver Phoenix Travel Club**

Details can be found on the Club's website [www.silverphoenixtc.com](http://www.silverphoenixtc.com) The Society will not be involved in these arrangements. Members interested contact Iain on mobile 07842 124094 Pick-up points will be in the Canterbury area, if needed Iain can advise on longer term parking facilities.

- October 17 **Speaker: DI Dan Carter & Inspector Paul Burrell**  
Monday 7.30 "Policing Dover"
- November 21 **Speaker: Rob Baldwin**  
Monday 7.30 "Diary of a Dig"
- December 4 **Dover Society Festive Lunch**  
12.30 for 1pm Includes welcome drink, three course meal, tea or coffee and entertainment  
£27.95 pp (to be advised). Wine and drinks can be ordered at the table. Full details and booking form are on page 24, Please book as soon as possible

## **2023**

- January 16 **Speaker: Jon Barker, National Trust**  
Monday 7.30 "Wanstone Rediscovered"
- February 20 Dover Society Quiz
- March 20 **Speaker:**  
Monday 7.30 **Details to be Confirmed**
- April 17 **Dover Society AGM**  
Monday 7.30 **Speaker: To Be Confirmed**

*All indoor meetings are held at St. Mary's Parish Centre  
Non-members are welcome on all society outings.  
For all outings and events please book as early as possible.*

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