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The Society for Poole: promoting Poole; its history, culture and people



AUTUMN 2020

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The Society for Poole



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Chairman's Note

Welcome back to this unreal world which we now find ourselves. Normal but not as we used to know it. The virus has taken such a toll on everyone, our hearts go out to the families of those who have been lost and who are directly affected by it but in some ways it influences everything we now do. We can however take solace in the fact that we are in one of the lowest areas of infection in the country and live in such a beautiful place that staying local is not a hardship.

Naturally I am sorry that we have not been able to commemorate the 75th anniversary of VE or VJ Day, however I very much hope that we can get things back next year for the 75+1 anniversary. We therefore aim to make it extra special and to really make a mark. We have decided to focus on VJ Day 2021 (Sunday 15th August) and to be able to attract more WW2 military vehicles etc (if you know any of the clubs please put them in touch with me) Meanwhile please also have a look at the "Poole at War" Facebook page, set up by the Society for Poole and run by Andrew Hawkes. This has attracted some great photos and memories of the time.

Over this period, we have unfortunately decided to suspend all our talks and general activities, at least until the Spring. This is a great shame as the talks were well



attended and this was a large part of getting together and learning more about our historic town.

Meanwhile more people are set to enjoy the delights of "staycationing" and there is a great opportunity for them to visit the town, have a look around and come back in the future. Its unfortunate that we struggle to keep up with the litter and inconsiderate parking that comes with them but the upside to the town, its bars and restaurants, is significant. As such accepting the "grockles" has been and will continue to be a part of the summer season in Poole, and, as you can read from the article, Poole was not always so glamorous!

I wish everyone well, stay safe, keep fit and well and I look forward to catching up in person soon. Meanwhile if you would like to contact me I would welcome any correspondence.

Mike Pearce
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The Society for Poole

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VIEW FROM POOLE DISTRIBUTION

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Executive meetings are held on the second Wednesday of the month at The Royal British Legion, North Road, Poole.

Dung Hills & Disorderly Houses

Jenny Oliver



A view of 18th century Poole

Walking through Poole in the 1780s and '90s, especially at night, was a perilous business. A series of man-made hazards lay in wait for the unwary pedestrian, while the authorities fought a losing battle against the casual dumping of rubbish and other items in the streets. Some of the more noxious of these obstacles would have made their presence known from some distance away; other dangers would only be revealed by coming into painful contact with them.

Poole's success in the Newfoundland trade and increasing prosperity had brought people flocking to the town for employment and business opportunities. The Quay was lined with shipping. Reclamation of the shoreline, both legal and unofficial, was proceeding apace. Private quays, warehouses, boatyards and rope-walks were springing up and new houses appearing along the main streets. So many people packed into the old town produced a lot of rubbish and the scavengers



Corner of Levetts Lane and Church Street

employed to collect it struggled to cope, not helped by those who ignored the regulations and dumped their waste wherever was easiest. A list of presentments at the Court of Quarter Sessions between 1787 and 1791 gives an idea of the problem.

One of the most frequent charges was of making dung hills in the street. Mark Richards, for instance, was brought to court in 1788 for making a dunghill in Market Lane and Isaac Frampton and John Seally were accused of *'throwing Dirt & Rubbish in the New Orchard'*. In 1789, Mrs Elizabeth Strong was charged with *'throwing her Slops and Cinders & Filth in Levetts Lane & also suffering*

her Trucks & Dunghills to remain there'. Other places to be avoided were Hill Street, Fish Street (now Castle Street), Cinnamon Lane, Perry Garden and Leglane (Lagland Street). Even the High Street and the Quay were not immune. The offenders came from all levels of society and included the Collector of Customs, John Lander, the Rector of Poole, the Rev. William Davis and leading Newfoundland merchants George Kemp and William Spurrier. The chief offender and Prince of dung heaps, however, was corn factor Joseph Garland who found himself in court eight times over the four year period. His favourite place for waste disposal was Hill Street but he also dumped rubbish in Leglane, Perry Garden and New Quay. We can only guess at the composition of these rubbish heaps but they probably contained the sweepings of stables, barns and byres as well as market, household and industrial waste. With regular coach services, private carriages, carts and wagons,

the town was home to many horses and other animals. There were also industrial premises such as breweries, slaughter houses, tanneries and tallow chandlers adding to the mix of waste. The state of the streets must have encouraged rats and other vermin and helped to spread disease such as the 'putrid fevers and sore throats' mentioned in the press in 1788.

dumping ground for timber which was also sometimes left at 'Cutler's Gallows' at Baiter. Some particular items could only have been discovered on the streets of a seaport, like the 'piece of a sloop at the corner of the Key', abandoned by John Anderson and the anchor which William Barter left 'in the road in the lower part of High Street'. The authorities were also concerned about the state of

probably in High Street near the present Orchard Plaza. Also in trouble for neglected guttering were the proprietors of the theatre in the lower High Street opposite the Antelope Inn. The charge was 'that there is a Spout for conveying the rain from the top of the Theatre which descends upon the Heads of foot passengers passing thereby'. A few months later, the repairs had still not been

Putrid fevers and sore throats are very general and very fatal this spring; many people have died of these disorders, particularly at Poole; nor have the poor been the only victims.—Mr. Saunders, an eminent merchant, there; and Mr. Welch, iron-monger, have lately fallen victims. Our correspondent assures us, that Dr. Norris's Drops have been taken, in these maladies, with infinite success, and earnestly recommends them, with good port, to the attention and confidence of all ranks, as preventives or cure.

Salisbury and Winchester Journal 14th April 1788

Dung hills were not the only obstructions left by Poole inhabitants in the streets and lanes. John Rowman's offence was 'erecting a pigsty in Bell Lane' which surely must have blocked this narrow alley off Fish Street completely. Carts and trucks were often left in the road, like Mary Frampton's water cart found obstructing Perry Garden. Francis Perry, Isaac Frampton and cooper Adam Wadham were accused of leaving casks in Key Street, and John Hiscock, stone mason of 'suffering Sand and Rubbish to remain opposite to his Stone Yard in Hill Street'. The landlord of the Antelope Inn, William Whittle left a 'pavement' opposite the gateway of the inn. An open space on the west shore known as West Butts Green seems to have been a popular

some of the property in the town. In January 1788, Mr. Thomas Young Bird, draper and mercer (cloth merchant) was charged with 'not providing a conveyance for the Water from the Lead Gutter of his House'. The house was

Below: Thames Street, formerly Key Street



Above: Obtruding steps, No. 94 High St.





The mansion house built by Sir Peter Thompson bought by George Kemp in 1788

made. Adam Wadham was accused of *'suffering his shop to remain in a ruinous condition'* and Mary Pearce was summoned to court twice for letting her house in Strand Street become *'ruinous'*.

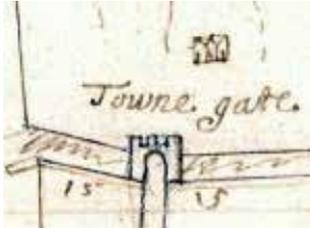
The town at night seems to have been both lively and dangerous. As well as the hazards of dung heaps and other items in the unlighted streets, there was the risk of falling down uncovered cellar steps, according to charges against the Widow Smith and Mr. William Young. Pedestrians had to take care passing some houses (probably newly built) at the upper end of High Street, *'for that the porches of the said Houses, stand*

out in the foot road to the great inconvenience and annoyance of passengers'. There was also the danger of falling into bad company. Mary, the wife of John Legg was presented in 1789 for *'keeping a disorderly house in High Street and breeding riots'* and Mary Watson for *'keeping a house of ill fame at Bayter Green'*. Another disorderly house was kept by Jane Weymouth in West Street. The nuisance these could present was made clear in the case of basket maker Benjamin Meade, accused of keeping a disorderly house and *'rioting and Drinking to the Disturbance of the Neighbours and others particularly Saturday nights to Sunday mornings'*.

Poole may have had fine mansions and houses, a Quay lined with warehouses and an elegant new Guildhall, but it also had a dark, dirty and disorderly side. As there was no upper class quarter as in larger towns, the wealthy found themselves close neighbours with workmen and tradesmen. Everyone, whatever their status, must have had to pick their way through the frequently squalid streets. In fact it would be 100 years and several outbreaks of infectious disease later before people became really concerned about the health dangers of poor waste disposal and at last cleaned up their act.

Hamworthy – A whereabouts guide

Jenny Oliver



Directly in front of the gate was a half moon, a defensive outwork with chains across its entrance which could be rapidly drawn up. On the chosen night, Sydenham blew a horn, the agreed signal. The silently waiting Royalists surged forward into the half-moon expecting to charge on into the town. Instead the gate was suddenly shut in front of

them and the chains rattled up, catching them in a trap. A few seconds of confusion was shattered by a cacophony of noise, the thunderous detonations of guns, the rattle of musket fire from the walls and the shouts and screams of men and horses struggling to escape.

It was said that 'divers cartloads' of men died that night. Lord Crawford barely escaped with his life and the garrison captured some 20 prisoners, 50 horses and about 300 weapons belonging to the attackers. It was perhaps the most dramatic and tragic incident in the 250 years or so of the towngate's

Swirling round the George roundabout and up over the Towngate Bridge, it's interesting to remember that you are flying over the place where, one night in late September 1643, 500 Royalist soldiers attempted to storm Poole's ancient towngate. The Civil War was a year old and Poole was an isolated Parliamentarian stronghold in what was then a largely Royalist county. Lord Crawford, the local Royalist leader, had bribed a soldier of the Poole garrison, Captain Francis Sydenham to open the gate to the Royalist forces. However Sydenham had revealed the plot to Poole's governor from the start.

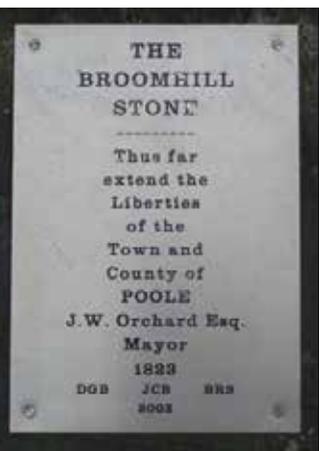


existence. Today the location of the gate is marked by a couple of plaques on one of the supports of the present bridge, although all the surrounding landmarks have changed.

Thinking about this attack, made me wonder whether it would be interesting to try to pin down the location of other events or 'lost' buildings and structures that have played a part in Poole's history – a very open-ended project! The following is a whereabouts guide to just a small selection of these in the Hamworthy area.

The towngate stood on Poole's northern land boundary. Its southern land boundary crossed what is now lower Hamworthy since the tip of the Hamworthy peninsula was claimed as part of Poole. Whether this was originally for reasons of defense or commerce, I don't know. On or near the boundary was a place called Broomhill, traditionally used for the annual open-air meetings of the Admiralty Court of Poole. The location is described in the 1611 court proceedings as being '*att and verie close to the now Dwelling house of John Adams roaper in Hither ham . . . close to the banck of oare [seaweed] now invironing the same place*'. The area had once been open land but had been enclosed '*within theis fortie yeares*'. At the 1613 court it was mentioned that when the land was open, the local people used it to '*daylie hange and spread their linnen clothes to drye them in winter and summer*'.

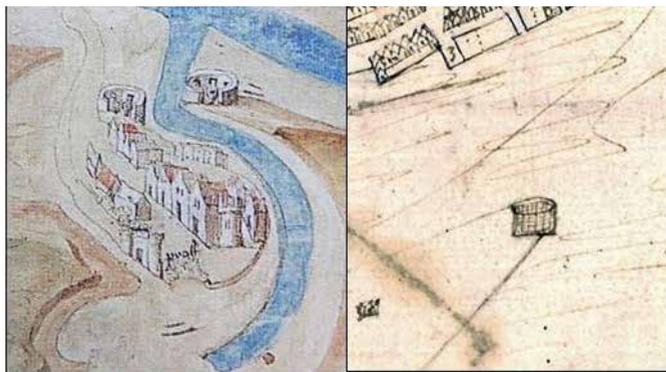
There was also an area or



route in lower Hamworthy called 'Maiden Way' that I haven't been able to locate, which might be associated with this trip out with the washing. In the 18th century, people perambulating the land bounds of Poole used to visit 'Old Hart's Grave' the furthest westerly part of the boundary near Broomhill. According to John Sydenham this was where '*one Hart, who hung himself in the town of Poole, about the year 1710 was buried*.' The laundry ground, the pile of seaweed

and John Adams' house and ropeworks have now long vanished as landmarks but at some point a stone was set up marking the spot of Broomhill. It was shown on Sir Peter Thompson's map of Poole c.1751 and a replacement stone, dating from 1823, can be seen today in a little area set back on the south side of the road with an explanatory plaque nearby.

Another Hamworthy landmark was the fortification built on the tip of the peninsula and known as the bulwark. This



Left: Bird's eye view 1539 showing the Towngate and (top right) the bulwark south is shown at te top.

Right: Map showing the bulwark c.1634



Sir Peter Thompson Map c. 1751 showing lower Hamworthy. **W**= Shipwrights' yards, **X**= Ballast Quay, **Y**= Bulwarks Quay, **Z**= Passage boat. A ropewalk is shown along the southern shore and the symbol of the Broomhill stone is just above this, below Ham Corner at the end of the road.

was probably built around the same time as the blockhouse on Brownsea Island as part of Henry VIII's coastal defences because it is shown on the 1539 'Bird's Eye View of the Dorset Coast'. It was still there when the first street map of Poole was drawn up around 1634 and appears as a round stone tower or gun platform. There are frequent references to the bulwark during the Civil War but no descriptions of it that I have come across and it was probably swept away with the rest of Poole's defences in the 1650s and 1660s. In the 18th century the area was modified for maritime industries and a new quay called the bulwarks was created, extending south from the end of the peninsula. The name is still used today and the site of the old bulwark is probably on the north side

of the road, opposite the Freightliner Terminal.

A passage boat has probably plied between lower Hamworthy and Poole Quay since medieval times. When the antiquary, John Leland visited Poole around 1540, he came 'from Lichet to the Fery' and crossed the passage to reach the town. It operated

from the great quay near the town cellars to what is now Ferry Road on the Hamworthy side. In the 17th century, the passage service and passage house was leased out to individuals by the corporation at an annual rent of £6 to £7. The tenant was also responsible for the passage quay as shown in 1607 when a complaint was made against



Poole Quay from Hamworthy shore

Jefferie Hudson that he had allowed the quay to lie 'most ruinous' and gravel and stone to fall into the sea and block up the channel. The passage boat was large, certainly big enough to hold a horse, as we know from a fatal accident in 1613 when Joseph Long was knocked into the water by a mare he was taking across and subsequently drowned. In his *History and Antiquities of the County of Dorset*, John Hutchins describes the passage boat '*large enough to hold eighty persons, which continues to ply all day, and is hauled by a rope stretched from one side to the other, for which every family pays only 4d a year, and every stranger a halfpenny each time*'.

It was not until 1835 that a bridge was built to span the narrow waters between Hamworthy and Poole. This steep wooden bridge was replaced in 1885 by an iron swivel bridge, superseded in its turn by the 1927 lifting bridge which still remains. All three were more or less in the same position at the furthest west point of the Quay. The ferry boat continued to operate into the 20th century. Ernest Bristowe recalled that the boat was always crowded when the men of Hamworthy Engineering were going on shift. '*The boat was wide and men used to jump from the Quay desperate to arrive on time. Occasionally someone would fall into the harbour, and I have been in the boat with the water within an inch or so of the top of the rail.*' The latest Twin Sails Bridge, opened in 2012, is located



The Twin Sails bridge

further round the shore at the southern end of Holes Bay, leading from the former Wilkins Way and connecting with Rigler Road on the Hamworthy side.

Further up the Hamworthy peninsula are several other sites of historic interest. The Carew family owned land in Hamworthy from Tudor times and had a manor house at 'Higher Ham'. At the beginning of the 17th century the head of the family was Henry Carew, a staunch

Catholic who was often in trouble with the authorities and had some enemies locally. When the guns were fired at Poole Quay as part of the celebrations for the accession of James I in 1603, some of the shot landed dangerously close to Henry Carew's house, breaking the branches of trees '*to the great terror of [him], his wife and familie & to the great danger of beatinge downe [his] house*'. He accused the merchant Edward Man as being responsible and even took his case to the Star



Chamber but without success.

The present manor house is thought to date from the 1620s or 1630s and if so must have replaced the earlier house, but whether it was built on the same site is not known. The new house was of a striking Flemish style, one of the first large mansions locally to be built of brick. During the Civil War, the Carew estates were sequestered (temporarily confiscated) and it is believed that the attic room of the mansion was used to nurse wounded Parliamentary soldiers. There is also a tradition that Oliver Cromwell once visited. The war damaged the fortunes of the Carew family and at the end of the century they sold their Hamworthy estate to Sir John Webb of Canford. The mansion house became a rather grand farm house and later Hamworthy's rectory. It now stands sandwiched between Carter Community School and the modern Hamworthy Library.

In Henry Carew's time, Hamworthy had a chapel, attached to the parish of Sturminster Marshall. The minister before the Civil War was Mathias Melledge who was later accused of being a go-between in the plot to betray Poole to the Royalists (which is where this article began). In the war, some of its stone was used to build a fort to protect the southern approach to Poole. Henry Carew's tenant, Thomas Smedmore received compensation for 'great losses by fortifications which were made upon his ground and by the rummage of his dwelling

house'. We don't know exactly where the fort was but, some shaped blocks found in the 20th century in the Rigler Road area may have been a remnant of it.



Hamworthy St Michael's 1826

A description of the old chapel is given in *The History and Antiquities of the County of Dorset* by John Hutchins, published in 1774 when the ruins were still standing: '*The chapel stands at the east end of Higher Ham, near the mansion house, and appears to have been a small ancient fabric, consisting of a chancel, body and a small turret at the west end. It is 84 ft long by 17 and was ruined in the Civil Wars, and only the walls remain. The inhabitants bury in the chapel and chapel yard.*' A mound in the churchyard nearby was said to be the burying place of Parliamentary soldiers. It was nearly 200 years later before the ruins of the old chapel were cleared and a new church built on the site. It was consecrated by the Bishop of Bristol in August 1826 and described in the newspapers as '*a neat, even elegant structure, capable of accommodating five hundred*

persons' in a delightful setting close to Holes Bay. This church was replaced by the present St. Michael's church, built on adjacent ground in 1959.

There are many interesting locations in Hamworthy; these are just a few of them. I would love to hear any stories you know behind other places in the area and I hope to do another whereabouts guide in a week or so.

Main sources:

Bristowe, Ernest, Poole was My Oyster 1998 / Hutchins, John, History and Antiquities of the County of Dorset, 1774/ Smeaton Ann, A History of Hamworthy, facts, fables and folk, 2005/ Sydenham, John, History of the Town and County of Poole, 1839 /

Maps:

Bird's Eye View of the Dorset Coast 1539, Pythouse Map of Poole c.1634, Sir Peter Thompson Map of

Poole Exhibition of Works of Industry and Art 1854

Jan Marsh

The Great Exhibition of 1851 was the first of a series of world's fairs and exhibitions of culture and industry which became popular in the nineteenth century.

In 1854 Poole held its own "Exhibition of Works of Industry and Art" as did several other provincial towns including Winchester and Alton. The exhibition was held in the Town hall (*the Guildhall*) by permission of Poole Borough Council from 19th to 26th August 1854. The exhibitors included the Society of Arts, Manufacture and Commerce who loaned their "unrivalled collection of photographs" but the organisers also invited specimens of local industry and art. The objects eligible for the exhibition included - specimens of natural produce, mechanical inventions, manufactures, sculpture, models, paintings, needlework and any objects "illustrative of taste and skills in the application of human

industry". Exhibitors could also sell their goods with a small commission charged for expenses.

The organisers were the Poole Library and Literary Institution with J Budden (*a lecturer*) and J B Bloomfield (*chemist at 126 High Street*) acting as secretaries. Both were also exhibitors, Mr Budden – a working model of a high-pressure steam engine, a gas kitchen, a model of the yacht "America" and the costume of a Canadian chief.

Mr Bloomfield exhibits included a stuffed albatross, a model ship of war in a case (*made by French prisoners of war in Poole Gaol*) and a case of natural produce!

The exhibition was opened by Colonel Waugh of Brownsea Island on Saturday 19th August

1854 at 12 noon. Tickets for the whole week cost 5/- (25p) and on other days the admission charge ranged from 6d (2 ½p) to 2/6 (12 ½p). Schools were admitted at half price. The exhibition was open from 11am to 7pm each day. A catalogue was available that could be purchased on the door. [*There is a copy of this catalogue in the Poole History Centre*]. The Council Chamber in the Guildhall was set up as a Refreshment Room and it was here that the photographs from the Society of Arts, Manufactures and Commerce were displayed. In a report in the Southern Times it stated that the arrangement of all the objects was excellent. Some of local gentry loaned items for exhibition e.g. Lady Charlotte Guest of Canford Manor loaned china items "an oriental tea service" and "a magnificent Sevres vase" whilst Colonel Waugh loaned "ancient

ks of Industry and Art



urns from Pompeii” and “Seikh armour found in the field after the Battle of Sobraon”. Local businesses also displayed their wares – J Blanchard, ironmongers (*a case of ironmongery*), G R Penney, rope manufacturer (*rope samples*) and R Sydenham,

bookseller (specimens of bookbinding and the largest posting bill ever printed in Poole). Other interesting items displayed included – a case of artificial teeth, Lord Nelson’s knife and fork, Indian instruments of torture, a platypus and Weymouth seaweed.

The exhibition was so successful that it was extended for a week. Eighty-two people contributed material, sixty-five of whom came from Poole. The door receipts were sufficient that all expenses were covered and £6-4s-3d was given to the Institution Fund.

AN AUSTRALIAN CONNECTION

(Alfred Goff 1828-1885 and family) *Jan Marsh*

Alfred Goff was my great-great-great uncle. He was the son of James and Martha Goff and the brother of Sarah Goff, my paternal great-great grandmother. Alfred was born in Poole in 1828 and baptised at St James Church on 31st August 1828.

In 1841 Alfred is living with his family in Market Street, Poole. By 1851 the family is living in Skinner Street and Alfred is a seaman. Sometime after 1851 Alfred left Poole and emigrated to Australia. I have been unable to find him on any passenger list but as his occupation in 1851 was seaman it is possible, he travelled on a ship as a crew member. Alfred was apprenticed to Mr L C Adey (a well-known local ship owner in Poole) on 17th January 1846 in Poole aged 16 years.

By 1854 Alfred is in Victoria, Australia. On 11th October 1854 Alfred married Elizabeth Jane Walker in Port Phillip Bay, Melbourne.

Elizabeth was born either in Long Martin, Westmoreland or in London according to different sources. She arrived in Melbourne from Southampton on the "Poictiers" in November 1853, a domestic servant from Middlesex. She was Church of England and was able to read and write. Elizabeth had been employed by a Captain Teagan or Feagan as a servant in Williamstown, Victoria from

11th January 1854. Her wages were to be £30 with rations and she was engaged initially for three months.

Alfred and Elizabeth settled in Williamstown, a suburb of Melbourne, Victoria. Williamstown was a port and by 1870 was the major cargo port in Victoria. It was named after King William IV and grew up in the 1850s as gold prospectors travelled through on their way to the goldfields. By 1856 when Alfred and Elizabeth were living there, hotels, shops, homes, banks and churches had been built. In 1856 they are living at Leary's Yard, Douglas Parade, Williamstown.



Williamstown

Alfred and Elizabeth had thirteen children – five sons and eight daughters (two died as infants and three did not survive into adulthood. Alfred Richard (1855-1912); William Henry (1857-); Emily Elizabeth (1859-1953); Mary Ellen (1861-1947); James (1863-1936); Martha (1864-1951); Adeline (1866-1920); Sarah Gertrude (1867-1898); Margaret (1869-1876); Samuel Cornelius (1870-1901);

Amelia (1873-1873); Victoria (1875-1875) and Frederick Charles (1877-1884).

Alfred was employed as a water policeman. The Water Police had been formed in Williamstown in 1841. Their duties included checking in the port and searching for runaway sailors. Subsequently Alfred joined the Victoria Lighthouse Service serving at Port Phillip South Channel Pile Light and at Cape Schanck Lighthouse, the second lighthouse in Victoria. At some point Alfred was declared bankrupt as he was discharged from bankruptcy in the Insolvent Court on 13th November 1874.



South Channel Pile Light

Alfred was promoted from lightkeeper at South Channel to junior assistant at Cape Schank lighthouse in July 1882. The family moved to different towns in Victoria after Williamstown according to the children's birthplaces including Warnambool (another town that grew up around the Gold Rush – its name is aborigine meaning two swamps / ample water); Warracknabeal (an inland wheat belt town – its

aborigine names means place of the bay gums shading the water hole) and Belfast (name given to Port Fairy, a whaling port, in 1857. It reverted to Port Fairy in 1887).

Alfred died in Morris Street, Williamstown in November 1885. He was buried in Williamstown Cemetery on 24th November 1885. Elizabeth died on 2nd September 1887 at Morris Street, Williamstown after a long and painful illness. She was also buried in Williamstown Cemetery. Two of Alfred and Elizabeth's grandsons followed him into the Lighthouse Service – Charles Myers was the

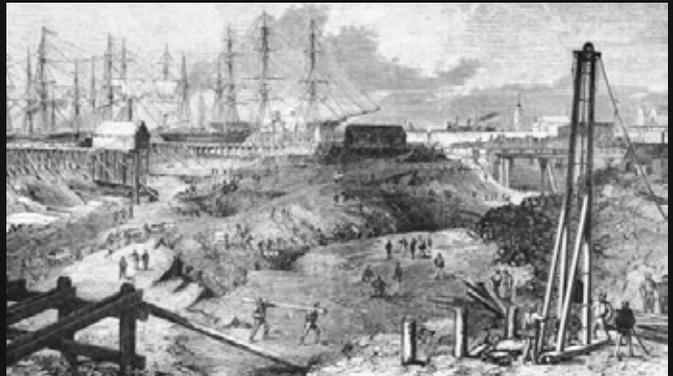
also died in France in 1916, aged 23 years. James, son of Alfred and Elizabeth rose to the position of Superintendent in the Alfred Graving Dock in Williamstown. The Graving Dock was a dry dock used for ship repair and ship building.

I have traced 21 grandchildren from Alfred and Elizabeth's 9 children plus 34 great grandchildren, so it is quite possible that there are still descendants of this Poole man in Australia.



Cape Schank Lighthouse

assistant lighthouse keeper at Cape Everard, Victoria and August Myers was a lighthouse keeper at Cape Schank, Victoria. Their brothers Ernest and Robert served in World War I with the Australian Imperial Force in France. Ernest was the only man from his town to lose his life when he died in France in 1916, aged 25 years. Robert survived and returned to Australia. Another grandson Jack Hayes



Alfred Graving Dock, Williamstown

The development of Poole

A full update will be available in following editions but the arrival over the past couple of months of a number of new proposals for the town indicates that things may be moving in the right direction.



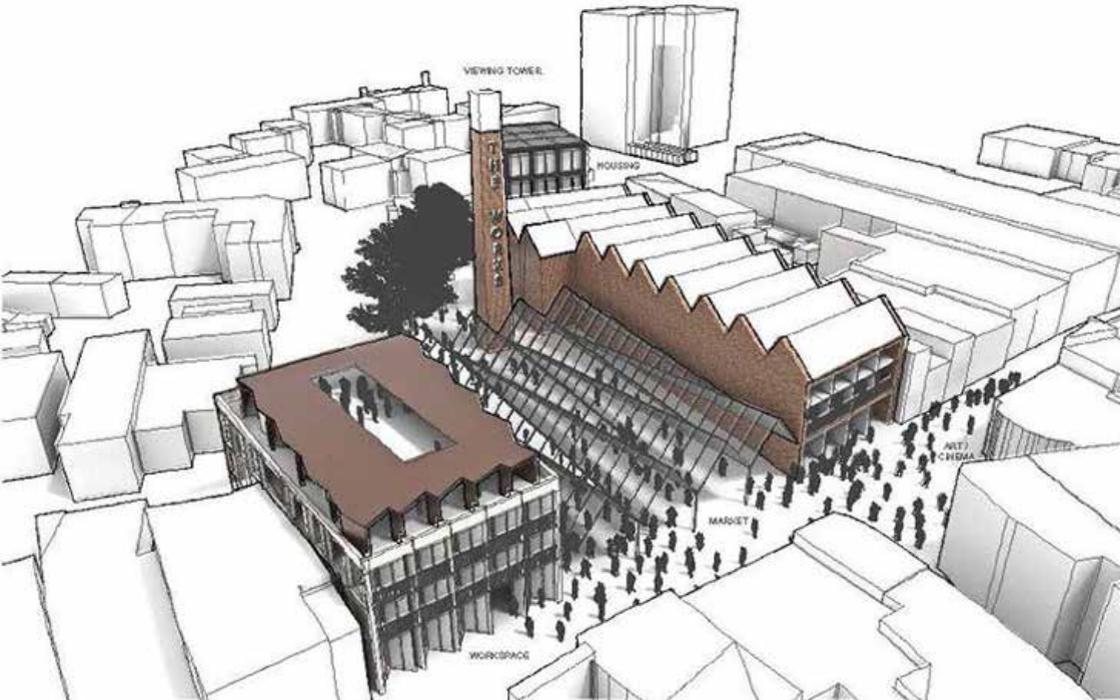
Thistle Hotel

The redevelopment of the Thistle Hotel has been on the cards for decades with the site adjacent to it vacant for many years. This area is a site of significant importance to Poole as it is a prime Quay side location and has the opportunity of creating a “place” at the end of the quay. I am

sure everyone will have a view on the development however it is critical that there is an initiative to get things moving. Too often the town has suffered from detailed planning discussions and indeed the approval of schemes, but nothing appears to happen on the ground.

It is an exciting time for the town and its redevelopment. Let's hope things can progress and that hot air is replaced by bricks and mortar in order that the Quay once again comes alive.

Computer generated image off proposed development



Regeneration proposal for the High Street

High Street

Similarly, the regeneration proposal for the High Street is an interesting concept, the location of a covered marketplace as part of a mixed-use development at the centre of the High Street. The intention is to draw people up from the Quay and down from the Dolphin Centre so as to “breath new life” into the High Street. This is part of an initiative to attract £25 million in central government grants. The concept does resonate

with the idea of creating a place to go rather than merely shop. Indeed, there is much talk within the retail and development industry regarding the demise of the high Streets of this and other countries and the need to provide places where people want to go. Shopping as an exercise to buy goods will steadily decrease as the alternative of having the commodities delivered to your door is increasingly attractive for the younger generation.

Hence the need to create the places where there is more than just the commodity and the rise and rise of coffee shops – places to stop and chat which can’t be bought on Amazon. If Poole gets the grant it will be an interesting idea although the creep of returning parts of the High Street to residential is, it is considered, where we will end up. This will mean the street has undergone a full circle from residential to shops and back to residential. We shall see!

From the pen of Len Way



Barbers Piles. "A early morning bargain"



Len WAY The Old Thatched Cottage. "Letter from the Captain"

Useful Phone Numbers

Adult Education
01202 262300

Adult Social Care
01202 633902

Bin & Street Cleaning
01202 261700

Birth, Marriages & Deaths
01202 633744

Blue Badges
01202 633605

Bus Passes
01202 634249

Children's Social Services
01202 735046

Council Tax payment line
01202 672932

Family Information
Services
01202 261999

Poole Hospital (A&E)
01202 665511

Housing Benefit Enquiries
0345 0344569

Libraries
01202 265200

Parking Penalties &
Permits
01202 634240

Pest Control
01202 261700

Road & Pavement
Maintenance
01202 265255

School Admissions
01202 261936

Street Lights
01202 262223

Toilets
01202 261700

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