

*View* from Poole



FOUNDED IN 1924

# *View* from Poole

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



*The Beach, Sandbanks, Poole.*

SUMMER 2022

[www.societyforpoole.org](http://www.societyforpoole.org)



The Society for Poole



@SocietyforPoole



SocietyforPoole

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## Chairman's Note

Welcome to this the Summer 2022 edition of the View from Poole.



The trees are greening up and although the temperature hasn't got here yet I trust we are all looking forward to a bit of warmth so we can get outdoors. I anticipate that this year Poole will finally wake up from Covid with a full agenda of activities, rather than the brave few of last year. The Society for Poole aim to attend Harry Paye Day on the 18th June and will host Dorset Architectural Heritage Week's Guildhall event on Tuesday 13th September (tbc).

I am pleased that the AGM went well, we signed off a couple of years accounts, welcomed Alison Harris to the Executive and set out the aims for the Society for this year. One of the exciting tasks is to refurbish a couple of the heritage lights at the bottom of Evening Hill. I'm pleased that we have now been granted £20,000 from BCP CIL fund to see if we can take down the lighting units, check them for damage them refurbish them so they are set up for the next 100 years. One of the associated tasks is also to push BCP to actually

re-erect the "lost" unit which BCP took away 7 years ago after a boat damaged it but never returned. So far tracking the unit down has been a frustrating task but we won't give up.

We also aim to erect a new Blue Plaque to Louie Dingwall on the wall of the Sandbanks Beach Office and refurbish the boundary plaque at Durley Dene.

Word that BCP may seek to demolish the Civic Centre building in its entirety, despite the work of the Society of Poole and the late Robin Moy in particular to get it locally listed as a heritage asset, is most disturbing. We will try to get to the bottom of this but expect a fight!

Meanwhile I wish everyone well, for all to have a well-earned enjoyable summer and to get out and enjoy Poole at its best – in the sun.

**Mike Pearce**  
Chairman  
chairman@societyforpoole.org  
May 2022

## The Society for Poole

General Contact for the Society:  
info@societyforpoole.co.uk

**PRESIDENT**  
Andrew Hawkes  
99 High Street, Poole BH15 1AN  
01202 674292  
(work number with answer phone)  
president@societyforpoole.org

**CHAIRMAN**  
Mike Pearce 70, Haven Road, Poole,  
BH13 7LY  
chairman@societyforpoole.org

**TREASURER**  
Colin Hinwood, 14 Hatherden Avenue  
Poole BH14 0PJ  
01202 747432  
treasurer@societyforpoole.org

**HERITAGE SUB COMMITTEE  
CHAIRPERSON**  
Jan Marsh  
Janette.marsh@ntlworld.com

**SECRETARY**  
Jan Marsh  
Janette.marsh@ntlworld.com

**PARKS & GREEN SPACES CHAIRMAN:**  
TBC

**PRESS OFFICER**  
Vacant

**PLANNING SUB COMMITTEE  
CHAIRMAN**  
Gerald Rigler, 9 Sundew Road  
Broadstone, Poole BH18 9NX  
gerald.rigler@gmail.com

**REGISTRAR**  
Mike Gale, 10 Manor Avenue Poole  
BH12 4LD  
07836740048  
registrar@societyforpoole.org

**SOCIAL SECRETARY**  
Vacant

**VIEW FROM POOLE DISTRIBUTION**  
Jan Marsh  
Janette.marsh@ntlworld.com

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

# Too Good to be True

## The Harbinger Case

**At the beginning of March 1816, the 200-ton brig Harbinger of Sunderland anchored off Stokes Bay, Gosport while the master, Robert Berry, went into the town to arrange the sale of some of his cargo of coal. That evening four of the crew, Robert Harland, James Richie, Robert Lutert and William Phillips rowed ashore to look out for the captain returning. There was no sign of Berry but on the way back the men discovered a large number of casks floating in the sea. Yielding to temptation, they loaded them into their boat and took them on board the brig.**

There turned out to be 34 casks of brandy and other spirits in the haul. The men put 18 casks in the long boat on the deck, hid others under the coals and broke open two. The rest were decanted by the mate Robert Ward into bottles belonging to the captain. The following morning the ship was visited by five strangers in a wherry inquiring after the casks. The crew showed them the ones hidden in the long boat, assuring them that these were all they had picked up.



Painting of 19th century brig, Poole Museum

That evening, the strangers returned and took away 17 of the casks, giving one to the crew and saying that they would 'rather they had them than the Customs Officer'. Whether or not they suspected that they were being deceived, they were in no position to argue. After four days ashore, the captain returned, having

sold part of the cargo to a Portsmouth merchant acting for Messrs Gaden and Adey of Poole. The crew told him that they had found some casks in the sea and later handed them over to the people who came looking for them. As the brig set sail for Poole, the crew must have felt jubilant at their successful coup. *The*



Hook as used by smugglers, on view in Dorchester Museum

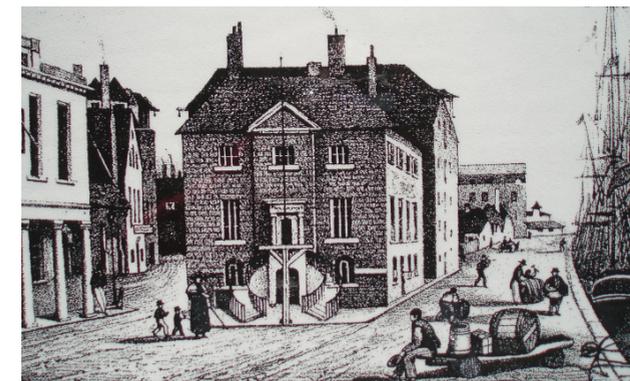
*Harbinger* arrived in Poole Harbour on Friday 8th March and moved to the Quay to begin discharging coal. Meanwhile, information had been sent from Portsmouth to the Customs House in Poole that the brig might contain smuggled spirits. On the afternoon of the 8th, customs officers boarded the ship.

It turned out to be a treasure trove for the customs service. A search soon revealed tubs of spirits in the steerage, some in the forepeak under the coal, others in two chests and one in a cabin. In the captain's state room were bottles containing 12 gallons of foreign spirits. The whole lot was taken off the ship to the Custom House and the crewmen were arrested on the orders of the Collector of Customs, David Lander. Lutert, Phillips and Richie and the mate, Ward, were taken ashore but Robert Harland was found to be so drunk that he could not be removed from the ship. Captain Berry must have known something about the liquor on board, but he was able to post bail of £100 on his own behalf plus sureties of £100 each from Thomas Gaden and William Adey. The crew members were not so fortunate. They could not afford bail and that evening, found themselves in the town gaol 'by their own consent to determine whether they would submit to go on board a *Man of War*

... or be committed for want of bail'. (Service in the navy was often an alternative to trial and punishment but not a popular option.)

On 11th March the crew (now joined by Harland) were examined by local magistrates and the story of their discovery and actions emerged. On 28th, tidewaiters John Bird and James Botley gave their statements before Samuel Western J.P about the search of the vessel. The next to give evidence was David Lander who said that the crew of the *Harbinger* had about 60 gallons of foreign brandy on board. According to their testimony, they had also secretly aided the landing of 17 more half-anchors of brandy. The spirits had been 'brought from parts beyond the seas and ... had not paid his Majesty's duties'. In other words, the men were guilty of smuggling. Two days later, the five crewmen were charged

with being on board the *Harbinger*, in which concealed brandy had been found. They were put in gaol until they came up with bail money or should be discharged 'by due course of law'. Apparently, a difference of opinion had arisen between the Poole magistrates and the Collector of Customs about the case. The magistrates believed that their offence did not come within the meaning or spirit of the act under which they were charged 'in as much as it appears this vessel did not come from foreign parts, ... nor had she taken on board at sea any foreign spirits from any other vessel coming from foreign parts.' The Collector believed that the act was relevant and after many conversations with the magistrates, wrote to a Mr. Taylor in London asking him to discuss the matter with one of the solicitors to the Board of Customs. Mr Taylor's reply on the 3rd



Poole Quay and new Custom House (built in 1814)

April was that he and the solicitor he had consulted both thought that the case was within the act and that the magistrates should proceed with it.

Maybe the magistrates were still doubtful. The next document in the case seems to date from around the end of May with the situation unchanged. The five men still languishing in gaol sent a petition to the Commissioners of Customs expressing their regret and asking for clemency:

*'Your Petitioners therefore most humbly Confess and hope and trust that the Confinement they have endured for upwards of two months past will be considered by your Honours as some if not an adequate recompense for their violation of the Laws of their Country and besides Your Petitioners, for the most part have Wives and Children left at Newcastle to deplore their long absence in Confinement from which they have been reduced to the painful necessity of resorting to the Parish for subsistence.'* Such eloquence suggests that they had help from some sympathetic person in Poole. Meanwhile Captain Berry must have signed on another crew, because on 8th July the *Harbinger* was reported as being at Exmouth under his command. It is not clear what was holding up the resolution of the case,



Poole Guildhall and Courthouse

but the last document is a petition of 26th August from the wives of the crew of the *Harbinger* to Mr. Foote, attorney and Town Clerk of Poole:

*'Worthy Sir understanding you are the Gentleman who as Befriended our unfortunate husbands who was Concerned in picking up the kegs of Liquore and which was found on Board the habrenger Capt. Bury wee humbly Beg of you to favour ous with your advise and Counsel how wee may proceed to Be of any service or Benifitt in the Cause of our unfortunate husbands worthy Sir wee implore your friendship towards ous as wee are Equaley Miserable with them And should you please to have the goodness to favour ous with your Counsel with a Copy what Wee must dow whatever you Charge for your trouble shall be faithfully remitted to you if wee Beg for that purpose from door to door in Notising this our formal*

*application you will dow a Charitable deed and if your favour please to inform ous when the tryall of our husbands comes on or what you think May Be the punishments as far as you opinion – wee your humble petitionars anxiously wate the favour of your reply and remain – Jane Ward, Mate's wife, Isallaba Richey, wife of James Richey, Ann Harland, Carpenter's wife, Mary Luthed, wife Robert Luthed, Ann Philips, Wife of William Philips. Adress Robert Harland Carpenter, Golden Ally.*

Whether this heartfelt plea had an effect I don't know. Maybe the men's case was dismissed or maybe they found themselves reluctant recruits to King George's navy. The Poole authorities must have tired of maintaining them in gaol and eventually resolved the case.

**Jenny Oliver**

Poole Museum Society

## Poole's Heritage Harbour Lights

The Society for Poole has been granted £20,000.00 to refurbish two of the twenty lighting units located on top of the sea wall along Shore Road.

The light units which have been part of the heritage of Poole for well over a century are now in a poor state of repair. Although BCP Council had tried to replace some of the cracked glazed units and have in the past repainted some of them, it was considered that a thorough refurbishment project was overdue. Therefore, the Society for Poole proposed

to remove two of the first units, test them for cracks, repair where necessary, strip off the old paint and completely refurbish them so that they can be replaced looking as good as new.

It is acknowledged that two out of twenty is not very many however the size, and expense involved is not fully known due to the unknown state of repairs required. Also, it was considered that asking to do all of them at once would be too much to ask for. As such we have proposed to "sample" a

couple of the units so we can establish the costs involved and therefore project the funds required for the future works.

We hope to get a specification for the works and, with the cooperation of BCP's lighting department, take the first unit down towards the end of the summer.

So, if you see a gap at the bottom of Evening Hill you'll know why!

**Mike Pearce**



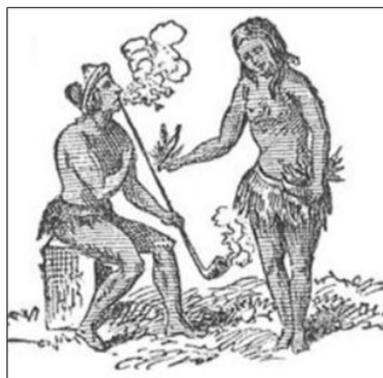
# Clay and Tobacco

## Early Poole Cargos

**This is the story of two commodities imported and exported through the port of Poole from the early 1600s. One was local, one was exotic but their development was closely linked from the beginning. . .**

When Europeans first travelled to the Americas in the late 15th century, they found the local people smoking tobacco. It was used in pipe ceremonies and meetings, for trade and also for its medicinal properties. The early settlers called the custom 'drinking smoke'. The habit of smoking spread via Spain to the rest of Europe and Sir Walter Raleigh was credited with introducing it into England. One of the critics of smoking was King James 1 who described it as 'lothsome to the eye, hatefull to the Nose, harmfull to the braine, dangerous to the Lungs.' Nevertheless, the custom remained popular and when the colony of Virginia was established in the early 17th century, tobacco became its most profitable crop.

Clay pipes were introduced in England shortly after the arrival of tobacco, clay being cheap and



*A Victorian depiction of smoking in the Americas and Europe*

widely available. The Poole Harbour area was lucky in having deposits of particularly fine-grained, white-firing clay, formed from the products of weathered Cornish and Devon granite. Carried eastward by the ancient Solent River over 40 million years ago, the clay was laid

down in basins across the area and used for centuries in pottery production. It was found to be ideal for pipe-making. One local clay merchant was Swythin Bonham, a gentleman of Poole, who obtained a lease from Sir John Webb in 1618, allowing him to dig pipe clay in the waste



*19th century Parkstone claypit*

of Canford. He became a major supplier to the pipe-makers in the early days of the trade. In 1625, William Cooper of Heckford was also given a grant to dig clay in Canford and transport it overseas. At first, local pipe clay was sent to London which received most of the tobacco imports, and where the pipe-makers enjoyed a monopoly. A series of monopolies were also granted to individuals to handle the sale of pipe clay, seriously affecting the local trade. In 1638 one Poole clay merchant, Thomas Cornell, ended up in court for allegedly saying

that '*he did not care a fart*' for the latest proclamation on clay monopolies. As the granting of the monopoly ultimately came from the king, this was in effect treason, but Cornell claimed that his words had been misrepresented. Fortunately, the monopoly was ended the next year, followed by the monopoly of the London pipe-makers. Cornell and his partner, Alexander Fellows of Wareham went on to dominate the local clay trade for the next three decades while clay shipped from Poole rose from 120 tons in 1626 to over 2,500 tons in 1672.

Claypits were opened in various locations, Parkstone, Heckford and Canford, but particularly in the Isle of Purbeck. Cornell and Fellows dealt mainly with Edward Hayter, who operated from East Creech and Thomas Brown, based at Furzebrook. The clay was cut with spades into cubes of about 10 ins., weighing 30-35 lbs. In handling and transport, the blocks became rounded, which may have given rise to the name 'ball clay'. Fellows negotiated with the pit owners and arranged transport to Poole Quay or Russell Point by pack horse or by horse and cart



The tobacco plant and drying tobacco leaves

over the difficult heathland terrain. Cornell obtained customers from around the country and organised the onward shipping. The partners had an agreement to buy exclusively from each other which worked well for several decades. In Virginia increasing amounts of land were being brought under cultivation for tobacco. The tobacco crop needed much tending and was very labour intensive to produce. At first the plantation owners employed indentured servants who worked



until they had repaid the cost of their passage. Later in the century they increasingly used African slaves. The quantity of tobacco shipped into the country, rose quickly, with Virginia supplying as much as 30,000,000 lbs (15,000 tons) a year by the end of the 17th century. In 1640, a ship came into the port of Poole carrying 80 thousand-weights (40 tons) of tobacco, showing that such cargos were now using provincial ports. Increasing supplies of tobacco meant that the price fell, and the demand

for pipes increased. Pipe-makers started setting up in towns across the country, including Poole. Some imperfect and unburnt 17th century pipes have been found in excavations near Barber's Piles at the west end of the Quay, suggesting early pipe-making in the area. The earliest reference to the trade that I have found in the archives is to John Howse, tobacco pipe-maker, mentioned in a bond of 1663. A number of pipes found locally marked with an 'H' might be his work, but there are

In the form of snuff and smoking tobacco, it went from strength to strength until the 20th century when its image was dimmed by adverse health effects and the connection with slavery. The local clay trade continued to grow. After

the death of Thomas Cornell in 1671, more merchants entered the business. The pipe trade continued into the 19th century, but other markets had already opened up as makers of stoneware and later fine tableware found

that the local ball clay had the properties they needed. The extraction of clay altered the local landscape, leaving a legacy of often water-filled hollows like the Blue Pool near Wareham.

There was a close link



Pipe fragments found in Poole



The Blue Pool near Wareham

with the development of transport systems. In the 19th century, clay merchants Benjamin Fayle and the Pike brothers built narrow gauge railways across the heath to bring the clay to wharves on the Purbeck shore. From there the clay was transported across the harbour to Poole Quay by sailing barges and later by steam tugs towing barges. Today, Dorset ball clay is still being worked and exported all over the world.

Jenny Oliver

**Main sources:** Cousins, David R., The Poole Clay Trade 1626 – 1760 from Southern History 38 pp. 31-67 / Davey, James (ed.), Tudor & Stuart Seafarers. The Emergence of a Maritime Nation 1485-1707. Adlard Coles 2018 / Horsey, Ian P., Excavations in Poole 1973-1983 Dorset Natural History and Archaeological Society 1992 / Poole town accounts, title deeds and wills and court proceedings / Demonstration of clay pipe making to be seen at: <https://www.youtube.com/watch?v=6vlnpvT2GYU>



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## PLANNING -

Assisting understandings of perceived local needs



“To say nothing, is saying something”.

Consequently we must express our views and share them as best we can (even at the risk of being misunderstood) or some might believe that we support things we really do not.

Our Society is not a party political organisation but does take its civic concerns very seriously and therefore supports the national policy enshrined by the seven Nolan Principles. Such principles are –

- **Selflessness**
- **Integrity**
- **Objectivity**
- **Accountability**
- **Openness**
- **Honesty**
- **Leadership**

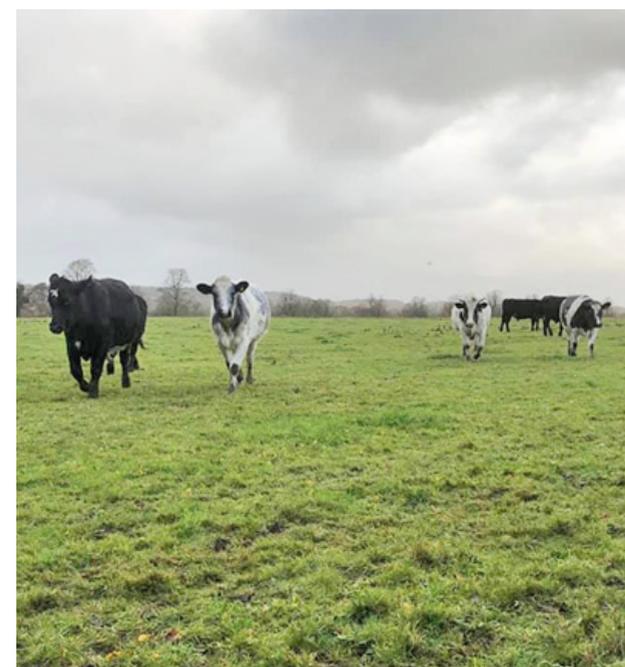
and are directly applicable to Local Government. It is not often appreciated that the Leadership principle includes actively promoting and robustly supporting the Nolan Principles including challenging any poor behaviour should it occur. With such a clear basis for local governance, we remain keen to assist our local authority to remain in contact with the needs of Poole and its environs, so as to help ensure local planning does respond to perceived local needs. Obviously misunderstandings can occur more readily if two-way discussions do not occur. No doubt a matter that will be addressed in connection



with the proposed draft BCP Council Local Plan that will affect us for decades to come.

With regard to current misunderstandings, it is noted that the proposal to build 550 houses on land between Merley and Wimborne (*to the South of the River Stour - below*)

was recently supported by a few Councillors having delegated powers but still accountable to the ultimately responsible Full Council. Their support was given despite the clear statement, at their meeting, that the proposal relates to a mistake in the Poole Local Plan and the fact that some advice



was misleading or not available to the meeting. It was not surprising to learn that the matter has been referred to the Secretary of State for a review of the issues. No doubt the Secretary of State will now become aware, if not already, that :-

- 1 : derelict, misused and underused urban land should be recycled and not accumulated.
- 2 : agricultural land has better uses than being a means of ensuring urban brownfield land is hoarded,
- 3 : mistakes happen and should not necessarily be left uncorrected,
- 4 : current official statistics forecast that there will be no local growth at all, in households aged under 75. Deaths exceed births locally, so the natural population is shrinking. In fact the local population is rising only as a result of people moving into the area mainly from elsewhere in England,
- 5 : the proposal promises 40% 'affordable' housing ( to meet the local priority for housing that can be afforded by local working families on median annual full-time pay at the relevant time ) but, as in other cases,

the market related definition of affordability means that they will not be satisfying the actual local priority. Consequently, as in other cases, the promised affordable housing will not be delivered : hardly a matter of local benefit given the long-standing nature of our identified priorities,

- 6 : existing infrastructure services and facilities would become even less satisfactory if the premature extra housing in the proposed location is not refused, and

7 : government has planning law in a state of flux so that its current reliability is questionable.

To assist our efforts, please do not hesitate to share your personal views with me so that our Society is fully enabled to try to minimise misunderstandings. Such assistance should help us all serve the local public interests Ad Morem Villae de Poole.

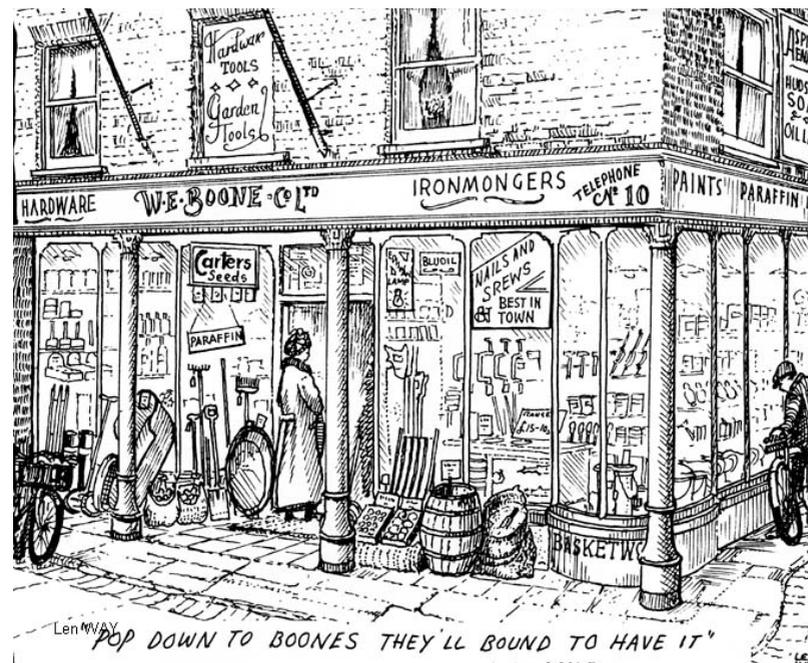
**Gerald Rigler**  
 Planning Sub-Committee Chairman (2022)  
 gerald.rigler@gmail.com



# From the pen of Len Way



LEW WAY  
 Sunday school outing, "Hurry up the train is waiting".



Len WAY  
 POP DOWN TO BOONES THEY LL BOUND TO HAVE IT"



# The Society for Poole

Promoting Poole; its history, culture and people

## DATES FOR YOUR DIARY

All PMP events and talks will be at 8pm. in The Mountbatten and Edinburgh Rooms on the first floor of the Royal Motor Yacht Club, Entrance from Old Coastguards Road, 54 Panorama Rd, Sandbanks, Poole BH13 7RE



### 18<sup>TH</sup> JUNE

Harry Paye Day  
Poole Quay



### 21<sup>ST</sup> JUNE

Talk – Rod Hughes  
A very Dorset  
Disaster –  
(Holten Heath)



### 19<sup>TH</sup> JULY

Talk – Brian Bates  
When the  
Germans  
invaded Dorset



### 12<sup>TH</sup> SEPTEMBER

Dorset  
Architectural  
Heritage Week  
Guildhall Poole



### 20<sup>TH</sup> SEPTEMBER

Talk – Mary Sparks  
Mapping the  
Manors  
(Exploring the land-  
scape and landholding  
in Rowbarrow Hundred  
Prehistoric to present.



### 18<sup>TH</sup> OCTOBER

Talk – Don Nutt  
Alleyways of  
Old Poole



### 15<sup>TH</sup> NOVEMBER

Talk – Brian Petit  
Wildlife of the  
Jurassic Coast



## 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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