

"CLOSED TO OPEN"

Never yet so fine a hood! Such attention has this opening and closing received, that it has at last become purely child's play.

To put the hood down, release a small catch without getting out of the car; push upwards and rearwards and the hood gently falls to its open position.

The
a
Hood
1. Black
2. Grey
3. Beige
4. Grey
5. Bronze
Spe
Hoo
Lugg
Any extras fitted in



WHAT A TOPPER!

Munro Donald recalls the Kent coachbuilder Maltby and its pioneering work designing and fitting fully automatic hoods.

The early history of the British motor car is inextricably linked to that of the British coachbuilder. These artists and craftsmen gave identity and personality to the work of the engineers who built the chassis. Often these coachwork designs were unique to a particular car manufacturer or, indeed, a specific chassis. Occasionally, however, a coachbuilder would hit upon a design so striking and original that it became desirable in itself. As a result, it was fitted to cars produced by several manufacturers. A case in point was the Redfern Saloon-Tourer built by Maltby's of Folkestone, 'Builders of

Beautiful Bodies', as their slogan had it. This coachwork was to be found with such diverse chassis as Rolls-Royce, Morris, Buick, Wolseley and Armstrong Siddeley in the '30s.

What was so special about the Redfern Saloon-Tourer? It attracted interest from devotees of such varied chassis as those mentioned. Each of these makes had strong links with more traditional coachbuilders. The attraction was what was possibly the world's first power hood, coupled with the very elegant lines displayed by this model. As Maltby's advertisements declared, it offered saloon comfort with the hood up, and the pleasure of open air motor-ing with the hood down.

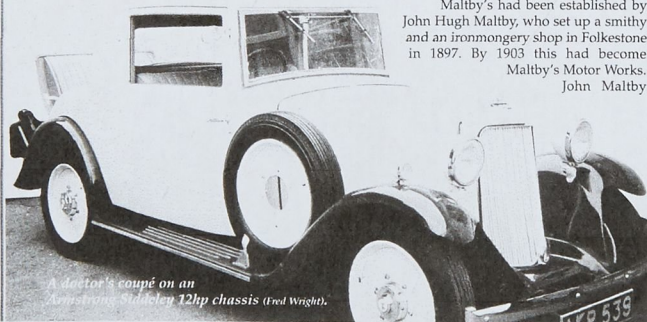
Maltby's had been established by John Hugh Maltby, who set up a smithy and an ironmongery shop in Folkestone in 1897. By 1903 this had become Maltby's Motor Works.
John Maltby

secured the sales agency for the Mot Manufacturing Company, makers of the MM motor car and previously, together with Daimler, part of the ill-fated Great Horseless Carriage Company. The latter had been an ear attempt to monopolise the motor industry which failed.

The Folkestone Herald of 20th August, 190 reported: 'Taking time by the forelock might well be adapted by Mr John Maltby as his business motto. It can be truly said that the estimable gentleman could discern the tin when the motor industry would be great at flourishing in this country. Others might have pooh-poohed it years ago, but Mr Maltby could clearly see that advancing time and inventive genius are associated together. Thus it was this enterprising Sandgate tradesman was first in this district to own a motor. An engine by profession, he set himself to work to learn; he could anent the mechanics and science of automobilism.

Thus equipped, Mr Maltby opened a small repairing shop and was entrusted with all the work of Folkestone Motors Ltd. That he has done that work well is known to that company. But Mr Maltby's fame has extended far beyond local limits, and motors far beyond London are sent to him for repairs or overhauling.

Maltby has also built cars, and these are running in various parts of the world. It is quite understandable. The owner of a valuable motor will not entrust it to a novice. He must find out a man who can be relied upon.



A doctor's coupé on an Armstrong Siddeley 12hp chassis (Fred Wright).

101-1 Tourer

hydraulic

els. Chassis Upholstery
 ivy Grey
 Blue Green
 aret Brown
 Blue
 Red

- a £3
 - b £3
 - c £3
 - d £4
 - e £2

tion at reasonable prices



Above:
 An original sales brochure
 describing Redfern Saloon-
 Tourer bodywork on a Morris
 chassis.

Right:
 Maltby's premises at Sandgate,
 Folkestone, in 1928.

"Thus it is that Mr Maltby has made a name for himself far and wide, and it causes no wonder to hear that he is just about to extend his premises. Our old friend has not only marched with the times, but he has kept in front. His many old friends congratulate him, not only on his deserved success, but also on the fact that he has been the means of finding employment for many deserving men in Sandgate."

How much of a hand John Maltby had in penning this eulogy is hard to say. He was certainly a prominent advertiser in the *Folkestone Herald*. While the article may contain a lot of hype, it is in essence a fair description of Maltby's position at the time. In a memoir of life working for Maltby's, a mechanic tells the story of how Sir Montague Webb's green and yellow de Dion Bouton was shipped back to Maltby's from India every two years for servicing. Clearly there was no-one in India whom Sir Montague could trust with his car. It may be a little uncharitable to suggest that he may have had an additional incentive to patronise the Sandgate company. It is possible that the car accompanied him as free baggage on his annual leave.

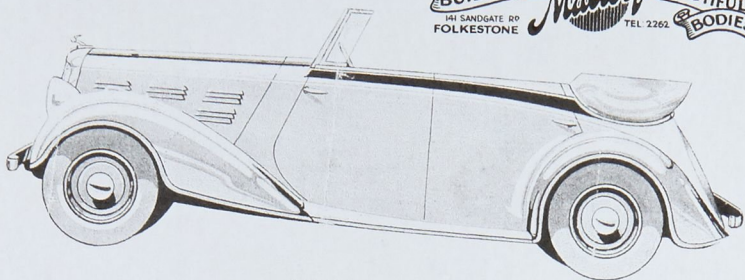
Generally speaking, the cars of the Motor Manufacturing Co, for which Maltby was agent, were clumsy and inefficient, even for those days. Possibly their only redeeming feature was the fact that they utilised the Iden gearbox. Maltby must have appreciated the merits of this.

In 1904, he began building omnibuses for Folkestone Motors Ltd. The bodies were constructed on chassis built by George Iden, complete with Iden gearboxes and engines. Two years later, the Iden premises in Parkside, Coventry, were taken over by the Deasy Motor Car Manufacturing Co. John Siddeley went to work there and it eventually became part of Armstrong Siddeley. Maltby's had a long association with the amalgamated company. They became their agents and distributors for Kent, and built handsome bodies for many Armstrong Siddeley chassis.

In April, 1906, John Maltby had formed a limited company. By 1912 he was ready to start manufacturing complete vehicles under his own name. The business grew, and shortly before the Great War the company won a contract to build 200 two ton lorries for the Indian Government. The war prevented this order from being completed until about 1923. During the war the

works were given over to War Department contracts and some of Maltby's machinery was requisitioned. The question of compensation engaged John Maltby for some time after hostilities had ceased and was the subject of an appeal to the War Compensation Board.

Manufacture of commercial vehicles, some cars, and sales and servicing of various cars, occupied the postwar years. The business became very successful. By 1925, Maltby's had branches in Hythe, Canterbury and Folkestone and were distributors for Morris and Minerva, as well as main agents for Humber, Crossley and Buick. Maltby's own vehicles had been renamed MMS. Coachbuilding activities had been extended to include bespoke bodies for Rolls-Royce, Armstrong Siddeley, and many other makes under the direction of Mr Trevor, who had previously worked for Lanchester. Contracts were also won to body cars to manufacturers' own specifications. One such cus-



"OPEN TO CLOSED"

To raise the hood, a few light strokes on the handle beside the driver's seat and the hood is up again. How wonderful, and what a vast improvement!

The hood is hydraulic. No! It is not complicated. The best things are simple. There is no elaborate mechanism. The device will not give trouble. Motorists have used hydraulic brakes and locks for years and they are good, and so is the hood.



District and village news

Hawkinge

MOTHERS' Union: Hawkinge and Acrise Branch of the Mothers Union will hold their next meeting on Wednesday November 19, at 2pm in St Luke's Church Hall, Hawkinge. If any gardener or general helper can spare one or two hours per month to help maintain the garden for St Luke's Church and/or general cleaning and tidying up in St Luke's Church Hall then go along and join the team who meet every first Saturday of the month between 10am and noon.

WHAT'S on at St Luke's Church Hall: — Wednesday 1.30pm Hawkinge Mothers' Group, Thursdays, 2.30pm Women's Fellowship, Fridays, 6pm Friday Club. If you wish to look at St Luke's Church Hall or require information about events held there, please contact the booking secretary, John Page on 891722.

SERVICES: This Sunday November 16, at St Luke's Church, Hawkinge, 9.30am Family Communion, 5.30pm Evensong. At the Baptist Free Church (at St Luke's) 11am morning worship and junior church.

Lyminge

COUNCIL: The Lyminge Parish Council held its monthly meeting at the Lyminge village hall on Monday October 27, at 7.30pm. The chairman, Cllr D. Hamer welcomed councillors to the meeting. The minutes of the meeting held on September 22 were approved and signed by the chairman. The clerk, Mr C.W. Auld referred to matters arising. He said he had received a letter from the Shepway District Council in which it was stated that work had started to provide extra car parking spaces in the car park at Station Road, Lyminge.

A planning matter was heard concerning an application submitted by the Ministry of Defence for a training centre at Park Farm, Acrise. This is a change of use of the Farm House.

Also heard was a planning application for the building of a general purpose farm building at Park Farm, Acrise Court. The farm house is in the parish of Lyminge and the new building is in the parish of Elham. A finance matter was referred to by Cllr Taylor who said he had attended a finance committee meeting on October 20 when an application by the Parochial Church Council for an annual grant was discussed. Cllr Taylor proposed the present amount of £300 should be increased to £350. Councillors agreed to the increase. Cllr Taylor also proposed a donation of £10 be given to a local playgroup, this was agreed by councillors, but an application by the British Red Cross for a donation was refused by councillors as it was not a locally based charity.

The clerk said he had

received a letter from Mr R.D. Gay regarding the vacancy caused by the resignation of Mrs Lansdell. It was said Mr Gay was a resident of Elinghill and he was interested in the environment.

Shepway District Council had not received a request for an election. Mr Gay was then co-opted onto the parish council and will take his seat at the November meeting of the council. The vice-chairman, Cllr C. Blanch raised a matter, in any other business relating to a replacement bus shelter which is needed in Station Road, Lyminge. The previous bus shelter had allegedly been damaged as a result of a road traffic accident many months ago and another one is needed. It was suggested that Cllr Monk, the Shepway District Councillors, should be informed by letter as a matter of priority and because of the urgency of this matter, he should be requested to assist the council in that process to obtain a replacement bus shelter can be dealt with quickly.

The next Lyminge Parish Council meeting will be held at the Lyminge village hall on Monday November 24 at 7.30pm.

Newington

SHOW: Newington and District Gardeners' Association held their Autumn Show at the Newington Village Hall on Saturday September 27. It was a very successful show with 157 exhibitors. The show was well supported with visitors keeping those on the tombola and refreshments stall busy.

Mr Bill Cross won the members' points trophy, Mr Ken Andrews won the best exhibit in the show and Miss K. Lloyd has a special mention for her courgette Penguin in the decorated vegetable class, winning the Harriet Cup.

HALL: Newington Village Hall Committee held a month-

ly meeting on Monday October 13, at 7.30pm. The minutes of the meeting held in September were read and signed. The chairman, Mr Bob Goulson said he had received notification from Shepway District Council they are unable to assist this year financially for repairs to the roof of the hall etc. It was said the survey of the hall last month both externally and internally isn't good.

The committee held a long discussion on the future of the hall which it was said was in considerable disrepair. The committee concluded that unless funds can be found, the future of the hall will be in jeopardy. It was said bookings are down from last month and unless regular bookings start coming in and the hall is used more, it will not carry on.

Committee members will shortly be decorating the inside of the hall. If anyone would like to help, please contact Bob Goulson on 01303

274168. On a happier note, the auction held in the hall on Saturday October 4 in aid of village hall funds was well supported and a profit of £217 was made.

FAYE: The Newington Church Autumn Fayre which was held on Saturday October 25 was again well supported and a profit of £680 was raised.

SERVICES: This Sunday, November 16 at the Parish Church of St Nicholas, Newington 10.15am Sunday School, 6.30pm Evensong.

Stelling Minnis

SCOUT Group: A Jumble Sale will be held at the Scout Hall, Bosingham, on Saturday November 15 at 2.30pm. Please bring any jumble to the hall on the day or telephone Jim O'Rourke on 709343 or Caroline Cope on 700552 to arrange for collection.

ACTION Group: Stelling Minnis Village Hall Action Group, Minnis Memories is now being printed and will be launched at a Wine and Cheese evening in Bosingham Village Hall this Friday November 14.

Tickets can be bought from the Village Stores or from David Grove 709206 at a cost of £3. Tickets can also be purchased at the door on the evening. Doors will open at 7.30pm.

David McDine, who had edited the book and written several of the articles, will be giving a short talk explaining the background to some of the articles, an unravelling a mystery that had puzzled local residents for many years past! Please do come along to what will be an interesting and no doubt thoroughly enjoyable evening.

PETS: The Lord Whisky Centre, Rhodes Minnis, open Tuesday-Sunday 10am to 4pm for light refreshments and gifts. Low income Vet Clinic every Tuesday and Thursday 2pm to 3pm. Dog Grooming for all breeds now by members of the village hall.

26th Nov: The next event will be on Saturday December 13 for the annual Animal Blessing Service, carols, nativity scene with real donkeys!

SERVICES: This Sunday, November 16, 9.30am Stelling All Ages Service, 11am at Upper Hardes, Holy Communion and Sunday School.

The Sunday School Group started by Elizabeth Haffenden and Ginny Hall meets on the third Sunday of each month at 11am and then goes in with the congregation at the communion part of this service.

The children are busy preparing for Christmas when they will take part in the Nine Lessons and Carol Service and also play a considerable part in the Christmas Concert. If you have children who may be interested please telephone 01227 700344 for further details.

Alkham

ST ANTHONY'S Church: Sunday November 16, at 11am Worshipping together. Chapel Evensong at 6.30pm and Sung Eucharist at 9.30am.

St Anthony's is a place of worship and sacred, yet people are not only walking their dogs and defiling the graveyard by leaving the inevitable litter around, but they are also picking rare species or flowers which have existed for centuries because they lie in their usual natural habitat. This is not only theft, but desecration of holy ground.

NOTE: For those worshippers who love the words of the Old Prayer Book, Bill Calver will be using this on November 30 at 8pm.

CONDOLENCES: It was a great sorrow to hear that Ricky 'Ducate's' wife Christine had passed away. The Ducate family have lived in Ewells Minnis for a great

many years, quite possibly the oldest family on the Minnis and certainly a family who were committed to service to the community. Sympathy and good wishes go out to all the family.

YOUTH Club: Come along to the Youth Club and meet new friends and join in the fun at the village hall, Thursday November 13, ages nine plus from 7pm to 9pm and ages 12+ 7.30pm to 10pm, parents who would like to join in and help are welcome.

CELEBRATION: Women's Institute: A meeting and a special birthday celebration was held by the Alkham Branch of the WI on November 11.

The WI have various activities and outings throughout the year, stimulating and fascinating talks on many subjects supplemented by slides and videos. Shopping expeditions are also arranged and there are not many ladies who

will want to miss the opportunity of joining in this type of activity!

SALE: Alkham Good Neighbours group held a jumble sale last month and raised £80. These funds are used to finance the senior citizens' annual dinner. All villagers over 60 are invited to the dinner — toy boy/girl prizes are also included.

To raise the monies to finance the occasion various events and raffles are held throughout the year. The next such event is the Christmas raffle and those interested should contact Rosemary Polden or Doreen Lott.

BEEKEEPERS: Dover and District Beekeepers' Association — those of us who love the Alkham Valley and revel in the colourful display throughout the year, not only by the landscape and trees but also in the wonderful kept gardens which makes the parish of Alkham so special.

will also realise how much we rely on bees and other insects for the continuation and propagation of our lovely countryside.

The Beekeepers Association held their annual meeting in the village hall on October 24 and this event was very popular, not only with the parishioners attending but the visitors from Dover, from Hawkinge, Folkestone — and

Contd on page 30

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150 years!



Maltby's the coach builders' showrooms now a video shop, at 141-3 Sandgate Road, Folkestone. Mr Arthur Chatfield's picture dates from 1928. He is standing under the "Minor" sign, in the right-hand showroom window. In the left hand window is a little known Voison, which looks like a soft-top. There were also Maltby garages and/or workshops at

Sandgate (where the business began), Hythe and Canterbury. I once heard there was a Deal garage too, but I suspect this is a reference to a Caffyns garage. The Maltby family severed connections with the business about 1929 when the Redfern family bought the business, and later Caffyns took over.

A RECENT appeal I made in our Wheels motoring section for information on the Maltby coachbuilding firm at Sandgate and in particular about a Redfern Tourer the firm built, brought results beyond my wildest dreams.

Not so much about the 'Tourer' — although I did receive information about this — but a fascinating story about a local family team of engineers who worked for the firm.

My article in Wheels was seen by Miss Linda Gowans, of Eastbourne, who, in retirement from the Caffyns garage chain — they took over Maltby's — looks after their archives.

Sadly those archives do not contain a wealth of pictures of Maltby's legendary coachwork but Miss Gowans put me in touch with a remarkable family of motor engineers.

Arthur Chatfield, 97, of Ash joined Maltbys in 1926 as garage foreman and driving instructor after arduous Army service in the trenches in the First World War, when he was badly wounded.

War victim

Having trained and worked as a motor engineer in Eastbourne for a few years he moved with Mr F. Aitken to work for Maltbys at Folkestone. Mr Aitken becoming manager there. He then went on to work for the firm for 44 years, eventually retiring in 1964.

Looking back on his career with Maltbys and Caffyns, Mr Chatfield told me: "I think my family served the company for over 150 years.

My father, Cecil, was at Eastbourne, my eldest son (Leslie) at Canterbury, Cuckfield Horsham and pre-war Sandgate; my grandson Russell was at Horsham, and Derek, my younger son was at Canterbury, — and also at Ramsgate, Deal and Ashford.

I myself worked at Eastbourne, Folkestone and Canterbury." — Phew!

Mr Chatfield, who lives with his son Derek, presented to Caffyns the fine picture, top left, of the Sandgate Road, Folkestone showrooms of Maltbys, which was taken in 1928.

The coachbuilders were agents for Morris cars and vans, and Arthur is pictured inside the showroom window under the "Minor" sign.

Also in the picture, on the right of the doorway, is Mr Dick Redfern, brother of the managing director of the time, Francis Redfern.

The Redferns' father, another Francis, was a member of the senior management of Johnnie Walker's and, I am told, bought the Maltby business for his sons in the late 1920s. Also pictured, is a salesman called Guntripp who married into the Redfern family, and, under the 'Morris' sign, is Mr P Young, later service manager for the firm at Canterbury.

Arthur Chatfield was 18 on Boxing Day 1917 and, within a month received his calling up papers to join the Army. He did six months training and was then sent by train to Folkestone in July 1918.

From the port he went to Etaples for

Feature by our
staff history
buff and local
author Bob
Hollingsbee

more training before going to the Front into the thick of fighting in the trenches. On August 22 he "went over the top" under heavy fire, and, he said, "Several of my mates were killed or wounded." Soon afterwards, in another advance under machine gun fire, Arthur was wounded, a bullet passing through his left shoulder and out of his chest.

Trapped 12 hours

He was trapped 12 hours in 'No Man's Land' between the armies before stretcher-bearers could reach him.

Back in the UK he was discharged, in March 1919, after seven months hospital treatment and given leave during which he received electrical arm bath treatment for a paralysed arm.

Thankfully he was granted a training allowance to become a motor mechanic with Aitken and Grinstead in Eastbourne.

Arthur, who has a good memory, says: "I well remember working on cars such as Albert, Cubit, Angus, Sanderson, Calcut, Calthorpe, Overland, Coventry Premier (water cooled V-twin), ABC (air cooled V-twin), Austin 7, 12hp and 20hp, and 12hp Lagonda, not to mention the old three-wheel Auto Carriers, distinctive vehicles used by Bobbys — the south east coast firm later taken over by Debenhams.

"There were also many motorcycles, such as Levis, Baby BSA, Velocette and Cedros, Douglas, P&M, Enfield (belt drive with a variable crankshaft pulley for gear ratios), and Matchless V-twin."

Always on call

At Folkestone he and his family had a flat at the top of the Maltby showroom building "and, of course, I was always on call," he commented.

With Maltbys he worked on Morris Cowley, Oxford and Isis tourers, two-seaters, saloons etc; also Minerva, Buick, Oldsmobile, Chevrolet and Clyno.

When Redferns took over he had to split his time, he says, and help out at each branch. Sandgate was the largest works and body building was on a large scale. All types of chassis were collected from the makers and bodies built.

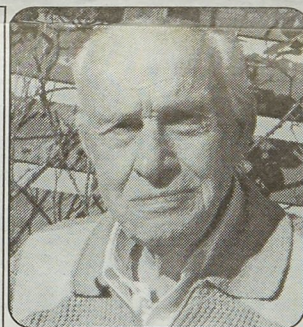
Mr Chatfield remembered well the Redfern Tourer owned by Munro Donald, of Worktop, with its Maltby patent hydraulic operated soft top controlled from the dash — featured in our Wheels motoring section, in April.

These Tourer bodies were fitted to Buick, Wolsely, Morris 25hp, Alvis, BMW, Rolls-Royce etcetera. And Arthur remembers the last built was on a Lagonda chassis.

● Incidentally Debbie Grimson, of the Sportsman Inn, at Sholden, tells me a copy of the charabanc party picture featured in our Wheels section, on August 21, hangs in her pub — outside which it was photographed in 1926!

And another caller said he thought the driver of the charabanc was Pop Wills — also known as 'Father' Wills — well known as the one-time proprietor of the Pullman charabancs based in Cheriton.

Passengers in the 1922 coach included members of the White family of Eythorne and Tilmanstone, who lent me their picture.



Arthur Chatfield, pictured last week in his son's garden in Ash

Show d

were thus opened to the public nearly one hundred pounds were in this way collected.

On leaving the grounds of "Enchanting Encombe" and again turning to the left, you will not fail to observe that more than ordinary attention is directed towards Spring House and the cottages on either side. Spring House is THE sensation of the subsidence, and by the time this pamphlet is in the printer's hands it may have collapsed altogether.

With but a shed intervening stands the house and bakery, built by the late occupier, Mr. Ludlow, for whom much sympathy is felt, the house and bakery having been but recently completed. Barton House and the Rose Inn are but slightly affected, and are still occupied. On the opposite side of the street you will notice the Station till lately occupied by the Sandgate Coastguards, who are now in safer—though less official—quarters. The flagstones in front of the outer wall were thrown completely out of place, and the appearance of the wall itself is at present decidedly zig-zag. By observing the wall facing the sea and the condition of the row of houses, it is made evident that the authorities were wise in directing the men to remove their families and goods into other quarters. Adjacent stands M. Offredi's café, which is considerably damaged, as is also the sea wall and surface of the Esplanade round about.

Recrossing the road, the much-talked of ruins in Chapel Street, will be witnessed. It is difficult and unnecessary to describe the pranks played by Nature in this locality. Considerable attention has been given it, by the illustrated press, by reporters, and photographers.

Retracing your steps into the High Street, you will pass an imposing building, known as Beach Rocks Convalescent Home, which is in a perfectly safe and sound condition.

A little further on; you'll stop and refresh at The Alexandra Hotel, which adjoins that favourite public resort well-known as Maltby's Mansion of Mirth, the New Alhambra Theatre of Varieties, where every evening, throughout the year, may be witnessed a first-class entertainment of refined variety.

Having reached this Haven of rest, you reward your guide, who leaves you to Wander at Will.

J. J. Chapman, Printer, Sandgate Telegraph Office, High Street.

THE
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TOM MALTBY'S GUIDE.



PRICE ONE PENNY.

The net proceeds of sale of this Guide will be given to the Relief Fund.

THE SANDGATE & SOIL & SLIP.

TOM MALTBYS GUIDE.

UPON your arrival at Sandgate Station, and enquiring the road to the ruins, any man on the station, from the courteous Station-master, Mr. Caudell, to the boy who collects tickets will direct you to "Keep to the left." Presuming you are here met by a Guide to whom the locality is known, he will first—at a short distance from the Station—point out to you a vacated residence known as Littlebourne Lodge. In reality Littlebourne Lodge has borne a great deal, and is considerably dislodged, the walls and ceilings being badly cracked. Turning up an opening on the left you are shown Cheriton Cliff Villa. The doors of this domicile are owing to the Landslip rendered unfit for opening and shutting, and furniture and goods were at considerable risk lowered to the ground from the windows. On the sea front opposite you'll notice a badly damaged groyne. Re-crossing the road and still keeping to the left you reach a terrace of seven houses, known as Sunnyside. The tenants here mainly depended on summer boarders for maintenance and support, but owing to severe damage to the houses—both inside and out—it is scarcely likely, unless repairs are rapidly proceeded with, that the usually comfortable and charming apartments therein will this year be occupied by visitors.

At the back of Sunnyside Terrace you may be shown one of the gardens belonging to Tavenor Bos., fruiterers and florists, of Sandgate. This garden is in a generally upheaved condition. Adjacent stands Wellington Place, situated on an elevation at the rear of Wellington Terrace. The houses on the Terrace and in Wellington Place are also deserted by the tenants. The apartments in Wellington and Gloucester Terraces have for years been among those most sought after by visitors, and the calamity means a terrible loss to their late tenants. Keeping to the left of Wellington Place you reach the Clarendon Inn, which,

notwithstanding the dilapidated condition of the houses on either side, stands tolerably firm in comparison. Business, up to the time of writing, is still carried on, though very great inconvenience has been caused to the landlord and his wife not having been able to procure proper food, in consequence of the damage done to the stoves. Neighbourly assistance has, however, been forthcoming.

Adjoining the Clarendon stands (so far) three cottages, the lower two being completely parted. The gardens in this neighbourhood are also in a terrible condition. While inspecting the Clarendon Inn and adjacent cottages you stand on Brewer's Hill, a much frequented road leading to Shorncliffe Camp. Almost exactly half-way up this Hill a spacious gap in the path occurred, and for some time the water from a broken drainpipe rushed with great violence towards the sea. Men have been at work here since Sunday, and the roadway is now partially restored.

Descending Brewer's Hill and turning again to the left Castle House is brought to view. This house was occupied by Mr. Mark Judge, a gentleman of influence, who since the catastrophe has come prominently and worthily forward in the interests of the sufferers. The east wall of this residence is parted in the centre, and the ceilings and floors are in a state bordering on collapse. On the left of Castle House stands Prospect Place, consisting of five houses, each being more or less damaged, and, like the others, deserted. Three other smaller houses at the rear of Prospect Place are in a similar condition. In a garden immediately at the rear of the houses referred to above the visitor will be surprised at the sight of greenhouses and vineries fallen and falling, flower beds upheaved, and stone steps and palings lying in startling confusion. This garden is also the property of Tavenor Bros.

Retracing your steps and bearing to the left you reach Farleigh House, which, though considerably damaged inside and out, has been purchased since the disaster by Mr. J. J. Jones, of Beach Rocks. On the left of Farleigh House you enter the gates of Encombe, the property of Miss Reilly, by whose kindness visitors have been enabled—by paying sixpence at the gates—to witness some of the most strange and serious results of the Landslip. The money paid for admission is added to the Relief Fund, and it may with satisfaction be chronicled that during the first four days the grounds