

Margate Civic Society

(Founded 1968)

Registered Charity No. 257884



Spring 2016
Newsletter
Issue No. 382



**Margate Civic Society is a
Founder Member
of Civic Voice**

TDC will shortly be sending out its 2016/17 Council Tax demands and Margate Council Tax payers will learn that the element of Council Tax to meet the spending plans of Margate Charter Trustees in 2016/17 will be 80.8% higher than in 2015/16. Of course, some of this increase reflects the reduction in Margate's Tax Base resulting from the hiving-off of Westgate to the new Westgate Parish Council which, since May 2015 has metamorphosed firstly into Westgate Town Council and then, last October, into Westgate-on-Sea Town Council. However, there are other contributing factors to the huge increase in the Charter Trustees' precept including a 20% increase in both the Mayor's Allowance (from £10,000pa to £12,000pa) and the Deputy Mayor's Allowance (from £5,000pa to £6,000pa). Also, there is a 30% increase in the cost of salaries, etc of staff and a 78% increase in the rent paid for their accommodation at the Media Centre - and there is a provision in their budget of £10,000 for 'Legal Sundries'. The increase in the precept would have been even higher than 80.8% had it not been for a local elector drawing the Charter Trustees' attention to the letter from the District Auditor in 2010 regarding *ultra vires* expenditure. Whilst other local authorities are having to make severe cuts to the services they provide, Charter Trustees, Town Councils and Parish Councils throughout the country are free to spend whatever they decide.

And so it is that Westgate-on-Sea Town Council decides to increase its element of Council Tax for 2016/17 by 5.1% notwithstanding that the Margate Charter Trustees gave the Town Council a generous cash sum of £50,643.21 in 2015/16. The 'squabble' over the splitting of the Charter Trustees' assets rumbles on and, unless the issue is resolved by 31st March 2016, the dispute will be referred to an arbiter - no doubt incurring further unnecessary costs. But, hey ho, it is not their own money!

Is this what local politicians had in mind when, four years ago, they advocated a Town Council for Margate? On the basis of the increases in Ramsgate Town Council's Council Tax element of 40% in 2016/17 and an increase of 33.6% for Broadstairs Town Council, one can only wonder and perhaps be grateful that the public expressed no wish to see a Town Council for Margate.

The increases in Council Tax in 2016/17 will cause hardship to many residents and probably increase pressure for another national review of local government finance. It is, after all, 24 years since Council Tax was introduced and no Government has been brave enough to even advocate an updating of the Council Tax Bands in England. □

**James Brazier
Newsletter Editor**

Welcome to new members

We extend a warm welcome to the following new member who has recently joined the Society:

Miss Sarah K. Pengelly

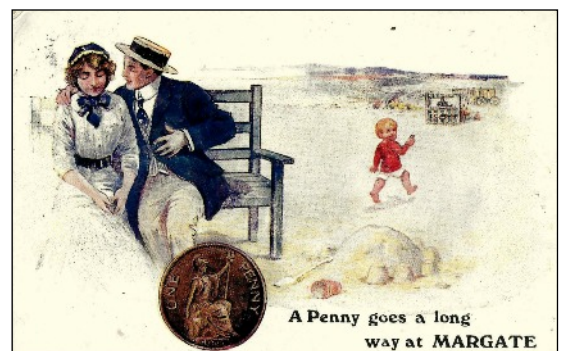
**Roger Hayes
Membership Secretary**

Contents of the Spring Newsletter

This issue of the Newsletter contains a number of articles which it is hoped will be of interest to our members.

Page(s)	Subject
1	Editorial - perhaps controversial but most certainly timely as the Council Tax bills for 2016/17 hit the doormats
2	Photographs of the ten properties nominated for this year's Town Pride awards
3	The Society's visit to Bruges on 24th May 2016
4-7	Following our Christmas Social evening when 100 images - including many of local trams - from the collection of the late Mick Twyman were shown to members, Mike Wilton has kindly written a very interesting account of the Isle of Thanet Tramway
8	Remembering Chris Fright - local photographer
9	The proposed new lifeboat station Five new Conservation Areas for Cliftonville?
10	California Farm - possible origin of name Garfield Road - possible origin of name
11	Aerial photograph of Margate - circa 1930
12-13	The Royal School for Deaf Children Margate closes after 140 years in the town
14	Attempt to list <i>Cornerwyse</i> as a building of architectural or historic interest is unsuccessful
15	What's On Design of Margate Civic Society's Town Pride plaque for the Harbour Steps is revealed
16	Contact details for all of our Committee members

A most attractive Edwardian postcard: "A Penny goes a long way at MARGATE" - Oh how times have changed since those days!



Nominations for Town Pride Awards 2016

This year, the Society received ten nominations for Town Pride Awards. All of the properties nominated for the 2016 Town Pride Awards are shown below:



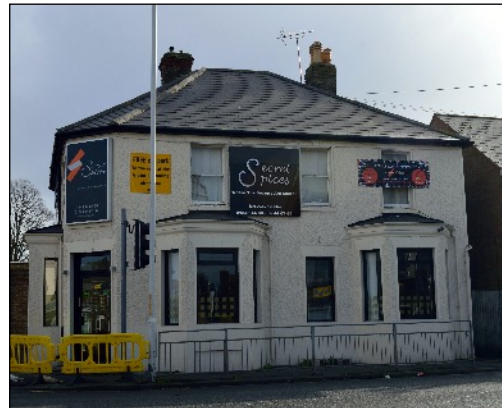
The Beach Houses, overlooking Westbrook Promenade, Margate



India House & The Limes, 11-13 Hawley Street, Margate



"Fez", 40 High Street, Margate



Secret Spices, 104 Ramsgate Road, Margate



Nautical Mews, Surrey Road, Cliftonville



London Tavern, Addington Street, Margate



Dreamland (represented by the Scenic Railway), Marine Terrace, Margate



5 Zion Place, Margate



32 Beatrice Road, Margate



"Smugglers Cottage", 7 Lombard Street, Margate

The results of the judging for the Society's 2016 Town Pride Awards will be announced at our meeting to be held on Thursday, 12th May 2016 when presentations of the Awards will be made to the winners. □

Margate Civic Society



OUR NEXT COACH TRIP IS TO BRUGES

**TUESDAY 24TH
MAY 2016**

Travel via Eurotunnel

Tickets: £30 per person

Pick-ups:

Wheatsheaf 7.30am

Beacon Bingo 7.35am

Hussar 7.40am

Summerlands 7.45am

Birchington 7.50am

Approx 4 hours in Bruges

**Return via Carrefour, Cité
Europe.**

Book tickets at any of our meetings or by post to Mike Wilton, 30 Barrington Crescent, Birchington CT7 9DF. Please make cheques payable to "Margate Civic Society" and state where you would like to join the coach.

There are just a few remaining tickets available for the above trip. To avoid disappointment, please contact Mike Wilton as soon as possible if you wish to join us on this very good-value trip to Bruges.

THE ISLE OF THANET TRAMWAY SYSTEM: 1901 TO 1937

Introduction

Tramway systems (that is, passenger-carrying road vehicles running on rails) were first introduced in England in Birkenhead in 1860, with the tram being horse-drawn. Electric trams were introduced to the country in 1883, in Northern Ireland and Brighton. Until trams were introduced, the only way that the general public could get about was on foot or by horse-drawn carriages, so the relatively speedy and reliable tramway was a great social development.

In 1871, a proposal to run a tramway between Dover and Ramsgate was refused by the Board of Trade. A similar proposal in 1872, to operate between Dover and Margate, was given official go-ahead but failed to raise sufficient finance. In 1883, construction started on a steam-powered system between St. Peter's Church and Broadstairs Railway Station, but this also failed because of a lack of funds.

In 1896, the Light Railways Act was passed, which encouraged the introduction of tramways and light railways by removing Board of Trade restrictions and relaxing the legislation requirements. There was a rapid growth of light railways and tramways following the introduction of this Act.

The Isle of Thanet Light Railways (Electric) Company

In 1896, shortly after the passing of the Light Railways Act, the Isle of Thanet Light Railways (Electric) Company applied for permission to operate electric trams from Pegwell Bay to Westgate, via Ramsgate, Broadstairs and Margate. The promoter was William Murphy, from Bantry in Ireland, who had been involved in tramway construction in Dublin, Belfast and Cork.

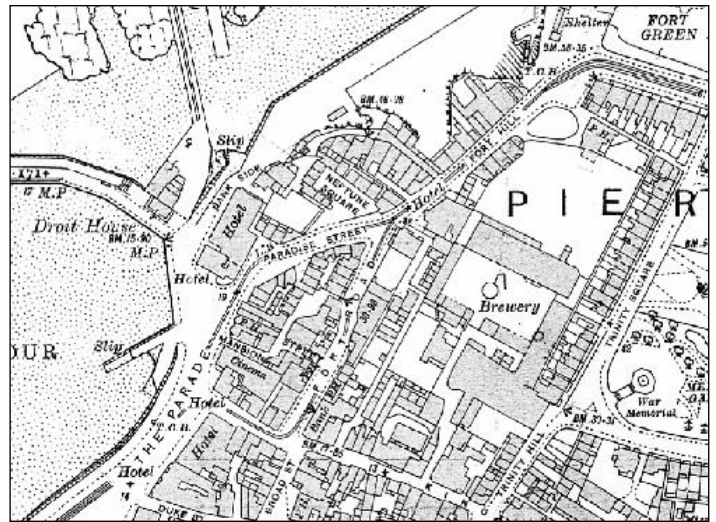
Permission for operation from Ramsgate to Westgate was given by the Board of Trade in 1897 but the select residents of Westgate-on-Sea were strongly opposed to noisy trams bearing holiday-makers entering their town and disturbing the "restfulness, quietude and pure air", and after a long debate, the final plan was to run from Ramsgate to Margate. Construction work began in May 1899. The company also obtained powers to provide electric lighting to Margate and Broadstairs.

The Route

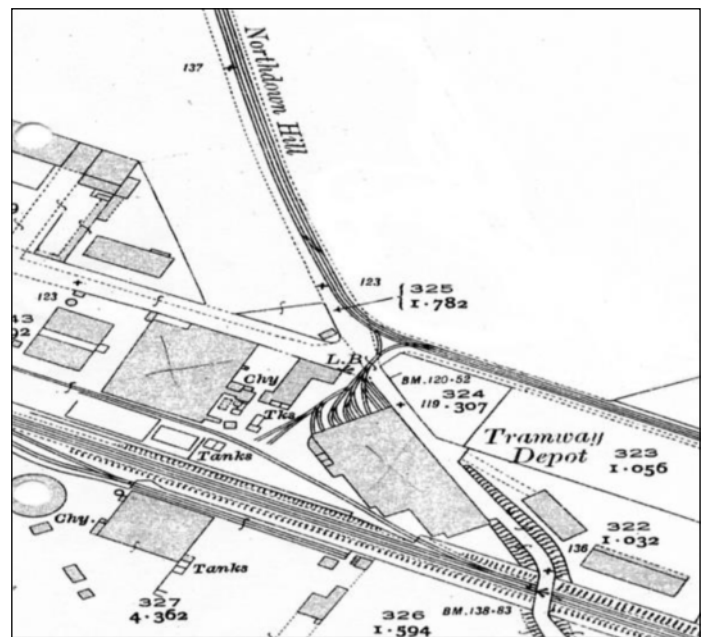
The western terminus of the line was in Westbrook at the tramshed which was, until a few years ago, still standing adjacent to the Westbrook House NHS Centre at 150 Canterbury Road. From there, the line went along Margate Harbour then up Paradise Street and Fort Hill to Fort Crescent. The line towards Margate split at the bottom of Fort Hill and went along Fort Road and King Street, to meet up with the north-bound line on the Parade. Unlike most of the rest of the route, this part has changed considerably but comparison of the map extract with a modern map will show the route.

From Fort Crescent, the route went along Cliff Terrace and Ethelbert Terrace and turned into Athelstan Road. At the end of Athelstan Road, it turned left into what is now Northdown Road (then Alexandra Road until the junction with Wilderness Hill when it became Northdown Road).

The tramway came off Northdown Road on to a private stretch to Lower Northdown Road; this stretch is now a



footpath which starts on Northdown Road opposite Princes Gardens and comes out on Lower Northdown Road opposite Cedar Close. The track went along Lower Northdown Road, past The Wheatsheaf and along another private stretch of track (now St Mary's Avenue) to Northdown Hill.



The main depot for the tramway stood at the foot of Northdown Hill, at the junction with Westover Road, Northdown Road and what is now Dane Valley Road. The tramshed there is still standing, until recently used by D. C. Homewood Ltd as retail premises. Adjacent to the shed was the electricity generating station which provided power for the tramway system and for electric street lighting in Margate and Broadstairs. The shed held 40 tram cars on eight tracks, and a siding from the main railway line was constructed for coal deliveries to the power station.

From Northdown Hill, the tramlines went along Westover Road, right along Church Street and left into Albion Road and St. Peter's Park Road. At The Broadway in Broadstairs, the line split. One part went straight ahead, on to Osborne Road and Gladstone Road, then ahead into what is now Salisbury Avenue but was then a private stretch of track through the fields. This was known as the

“Top Road”. The other route went down Broadstairs High Street (where a new railway bridge had to be built to allow trams to pass safely). It turned into Queen’s Road, then into Oscar Road to Victoria Parade. From there, the route went along what is now West Cliff Avenue to Dumpton Park Drive; like Salisbury Avenue, this was a private tramway route. This “Main Line” section met up with the Top Road line in Dumpton, at the present-day junction of Salisbury Avenue and Dumpton Park Drive.

From there, the tracks ran along the rest of Dumpton Park Drive, Bellevue Road and along Plains of Waterloo to Wellington Crescent and down Madeira Walk. Then Royal Parade, The Paragon, St. Augustine’s Road and along the length of Grange Road to Park Road. The Ramsgate terminus was near the South Eastern Railway Company station (which closed in 1926), in the vicinity of the junction of Hollicondane Road and Chatham Street.

The tramcars

There were 60 cars altogether. All were open-topped double-deck, but Nos. 1 to 20 were 4-wheeled vehicles whilst Nos. 21 to 40 were longer and had eight wheels. Each car was equipped with two 28hp electric motors, with



A well-loaded Car No. 55 descending Madeira Walk

the power fed from overhead cables. The supply was at 500 volts and the track gauge was 3 feet 6 inches. The initial order was for 40 cars (Nos. 1-40) and these were built in the United States by the St. Louis Car Co. Because of the success of the system, a further 20 cars were ordered in 1901, and these were built by the British Thomson-Houston company. These vehicles were numbered 41 to 60.

Car Nos. 1 to 20 each had a seating capacity of 55; the larger cars 21 to 40 could each seat 68 passengers whilst 41 to 50 and 51 to 60 seated 52 and 50 passengers respectively. The fares at the start of the service ranged from 1d (one old penny) for short journeys (such as Garlinge to Margate Harbour) to 5d for a journey from one terminus to the other.

Construction and opening of the tramway

Work started in April 1899, near the White Hart Hotel in Margate. By May, the section between King Street and the Clock Tower was complete but, as with all good projects, it was soon behind time and over budget and the company had to ask for a time extension. In March 1901, the system was complete and a series of test runs were carried out with

Board of Trade approval being given. The total length of the system was 10.84 miles. Service started on 4th April 1901 using the “Top Road” route because the Broadstairs railway bridge work had not been completed, and with a limited number of tramcars because of delays in building electricity sub-stations. However, the full route opened on 6th July 1901 and was an immediate success, despite efforts by the owners of horse-drawn cabs to block the lines; the cabs invariably came off worse when the tram drivers pushed them out of the way.



Car No. 19 by the Lido in 1932, with rival motor bus behind.

Accidents and incidents

Although the tramway was a success right from the start, there were a number of accidents in the first few years of operation. Within the first two months, on 15th April 1901, Car No. 8 ran away down Fort Road and failed to make the sharp turn into King Street. It came off the tracks and ran into Broad Street and stopped just short of the Old Town Hall (then the Police Station, now Margate Museum). The local press reported that police were soon on the scene. Reports in the Museum archive indicate over 50 accidents, mostly minor collisions and derailments, in the first six months

Two serious accidents occurred in 1905. On May 27th, Car No. 47 failed to take a bend and came off the tracks into a grocer’s shop in Bellevue Road, Ramsgate, seriously injuring the driver, conductor and the grocer’s seven-year old daughter.

On 3rd August, Car No. 41 lost control descending Madeira Walk in Ramsgate and fell over 30 feet into the ground behind The Queen’s Head public house. The driver (Mr Lloyd), the conductor (Mr Jones) and the four passengers on board were injured, although not as seriously as might have been expected after such a severe crash. The tram was completely wrecked.



Car No. 41 after the accident at Madeira Walk, Ramsgate

The end of trams in Thanet

The first motor buses in Thanet were purchased by the Isle of Thanet Tramway and Lighting Company in 1913 and this enabled them to operate a service to Westgate and Birchington. After World War One, only 14 trams were in good order, the remainder either having been damaged during the war or had been cannibalised to keep the others working. The company did, though, continue to rebuild cars and maintain and enhance the track right until the last days of the system. In 1924, the company changed its name to The Isle of Thanet Electric Supply Company, Ltd., which reflected the fact that electricity generation and supply had become more important than the tram service. By 1935, the local councils of Ramsgate, Broadstairs and Margate petitioned the company to abandon the tram service, which had become unreliable and was noisy and uncomfortable compared with the motor buses. There were only 15 trams in service by 1937, as more people travelled by bus and there was a much reduced demand for the trams. The trams made their final journey on Wednesday 27th March 1937, with the last journeys being driven by the town mayors.

The tramcars were scrapped at the St. Peter's depot and the Company's fleet of 45 motor buses was sold to the East Kent Road Car Co. Ltd., which had been set up in competition to the Company in 1916. Some of the track was left in place and covered over, but most of it was sold for scrap including 500 tons which was sent to Germany in 1937, leading to the suspicion that the molten iron was subsequently used for armaments.

By the end, the tramway had become old-fashioned and uncompetitive compared with the motor bus. However, the system served the area well over its 36-year life and carried over 3½ million passengers. After the flurry of accidents in the early 1900s, the system ran safely and reliably and was of huge benefit to the people of Thanet.

This article is based on material in Margate Museum Research Archive where much further detail and many photographs can be seen on request. □

Mike Wilton

THE ISLE OF THANET ELECTRIC SUPPLY COMPANY, LTD.

LIST OF FARES

SINGLE FARES		RETURN FARES	
Ramsgate Terminus	1	Ramsgate Terminus	
Pegwell Road	1½	Pegwell Road	
Paragon Corner	1½	Paragon Corner	
Ramsgate Harbour	1½	Ramsgate Harbour	
Plains of Waterloo	2½	Plains of Waterloo	
Thanet Road	2½	Thanet Road	
Montefiore Avenue	3	Montefiore Avenue	
Broadstairs Front or Brom. C.	4	Broadstairs F. or Brom C.	
Broadstairs, Broadway	4	Broadstairs, Broadway	
Church St., St. Peter's	5	Church St., St. Peter's	
Tramway Depot	5½	Tramway Depot	
Victoria Av., Northdown	6	Victoria Av., Northdown	
Wheatsheaf	6	Wheatsheaf	
Northdown Corner	6	Northdown Corner	
Athelstan Road (Top)	6	Athelstan Road	
Margate Harbour	6	Margate Harbour	
Railway Station	6	Railway Station	
Westonville Garage	6	Westonville Garage	
Westbrook Terminus	6	Westbrook Terminus	

Children under 5 years of age, carried on lap, **FREE**. All Children occupying seats, and those over 5 years of age, charged full fare. Passengers are not allowed to use their Tickets upon another Car after breaking the journey.

Passengers may take Personal Luggage not exceeding 28lbs. without charge, if carried by hand and at Passengers' own responsibility, such luggage not to occupy a seat or portion of a seat, or to be of such description as to cause annoyance or inconvenience to other Passengers. Passengers' Personal Luggage and Parcels may be carried on Platform at the rate of One Penny per Package, any distance.

Conductors are authorised to refuse bulky or undesirable Packages.

Charges for Goods, other than Personal Luggage, when accompanied by Passengers:—

Baskets of Flowers and Shrimps and Dried Fish ... 1d; any Parcels of Wet Fish, Groceries, Meat or any other Goods 3d distance

Fish only carried if packed in Watertight Vessels, to prevent liquid escaping on the car. Cycles are not carried on the Cars.

Conductors are not allowed to refund Fares after issue of Tickets, but to refer Passengers to Tramway office.

All cases of incivility of the Company's Servants to be reported to the Office.

DOGS AND OTHER ANIMALS.—The Company's Bye Laws and Regulations relating to the carriage of Dogs and other Animals will be strictly adhered to.

Only small lap dogs will be permitted inside the Cars; these must be kept on the lap. Larger dogs are allowed on the top deck, but must be under strict control of the person in charge of same and made to lie under seats. Dogs are not permitted to occupy space between the seats or in the gangways. No dog or other animal is permitted on the Cars **without a lead**, and any such dog or other animal must be led or carried on or off the Cars by the person in charge of same and not allowed to run up or down the stairway or gangways alone.

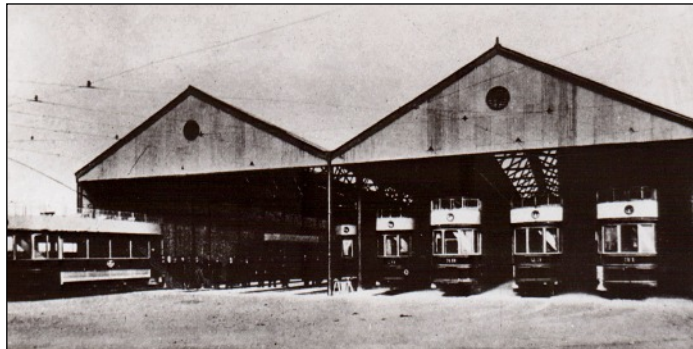
CHARGES FOR ALL DOGS, 1d. EACH ANY DISTANCE.

BYE-LAW No. 19.—No dog or other animal shall be allowed in or on any Car, except by permission of the Conductor, nor in any case in which the conveyance of such dog or other animal might be offensive or an annoyance to Passengers. **No person shall take a dog or other animal into any Car after having been requested not to do so by the Conductor.** Any dog or other animal taken into or on any Car in breach of this Regulation shall be removed from the Car by the person in charge of such dog or other animal immediately upon request by the Conductor and in default of compliance with such request may be removed by or under the direction of the Conductor.

SPECIAL NOTICE.—Bye-Law no. 10.—Each Passenger shall show his ticket (if any), when required to do so by the Conductor or any duly Authorised Servant of the Company, and shall also when required so to do either deliver up his ticket or pay the fare legally demanded for the distance travelled over by each passenger.

The Depot, St. Peter's. By Order, J. A. FORDE, A.M.I.E.E., Engineer and Manager.

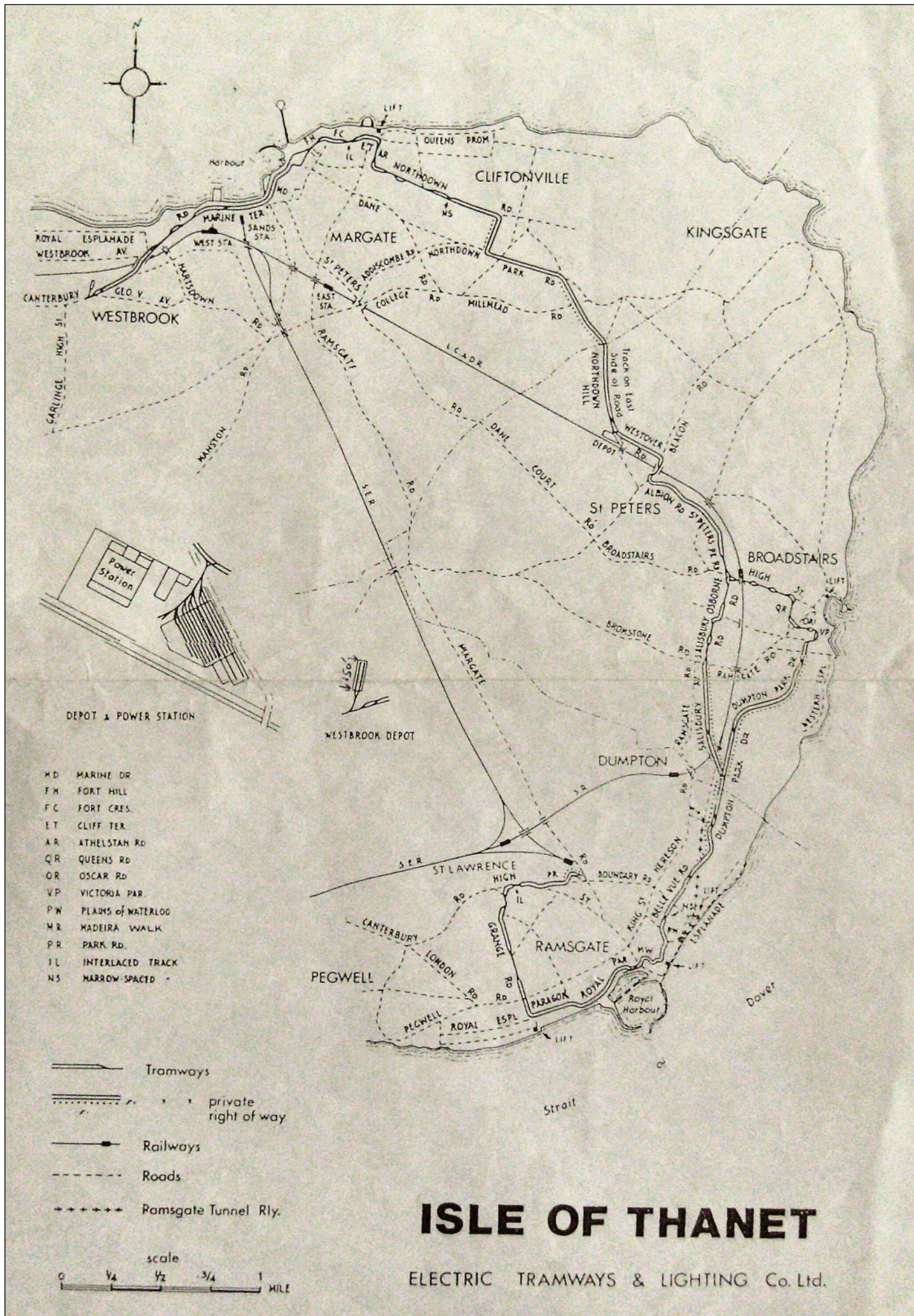
The List of Fares showing the stops along the route. Note the charges for the transport of goods other than personal luggage when accompanied by passengers. Note also the charge of one penny for dogs. This List of Fares is thought to date from 1924 when the operating company changed its name



The Main Depot at St Peter's (This tramshed still exists)



Westbrook Tramshed - June 2006 (This tramshed no longer exists)



Remembering Chris Fright (1924-2016) - Photographer

Christopher ('Chris') Fright sadly passed away on 27th January 2016 after a long illness. He was aged 91. Chris had worked for Sunbeam Photos for very many years and when he retired from Sunbeam, he was their chief photographer. He had chronicled history over many decades and was well known to many old Margateonians. I had the privilege of visiting Chris at his home in Manston Road some five years ago when he showed me literally hundreds of photographs that he had taken professionally over his long career. Each photo came with a story and most of them had been published - some locally but many were also published nationally. Chris was present at every important event in our area over many years taking photos which ranged from photos he had taken of Sir Winston Churchill when visiting Margate in 1953 to a group photo of the cast and crew of *Only Fools and Horses* taken outside the Roman Galley Public House on the Thanet Way. The former were black-and-white photos taken at the Winter Gardens whilst the latter was a colour photo taken when

Chris Fright with a Swiss 16mm spring-wound Bolex movie-camera, plus shoulder mount - circa 1965



the *Only Fools and Horses* cast and crew came to Margate in 1989 to film *The Jolly Boys' Outing*.

Arnold Schwartzman writes:

Chris was part of the life of so many of us local residents and visitors to the town for so many years. I was very touched when Chris told me that my mother had asked his advice as to what camera she should get me, this event surely led to my career in the visual arts.

"Photography wasn't what Chris did, it is what he was."

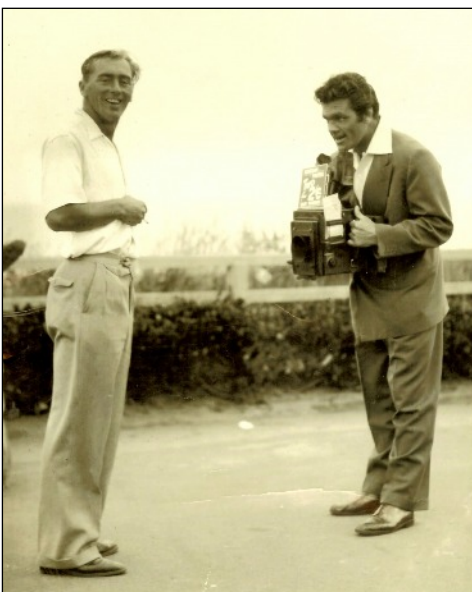
JB



Chris Fright frequently accompanied air-sea rescue flights from RAF Manston to stricken vessels to photograph the events. Chris can be seen in this photo suitably equipped wearing a light-coloured outfit. Many of his films of rescues were broadcast on national TV news reports



Chris Fright (with hands on hips and not holding a camera!) with a WWII mine that had been washed up on Westbrook Sands being taken away by Royal Navy explosives experts - summer 1946



Chris Fright with boxer Freddie Mills holding Chris's Sunbeam reflex camera. The sign on the camera reads: 'Sunbeam Photos - Two for 2/6d - Ready Tomorrow' - circa 1950



Chris Fright with Arnold Schwartzman in Chris's garden on Manston Road. Chris is holding an early Sunbeam Photo camera which took colour photographs. Note the size of the flash attachment! This photo was taken by Chris's son Alex a few years ago, during a visit by Arnold to Chris

Controversial plan to build new lifeboat station is recalled

Perhaps *the* most controversial planning application affecting our area received by Thanet District Council for many years was the application from the Royal National Lifeboat Institution (RNLI) to construct a new lifeboat house on Margate's golden sands. The application to build a new lifeboat station to house a new Shannon-class lifeboat was submitted by the RNLI to TDC last November. However, such has been the backlash against granting permission to allow this controversial plan to proceed that the plan has been called in to be further considered by TDC's Planning Committee. Margate Civic Society was amongst the many local organisations and individuals who formally objected to the proposal.

On behalf of the Society, our planning expert, Mike Thompson, submitted an objection to the proposal and reports as follows:

It was thought that members might like to be aware that, following the submission to TDC of a planning application for a new lifeboat house on Margate main sands, Margate Civic Society made the following representation.

'Whilst Margate Civic Society fully support the principle of relocating the lifeboat station, we wish to express our gravest concerns relating to the proposed siting of the new two storey structure.

We feel that the current, uncluttered view out to sea from anywhere along the Margate seafront, together with the seafronts largest asset, namely Margate's main sands, will be severely impaired should the current proposal be allowed to proceed. Margate main sands are the town's prime asset and, being of historic long standing, are worthy of protection.

The Society would fully support the construction of a new station in a less prominent location to the west or east of that currently proposed in order to prevent the loss of visual amenity should the existing application be allowed.'



This delightful Edwardian postcard view of the former 'Model Yacht Pond & Paddling Ground' shows the site of the proposed new lifeboat station in the foreground

It is interesting to note also that the Council's Conservation Officer made similar comments relating to the proposed location and its potential harm to the character and appearance of the Conservation Area. He also made reference to 'the historic development of Margate as a seaside resort and of the desire to preserve the open space between the Nayland Rock and the Harbour stating also that the open character of the promenade makes a positive contribution to the Conservation Area and the setting of the Listed Buildings behind the promenade.'

Let us hope, therefore, that these views are taken into consideration and that discussions between the RNLI and the Planners might lead to a compromise solution being reached regarding the siting to enable this much needed upgrade to a vitally important maritime service to proceed.

Thank you, Mike, for making that objection on behalf of the Society which, I feel sure, is supported by all our members. □

JB

Five new Conservation Areas in Cliftonville proposed by TDC

TDC's consultation period on their proposal to designate five new Conservation Areas in Cliftonville will almost certainly have ended by the time this issue of our Newsletter is published. However, details of the consultation period have appeared in the local press and it is hoped that that our members who are affected by the proposal will have taken the opportunity to attend the drop-in sessions that were held on 26th January and 23th February at St Anne's Hall, Devonshire Gardens. For those who were unable to attend those drop-in sessions, TDC placed copies of the documents on their website available for download and also placed copies to view at the Thanet Gateway and at Cliftonville Library up to the end of the consultation period on 7th March. At the end of the consultation process, the public's responses will be reported to the Council's Cabinet for a decision to be made regarding the proposed designation.

The Council's planning team particularly wanted to hear from those who live or work in the Clifton Place, Grotto Hill, Northdown Road, Edgar Road, Sweyn Road, Norfolk Road, Warwick Road and Surrey Road. Conservation Areas are site of special architectural or historic interest and although designation does not prevent change, it is intended to help preserve and enhance the character and appearance of the area.

A helpful eight-page booklet on Conservation Areas is available from TDC's Planning Department. The booklet is entitled *Planning Guidance Leaflet No 3* and, in addition to containing much helpful advice, it also explains why Conservation Areas are important. □

JB



California Farm, Shottendane Road



California Farm - looking north-east



California Farm - looking north-west

The Society frequently receives requests for information concerning the location, etc of old buildings in Margate and, between members of the Committee, is able to answer most of the enquiries. However, a recent enquiry concerning the history of California Farm in Shottendane Road was certainly out of the ordinary.

That enquiry was from Pauline Unwin (nee Huckstep) who wrote:

I have trawled many Margate sites trying to find the origins of California Farm, Shottendane Road, Margate.

My father, who passed away a few years ago, was born there as my grandfather was a dairy man on the farm. My father moved away from California Farm as a young lad but returned as a family man when he worked for Hatfeild Farms. We as a family had a very happy 20-odd years there.

The story of the house, being built of wooden planks, was that a ship was heading for

California, USA and was shipwrecked on Margate beach. The timber that it was carrying was used to build the house. I would be so grateful if anyone can help with this story.

Vera Jenkins, a long-time member of our Society who lived at Garlinge for many years, said that she too was familiar with that story but was unable to add any further information. Another member of the Society, Janet Robinson, who is a volunteer at Margate Museum, found a record showing that a John Kemp had resided at 'California Dairy, Hengrove Road' in 1891. It can be seen in the above photographs that a large part of California Farm (as it is now known) is of wooden construction and the roof tiles certainly appear to date from the Victorian period.

Are any of our other members able to add any further information to this fascinating story? If so, please do get in touch with the Newsletter Editor. □

JB

Garfield Road - possible origin of name

The origin of the names of most of our roads is, sadly, lost through the passing of time. One road name that has interested me for many years is Garfield Road at Westbrook which is a cul-de-sac running between Canterbury Road and the railway line. The next road westwards is Hatfeild Road and, due to its spelling, and it being on land formerly owned by the Hatfeild family, it can be deduced that the road was almost certainly named after the Hatfeild family. But what about the naming of Garfield Road? Where did that name come from? A study of the architectural style of the houses in both Garfield Road and in Hatfeild Road south of Canterbury Road would indicate that the houses were built in the early 1880s.

It just so happens that the President of the USA, James A. Garfield, was assassinated on 2nd July 1881. So, was the name Garfield chosen after the assassination of the US President and because his name was similar to the Hatfeild name? Certainly, the dates correspond just as they do at Ramsgate where the tower-block Kennedy Court built in

the early 1960s was named after John F. Kennedy, President of the USA, who was assassinated on 22nd November 1963.

Many of our roads have been named after individuals. Some of the names would have been chosen by the builders and might well have been simply family names; other roads might have been named after civic dignitaries. Some years ago, an article was published in our Spring 2006 Newsletter (No 342) on the origin of the names of many of the road on the Westbrook Estate north of the railway line.

Does anyone know the origin of the name Wellis as in Wellis Gardens, Westbrook? Was Grove Gardens (the next road to Wellis Gardens) named after Peter T. Grove who was Margate Corporation's Town Clerk from 1931 to 1948? Certainly, the houses in Grove Gardens were built in the 1930s which corresponds with Peter Grove's time.

Perhaps the Society should compile a list of local road names and their origins before those origins are lost to history? What do members think? □

JB

Margate from the air - circa 1930



This delightful aerial photograph of Margate, which is believed to date from around 1930, is reproduced in our Newsletter courtesy of Miss Mary Russell, a long-time life member of the Society. The photograph shows so much of what, sadly, no longer remains of the town including the Hippodrome (on the corner of Hawley Street and Cecil Square), the White Hart Hotel (the large white-painted building facing the harbour), the Metropole Hotel (the large building immediately opposite the Jetty), the Jetty, Margate College (behind Union Crescent) and the Seamen's Institute (in the Fort Hill area) - to name just a few. It is also interesting to spot the changes that have taken place over the last 80 years or so. The pathways in the gardens of Trinity Square are quite different now (and - for some - less attractive) than they used to be. Margate Harbour appears then to have been flourishing commercially with a collier and a sailing-barge moored alongside the stone pier. Note also the large number of small boats moored in the harbour and the prominent Pettman's Coal sign along the wall of the stone pier (F. J. Pettman, whose business it was, served as Mayor of Margate for three consecutive years from 1932). The ship off Margate could even be another cargo ship waiting to unload its cargo in the harbour. Few cars can be seen on the roads and not a car-park can be seen anywhere - there simply was no need for them in those days! Note also the attractive design of the pathways and the flower-beds in the centre of Hawley Square. Today's layout is rather stark and uninspiring when compared with the layout shown in the above photo.

Can any of our members put a pin-point the date of this super photograph? Somebody might even be able to identify the make and model of the biplane from which the photographer took this photograph. Also, if any of our members have photographs or material relating to old Margate which they consider might be of interest to our readers, please do contact the Editor in order to make arrangements for such material to be scanned and the original returned to the owner (if not already scanned) for publication in future issues of the Newsletter. □

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Please do encourage your friends and neighbours to join our Society. With our evening talks, our outings, our Newsletter and our website, we are very active and we are also involved in much of what is going on in our area. We provide good value for money and we are a friendly group of like-minded people who care greatly for Margate and its environs. The Society is a founder member of Civic Voice and an active participant in Civic Day each year

Royal School for the Deaf Children closes after 140 years in Margate

It was a sad day for Margate when it announced in December 2015 that the Royal School for Deaf Children was to close after the charity which ran it - the John Townsend Trust - had called in administrators.

The Deaf School first came to Margate in 1862 and had established a good reputation with visits by various members of the Royal Family over the years. With that in mind, I asked Steve Vilette, who used to work there, whether he could provide me with any dates of such visits. He replied as follows:

“I'm afraid I never did get around to compiling a 'Royal Margate' list of visits and their various commemorative evidences. The information you require is inscribed on a rectangular plaque set into the base of the flagstaff inside the school gates. The usual royal visitor was the Queen Mother. I have a feeling that the Queen may have lunched there when she came down to see the Royal Sea Bathing Hospital just before that hospital closed in 1996. Westgate College for the Deaf was started at Westgate in St Gabriels, Elm Grove and moved to Westcliff House, Sea Road in 2001. Westgate College later moved to the RSDCM site in Victoria Road.”

On receipt of Steve Vilette's reply, I decided to make a visit to the Deaf School with the purpose of photographing the plaque at the base of the flagstaff as described by Steve for publication in our Newsletter. On arrival at the Deaf School I was confronted by locked iron-gates watched over by CCTV cameras. Despite numerous attempts to communicate with someone in the office by their inter-com, I was left there waiting for someone to either enter or depart from the premises. After about five minutes, a car approached the gates from inside the premises and I spoke to the driver. He told me to keep on pressing the button and someone would answer. After another few attempts, I did get through to someone in the office. I explained the purpose of my visit but I was told in no uncertain terms that nobody was allowed to enter the premises without first obtaining permission from the administrators. I was told

that to obtain such permission that I had to put my request in writing to the administrators using the Deaf School's address. I returned home feeling very unwanted and duly sent a polite letter to the administrators on 20th January. Disappointedly, as I write this article at the beginning of March I have still not received a reply - not even an acknowledgement of receipt of my letter. Consequently, there is no accompanying photograph of the plaque referred to by Steve Vilette!

However, thanks to Richard Clements, another of our members, I am able to include these two photographs showing the obverse and the reverse of a commemorative medal that was issued to mark the Royal Visit to Margate of Albert Edward, Prince of Wales and Alexandra, Princess of Wales on the occasion of the opening of the new 'Asylum for Deaf & Dumb' on 19th July 1875. The medal bears the coat-of-arms of the Borough of Margate and the name of the Mayor, (William Druce) Pickering.



The reverse showing the date of opening - 19th July 1875

Profiles of both the Prince of Wales (later King Edward VII) and the Princess of Wales (later Queen Alexandra) also feature on Margate's Jubilee Clock Tower



The obverse

The following is an extract from Hutchings & Crowsley Ltd's *Guide to the Isle of Thanet* (pub 1881):

Asylum for the Deaf and Dumb, Old Kent Road.—Branches at Margate (Victoria Road) and St. Lawrence. This Asylum was founded in the Old Kent Road in 1792. In 1862 a Branch was opened at Margate in an old building, now pulled down. A new building was erected, and opened by the Prince and Princess of Wales in 1875. The locality suiting the requirements of the Institution, this building was further enlarged to its present dimensions in 1880. It now accommodates about 240 children of both sexes, and is the largest institution of the kind in the United Kingdom. The building is in the French Gothic style, of red brick, and is very attractive in appearance, of commanding elevation and situation. The system of instruction followed is technically called the Combined System. The instruction is based upon signs and the manual alphabet, and attention is also paid to the acquirements of artificial speech, and reading on the lips. The Institution and the schoolroom are open for visitors every Thursday from 3 to 4, from September to July, and, in addition, on Tuesday afternoons, from July to September. Supported by voluntary contributions. Head Master, R. Elliott; Matron, Miss Howard. A Temporary Branch has lately been opened at St. Lawrence. Here the system of instruction called the Pure Oral is under experiment with about 90 deaf children. For the present, the old premises in the Old Kent Road are vacated. Offices, 93, Cannon Street, E.C.; Secretary, W. H. Warwick; Treasurer, Charles Few.



The front-cover of the 1881 Guide



The Victoria Road entrance to the Royal School for the Deaf - complete with locked gates



The sign on the main gate to the Royal School for Deaf Children Margate with the date 1792 referring to the date that the school was originally founded in the Old Kent Road, London rather than when it first opened a Branch at Margate in 1862



Signs at the Victoria Road entrance to the Royal School for Deaf Children Margate

The postcards used to illustrate this article are courtesy of the Mick Twyman Collection

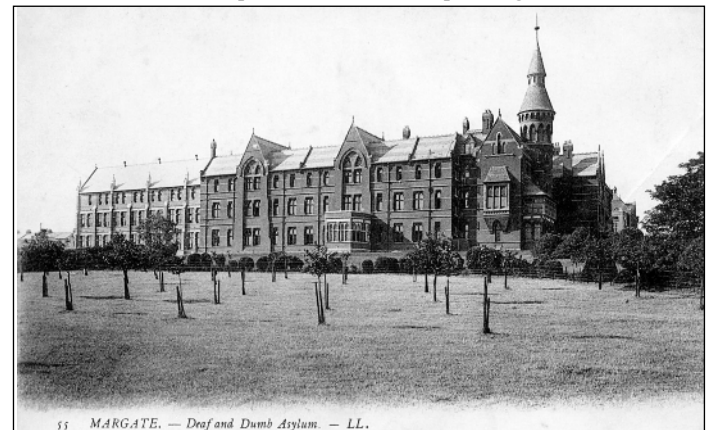


The Royal School for the Deaf - a townscape oil study by Christopher Alexander (reproduced courtesy of Steven Alexander) showing the 1875-building in the course of demolition, circa 1975

When asked about the above painting, Steve Alexander replied: "I am sure that my father and I (and perhaps another of my brothers) went to sketch/paint the school when it was in the process of being demolished. The mark on the left of the building in the painting was cabling or piping/guttering that had been left hanging as the other part of the building was being knocked down. I remember that there was an element of urgency about the whole sketching session: my father knew that I particularly liked sketching architecture (and still do) so he was keen for me to join him. The more I think about that particular session, the more I think that certainly one (even two) of my brothers made up the group. I recall feeling sad at the time that such a (to my mind) attractive example of Gothic-style architecture was being destroyed rather than rebuilt while retaining the core structure and the towers. I meant to return soon after to finish what is no more than a preliminary sketch, and I am sorry now that I never did go back, until it was far too late"



This view shows the 1875 school building. The image can be compared with Christopher Alexander's oil-painting above



The 1880 extension to the 1875 building can be seen on the left-hand side of this Edwardian postcard - particularly when compared with the view immediately above

Recent application for *Cornerwyse* to be listed was turned down

Following threats of demolition three years ago, an application was submitted on behalf of the Westgate & Westbrook Residents' Association for the thatched Arts & Crafts house on the corner of Canterbury Road and Bridge Road to be listed as a building of special architectural or historical interest. The house was originally known as *Cornerwyse* and later No 190 Canterbury Road. In recent months, it has been renamed *White Rose Thatch*. *Cornerwyse* was built by the building T. Wing in 1930 for himself but it was also used to promote much of the Westbrook Estate on which he built many fine houses. It

had been hoped by the Westgate & Westbrook Residents' Association that Historic England (the successor body to English Heritage) would recognise the special nature of this building as a 'gateway' property to the prestigious Westbrook Estate on the northern side of the railway line.

This was not the first time that an application had been made for *Cornerwyse* to be listed. Members of the W&WRA were advised of Historic England's decision at their meeting in February and the news was received with much disappointment by their members. □

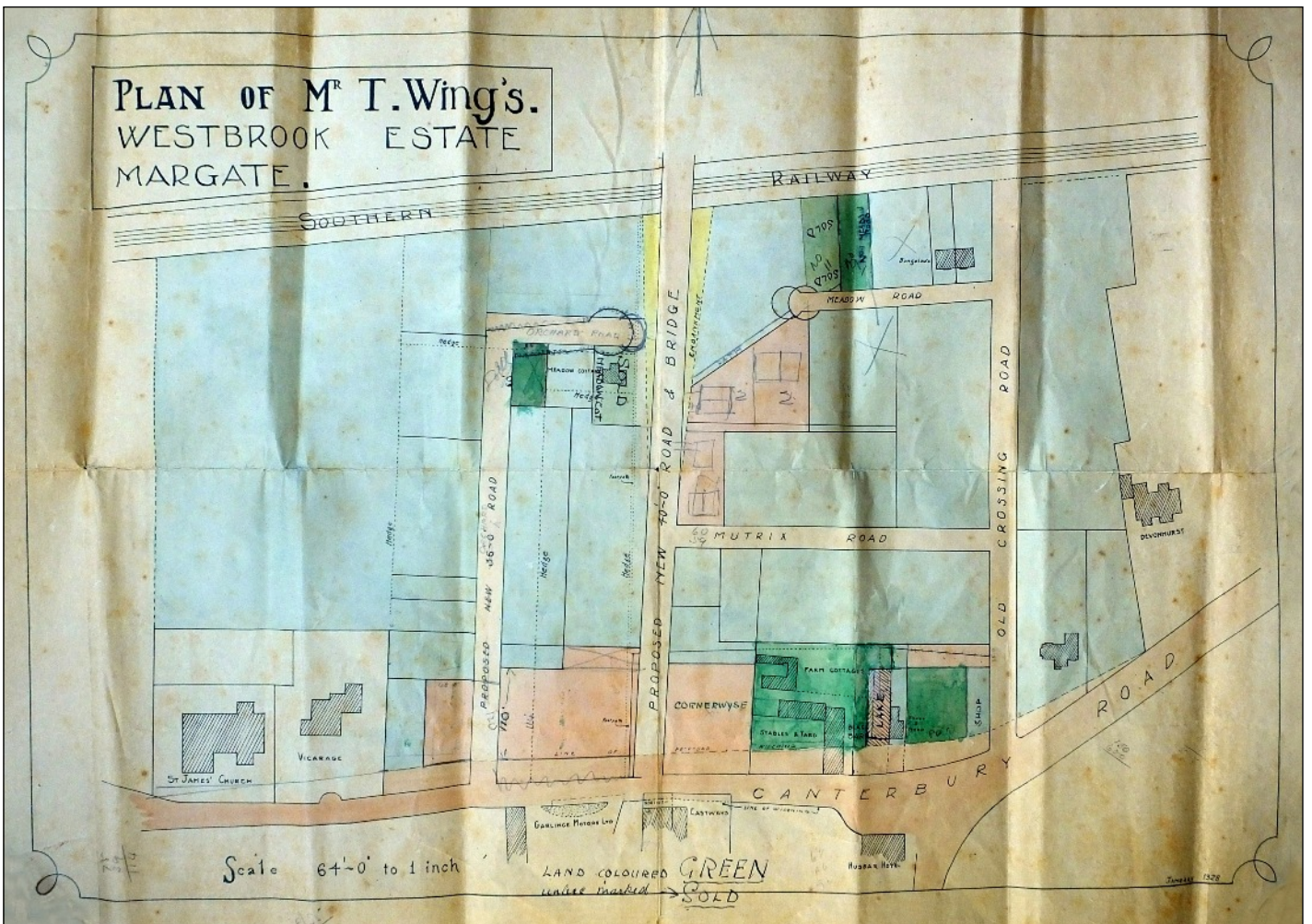
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The building of *Cornerwyse* was completed in 1929



Cornerwyse - photographed in November 2013



A plan dated January 1928 showing Mr T. Wing's Westbrook Estate. This Westbrook Estate is not to be confused with the Westbrook Estate that was built on land formerly owned by the Bethlem and Bridewell Hospitals located between the railway line and the cliff-edge - with many thanks to Susan Wing for permission to reproduce both the plan and the 1929 photograph of *Cornerwyse* above

What's On

Margate Civic Society (talks all start at 7.30pm at the Walpole Bay Hotel)

Date	Subject
3rd March	'Policing the Past: Heritage Crime' by Dr Andrew Richardson, Canterbury Archaeological Trust
7th April	'The Artwork of Christopher Alexander - Part III' by Dr Steven Alexander
12th May	Town Pride Awards followed by a talk by Nick Conington (subject yet to be confirmed)

Do not miss the Society's day-trip to Bruges on 24th May 2016 - see page 3 for details



Westgate Heritage Centre (in the back of St Saviour's Church)

Usually, on the first or second Saturday of each month, at **10.30am**, there will be a talk by one, or more, of our members

Summer season 2016 opens Saturday 7th May when the Heritage Centre will be open each Wednesday from 10.00am to 1.00pm and each Saturday from 10.00am to 12 noon. Please come and see our Collection. Refreshments available

Date 2016	Subject
12th March*	The Heritage Centre's Third Annual General Meeting followed by a short talk by Dr Dawn Crouch, Curator, Westgate Heritage Centre on the bells of St Saviour's Church, which were installed 40 years ago, but which are much older than the church itself * Please note this is the second Saturday of the month
2nd April	'A Walk along Sea Road, Westgate-on-Sea' - an illustrated talk by two Heritage Centre members on some of the houses, past and present, in Sea Road that particularly interest them
7th May	'Celebrating 130 years' - Part 1: an illustrated talk by Dr Dawn Crouch, assisted by Mrs Anne Short, on St Saviour's CoE School, which opened in May 1886. The talk will draw heavily on the school archives
18th May (Wednesday at 7.30pm)	'Westgate is no place for a Board School' - a 'Victorian Evening' of dramatised readings, based on original archives, around the controversy that arose over the proposal to build a church school. This is a social and fund-raising event. Tickets £5, include a glass of wine or other drink and light refreshments
4th June	'Celebrating 130 years' - Part 2: St Saviour's CoE School 1945-1995* A morning of memories of the last 50 years in the 'old school' building, led by Dr Dawn Crouch, who was a school governor from 1988 to 2000. * The new building opened in 1995
3rd July	'The Mitfords in Westgate - 1880 to 1890' - an illustrated talk by Dr Dawn Crouch and Mrs Anne Short on <i>Exbury</i> , the house in Sea Road, and the family for whom it was built. A.B. Mitford, the first owner, was the grandfather of the 'Mitford Girls'

Come and browse through our collection of material and photographs of Westgate, which is growing all the time. We have large-scale maps and plans which reveal great detail about your street or area

Blue Plaques awarded to the Harbour Steps

Members will recall that, in 2014, Margate Civic Society awarded the Harbour Steps a Town Pride plaque. Since then, the Harbour Steps has been presented by Civic Voice with its own plaque recording the Harbour Steps as the winner of the 2015 Civic Voice Public Realm Category Award. When the Town Pride award was announced at our May 2014 meeting, it was reported that arrangements would be made with TDC for a suitable plaque to be presented at a later date. Well, that date is fast approaching as the Civic Society has now commissioned a plaque similar in manufacture to the Civic Voice plaque and it is expected that a suitable location near the Harbour Steps will be agreed with TDC for the two plaques to be displayed side by side shortly after the plaque is received from the manufacturers. □



Margate Civic Society

www.margatecivicsociety.org.uk



Founded in 1968, the Margate Civic Society is a registered charity. It is a founder member of Civic Voice and is affiliated to both the Kent Federation of Amenity Societies and the Kent History Federation.

The Society's purpose and aims are to encourage high standards of architecture and town planning in Margate and its environs (Birchington, Westgate-on-Sea, Cliftonville, Westbrook, Garlinge, Acol, Sarre and St Nicholas-at-Wade); to stimulate public interest and care for the history and character of the area; and to encourage the preservation, development and improvement of features of general amenity and historical interest. To this end, Town Pride awards are given annually to those buildings which have been refurbished, cleaned or modified and which, in the opinion of the Society, have enhanced the appearance of the town. New high-quality buildings are also eligible for the award. The Society also vets planning applications and makes known to Thanet District Council any objections to those applications which it considers necessary.

Evening meetings are held monthly between October and May at the Walpole Bay Hotel, Fifth Avenue, Cliftonville. The lectures, mostly digitally illustrated, are interesting and of local interest; they are also varied in their appeal. A Newsletter is published four times a year.

Committee for 2015/16:

President: Mr Ralph Handscomb, 14 Eastern Esplanade, Cliftonville, Margate CT9 3AB (Tel: 01843 293169)
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Chairman: Mrs Pamela Pople, Hurston Cottage, Sloe Lane, Westwood, Margate CT9 4DX (Tel: 01843 221689)
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If you are interested in joining our Society, please fill in the enrolment form below:

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Enrolment/Renewal Form

I enclose the sum of £

Name:

Address:

Tel: **e-mail:**

Subscription rates for 2015/16:

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and send it to the Membership Secretary, Mr Roger Hayes, 11 Saltwood Gardens, Cliftonville, Margate CT9 3HQ

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