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View from Poole

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



SUMMER 2021

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The Society for Poole



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Chairman's Note



Welcome to this the Summer edition of the View from Poole.

As we start to welcome the warmth of the summer months it seems everyone is relieved to be released from the lock down of the winter. It has been a long winter where The Society for Poole has not been able to operate and hold our regular meetings, however, there has been a lot going on in the background with the Planning team continuing to review planning applications and the strategy of the area as well as those pulling together the **VE/VJ Day heritage Event**.

As you may know last year we had to postpone the event which would have been held on 8th May (the 75th anniversary of VE Day), so the organising committee decided to dust off the programme and wait until the warmer months of August – to 1pm – 5pm on the 15th August to be exact (VJ Day). This year the event will be solely held on the Quay with static displays of old military equipment and vehicles, vintage cars and small ships of the Dunkirk Flotilla will be moored alongside the Quay itself.

The event is supported by the Royal British Legion, The Royal Naval Association the RAF Association as well as the Bovington Signals Regiment, the RNLI and the Dorset Military Trust. Jazz and swing music will be by the Jemz Band, Sodapops, the Parkstone Singers and the Sea Cadet Band. Guest of honour is Mr Eddie Gaines, a D-Day Veteran. We hope to create a great 40's theme as well as the commemorate the heritage of the town and to unveil information boards outlining



the role the town took with the Flying Boats, Dunkirk and the critical role in the build-up and D-Day itself.

From the 8th May information boards have been erected down the High Street and along the Quay (see page 18) telling the story of the role of the town and it's people, please pop along, have a look and enjoy one of the largest public events organised by the Society for Poole in many years!

Mike Pearce
Chairman
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May 2021

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.



D-DAY

On Monday 5th June 1944, Home Guard look-outs at Canford Cliffs saw an amazing sight, a vast armada of vessels of all sizes streaming out of Poole harbour to join others coming from the west, all sailing towards the Isle of Wight. It was the advance guard of the long-awaited invasion of Europe, the culmination of several years of planning.



Poole was involved in invasion preparations from at least 1942 when *HMS Turtle*, an amphibious warfare base, was built at Lake, Hamworthy to train troops in beach landing techniques. The following year, a demonstration of the use of floating tanks was held at Studland beach before Lord Louis Mountbatten, Generals Montgomery and Eisenhower and King George VI.

Local boatyards including J. Bolson and Son and the British Power Boat Company were turning out gunboats, launches and landing craft

in large numbers. Bolson's 800-strong workforce was eventually able to produce a craft a day. Other Poole firms, Sydenham's and Burt and Vick, made wooden decking for the floating 'Mulberry' harbours to be used on the coast of France. Experiments on the feasibility of laying a pipeline under the ocean (PLUTO) to supply the invasion force, were carried out in Poole

harbour from the East Quay to Brownsea Island.

Early in 1944, it was decided that Poole should be a starting place for U.S. divisions attacking 'Omaha' and 'Utah' beaches and American troops started moving into the area. Some were trained at *HMS Turtle* in the use of rocket-firing craft and gun support vessels. Others practiced scaling cliffs near Swanage in preparation for their mission or used the firing ranges on Canford Heath. Meanwhile U.S. engineers built three hospitals to treat the expected casualties,

including one at St. Leonards, Ferndown, built and fully equipped in four months.

As the secret date of the invasion approached, more G.I.s arrived and were billeted in halls, hotels, and people's houses. The American Red Cross ran a canteen for the troops in the Guildhall, Market Street. Black military policemen of the US Army Transportation Corps guarded the Quay from High Street to Baiter, where rations, supplies, fuel and ammunition were stockpiled. In May, the U.S. Coastguard Rescue Flotilla 1 came to Poole with their 60 83ft. cutters, to provide sea rescue services for the invasion convoys. The cutters were serviced in Slade's old yard where Barber's Wharf now stands, and the administration offices located in Carter's Pottery showroom. Petrol depots were constructed, including one in Poole Park with a pipeline to the East Quay for refuelling.

In May, the flying boats of B.O.A.C. and R.A.F. Coastal Command left the congested harbour and relocated to Pembrokeshire. Poole and Hamworthy Quays, Holes Bay, the west shore and the Wareham Channel were lined with landing craft and other vessels six or seven deep. The roads filled with streams of tanks, jeeps and other vehicles coming down to the



coast. With six days to go, loading of the vessels began. Eisenhower was obliged to postpone the launch of the invasion for 24 hours because of bad weather but on Monday 5th June, he made the decision to go. All along the coast, the great expedition was set in motion. Although they were aware of increased activity, local civilians had no idea that the date of the invasion was so close. The first to realise were those who saw the ships leaving their moorings and heading out to the open sea. One man with a grandstand view was U.S. Naval Officer, Benny Wolfe who found himself at 'Dune Crest', the signal station at Sandbanks, watching as the convoys of vessels sailed out of the harbour. He had a copy of the top secret 'Sortie Plan', listing all the vessels due to sail, and his job was to check that they were all in their correct groups. 'As I looked through the station's telescope searching for the boat identification numbers, I could see solemn faced soldiers and the boat crew members contemplating the next few hours of their lives. Some were smoking, some looking toward the shore,

but there did not seem to be much conversation.'

Other locals were alerted in the early hours of the following morning. Ernest Bristowe recalled 'On June 6th 1944, we were awakened by the continuous roar of heavy bombers. We hurried out to see one of the most spectacular events of the war. The sky was full of American Flying Fortresses with Halifaxes and Albemarlees, each towing a black, sinister-looking glider. They flew in formation, low over the houses, heading for the English Channel. The invasion of France had obviously begun.' That morning, the assault on 'Omaha' beach met with fierce resistance. Some of the floating tanks were swamped in the choppy seas and craft sunk by the enemy fire. The men landing came under devastating attack. The battle continued all day but by the evening allied troops had captured the beaches and cliffs. Around 3,000 American soldiers had been killed or wounded. 'Utah' beach was less heavily

defended and with the help of navy bombardment, the troops were able to take the enemy defensive posts with relatively few casualties. Along the French coast a bridgehead was established seven miles deep in places. There are several reminders of D-Day along the Quay. Forty years on, Poole commemorated its role in the events of 1944 with a plaque on the wall of the Customs House. For the fiftieth anniversary, a tiled panel was created, designed by Irene Reeve and made by Alan White of Poole Pottery, portraying the launch of the invasion in words and images (see section of plaque below). This can now be seen in the Dolphin Quays complex at the East Quay. Nearby, beside the old lifeboat station, is a tribute to the 840 men of U.S. Coastguard Rescue Flotilla 1 who saved over 1400 lives during their service. A memory of Omaha beach can also be found in Memory and the Tideline, the art work by Simon Read decorating the Quay's flood defence walls.





RENAISSANCE

Recent months have left many reconsidering where they live and what they want from the next chapter of their lives. Many, who were living alone during the recent lockdowns have realised they would benefit from a supportive, close-knit community.

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the lounge, like reading groups, games nights, afternoon tea or fish-and-chip Friday's.

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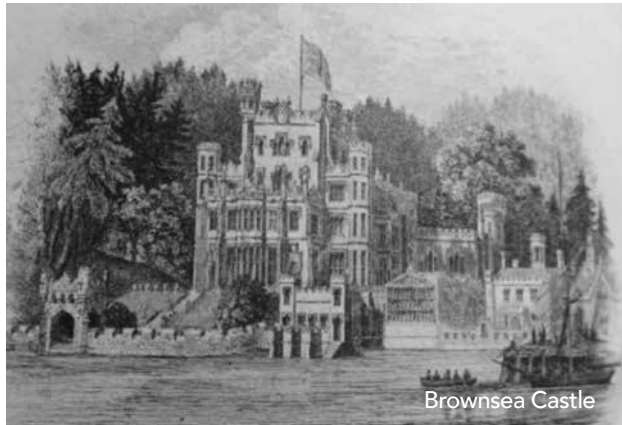
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Brownsea

By Jenny Oliver of the Poole Museum Society

This article was inspired by Joe Branson who supplied some of the information, pictures and family memorabilia. Sadly, Joe passed away a while ago. I am indebted to him for his enthusiasm for local history, and to his son for kindly allowing me to post the article.

In 1901, Charles Van Raalte and his wife Florence bought Brownsea Island, ushering in a happy period in the island's history. Charles was a wealthy financier of Dutch ancestry with the resources to turn the estate into a luxurious home. The castle was in the final stages of rebuilding after being gutted in a fire five years before. The Van Raaltes were able to complete the process to their own tastes which included installing electricity, a telephone, central heating, and an electric lift linking the basement to the top floor. The castle contained 35 bedrooms, a dining room 50 ft. long, a billiard room and a music room to hold Charles' collection of antique instruments. Outside were terraces and gardens, including an Italian garden, grass tennis courts, a croquet lawn and a 9-hole golf course. The Van Raaltes took up residence with their



Brownsea Castle

three children, Noel, who was twelve, Margherita and Gwen.

The Pool family also came to Brownsea in 1901 when Tom Pool was employed to fill the responsible post of head gardener, in charge of a team of ten. He and his wife Rose Emma came to live in one of the farm cottages near the castle, with their children, twelve-year old Amy, Lilian, Leonard, Albert and the baby, Dorothy. Tom's job was to look after the grounds and pleasure gardens for the family and their distinguished guests (including European royalty) and provide flowers for the house and fruit and vegetables for the kitchen. Most people of the period took it for granted that there would be a great gulf between the lives of

ordinary working people and those of the wealthy. The Van Raaltes had a luxurious lifestyle, but they were also good employers, paying above average wages and interested in the welfare of their employees. They soon got involved in the life of the local community, and Charles became Mayor of Poole in 1902-3, even though he had never been elected to the council.



Charles Van Raalte

He was also a magistrate and twice contested the East Dorset seat for the Conservatives but was unsuccessful. As a freemason, he joined the local Lodge of Amity as well as supporting local sports and sailing clubs and becoming Commodore of the Poole Yacht Club. The Pool family settled into the small Brownsea community consisting of about 60 estate workers and their families. Some worked in the castle, the laundry, on the home farm or in the gardens, and there were gamekeepers, carpenters, builders, boatmen and even a golf professional. Brownsea had its own church, and a school was provided for the island children and a few of the coastguards' children who came across each day from Sandbanks. Church services were usually conducted by the Rector of Studland but when the sea crossing was too rough, Tom Pool, a devout man, would sometimes officiate. Sunday in the Pool household was a day for family hymn singing and bible reading. Charles Van Raalte was keen to employ people with musical skills and this included the Pools. Tom was a bell-ringer and Rose played the piano, a skill which Amy also later acquired. Shortly after acquiring the estate, Charles set up the Brownsea Island Estate Brass and Reed Band, formed



Rose Emma Pool

entirely of estate workers, under the leadership of Alfred Campbell, the estate head carpenter. They were supplied with smart blue and red uniforms and performed for castle guests and at events on the Dorset mainland. Having his own band was also an asset to Charles during his political campaigning.

Mr. and Mrs. C. van Raalte have endeared themselves to their neighbours by their kindly thoughtfulness. An instance of this was forthcoming on Whit Monday, when the host and hostess of Brownsea Castle entertained the whole of their tenantry, to the number of 150. From what I can hear it must have been a fairly busy day. The proceedings commenced in the early morning with a cricket match between married and single; at mid-day the large party of guests sat down to lunch served in the open air, and the afternoon was occupied by various athletic sports, the prizes, of course, being given by Mr. and Mrs. van Raalte. In the evening there was a social gathering, with music and dancing within doors. (On another page I print a capital photograph of the guests at lunch.)

Festive events were frequent on Brownsea during the summer. As the Bournemouth Graphic noted in 1904, 'school treats, at-homes, garden parties, fancy dress balls, regattas, entertainments and banquets followed each

other in . . . bewildering rapidity'. The hospitality of the Van Raaltes in inviting people to the island was famous, whether it was corporation employees, the Primrose League or members of the Dorset Field Club. When 3,000 to 4,000 members of the Primrose League visited over 4 days in 1906, they were brought over by steamers, chartered from Cosens and Co. and by Charles's own steam yacht, *Blunderbuss*. The Van Raaltes also treated their tenants to entertainments as the *Graphic* describes in 1904.

Brownsea was a perfect playground for children. Noel, Margherita and Gwen Van Raalte were given freedom to play and explore, ride their ponies and learn how to sail. In August 1906, when Tom Pool accidentally fell into the sea from one of the piers, he was rescued by 15-year-old Noel, who was given a Royal Humane Society's testimonial on vellum for bravery. The Van Raalte children, particularly 'Miss Gwen', often played with the estate children. Daisy Toms, daughter of the island bricklayer, was a friend of Miss Gwen and the two frequently got up to mischief together. Dorothy Pool sometimes rode Miss Gwen's Shetland pony, started off by a 'whack' from its owner. The Pools and other estate children also enjoyed hide and seek in the woods,

Brownsea Church



climbing trees and skating on the lakes in winter. Dorothy Pool recalled her brothers, Leonard and Albert, once climbing up the outside of the church tower. Mounting more conventionally by the stairs, some of the children scratched their names and footprints in the soft lead of the tower roof. Boats were available for the tenants to use and the children learned to row and sail. Swimming, fishing and cockling were other favourite activities, and school concerts and pantomimes were a highlight

of the year. Living on an island could have its problems for those who, like Amy and Leonard Pool, attended secondary school on the mainland. Having won a bursary to attend the Poole Technical School, Amy had to cross every morning on the 8 am boat. Sometimes there was a boat returning from the Quay in the afternoon but if not, she would walk the 5 or so miles to Sandbanks and go across with the coastguard boat fetching the children from school. Attending music lessons in

Bournemouth meant a rough walk for Amy from County Gates to Sandbanks and in the winter, Rose would worry about the children crossing the harbour in the dark. In 1907, dispirited by his second failure at the polls, Charles Van Raalte set off for a trip to the far east with Florence and Margherita. Early in 1908, the shocking news came that Charles had fallen ill and died in India at the age of only 50. His body was brought back to Dorset and he was buried on Brownsea on 11th February 1908. A memorial chapel was built on to the church to hold an effigy of Charles in marble commissioned by his widow. It was a dark time on Brownsea, but gradually the sadness lifted, and life continued under the benevolent direction of Florence Van Raalte.

The Pool family finally moved on after seven years on the island and Tom set up in Parkstone as a grocer. Amy became a school teacher and Lilian a dress-maker while Leonard got a job as a clerk to an accountant. The family would experience tragedy over the next few years, first when Albert died in 1911 at the age of 14. When the First World War broke out, Leonard joined up and became a rifleman with the London Regiment. He was killed on 1st July 1916 and buried in Hebuterne Cemetery in France. Sisters Amy, Lilian and



Dorothy Carr formerly Pool, Joe Branson's mother-in-law

Dorothy all married and set up households of their own, but they never forgot their happy childhood time on Brownsea. One memento kept by the family reminded them of their first year on the island. When Queen Victoria died in January 1901, Rose wrote to the royal family like thousands of others to express her sympathy. A few months later a letter arrived from Buckingham Palace from the secretary to Queen Alexandra, thanking her for her condolences. The address on the envelope was a unique and fitting memory of a very special place.

The letter from Buckingham Palace



Main sources:
Battrick, Jack *Brownsea Island* Poole Historical Trust 1978 /
Bugler, J and Drew, G *A History of Brownsea Island* Dorset County Library 1995 /
Moore, Peter, *A Winsome Place* Poole Historical Trust 2009.

Information supplied by Joe Branson

Theft in the Family

By the Poole Museum Society

On 30th June 1815, less than two weeks after news of the great victory of Waterloo, members of the Dalley family from Broadwinsor in west Dorset were gathered together for a solemn ceremony. John Dalley, just turned sixteen, was to be bound apprentice to John Pretty of Poole, who was a woolcomber and hosier and also young John's uncle (although I have not been able to discover the precise link between them). The indentures binding Dalley 'for seven years to learn the art of a woolcomber' were duly signed by apprentice and master and by Dalley's brother Richard as witness. John's father, James Dalley, a lime burner by trade, set his mark to the document and it was time for congratulations all round.

Prosperous trade

John Pretty was a prosperous trader, probably based in Fish Street (now Castle Street) off Poole Quay. Woolcombing was the process of combing fleece to remove tangles and align the fibres before spinning, but Pretty also made stockings and other garments. How Dalley



Woolcomber

adjusted to his new life in the woolcombing trade we do not know. Two years into his seven-year term, the sad news came from home that his mother Sarah had died. She was buried at Broadwinsor church on 7th August 1817. In December

that year, John Pretty gave information before the mayor of Poole, James Seager, that money had gone missing several times out of the desk in his sitting room and three bundles of 'knit guernsey frocks' (i.e. woollen jumpers as worn

by fishermen) had vanished from the storehouse. He suspected his servant Thomas Churchill and apprentice John Dalley as being responsible. There is no record of official action being taken against the pair, but it seems that Dally's apprenticeship was over, and he found himself back in Broadwinsor.

Planning a burglary

A couple of months later in February 1818, John planned a burglary of his uncle's home with a friend, 20-year-old William Hallson, a sail-cloth weaver from Broadwinsor. According to later testimony, Dalley had often asked Hallson to go with him on this expedition. Several of John's brothers and sisters also knew about the scheme. His older sister Hannah said that she would tell their father, but John threatened to kill her and their brother William if they spoke a word about it. Another sister, Charlotte, gave John a shilling to help with the journey to Poole and threw an old shoe after them for luck as they left. The two set out on Sunday 1st February and arrived in Poole on Monday evening. That night they put a ladder against a chamber window of Pretty's house and Dalley got inside while Hallson removed the ladder. Soon after, Dalley came out of the cellar window with a



Old Shop, Poole High Street

bundle of goods and they left the area. However, this was not enough for Dalley who said he wanted more. Returning to the house they successfully abstracted more articles before leaving for good.

That evening, before going to bed at 9.30, John Pretty had fastened all the windows and doors. In the morning he found the front upstairs window, the doors between the house and the shop and his bureau all open. He quickly realised that items were missing, including silver spoons, silver coins to the value of £7 or £8, several foreign coins, a watch, a Newfoundland bill of exchange for £10 and a

promissory note for £8 7s 0d. Articles taken from the shop included knit frocks, stockings, handkerchiefs, shawls, shirts and lengths of fabric. The burglars had known where to find the goods and crucially, where the keys were kept. Given his recent experiences, Pretty's suspicions were probably soon fixed on his nephew. This suspicion was strengthened to near certainty when a neighbour, tailor Thomas Galton, reported that he had seen Dalley and another youth in the tap room of the nearby Swan Alehouse the previous evening between 9 and 10 pm and had even had a brief conversation with them. Pretty went to the

authorities and laid information that 'sometime last night his dwelling house was feloniously and burlarously broken open' and goods stolen. He named Dalley as a suspect. With two local constables, Robert Saunders and Francis Frampton, he set off on a chase across Dorset enquiring on the way for traces of the thieves and the stolen goods. The first stop was Wareham where they found out that someone had tried to change a Newfoundland Bill at the Christchurch Bank, but had been refused. Frampton who had ridden ahead of the others enquired at the Red Lion and found that two young men had hired a gig from the landlord, the Dorchester coach being full. They offered him a Spanish coin, but he refused it. The pursuers discovered that suspected

pair had stopped at Winfrith, and hot on the trail, they pressed on to Dorchester. Here enquiries revealed that the couple had split up, both heading for Bridport, one by mail and the other in the 'Coburg' coach. At Beaminster they found no trace of the pair but obtained reinforcements in the shape of two local constables, and then set off on foot to Broadwindsor.

When they reached the village, a man in the street pointed out Dalley's home. Mr. Morey or Mooney, one of the Beaminster constables, called Dalley out of the house and Saunders seized him by the collar and took him into custody. The missing watch was found in the street, probably dropped by Dalley when he was arrested. He was taken to a nearby weaver's shop



to be searched, and the Newfoundland bill was found in his possession. John Pretty and the others still did not know the name of Dalley's accomplice but according to Saunders' testimony, they managed to extract it by threatening 'the brother and sister' (presumably William and Hannah or Charlotte) with arrest. Hallson was found hiding in a hayloft at another house with the stolen promissory note, various bank notes and other stolen articles in his possession. Two bundles of the missing goods were found, one under a loom in his workplace.

Dorchester Prison

John and Charlotte Dalley and William Hallson found themselves in Dorchester gaol awaiting trial, Charlotte as an accomplice or accessory because she had wished the others luck and received a pair of stockings. The prison admission record describes John as 5 ft 6ins tall with a fair complexion, brown hair and grey eyes. William



Dorchester Prison Admission record

Hallson had dark hair and hazel eyes and was only 5 ft 1/2 ins tall. Both had cuts and bruises, probably from rough handling during their arrest. Meanwhile enquiries in Bridport revealed that the pair had sold various stolen items to local traders, such as a guernsey knit frock sold to Matthew Knight, pawnbroker, and some foreign coins and silver spoons bought by silversmith James Kenway. William, Charlotte and Hannah Dalley were questioned, and William admitted that 'some time before his mother died, and several times since her death his brother John Dalley, then living with his uncle Mr. Pretty sent down bundles to Richard Dalley another brother of his who lived in Broadwindsor'. These bundles contained stockings, gloves, handkerchiefs and frocks which William believed to be his uncle's property. It seems John Pretty's earlier suspicions were justified.

The case was tried at the

Dorchester assizes on Saturday 14th March 1818. Given the overwhelming evidence, it is not surprising that John Dalley and William Hallson were found guilty, but mercy seems to have prevailed in Charlotte's case and she was acquitted. On 23rd March, Dalley and Hallson were sentenced to death. However, they were reprieved and the sentence changed. Each was to be 'transported for and during the term of his natural life'. On 20th

Courtroom, Shire Hall, Dorchester



May they were taken to Portsmouth and put on board the Laurel prison hulk in Gosport Harbour where they spent five no doubt miserable weeks awaiting their passage. They sailed on board the *General Stuart* on 30th June, bound for Australia. As a consequence of their actions, their lives had changed utterly, and their homes and families were now lost to them. Dalley later said that the voyage was 'something like a dream' to him. On 31st December 1818, they arrived Sydney to start their new lives of servitude. In Poole, John Pretty's business seems to have prospered. In 1841, the census recorded him and his family still living in Fish Street. Ten years later, John had retired and at the age of 83, he was living with



Wareham



Luscombe Valley view

his wife Mary at 'Loscomb' in Parkstone (presumably Luscombe Valley near Sandbanks). He died in 1856 and in his will left a number of properties including two houses in Hill Street, Poole to his surviving two sons and three daughters.

Ten years hard work

On the other side of the world, John Dalley and William Hallson survived the first grim decade of their punishment. After ten years of hard work,

tough living conditions and severe punishment for any rule breaking, they were granted their tickets of leave, allowing them to live and work in a designated district of the colony. Dalley was then living in Bathurst in the interior, about 125 miles from Sydney and working as a footman in the house of John Street, one of the free settlers who were now coming out to the colony in increasing numbers. He married a fellow servant and convict Catherine Spillane and

they moved to Sydney in 1831 where he became a shopkeeper and raised a family. He received an absolute pardon in 1838.

Australia-a place of opportunity.

Australia was a place of punishment but it also proved a place of opportunity. John Dalley died in 1871 at the age of 72, at his house in Macquarie Street, a prosperous and respected trader. Like his uncle John back in Poole, he owned



The Dalley house from Sydney in 1848 by Joseph Fowles

several properties to bequeath to his children. His eldest surviving son, William Bede Dalley went on to become a barrister, politician, writer, member of the legislative council, Attorney-General for New South Wales and the first Australian to be made a member of the British Privy Council - strange and unforeseen consequences of one night's illegal adventure in Poole in February 1818.

Jenny

Main sources:

DC-PL/C/B/13/4/4
Apprenticeship Indenture John Dalley to John Pretty of Poole June 1815

DC-PL/C/B/7/68
Case against John Dalley and William Hallson Feb-Mar. 1818

OPC Dorset Broadwinton Parish Records at <https://www.opcsdorset.org/BroadwintonFiles/Broadwinton.htm>

Dorchester Prison Admissions and Discharge Registers 1782-1901 on Ancestry Poole Census 1841 and 1851 also on Ancestry at <https://www.ancestry.co.uk/>



Statue of William Bede

Our Information Boards go up

If you go down the High Street or along the Quay for the next 4 months you will be sure to see... Our VE/VJ Day heritage information boards. The Society for Poole as brought these together as part of our **VE/VJ Day commemoration event in August**. Working with several societies and individuals, Jan Marsh of the Society has brought together a total of 15 different boards which walk through the contribution, Poole and it's

people made during the war. The boards are not comprehensive but via a QR code on each board there is a link to a BCP website which has captured memories over the past year of those who lived through the period and who remember elements of the town during this time. The aim is to raise the profile of the town's contribution; to commemorate the people from Poole who served and to remember the sacrifices made by many.



We look forward to seeing everyone on the Quay on the day.
Mike Pearce
Chairman.

The event on 15th August on Poole Quay (1pm – 5pm) will include

- A flotilla of veteran Dunkirk boats
 - Old military vehicles
 - Vintage cars
 - Live music including Swing and Jazz Bands; Parkstone Choir singing 40's songs and the Sea Cadet Band
 - RAF Association
 - Royal Signals from Bovington
- We shall honour veterans from Poole create a fantastic 40's feel and add further information boards to add to the historical information available.

- Children's fun rides
- Stands include:**
- RNLI historic unit
 - Royal British Legion
 - Royal Naval Association



The Society for Poole Promoting Poole; its history, culture and people

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A delightful watering place

The development of Bournemouth as a health resort

A talk by Jan Marsh
September 19 2021 7:15 for 7:30pm
Members £3 Guest £4.00 pay on the door



From the pen of Len Way



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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