

## INTRODUCTION

Harwich was primarily a port for most of the 19th century, also serving as a military and naval base. The old town was slightly extended from 1871 by a new development to its west at Bathside. Dovercourt remained predominantly an agricultural parish, but Lower Dovercourt developed as a seaside resort and residential suburb in the second half of the 19th century and through the early years of the 20th. Parkeston, to the immediate west of Harwich in Ramsey parish, was developed by the GER as a port and new town in the early 1880s.

The effects of coastal erosion were apparent throughout the 19th century. Major work was undertaken to protect Harwich harbour in the late 1840s and early 1850s, including substantial improvements to the harbour itself and the building of Beacon Hill breakwater. The development of the harbour was subsequently overseen by the Harwich Harbour Conservancy Board (HHCB), which was established in 1863. Its primary role was to ensure the harbour and its entrance remained navigable. Trinity House oversaw coastal navigation in general, including maintaining Harwich and Dovercourt's lighthouses. By the early 20th century a series of breakwaters had been constructed along the Dovercourt coastline.

Until 1832 Harwich had been one of the packet ports, together with Dover (Kent) and Holyhead (Anglesey).<sup>1</sup> As a result of the cessation of the packets carrying mail, Harwich's port diminished in status contributing to other economic problems. The opening of the railway line from Manningtree in 1854 linked Harwich to the London to Norwich (Norf.) mainline, and in the 1850s and 1860s investment was made in new quays and piers. Yet, in the final decades of the 19th century, Harwich was supplanted as a port by the larger quay and adjacent railway station at Parkeston. Steamer services to the Continent from Parkeston catered for a large increase in passengers and goods in the late 19th and early 20th centuries.

The combined population of Harwich borough and Parkeston more than quadrupled between 1821 and 1911, but growth was uneven and indeed declined in the 1830s due to the ending of the mail packet service. There was also a fall in the population of Harwich in the 1880s as shipping services moved to Parkeston. Population growth was especially marked in Dovercourt in the last quarter of the 19th century and in the early 20th century due to significant residential expansion. The population of Parkeston also grew rapidly from the

early 1880s, the community having been established as a settlement for workers building the railway and docks.

## **LANDSCAPE, BOUNDARIES AND SEA DEFENCE**

In 1842 Dovercourt parish covered *c.*1,387 a. of land, *c.*11 a. of river and *c.*355 a. of shore, while almost half a century later, in 1891, the area of land had apparently increased to 1,438 a. of land. That of Harwich St Nicholas parish was 88 a.<sup>2</sup> The boundary separating the parishes of Dovercourt and Harwich St Nicholas followed the path of the Fleet and then intersected the Board of Ordnance property on the narrow strip of land separating them. It was apparently altered for a short period in the mid 19th century so that the Redoubt itself became part of Dovercourt parish.<sup>3</sup> In the late 1830s it was proposed to remove Dovercourt from the municipal boundaries altogether, but this did not proceed.<sup>4</sup> For local government purposes in 1897 the borough was separated into two wards, covering Harwich, including Bathside, and Dovercourt.<sup>5</sup> The boundaries of Parkeston in the parish of Ramsey were formalised in the early 20th century with the demarcation line with Dovercourt following Ramsey Creek for the most part but also bordering on a section of disused railway line, abandoned following the construction of Parkeston Quay and the re-routing of the mainline to Harwich.<sup>6</sup>

Concerns over coastal erosion led to some sea defences being built in the early to mid 19th century. The removal of large stones from the coastline used for the foundations of the circular Redoubt and for the manufacture of cement exacerbated these problems.<sup>7</sup> With the loss of land there were fears expressed in 1823 that ‘Harwich will, in a few years, become an island’.<sup>8</sup> A promenade of *c.*¼ mile in length near to the Board of Ordnance premises completed in 1824 afforded some protection.<sup>9</sup> Also there were makeshift breakwaters off the far north-east tip of land, consisting of old warships with as many as 13 used up to 1844, and this practice continued until at least the 1860s.<sup>10</sup> Surveys undertaken from 1843 indicated the need for substantial building work, including the construction of a groyne off Beacon Hill.<sup>11</sup> Further cliff protection work, including the construction of a promenade near Beacon Cliff, started in 1849 and was completed by 1851.<sup>12</sup>

Coastal erosion continued to present problems later in the 19th century. After the particularly bad storms of 1881, it was decided to rebuild the sea wall at Dovercourt, while the pier

between the lighthouses was widened and strengthened with additional rocks *c.*1882.<sup>13</sup> In 1889 complaints were made by the inhabitants regarding the removal by the War Office of sand and shingle opposite the Esplanade at Harwich which had caused the beach to be destroyed.<sup>14</sup>

A small pier serving as a landing stage, together with six protective groynes, was built at Dovercourt in 1903 and the landing stage was extended in 1908. Other groynes were added or extended along the coast at Dovercourt between 1904 and 1911.<sup>15</sup> Work on a second landing stage and concrete groyne started in 1913, though they were destroyed in a half-completed state in a storm later in the year. They were rebuilt the following year at a cost of £459 17*s.* after a dispute with the original contractor.<sup>16</sup>

## **HARBOUR AND QUAY DEVELOPMENT**

### **Harwich Harbour**

The harbour required extensive maintenance and sea defence protection measures. It was also in need of considerable investment and modernisation to accommodate the growth in trade from the mid 19th century.

Plans to extend Customs House Quay, together with the creation of an additional barrel drain, were agreed to by the council in 1819.<sup>17</sup> The following year 90ft of the Board of Ordnance quay was washed away in a storm.<sup>18</sup> A landing stage, located at the end of West Street and called the Clerk of the Cheque, was reported several times to be in decayed state in the 1820s and 1830s, but it is not clear whether it was replaced or repaired by the Admiralty.<sup>19</sup>

In the early 19th century the effects of coastal erosion raised concern for the viability of Harwich harbour.<sup>20</sup> Some dredging at the foot of the cliffs in 1822–3 reduced the blockage to the harbour entrance with some of the cement stone used for the walls of the new church, but otherwise little seems to have been done until the 1840s.<sup>21</sup> In 1843 a survey of Harwich harbour was undertaken by Captain John Washington and it was due in large part to his efforts over the next two decades that work on the harbour was carried out.<sup>22</sup> In 1844 the council granted £100 to dredge the harbour in anticipation of more substantial work.<sup>23</sup> Reports published in 1845 and 1846 following Government inquiries made plain that building

work was necessary.<sup>24</sup> As a result a 1,550-ft groyne on Beacon Cliff was constructed between 1846 and 1849.<sup>25</sup> It was intended that the breakwater would be longer and that another would also be built at Landguard Point on the Suffolk side of the harbour, but the latter was delayed until the 1860s. Renewed dredging of the harbour began in 1846 but was delayed by the bankruptcy of the contractor, William Williams. It recommenced in 1848 under W. & J. Freeman.<sup>26</sup> Work on deepening and improving the harbour was completed in 1856 at a total cost of £132,000.<sup>27</sup>

Under the Harwich Improvement, Quays, and Pier Act (1851) and the Harwich Dock and Pier Act (1853) considerable improvements to Harwich harbour were undertaken.<sup>28</sup> The new Corporation Pier (later known as the Halfpenny or Ha'penny Pier) was opened in 1853, funded as with the harbour improvements through a Local Government Board loan.<sup>29</sup> By 1854 the quayside had been completely remodelled under the second phase of works, with land reclaimed extending from the new pier to the Bathside. Peter Bruff was the engineer appointed to oversee this work. In 1856 premises assumed to be part of the quay development were purchased for £1,800 from Matthew Johnson, but a dispute arose over late payment; the case was taken to the Court of Chancery and it was possibly settled out of court as no judgement is recorded.<sup>30</sup> Further improvements to the harbour entrance were prompted by an 1861 report by John Coode, an engineer appointed by the Treasury to survey the harbour. A House of Commons select committee inquiry in the following year concluded that the danger to shipping entering Harwich harbour was 'increasing daily' and that 'immediate steps should be taken to prevent the further extension of the shingle' at Landguard Point, the latter caused by the extraction of cement stone from the foreshore.<sup>31</sup>

Three separate Acts aimed at improving the harbour were passed in 1863, 1864 and 1865 as a result of the inquiry of 1862.<sup>32</sup> The formation of the HHCB arising from the 1863 Act was an attempt to resolve the conflict between the competing jurisdictions of the Harwich and Ipswich (Suff.) authorities. Control of the harbour was divided between Harwich borough, which governed parts of the foreshore, the Ipswich Dock Commissioners, which controlled most of the river Orwell, and Ipswich Corporation, which oversaw the Suffolk side of the harbour from Shotley Gate to Landguard Point. The 1863 Act also abolished the harbour dues traditionally collected by the Harwich and Ipswich authorities. In their place the HHCB was permitted to levy 1*d.* per ton on every vessel of 30 tons or upwards entering Harwich harbour.<sup>33</sup> The amount levied was altered to 1*d.* per ton on every vessel of 50 tons or upwards

in 1877. The toll yielded £20,759 18s. between 1863 and 1881, and the annual amount was £2,267 2s. by 1896.<sup>34</sup> In 1914 a new scale of dues was established: vessels over 30 tons, not including fishing boats and yachts, were charged at 1*d.* per ton and fishing vessels and yachts at ½*d.* per ton.<sup>35</sup>

Between 1864 and 1866 another pier was built by the Great Eastern Railway (GER) adjacent to the Corporation Pier. The GER pier (known as the Continental or Trinity Pier), opened by 1865, was built by Perry & Judson under an initial contract worth £6,480. Additional work on the pier and dredging work was not completed until 1866.<sup>36</sup> Bonded stores were also erected by Perry & Judson in 1864 at a cost of £1,052.<sup>37</sup> In 1872 the Corporation Pier and quays were sold by the council to the GER for £43,018 14s. 11*d.*<sup>38</sup> In the late 1860s a 1,350-ft jetty was built at Landguard Point and a 100-ft groyne at Felixstowe (Suff.) with further dredging aimed at ensuring a sufficient channel to the harbour entrance. The commencement of work was delayed until 1866 after the original contractor Worswick & Son was bankrupted and the contract was taken over by Richard Walker.<sup>39</sup> Peter Bruff, engineer to the HHCB from 1863 to 1896, supervised the work.<sup>40</sup> The proposed cost was £18,500, of which £10,000 came from the Public Works Loan Commissioners.<sup>41</sup> By 1868 over £28,000 had been spent on the works, including a wharf at Landguard Point. A Bill promoted by the council for significant land reclamation between Ramsey Ray and Bathside was rejected in 1864, as a potential tax on ratepayers, and it was therefore under a private company, the Harwich Harbour Estate & Lands Improvement Co. Ltd, that an Act was passed in 1866. In 1869 limited land reclamation work commenced to provide for two new roads from the main road to the railway crossing gates.<sup>42</sup>

In 1871 further work on extending the hearting or infill on Landguard Jetty (Suff.) was carried out at a cost of £1,759 10s. 4*d.*<sup>43</sup> In 1874 a new groyne was built at Landguard Point and the hearting was raised, and further work on the hearting was agreed to be carried out in 1877.<sup>44</sup> In separate developments in 1871–2 the War Office erected a jetty at Landguard Fort costing £909 and another pier *c.*1878.<sup>45</sup> Harwich Harbour, Docks, Wharves, & Warehouses Co. Ltd was formed in 1873 in order to enclose and reclaim *c.*100 a. of foreshore in the Stour estuary and construct an inner harbour along the lines originally proposed under the 1845–6 commission.<sup>46</sup> Land reclamation work and the building of the sea wall on Bathside commenced in 1875, but the work of building a floating dock and a graving dock was never

completed.<sup>47</sup> In 1890 the Continental Pier at Harwich was repaired so that General Steam Navigation Company's steamers could depart from there instead of Parkeston Quay.<sup>48</sup>

Major dredging work in the harbour was undertaken by Moran & Sons from 1903 under a contract worth £23,500. The dredging work was completed between 1908 and 1910, under a new contract with Preston Corporation (Lancs). The total cost to the HHCB of the dredging and surveying work was £40,810, with £10,000 contributed by the GER and £2,000 by the Admiralty.<sup>49</sup> Several schemes to develop docks and build sea walls were put forward in the early 1900s, but not until 1911–12 was a floating dock, apparently for naval purposes, installed off Shotley (Suff.).<sup>50</sup>

### **Parkeston Quay**

Parkeston Quay, developed by the GER, commenced some commercial operations in September 1882 and was opened for Continental passenger traffic in March 1883.<sup>51</sup> The main influence behind the development was the limited space in Harwich which restricted the expansion of the GER's services, though a disagreement had also arisen between the railway company and the council over tolls evaded on coal entering Harwich harbour. The company had lost a legal action to avoid paying the tolls at the High Court and also an appeal to the House of Lords in 1879.<sup>52</sup> The iron-piled quay, begun in August 1879, was built by the Horsley Foundry Co. under a contract valued at £67,971 7s. 1d. The cost rose to almost £78,000 when a landslip led to the need for greater reinforcement.<sup>53</sup> The GER Hotel at Parkeston was built by Bennett Brothers who were awarded the £47,846 contract that also included building a warehouse on the quay.<sup>54</sup> A new quay was erected at Parkeston for HM Customs in 1883 and a licence was granted to the new bonded warehouse in the same year in readiness for the move from Harwich. The new Custom House at Parkeston was in use from 1885.<sup>55</sup> Parkeston Power House, which supplied electricity to the quay and was built at a cost of £26,000, was opened in Station Road in 1900.<sup>56</sup>

By 1901 Parkeston Quay had become so congested that the Continental Pier at Harwich was used again for some GER cargo operations.<sup>57</sup> Subsequently, the quay at Parkeston was lengthened and strengthened sufficiently for a 5-ton crane, the work completed in 1905.<sup>58</sup> Work on another, more substantial, extension of over 1,000 ft, under a contract with Jackaman & Son worth £74,257, to provide three new berths and a large shed with overhead

electric cranes running through it, was begun in November 1906 and finally completed in August 1910. The budget for the project had risen to £151,000 by 1909.<sup>59</sup> A new coal conveying plant was built on the quay in 1912.<sup>60</sup> The level of investment reflects the substantial increase in the quay's operations in the early 20th century.<sup>61</sup>

## COMMUNICATIONS AND TRANSPORT

### Commercial shipping

Wherries carrying passengers and goods were run daily between Ipswich and Harwich by Thomas Smith, Charles Jobson, John Brown and Edward Cook in the immediate post-Napoleonic war period, while a seasonal service on the *Swift* steam packet to and from London was established in 1821.<sup>62</sup> Brown also hired out a yacht, the *Fly*, for the use of private parties along the east coast, though later the boat sailed daily on the Ipswich-Harwich route as a public service.<sup>63</sup> A sailing boat, the *Jemima*, was introduced on the London route in 1822, soon to be joined by another sailing vessel, the *Sarah*.<sup>64</sup> The *Ipswich* steamer ran from London to Ipswich, calling at Harwich, by 1826 and the *Suffolk* steamer was performing the journey in about ten hours later in the same year; another steamer, the *Albion*, was covering the route by 1839.<sup>65</sup> Also by 1839 daily wherry services were running to and from Manningtree and Shotley in addition to Ipswich, while the *Sarah Trader* also ran 'occasionally' between Harwich and Dover.<sup>66</sup> At about this time the *River Queen* steamer was introduced between Ipswich and Harwich, apparently mainly for the tourist trade.<sup>67</sup> The *Orwell* steamer was used for similar purposes, with trips to Sheerness (Kent) and Herne Bay (Kent) made in 1840.<sup>68</sup> By 1842 there were four steamers, the *Orion*, *Orwell*, *Eclipse* and *Hardy*, on the Ipswich-Harwich-London route.<sup>69</sup>

As early as 1836, there were plans to establish steamer services to the Continent as part of a scheme to bring the railway to Harwich.<sup>70</sup> Two enterprises of which John Bagshaw was a director, the European Steam Packet Co. and the Harwich Steam Packet Co., also attempted to set up similar services in the mid 1840s.<sup>71</sup> The first steamer trip to the Continent appears to have been the Ipswich Steam Navigation Co. excursion to Holland on the *Orion* in 1841. Another one-off trip was laid on by the Eastern Union Railway (EUR) in 1846 when the *Orwell* travelled from Harwich to Rotterdam.<sup>72</sup> After the opening of the railway in 1854 excursions to Dunkirk (France) and Paris (France) were laid on by the North of Europe Steam

Navigation Co. New routes carrying both passengers and freight to and from Antwerp (Belgium) and Rotterdam were established at the same time, with a connection to London also provided via the railway.<sup>73</sup> The service ceased in 1856 having sustained heavy losses, to be replaced in the same year by steamers between Harwich and Rotterdam operated by the London, Harwich & Continental Steam Co. Ltd.<sup>74</sup> In 1857 the route was taken over by the Harwich Steam Packet Co. (assumed to be The Harwich Rotterdam and Rhine Direct Steam Packet Company Ltd), the previous operators having been bankrupted, but the service seems not to have continued in the following year.<sup>75</sup> The GER re-established the Continental shipping link with cattle and goods first carried between Rotterdam and Harwich in 1863. Passenger services to Rotterdam and Antwerp started in 1864, but the loss on the routes between 1864 and 1868 was £75,427. By 1878 there were eight steamers operating on the Continental services to Rotterdam and Antwerp. Commercial services to Esbjerg (Denmark) began in 1880.<sup>76</sup>

The first commercial sailings from what became Parkeston Quay began in September 1882 and goods steamers to and from Hamburg started in 1884 though this service ceased after three years.<sup>77</sup> The General Steam Navigation Co. started its Parkeston-Hamburg service in 1888. The Hook of Holland route began in 1893.<sup>78</sup> As a result, the number of passengers carried on GER boats increased from 82,000 in 1892 to 134,000 in 1894.<sup>79</sup> By 1902 a total of 14 boats had been employed on Parkeston's Continental service.<sup>80</sup>

Two shipping disasters befell GER steamers from Parkeston in the early 20th century. In 1907 only 15 out of 143 people survived when the steamer *Berlin* hit a breakwater in a storm as it reached the New Waterway near the Hook of Holland.<sup>81</sup> In the following year the cargo steamer *Yarmouth* was lost at sea with the entire crew of 21 and a single passenger.<sup>82</sup> To improve safety, wireless telegraphy was introduced on GER ships operating on the Hook of Holland route in 1908 and on the Antwerp route in 1909.<sup>83</sup> The GER's first turbine steamer, the *Copenhagen*, was in operation from early 1908 and by 1910 all GER steamers were turbine-driven.<sup>84</sup> A new passenger and perishable goods service to and from Gothenburg was introduced in 1910.<sup>85</sup>

Harwich was one of the stops for the east coast *Belle* steamers that became popular with holidaymakers at the end of the 19th century. These steamers first called at Harwich in 1890 when the London, Woolwich & Clacton-on-Sea Steamboat Co. extended its service. It



provided competition to the already well-established General Steam Navigation Co. Another rival company, the Victoria Steamboat Association, also ran services up the east coast including to Harwich by 1890 but was wound up in 1894 resulting in there temporarily being no service by any company between London and Ipswich.<sup>86</sup> A motor ferry boat service between Harwich and Felixstowe was inaugurated by the GER in 1912.<sup>87</sup>

## Trinity House

Given the difficulties of navigating into the Orwell estuary and Harwich harbour lighthouses and a lightship remained essential. The two lighthouses at Harwich, known as the High and Low Lights, were built in 1664 by the Corporation of Trinity House and leased, being a considerable source of income for the Rebow family. The lease was renegotiated in 1817 as part of an arrangement to rebuild the lighthouses, which were operational by 1818.<sup>88</sup> The Rebow share of toll income between 1817 and 1827 amounted to £17,792.<sup>89</sup> The High Lighthouse has a nine-sided tapering shaft with a stone roof and the architect was Daniel Asher Alexander.<sup>90</sup> The Low Lighthouse was built to a tapering decagonal plan and was designed by John Rennie the elder.<sup>91</sup> In 1836 the lighthouses were conveyed to Trinity House, the body responsible for coastal navigation, for £31,730.<sup>92</sup> The organisation had two houses and outbuildings built in Harwich in 1840, the construction of which cost £749 15s.<sup>93</sup>

The loss of the *Hero*, a London and Amsterdam trader which struck Andrew's shoal near the entrance to Harwich harbour in 1844, was blamed on the misleading Harwich Lights, which due to cliff erosion no longer provided safe guidance into the harbour.<sup>94</sup> Another tragedy occurred in 1849 with over 170 lives lost when the *Floridian* emigrant ship sank on Long Sands, near Harwich.<sup>95</sup> Later that year six vessels were also lost on Gunfleet Sands, but without any loss of life.<sup>96</sup>

The lighthouses were not improved by Trinity House until the 1860s. In 1860–1 a lighthouse was built at Landguard Point at a cost of £984.<sup>97</sup> The Harwich Lights were replaced by new lighthouses at Dovercourt in 1863, which cost £3,840, plus £940 for work on the approaches and £240 for the staircase at the High Lighthouse.<sup>98</sup> The two iron-framed lighthouses, with hexagonal bodies supported by tubular legs, were built by Hawks Crawshay & Co. and repaired and improved in 1909, remaining in use until 1917.<sup>99</sup> Dwellings for the lighthouse keepers were built in Dovercourt at a total cost of £2,361 11s. 5½d.<sup>100</sup> The Harwich pier

lights were established in 1869 and the lights at Parkeston Quay in 1882.<sup>101</sup> The Low Lighthouse at Harwich was used by HM Customs as a lookout from 1888.<sup>102</sup> The management of the lighthouse passed from Trinity House to the council in 1895 and a shelter was erected around it in 1898.<sup>103</sup> The High Lighthouse was bought for £75 by the council in 1909.<sup>104</sup>

By the 19th century Trinity House took responsibility for pilotage around the coast of England and Wales, including at Harwich, being an area not otherwise independently governed.<sup>105</sup> Trinity House also oversaw the operation of lightships for navigation into the harbour and maintained coastal buoys and beacons. In 1825 the light vessel foundered and the two pilots and four seamen on board lost their lives.<sup>106</sup> In 1851 there were seven men based at Harwich engaged by the Trinity service.<sup>107</sup> Between 1876 and 1885 pigeons were used to communicate between these vessels and the land. In 1881 an experimental telegraph cable was laid from the Sunk lightship to Harwich.<sup>108</sup> In 1887 Harwich was designated a district station by Trinity House with staff transferred from Great Yarmouth (Norf.) and additional light vessels employed. In 1899 Harwich became the central pilot station for the North Channel. By 1901 there were eight lightships based near Harwich with 51 men on board.<sup>109</sup> In 1905 Trinity House replaced its sailing pilot cutters with steam vessels transferred from its Dungeness (Kent) base.<sup>110</sup> In 1910–11 a new system of leading lights and buoys was introduced for vessels entering the harbour.<sup>111</sup>

### **Packet boats**

By 1818 the foreign mail service ran three times per week, to Hellevoetsluis (Holland), Cuxhaven (Germany) and Gothenburg (Sweden); it also included Sundays by 1823–4.<sup>112</sup> In 1819 the *Beaufoy* packet boat was dismasted in a gale near Cuxhaven with the loss of three crew members, including Captain William Norris.<sup>113</sup> Two years later the *Thetis* extra packet boat was lost on the coast of Jutland, but the crew and passengers were all saved.<sup>114</sup> The fishing smack *John and Elizabeth* was wrecked off Heligoland in 1825 while conveying the Hamburg (Germany) and Bremen (Germany) mails.<sup>115</sup> In 1825 it was decided that the remaining Dover packets that had been transferred in 1803 would be considered Harwich packets.<sup>116</sup>

With the replacement of sailing packets by steam vessels along the Thames (but not at Harwich), the Rotterdam and Hamburg mail routes were lost in 1832.<sup>117</sup> Ironically, the steamers then used by the Post Office were built at Harwich.<sup>118</sup> Mail continued to be carried to Gothenburg until 1834, but the loss of the main Continental routes led to an economic depression.<sup>119</sup> It was not until 1898 that the Royal Mail restarted its mail service to the Continent on the Hook of Holland route.<sup>120</sup>

### **Road transport and mail services**

Harwich continued to be served by a road from Ardleigh, the route comprising the second district of the Essex Turnpikes Trust, and forming part of the London turnpike road opened in 1695.<sup>121</sup> There was a toll-house at Dovercourt. Income from the toll and compositions seems to have reached its peak in the 1820s with, for example, £244 13s. received for 1823–4.<sup>122</sup> In 1825 a sum of £66 9s. 11d. was spent on ‘alterations in the Turnpike road’.<sup>123</sup> The road became less profitable as a result of the opening of the railway to Harwich in 1854 and the Essex Turnpikes Trust (second district) finally closed the route in 1866. The toll-house was sold at auction for only £10 and subsequently demolished.<sup>124</sup>

There were regular coach and postal services to and from London. The Harwich penny post, which followed a route to Thorpe-le-Soken via Dovercourt, Ramsey and Great Oakley, was established in 1817 and made permanent in 1818.<sup>125</sup> By the 1820s the Royal Mail coach for London called at both the White Hart and Three Cups inns. In the late 1820s this coach ran every evening from Harwich, with a foreign mail service running four times per week, and a passenger coach for London also operating on a daily basis and on Sunday evenings.<sup>126</sup> Following the loss of the packet service in the early 1830s a mail cart to Colchester every evening replaced the mail coach and there was also a coach run by Robert Salter, which departed from the Spread Eagle inn for Colchester three or four times per week.<sup>127</sup> William Cousins operated a similar service by 1845, initially in competition with Salter.<sup>128</sup> The London passenger coach was replaced by services (including a separate mail cart) which connected to the railway stations at Colchester and then Manningtree as the new line was extended in the 1840s.<sup>129</sup> The postal service to and from London was increased to twice a day in 1848.<sup>130</sup> By the 1860s the Three Cups inn was the only postal establishment in Harwich.<sup>131</sup>

An electric telegraph link to Harwich was opened in 1855.<sup>132</sup> In 1899 a wireless telegraphy experiment was conducted by Marconi linking Chelmsford with the Cliff Hotel in Dovercourt, and the site was used as a testing ground until the end of 1900.<sup>133</sup> The Post Office established a telegraph service in Harwich, Dovercourt and Parkeston, apparently in the early 20th century. Permission was given by the Tendring Rural District and Harwich councils to lay overground telegraph lines in Garland Road in 1909, in other roads in Parkeston in 1914, and in Church Street, Harwich, in 1913.<sup>134</sup>

A bus service in Dovercourt was trialled by the GER in 1905 and two years later a service between Harwich and Dovercourt was introduced by Tom Ennels and Allan Gant. The GER inaugurated their own bus route in 1914, as there was by then no service operating.<sup>135</sup> A taxi service on the same route was started by George Walker in 1912.<sup>136</sup> Private motor vehicles also became common in the early 20th century. In 1904 a speed limit of 8 mph was imposed for Oakley Road and Fronks Lane, Dovercourt, and West Street, Harwich.<sup>137</sup> By 1910 the council reported that the increased traffic in Dovercourt was becoming a danger to pedestrians and in 1913 another speed limit of 10 mph was introduced in Fronks Road.<sup>138</sup> The following year the GER were ordered to erect two ‘danger posts’ at or near the junction of Parkeston Road and Garland Road ‘on account of the large number of Motors coming up the Road from the quay’.<sup>139</sup>

## **Railways**

Numerous schemes were promoted to connect Harwich by railway to the proposed London mainline. The earliest mainline proposal, to include a Harwich branch, was promoted by the Norfolk, Suffolk, and Essex Railroad Co. in 1825.<sup>140</sup> A later scheme by the Harwich Railway Co. and known as Hosking’s line after its engineer, William Hosking, was put forward in 1836.<sup>141</sup> There were several further plans drawn up by this company in the late 1830s and 1840, but none of these were submitted to Parliament.<sup>142</sup> Two rival schemes were promoted in 1843 with different routes proposed by the respective engineers John Braithwaite and Joseph Locke.<sup>143</sup> Braithwaite’s line under the Colchester & Harwich Railway Co. and Locke’s scheme, which was financially supported by John Attwood, were both rejected by a parliamentary select committee in 1844.<sup>144</sup> The two plans were amalgamated under the Harwich & Eastern Counties’ Junction Railway Co., with Braithwaite as the engineer, and re-presented in the following year but were again rejected.<sup>145</sup> A revived Hosking scheme was

put forward in 1845, but again was not proceeded with.<sup>146</sup> Yet another plan, of the Harwich Railway & Pier Co., involved running a line from Colchester to Harwich via Elmstead, Great Bromley, Horsley Cross (with a branch to Thorpe-le-Soken), and Little Oakley.<sup>147</sup> In the railway mania of the mid 1840s at least 11 other companies were formed with plans to build a railway to Harwich, including one under the Harwich Docks & Birmingham & Central England Railway Co., which proposed a route to Cambridge (Cambs.) in 1845.<sup>148</sup>

In 1846 Parliament rejected the resubmitted plans of the Harwich & Eastern Counties' Railway Junction & Pier Co. and also a new Locke scheme, surveyed by Peter Bruff, under the Eastern Union Railway (EUR).<sup>149</sup> In 1847 another Braithwaite plan and a second scheme of Locke based on the current route from Manningtree were submitted to Parliament.<sup>150</sup> The Eastern Union and Harwich Railway and Pier Bill based on the latter received Royal Assent later that year.<sup>151</sup> Work commenced on the line at Manningtree in 1848.<sup>152</sup> The 1847 Act was modified in 1850 as a result of a dispute to allow the Eastern Counties Railway (ECR) to take over the works, which had not progressed far.<sup>153</sup> Agreement was reached in 1851 to lease the line to the ECR and work recommenced in 1853.<sup>154</sup> The ECR and EUR amalgamated in 1854, and the line opened later that year.<sup>155</sup> The first railway station in Harwich was located at the harbour end of George Street, but was replaced in 1865 by the present one further inland, as the original site proved to have inadequate siding accommodation for goods and cattle. The second railway station was built for a sum of £29,217 17s. 9d., including the cost of the land (£8,994 1s.) and additional sidings (£1,598 16s. 9d.).<sup>156</sup> A railway station in Italianate style was also built at Dovercourt for the new Harwich branch line; it was improved in 1875, with a bridge replacing the level crossing, and 1882, with the addition of a second platform.<sup>157</sup>

Part of the development of Parkeston included constructing a new loop of railway track between Ramsey and Dovercourt, laid on reclaimed marshland to replace the existing line, which became disused.<sup>158</sup> The doubling of the track between Wrabness and the new junction was completed in 1879–80, while the section between Bradfield and Wrabness was doubled in 1882.<sup>159</sup> The line to Parkeston Quay, completed by July 1882, was opened the following September.<sup>160</sup> Railway train maintenance workshops were built at Parkeston in 1890. The locomotive shed was replaced in 1896 and a larger turntable was built in 1912. In 1914 two sidings replaced the coal dump siding, itself built only the previous year.<sup>161</sup>

## POPULATION

The combined population of Harwich and Dovercourt, and latterly Parkeston, quadrupled from 1821 to 1911 (Table 1). While there was a significant period of retrenchment in the 1830s, following the withdrawal of the packet service and when the fishing and shipbuilding industries declined, the long-term trend was upwards. Harwich grew from 3,197 residents in 1821 to 5,821 in 1881 and to 7,939 in 1911, increasing most rapidly in the decade to 1881 due mainly to the Bathside development and the decade to 1911 due to a greatly increased naval presence. Similarly, the number of inhabitants of Dovercourt expanded from 813 in 1821 to 5,683 in 1911. The increases in each of the decades to 1901 and 1911 were especially rapid at 43 and 46 per cent respectively as a result of residential development. There was also a small, temporary, decrease of 6 per cent in Harwich between 1881 and 1891, but growth continued in both Dovercourt and the new development of Parkeston.

Year	Harwich St Nicholas	Dovercourt	Parkeston	Total
1821	3,197	813	--	4,010
1831	3,371	926	--	4,297
1841	3,016	813	--	3,829
1851	3,383	1,068	--	4,451
1861	3,839	1,231	--	5,070
1871	4,247	1,832	--	6,079
1881	5,821	2,021	--	7,842
1891	5,475	2,727	1,189	9,391
1901	6,176	3,894	1,869	11,939
1911	7,939	5,683	2,553	16,175

Table 1: *Population of Harwich, Dovercourt and Parkeston, 1821–1911. Notes: (a) Figures include those recorded as on ships and boats. For example, the figure for Harwich in 1901 includes 519 personnel aboard the HMS Ganges Royal Navy training ship. The figure for Parkeston in 1911 includes 832 on board vessels in the quay, 330 of whom were passengers on ships and 331 Royal Navy personnel. The figure for Harwich in 1911 includes 2,391 on ships and boats, 2,069 being Royal Navy personnel. (b) In 1881 the population of what became part of Parkeston was limited to a few dozen railway workers' families. Sources:*

*TNA, RG 11/1784, 12/1403, 13/1700, 14/10254, 14/10264; Census, 1911 (Parl. Papers 1912–13 [Cd 6258], cxi), p. 606; Census of England and Wales. 1911. (10 Edward 7 and Geo. 5, Ch. 27.) County of Essex. Families or Separate Occupiers and Population; Also Population Classified by Ages, Condition as to Marriage, Occupations, Tenements, Birthplaces, and Infirmities (1914), p. 25 (copy in ECL Colch.); VCH Essex II, 354.*

In the early part of the 19th century there was a marked gender imbalance in the population in favour of females, particularly in Harwich St Nicholas parish. The balance shifted towards an increasing number of males, so that by 1881 there were significantly more males than females in that parish. The change was due mainly to the mostly male occupants of an expanded number of commercial and naval vessels in the harbour. By 1911 this feature had become very marked as there were 2,069 Royal Navy male personnel on board ships in Harwich harbour.<sup>162</sup> Of the resident population in St Nicholas parish there were marginally more males (51.8 per cent) than females (48.2 per cent).<sup>163</sup> In Dovercourt parish the predominance of females persisted, a contrast that can be accounted for by the increasing number of females under 50 years of age in the Lower Dovercourt seaside resort area employed in domestic service. In 1911 in Parkeston there was a significantly higher number of males in permanent residence (52.1 per cent male to 47.9 per cent female) owing to the presence of workers at the docks and on the railways.<sup>164</sup> The population on board vessels in Parkeston was almost 90 per cent male, thus accounting for the very high overall percentage shown in Table 2.

Year	Harwich St Nicholas		Dovercourt		Parkeston	
	(males)	(females)	(males)	(females)	(males)	(females)
1821	40.4%	59.6%	48.5%	51.5%	--	--
1851	46.1%	53.9%	49.6%	50.4%	--	--
1881	56.5%	43.5%	47.3%	52.7%	--	--
1911	66.3%	33.7%	46.3%	53.7%	64.3%	35.7%

Table 2: *Gender balance in Harwich, Dovercourt and Parkeston, 1821–1911. Sources: TNA, HO 107/1780; RG 11/1781–2, 14/10254, 14/10264, Census, 1821 (Parl. Papers 1822 (502), xv), p. 101; Census of England and Wales. 1911. (10 Edward 7 and Geo. 5, Ch. 27.) County of Essex, p. 25. Notes: (a) The data for 1851 excludes 172 individuals not recorded in the census enumerators' books. (b) Figures include those recorded as on ships and boats.*

The population of both Harwich St Nicholas and Dovercourt parishes was predominantly under the age of 40, though the older population grew significantly over the course of the 19th century. The most rapid increase in the population aged 60 and over came in the 1820s and 1830s with the numbers increasing from 110 (2.7 per cent) in 1821 to 324 (8.5 per cent) in 1841. The percentage of older people remained relatively high in both 1851 and 1881, apparently in part due to people retiring to the seaside. The 1820s and 1830s also saw a significant fall in the under 15 population from 1,688 (42.1 per cent) in 1821 to 1,333 (34.8 per cent) in 1841. This fall in the replacement-rate was caused by a period of steep economic decline and the subsequent unemployment and under-employment. There is also some evidence that families were leaving Harwich and Dovercourt in the 1830s.<sup>165</sup> In 1831 there were a total of 78 uninhabited houses in Harwich and Dovercourt.<sup>166</sup>

The figures for 1911 (Table 3) conceal the percentages for Parkeston, which had a resident population of 35.2 per cent aged under 15, 37.7 per cent aged between 15 and 39, 22 per cent aged between 40 and 59, and 5.1 per cent aged 40 and over.<sup>167</sup> Harwich and Dovercourt had lower percentage of under 15s compared to previous decades. The high overall percentage of those aged between 15 and 39 is explained by the presence of 30 Royal Navy vessels in Harwich and Parkeston.<sup>168</sup>

Year	Under 15	15–39	40–59	60 and over
1821	42.1%	35.8%	19.4%	2.7%
1851	35.6%	40.3%	16.8%	7.3%
1881	34.6%	43.3%	15.7%	6.4%
1911	27.7%	50.5%	16.4%	5.4%

Table 3: *Age structure of Harwich, Dovercourt and Parkeston, 1821–1911. Sources: TNA, 14/10254, 14/10264; Census, 1851 (Parl. Papers 1852–3 [1691–I]) p. 259; Census, 1881 (Parl. Papers 1883 [C. 3722], lxxx), p. 128; Census of England and Wales. 1911. (10 Edward 7 and Geo. 5, Ch. 27.) County of Essex, p. 32; HTC, 98/18, summary of 1821 census. Notes: (a) Parkeston is included for 1911 only. (b) Figures include those recorded as on ships and boats.*



## Migration

Harwich, Dovercourt and Parkeston experienced considerable change in the number and origin of migrants between 1851 and 1914. In the former year those born in Suffolk accounted for over 500 of Harwich and Dovercourt's population, more than ten per cent of the total. Of those migrants in Dovercourt, by far the most frequent employment for males was agricultural labourer (32), including one visitor and a former farmer, and four millers. Migration of agricultural workers from Suffolk into the coastal villages of north Essex was an established demographic trend.<sup>169</sup> Similarly, Dovercourt attracted additional agricultural labour from the nearby parishes of Ramsey, Wrabness, Bradfield, Wix, Beaumont, and Great and Little Oakley. A total of 37 such workers, including children, were born in these parishes and living in Dovercourt in 1851. Six men of Suffolk origin in Dovercourt described themselves as brickmakers. In Harwich, there were 41 mariners, sailors, seamen and boatmen, including visitors and a retiree, who were born in Suffolk.<sup>170</sup>

The next most common county of origin in 1851 was Kent (123, not including soldiers or those on boats and barges or in barns and sheds). Of those males stating paid employment, the majority were engaged in maritime activities; 29 described themselves as mariners. Sixty-three came from Norfolk, with six shipwrights, but over two thirds of those stating employment, male or female, were in professions and jobs unrelated to Harwich's role as a port. Those born in the London area (Surr. and Middx) accounted for very few of the inhabitants of Harwich and Dovercourt, at this stage numbering fewer than 100. Other counties with ten or more people originating from outside East Anglia or Kent, Surrey and Middlesex, were Sussex (19), Durham (16, including five shipwrights and a shipbuilder, with one family accounting for eight of the total), Scotland (16), Cornwall (14), Yorkshire (12) and Derbyshire (ten, though comprising only two families).<sup>171</sup>

By 1881 there was a relative increase in the number of inhabitants of Harwich (655 out of a total permanent population of 4,979) and Dovercourt (348 out of a total population of 2,021) born in Suffolk, as the labour force drew on a widening geographical area. The total was just over 1,000 (not including soldiers or those on ships and boats) representing *c.* 13 per cent of the population of Harwich and *c.* 17 per cent of Dovercourt.<sup>172</sup> In Harwich, marine-related work remained significant with 41 inhabitants of Suffolk origin describing themselves as mariners or seamen, including one who was retired. Workers on the railways accounted for

24 other incomers from Suffolk. The reasons for migrating from Suffolk to Dovercourt had also changed with only 16 males directly involved in agriculture. New industries such as cement manufacture attracted migrants with 19 males of Suffolk origin working in that trade. A notable feature was the relatively high proportion of lodgers, including eight of the cement workers. The growth of Dovercourt as a resort contributed to a high proportion of females (53 per cent excluding children not stated as economically active) from Suffolk in 1881, with many working as domestic servants (37) or other servants (nine). There were also five female annuitants of Suffolk origin (plus a further 17 from elsewhere, including visitors) suggesting that Dovercourt was attracting retirees.

In 1901 there were a total of 1,255 Harwich (662) and Dovercourt (593) inhabitants (not including soldiers, naval personnel or others on ships and boats) who were born in Suffolk representing a slightly less than proportionate rise in Dovercourt parish compared to 20 years previously. There were also 382 persons hailing from Suffolk living in Parkeston representing almost a quarter of the resident population, a much larger proportion than in either Harwich (*c.*13 per cent) or Dovercourt (*c.*15 per cent).

Migration to Harwich and Dovercourt from other Tendring Hundred parishes reduced proportionately in the second half of the 19th century, with 717 permanent residents (*i.e.* excluding soldiers and naval personnel, as well as others in boats and ships) recorded as born in other parishes in the Tendring peninsula in 1881, reducing to 613 in 1901. The figure for Parkeston in 1901 was 262, the highest proportion of whom (121) were born in Ramsey village. The relative reduction was particularly marked for migrants to Dovercourt from the adjacent parishes of Ramsey, Bradfield, Wix, Wrabness, Beaumont, and Great and Little Oakley, and living in Dovercourt with a figure of only 152 in 1881, probably reflecting the reduced need for agricultural labour. In 1901, though, this number had increased to 214, a figure which excludes those born in Parkeston (part of Ramsey parish) itself.

By 1881 the number of people in Harwich and Dovercourt born in Surrey or Middlesex had increased over fourfold compared to 1851 to 404. A large increase occurred in Dovercourt as new estates were built, accounting for 117. Just under 15 per cent of the inhabitants (not including soldiers and those on ships and boats) of Harwich and Dovercourt came from counties other than Essex, Suffolk, Surrey and Middlesex. As in 1851, Kent provided most of these (194), with 14 mariners again being the most numerous of the occupations recorded

though significantly lower than 30 years before. This was followed by Norfolk (152), Hampshire (85), Yorkshire (67), Devon (50), Scotland (46) and Cambridgeshire (41). New occupations accounted for some of this increased diversity, with, for example, ten of those from Norfolk working on the railways and six from Cambridgeshire described as excavators.

By 1901 only 377 Harwich, Dovercourt and Parkeston residents were born in Surrey or Middlesex; with Parkeston accounting for 41 of these, this represented a notable decrease in numbers compared to 1881. The most significant counties of origin outside of Essex, Suffolk, Surrey and Middlesex in 1901 were Norfolk (352), Kent (180), Yorkshire (85), Devon (80), Hampshire (75), Cambridgeshire (71), Cornwall (63), Lancashire (53) and Durham (48). The rise in those born in Norfolk is particularly noteworthy, with 81 of the residents recorded in the census district covering the Bathside area of Harwich hailing from that county.

## LANDOWNERSHIP

Dovercourt parish was mainly rural and consisted of medium and small farms. The chief landowner was the lord of the manor, who in the 19th century was Nathaniel Garland (1774–1845) and subsequently his son Edgar Walter Garland (1814–1902) and the latter's brother Revd Nathaniel Arthur Garland (1816–1911), vicar of Tulse Hill, Brixton (Surr.), and nephew Arthur Nathaniel Garland (1846–1942). As well as Dovercourt, the Garland family owned other large estates in the north of Tendring Hundred covering the nearby parishes of Wrabness and Ramsey.<sup>173</sup> In 1842 Nathaniel Garland owned 281½ a. of land in Dovercourt parish, including Pound farm and Blue House farm, plus 308½ a. of shoreline and *c.*3 a. fronting the river Stour. The next largest acreage was owned by George Deane, who held *c.*202 a., namely part of South Hall farm and Whinfield's/New Hall farm. John Patrick owned Mill farm and Coles farm, with a total acreage of *c.*136 a. Other significant landowners in 1842 included John Clarke (*c.*91 a.) and William Travis (*c.*83 a.). Overall, the estates of 11 landowners accounted for over 90 per cent of the land in Dovercourt parish.<sup>174</sup>

Over the 19th century land in Dovercourt remained largely in the same families. In 1873 the main landowners were Edgar Walter Garland (who held *c.*2,792 a., including estates covering other parishes), Robert Bagshaw (*c.*209 a., also including land in other parishes), Elizabeth Ann Deane (*c.*161 a.), John R. Patrick (*c.*135 a.) and John Clarke (*c.*88 a.).<sup>175</sup> In 1910 significant landowners in Dovercourt by acreage included the lord of the manor Arthur

Nathaniel Garland, the trustees of the late Robert Bagshaw, Elizabeth Clarke and Edward Saunders, as well as the GER whose landholdings totalled over 241½ a., including at Parkeston.<sup>176</sup>

Harwich was an urban area made up of small burgage plots of land on a planned grid of medieval date.<sup>177</sup> In the mid 19th century the three main property owners were the corporation, the Board of Ordnance and the GER. The corporation owned many premises in King's Quay Street and elsewhere in the town, which were leased out.<sup>178</sup> The GER owned the land flanking the bay in the north-western corner of Harwich, including properties at the northernmost end of Church Street.<sup>179</sup> In 1840 the Board of Ordnance held c.14 a. of land on the site of the Redoubt, the Ordnance depot and magazine, plus the site of the cement works and the Angel Gate Battery. The Board of Ordnance also held c.30 a. in Dovercourt, namely Beacon Hill, the Barrack Ground and the remainder of the Redoubt site.<sup>180</sup> By 1910 the military sites at the Redoubt and Beacon Hill (plus Dovercourt Spa Rooms) were owned by the War Department, while the Crown still held several sites, including the naval shipyard and the Angel Gate Battery. The other main property owners in Harwich remained the corporation and the GER.<sup>181</sup>

## SETTLEMENT

### Harwich

Harwich's situation on a promontory constrained building development. With the harbour on the north-west side of the promontory and the sands on the eastern side, the town's expansion was concentrated to the south and west rather than within the medieval bounds of the town. Dovercourt, while retaining its rural character in part, was developed in the mid 19th century, notably by John Bagshaw's New Town and the Cliff Estate in the form of new brick-built terraces from the 1850s, and to a much greater extent in the late 19th and early 20th centuries when extensive residential development occurred.

The planned medieval layout of Harwich survived largely unaltered until and during this period, the principal streets being Wellington Road (with the houses on this road known as Wellington Place),<sup>182</sup> King's Quay Street, King's Head Street (in the 1830s sometimes still referred to as King Street),<sup>183</sup> Church Street, West Street and George Street (occasionally in

the 1830s and 1840s going by its previous name of White Hart Lane).<sup>184</sup> By 1841 the south end of Church Street was renamed Hanover Square suggesting an attempt to gentrify that part of Harwich by imitating the names used for upmarket London squares.<sup>185</sup> The railway line opened in 1854 ran up the west side of the town and originally terminated on the quay by the Corporation Pier. The main industrial area lay at Bathside where the gas works and a cement works were located. The Royal Naval Yard continued to be situated in the north-east corner of the town. Naval House in King's Quay Street was probably built in the early 19th century as a private residence but became accommodation for the master of the Royal Naval Yard.<sup>186</sup> The Green and Esplanade gave good views of the harbour entrance for the upmarket properties situated there, such as Esplanade House. In 1912 the lease of the Green was taken over by the council from the War Department.<sup>187</sup> The Government, as the War Department and previously as the Board of Ordnance, also held the land to the south-west of the Green where the Redoubt was located and the headland known as Beacon Cliff.<sup>188</sup>

The main expansion of Harwich occurred with the Bathside development undertaken by the United Land Co. from 1871.<sup>189</sup> The new properties were intended to meet the needs of an increased number of workers following economic growth in the previous decade.<sup>190</sup> In the first phase five new roads were laid out and the existing road by the waterfront was renamed Stour Street (later Stour Road).<sup>191</sup> Building plots were divided into three portions between the estuary and the railway line, with the final sale of property taking place in 1880.<sup>192</sup> Daniel Street (later Albert Street), Maria Street, Ferndale Road, Coke Street and Pepys Street were made up and lit in 1885 at a cost of £1,200, with Vansittart Street and Canning Street following soon after and Albemarle Street declared a public highway by the council, all in the same year.<sup>193</sup> Further development took place in the 1890s with Talbot Street occupied by 1891 and building plots for sale in Stour Street and Ingestre Street in 1895, 1897 and 1899.<sup>194</sup> They were soon developed: in 1896 Stour Street (from the Anchor Hotel to Maria Street) was made up at a cost of £242 13s., with Ingestre Street and Alexandra Street following at a cost of £769.<sup>195</sup> Talbot Street was made up in 1901.<sup>196</sup> In 1897 flooding of up to 300 homes on Bathside led to £1,250 being spent building a sea wall on Stour Street in 1900, funded by Bathside residents paying an additional rate.<sup>197</sup>

New housing was also built between the railway line and the road linking Harwich and Dovercourt in the 1870s and 1880s. The terrace in Station Road and Macdonough Cottages were occupied mainly by the working classes in 1881, while Macdonough Terrace, fronting

the main road, provided housing for the middle classes.<sup>198</sup> Ferndale Road (originally known as Fernlea Road before the name Ferndale Road was re-adopted by 1901) was occupied by 1891. Further houses were added in the following two decades (apparently on a new road, the current Fernlea Road, which was made up c.1893, and extended c.1900 and again in 1909), and by 1899 new houses were being planned for Alexandra Road.<sup>199</sup>

## **Dovercourt**

Most of Dovercourt parish remained rural in character consisting mainly of scattered farms. During the first three quarters of the 19th century the main nucleation comprised a small number of cottages around All Saints' church, an area known as Upper Dovercourt. The turnpike road overlaid an existing route through this part of Dovercourt opening out to form The Green west of the church. A few cottages also lay around Dovercourt Lodge and the Manor House.<sup>200</sup> The latter, together with land that became the Manor Road Estate, was sold to George L. Jackson in 1879.<sup>201</sup> The first houses on this estate were sold in 1880.<sup>202</sup> The Ipswich and Suffolk Freehold Land Society Ltd purchased 39 plots on Manor Road from Jackson in 1890 and at around the same time the estate was further expanded to include Manor Terrace (later Manor Villas) built on the site of Manor House farm.<sup>203</sup> Manor Road was made up in 1899 at a cost of £820 and sewered at a cost of £122 in the same year.<sup>204</sup> Plots on the Stour View Estate, on land on Main Road, opposite the junction with Manor Road, were laid out from 1906.<sup>205</sup>

Several estates were built in Upper Dovercourt in the years immediately prior to the First World War. Houses on the Rookery Estate, adjacent to the farm of the same name, were granted planning permission in 1910.<sup>206</sup> Plans for the Highfield Estate, to include a new road connecting Main Road and Manor Lane and running parallel to Manor Road, were agreed by the council in 1911, but did not come to fruition.<sup>207</sup> Clarke's Road was started in the same year, with ten of the 21 plots sold for a total of £207.<sup>208</sup> The South Field Estate, initially intended to be laid out with 181 plots on Main Road, Birch Avenue and what would later become Lime Avenue, received planning permission in 1912. The first houses on Birch Avenue were completed in late 1914.<sup>209</sup> The Sea Garden Estate comprising 84 cottages received planning permission in 1913, but only 14 houses on Main Road were actually built by 1923.<sup>210</sup> The council agreed in 1914 that Main Road opposite The Green would be

widened to cater for increasing traffic and Oakley Road was improved at an estimated cost of £1,031 at around the same time.<sup>211</sup>

The piecemeal expansion of Lower Dovercourt began after the end of the Napoleonic Wars. In 1834 a new road was laid out at the end of Mill Lane cutting through the cliff.<sup>212</sup> In 1840 Lower Dovercourt's main housing comprised about three dozen cottages, almost all south of the main road.<sup>213</sup> John Bagshaw, who was responsible for the New Town at Dovercourt, lived at Cliff House. The original Cliff House was built *c.*1820, with Bagshaw building a replacement property in 1845–6 with extensive grounds, including a promenade; it was demolished in 1909 and its grounds converted to a recreational area.<sup>214</sup> Formerly Bagshaw had occupied a terrace overlooking the sea, though that building does not appear to have survived the new developments.<sup>215</sup> The other major properties in Lower Dovercourt in the first half of the 19th century were Holly Lodge and Hill House. Holly Lodge was built in 1821 and initially owned by Thomas Cobbold.<sup>216</sup> It was later the Harwich residence of local MP John Attwood until 1854 when it was sold for £2,400.<sup>217</sup> Hill House was built by the local industrialist John Patrick in 1820.<sup>218</sup> The Tower was built as the private residence of his son, John R. Patrick, in 1885, later becoming a private school and eventually a hotel.<sup>219</sup>

The concentration of these gentry residences in Lower Dovercourt suggests the social desirability of the area, and encouraged Bagshaw's plans for the new resort estate of Dovercourt New Town. The centrepiece of the estate was Orwell Terrace, completed by 1853.<sup>220</sup> It was built of brick with a Roman cement render and a Mansard roof over the main three-storey section.<sup>221</sup> The development included a property at the south end of the terrace called Banksea House, the residence of John Bagshaw's son Robert. A number of similar terraces were envisaged by architect W. H. Lindsey in the early 1850s as part of the new development, but no further ones were added.<sup>222</sup> Less grand terraced housing was also built in Lower Dovercourt at this time. By late 1851, ten houses were in the course of erection, presumed to be in Victoria Street.<sup>223</sup>

Another scheme drawn up by architect and surveyor James Butterworth *c.*1865 was equally ambitious in proposing new seafront terraces, but again nothing materialised.<sup>224</sup> Nevertheless, Cliff Terrace was built on land let by John Bagshaw to Henry Tyler in 1858, part of an intended development of 24 houses which included the Cliff Hotel, and the upmarket Cliff Estate at the south-west end of Lower Dovercourt was developed in the early 1860s,

including Cliff Villas and Richmond Villas on Cliff Road.<sup>225</sup> Nearby, a row of terraced housing, named Portland Place, catering for working-class families, was built by 1871 on the site of Mill farm.<sup>226</sup>

In 1888 it was reported that the roads ‘in some places at Dovercourt were ankle deep with mud’, but thereafter the main roads were quickly and significantly improved.<sup>227</sup> Victoria Street was made up in 1888, Station Road in 1892, and Hordle Street and Hordle Place in 1894.<sup>228</sup> Cliff Road was made up in 1897 at a cost of £2,934 3s. 7d. and the main thoroughfare Kingsway (originally Stour Road) similarly in 1902 for £1,638.<sup>229</sup>

Lower Dovercourt grew significantly in size from the mid 19th century onwards. Close to the railway station was Victoria Terrace, built from the late 1850s and providing housing for both the middle and working classes.<sup>230</sup> Hordle Street, south of what became the High Street, was built in 1869 and both it and the adjacent Hordle Place were occupied by 1871.<sup>231</sup> The Hill Estate was begun in 1874 on land owned by J. E. A. Gwynne.<sup>232</sup> Belton Villas and Myrtle Villas were built by 1876 and a terrace added by 1881.<sup>233</sup> The Cliff Estate was further expanded in the early 1880s with plots of land available at auction in 1882.<sup>234</sup> More villas along Hill Road were built by 1891 and a terrace in Station Road was apparently being built in the same year.<sup>235</sup> Hill Road was made good in c.1901.<sup>236</sup> The first plots on the Clifton Estate, also developed by Gwynne, were laid out in 1897.<sup>237</sup> Houses on Gwynne Road and Grafton Road were erected by 1898. East Street was made up in 1900–01, by which time the first houses were built on it and Waddesdon Road.<sup>238</sup> Houses were being built on Nelson Road c.1904 while the road was made up in 1906.<sup>239</sup> Milton Road was laid out by 1909.<sup>240</sup> The building of a new road off Hordle Street, what became Empire Road, was agreed by the council in 1912.<sup>241</sup> In 1910 Park Road was laid out and by the following year there were three completed houses with another ten in the process of construction.<sup>242</sup> The Rose Garden Estate, including King George’s Avenue, was developed from 1911.<sup>243</sup>

The area of Lower Dovercourt near to the coast also grew in the last two decades of the 19th century. Houses and villas were laid out on Marine Parade by 1891.<sup>244</sup> The residential area to the west of the Cliff Hotel was developed in the 1880s. A terrace and two houses in Lee Road were built by Henry Lee & Son. On their bankruptcy in 1882, the Chelmsford Land Co. took over the development.<sup>245</sup> Further properties in Lee Road were advertised for sale in 1886.<sup>246</sup> The Chelmsford Land Co. held large auctions of land in 1888 and 1889, including plots on



Cliff Road, Marine Parade and Lee Road. The first sale attracted approximately 150 buyers from London. The villas in First Avenue were occupied by 1891.<sup>247</sup> Development continued in 1891 and 1892 on land that was by then known as the South Cliff Estate, 74 plots having been sold at auction for £3,133 in 1890.<sup>248</sup> There was further residential expansion of this estate in the late 1890s, with plots on Marine Parade and other seafront roads advertised in 1897, and building commenced in 1898.<sup>249</sup> The part of Marine Parade from Mill Lane to Holland House and the nearby Cliff Road, Lee Road, Fronks Road, First Avenue and Second Avenue were made up and lit c.1896–7.<sup>250</sup> Two smaller estates were also developed at this time. In 1897 plots were being offered on the Hill Crest Estate and building work was underway by early 1898, probably on Oakland Road. Brooklyn Road was laid out by 1905.<sup>251</sup> Land on the Sunnyhill Estate, with plots fronting Beach Road and Fronks Road, was being advertised in 1898, while plots on St George's Avenue and Fronks Road were for sale in 1900 on the same estate.<sup>252</sup> Another 33 plots of land were offered in 1902 and it was noted that a 'large number of speculators were present, hailing from London and elsewhere, besides local gentlemen'.<sup>253</sup> Following the council taking over the main part of Marine Parade from the trustees of the late Robert Bagshaw in 1900 the road was made good at a cost of £875.<sup>254</sup> The section from Main Road to Marine Parade was made up in 1902 and the western end of Marine Parade in 1912.<sup>255</sup>

Significant development continued in the early 20th century in the west of Dovercourt, providing housing predominantly for the middle classes. Villas in Second Avenue were occupied by 1901 when properties in Third Avenue were also being built.<sup>256</sup> Plots on a fourth avenue, assumed to be what became Elmhurst Road, were staked out in 1906.<sup>257</sup> Houses on Elmhurst Road were being advertised to let and then for sale in 1907.<sup>258</sup> The Long Battney's Estate, an extension of the Sunnyhill Estate and covering part of Fronks Road and St Michael's Road, was started in 1908–09.<sup>259</sup> What became Fronks Avenue was laid out in 1911.<sup>260</sup> Fronks Road was widened and made up in 1910 and the section from Belman's Cottage to Main Road was widened in 1914.<sup>261</sup> An estate off Fronks Road, misleadingly referred to as a 'Garden City', was planned in 1912 but not built. The first houses on the Seaview or Seafield Estate, which covered part of Fronks Road and the new Seafield Road, were approved by the council in January 1913.<sup>262</sup> The council was to make up Third Avenue and Beach Road in 1907, the west end of Lee Road in 1908 and 1913, Brooklyn Road in 1911 and Elmhurst Road and St George's Avenue in 1913.<sup>263</sup> A notable house called The Grange was built in mock-tudor style in Hall Lane in 1911.<sup>264</sup>

## Parkeston

The GER developed land on Ray Island north of Dovercourt in Ramsey parish which became Parkeston, named after the company chairman Charles Henry Parkes, from the early 1880s. Work on the sluice and sea wall at Ray Island began in 1878 under a contract with S. C. Ridley costing £6,819 4s. 8d. The contract was taken over by T. D. Ridley in the following year.<sup>265</sup> The land at Ray Island totalling 103 a. 3 r. 20 p. was purchased from Edgar Walter Garland for £30,193 15s. in December 1878.<sup>266</sup> The primary focus of the development was the GER's port and by 1881 there were several dozen railway workers' families living in the area that became Parkeston.<sup>267</sup> Parkeston Road, which links Upper Dovercourt and Parkeston, was laid out between 1883 and 1884.<sup>268</sup> Terraced housing was built in Tyler Street and Adelaide Street in Parkeston between 1883 and 1885 to provide for the rapidly expanding population, while Princess Street was also built upon at around this time.<sup>269</sup> These privately built houses were clustered along parallel streets laid out at right angles from Garland Road. By 1886 there was said to be a total of 150 houses and ten shops, with a population of about 800.<sup>270</sup> Parkeston continued to expand with 40 or 50 houses built in the spring of 1887.<sup>271</sup> The GER built its own houses, including the marine superintendent's house and a pair of semi-detached houses in Makins Road in 1884 and another pair in Collier Road. The company also built two rows of terraces in 1890 in Tyler Street and two rows of six houses each in Hamilton Street.<sup>272</sup> In 1898 with the further expansion of its port facilities, the GER commenced building 100 cottages and a large dormitory for single men.<sup>273</sup> The south side of Garland Road was built upon in 1897 and 1898 and another 20 houses were erected to the south of the new Foster Road between 1899 and 1901.<sup>274</sup> Footpaths were laid down in 1902 in Garland Road and in 1905 for the rest of Parkeston.<sup>275</sup> Una Road was developed from 1903 for Revd William Hugh Wood, former curate of Parkeston.<sup>276</sup> Wood was also among those responsible for further terraced buildings in Una Road, Parkeston in 1910–1, as the settlement continued to grow.<sup>277</sup> In 1913 plans for 20 staff cottages for the GER on Foster Road were approved.<sup>278</sup> Responsibility for maintaining Parkeston Road was removed from Harwich Borough Council to Essex County Council in 1914 as it was considered to be a main road.<sup>279</sup>

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<sup>1</sup> S. Palmer, 'Ports', *CUHB* III, 134.

<sup>2</sup> Census, 1891 (Parl. Papers 1893–4 [C. 6948–I], cv), p. 297; ERO, D/CT 117A.

<sup>3</sup> HTC, 435.

<sup>4</sup> *Municipal Corp. Boundaries, (England and Wales.) Rep. of the Com. Appointed to Rep. and Advise upon the Boundaries and Wards of Certain Boroughs and Corporate Towns, (England and Wales.) Pt II* (Parl. Papers 1837 (238), xxvii).

<sup>5</sup> *HDFP*, 31 July 1897.

<sup>6</sup> ERO, D/P 7/3/3.

<sup>7</sup> Above, Harwich and Dovercourt, 1714–1815, Military and Naval Defences; below, Econ. Hist., Ind., Cement manufacturing.

<sup>8</sup> *Kent & Essex Mercury*, 15 Apr. 1823.

<sup>9</sup> *Ibid.* 3 Aug. 1824.

<sup>10</sup> *Rep. of the Com. upon the Subject of Harbours of Refuge* (Parl. Papers 1845 [611], xvi), p. 118; HTC, mins, 26 Apr. 1852, 24 Dec. 1868; *ES*, 14 May 1852.

<sup>11</sup> Below, this sect., Harbour and quay development, Harwich harbour.

<sup>12</sup> *Harbors of Refuge* (Parl. Papers 1852 (274), xxviii), pp. 5, 6; *Harbours of Refuge and Breakwaters* (Parl. Papers 1850 (455), liii), p. 11; *ES*, 10 Aug. 1849.

<sup>13</sup> *HDFP*, 26 Feb., 5 Nov., 17 Dec. 1881.

<sup>14</sup> TNA, MT 10/525A/2; *HDFP*, 12 Jan. 1889.

<sup>15</sup> HTC, sea wall and beach cttee mins, 6, 22 July 1903, 5 Feb. 1904, 8 Feb. 1906, 8 Mar. 1907, 7 May, 21 July, 25 Sept. 1908, 28 May 1909, 24 Feb. 1911; mins, 9 July 1903, 13 Aug. 1908; *HDFP*, 21 Feb., 11 July 1903; *HDS*, 18, 25 Apr. 1908.

<sup>16</sup> HTC, sea wall and beach cttee mins, 3 Feb. 1913, 5 Aug. 1913, 7 Nov. 1913, 1 May 1914; mins, 13 Feb., 8 May 1913, 14 May, 9 July 1914.

<sup>17</sup> TNA, CUST 99/23, 17 June, 16 July 1819; HTC, 98.7 G, mins, 15 June 1819.

<sup>18</sup> *IJ*, 28 Oct. 1820.

<sup>19</sup> HTC 98.19, 11 July 1825, 16 Oct. 1826, 15 Oct. 1832, 30 Dec. 1833, 7 Apr. 1834.

<sup>20</sup> *Ibid.* 98.8, mins, 16 June 1829.

<sup>21</sup> *Chelm. Gaz.*, 6 June 1823; *Colch. Gaz.*, 7 June 1823.

<sup>22</sup> HTC, 13/3; B. Carlyon-Hughes, *The Hist. of Harwich Harbour Particularly the Work of the HHCB 1863–1939* (1939), 34.

<sup>23</sup> *Tidal Harbours Com.* (Parl. Papers 1846 [692]), p. 536; HTC, mins, 9 May 1844; *ES*, 24 May 1844.

<sup>24</sup> *Rep. of the Com. upon the Subject of Harbours of Refuge*, p. 11; *Tidal Harbours Com.*, p. xv.

<sup>25</sup> *Harbours of Refuge and Breakwaters*, pp. 10, 11; *ES*, 24 Apr. 1846, 20 July 1849.

<sup>26</sup> *Harbours of Refuge and Breakwaters*, pp. 10, 11; *ES*, 15, 29 May 1846, 26 May 1848.

<sup>27</sup> *Harbours of Refuge* (Parl. Papers 1857 Session 2 (116), xxxix), pp. 1, 8; *ES*, 7 Nov. 1856.

<sup>28</sup> The Harwich Improvement, Quays, and Pier Act, 1851, 14 & 15 Vic. c. 42 (Local and Personal); The Harwich Dock and Pier Act, 1853, 16 & 17 Vic. c. 206 (Local and Personal).

<sup>29</sup> HTC, mins, 6 Mar. 1852; *ES*, 28 May, 4 June 1852, 15 July 1853. Waiting rooms were built on the pier c.1880: *HDFP*, 30 Oct. 1880.

<sup>30</sup> TNA, C 15/208/I/J89.

<sup>31</sup> *Ibid.* MT 9/15/M1786/62; *Rep. from the Sel. Cttee on Harwich Harbour; together with the Proceedings of the Cttee, Mins of Evidence, and Appendix* (Parl. Papers 1862 (296), vi), p. iii.

<sup>32</sup> *Rep. from the Sel. Cttee on Harwich Harbour*; The Harwich Harbour Act, 1863, 26 & 27 Vic. c. 71; The Harwich Harbour Act, 1864, 27 & 28 Vic. c. 102; The Harwich Harbour Act, 1865, 28 & 29 Vic. c. 120.

<sup>33</sup> The Harwich Harbour Act, 1863, 26 & 27 Vic. c. 71.

<sup>34</sup> *Harwich Harbour* (Parl. Papers 1882 (186), lxii), p. 4; *ES*, 17 Aug. 1877; *HDFP*, 20 June 1896.

<sup>35</sup> Carlyon-Hughes, *The Hist. of Harwich Harbour*, 102.

<sup>36</sup> TNA, BT 297/661, letter, 24 May 1864; RAIL 227/91, 23 May, 4 July 1866; RAIL 227/131, 17 Mar. 1864; HHA, HHCB mins, 11 Aug. 1865; *ES*, 2 June 1865; J.M. Swieszkowski, *GER Jnl Special: No. 2 Visit to Harwich and Parkeston Quay* (15 Sept. 1979), 11. A fire in 1910 completely destroyed the sheds on the Continental Pier: *HDS*, 18, 25 June 1910.

<sup>37</sup> TNA, RAIL 227/90, 6 Apr. 1864; ERO, Acc. A12075.

<sup>38</sup> ERO, Q/RUm 2/91, 2/99; HTC, 152/7A; mins, 28 Oct. 1872.

<sup>39</sup> TNA, MT 10/26/17; 10/28, letter, 5 June 1866; HHA, HHCB mins, 23 Feb. 1866.

<sup>40</sup> *HDFP*, 20 June 1896.

<sup>41</sup> TNA, MT 10/28, letter, 6 July 1866.

<sup>42</sup> The Harwich Harbour (Reclamation of Land) Act, 1866, 29 Vic. c. 64 (Local and Personal); HTC, mins, 12 Feb., 12 Aug. 1864, 9 Mar. 1866; *ES*, 8 July 1864, 20 Apr. 1866, 15 Jan. 1869.

- <sup>43</sup> HHA, HHCB mins, 23 Sept. 1868, 5 Apr. 1871, 2 Oct. 1872.
- <sup>44</sup> Ibid. 6 Feb., 9 July 1874, 7 July 1877.
- <sup>45</sup> TNA, MT 10/258/3; *ES*, 1 May 1874; *HDN*, 25 Apr. 1874.
- <sup>46</sup> TNA, BT 31/1802/6895; *ES*, 17 Oct. 1873.
- <sup>47</sup> *HDN*, 3, 10 (as reported in *Suff. Chron.*, 3 Apr. 1875), 24 Apr. 1875; *ES*, 30 Apr., 21 May, 18 June 1875.
- <sup>48</sup> *ES*, 18 Jan. 1890.
- <sup>49</sup> HHA, HHCB mins, 18 Dec. 1902, 5 Feb. 1903; finance cttee mins, 21 Dec. 1910, 20 Jan. 1911; *HDFP*, 2 Feb. 1901, 14 Mar., 12 Sept. 1903, 21 May 1904, 3 June 1905; Carlyon-Hughes, *The Hist. of Harwich Harbour*, 94–101.
- <sup>50</sup> ERO, C/PP 167, 195, 202, 210; *HDS*, 16 Dec. 1911, 2 Mar., 25 May 1912.
- <sup>51</sup> ERO, D/Z 346/5245/1–2; *HDFP*, 9 Sept. 1882; *ES*, 10, 17 Mar. 1883.
- <sup>52</sup> HTC, mins, 10 Aug. 1876, 22 Dec. 1879; *HDFP*, 11 May 1878; *ES*, 13 Dec. 1879.
- <sup>53</sup> TNA, RAIL 227/15, 20 Jan. 1879; RAIL 227/16, 13 Apr. 1880; *HDFP*, 9 Aug. 1879.
- <sup>54</sup> TNA, RAIL 227/17, 6 Feb. 1882.
- <sup>55</sup> Ibid. CUST 99/42, 1, 8 May 1883; RAIL 227/18, 5 June 1883; below, Local Govt and Politics, HM Customs.
- <sup>56</sup> S. Brown, *Harwich Ferries: Parkeston Quay under Railway Ownership* (2011), 39.
- <sup>57</sup> Ibid. 43.
- <sup>58</sup> TNA, RAIL 227/128, 6 June 1905.
- <sup>59</sup> Ibid. RAIL 227/28, 6 June 1906; RAIL 227/128, 15 May 1906; RAIL 227/129, 2 Dec. 1909; *HDS*, 10 Nov. 1906; Brown, *Harwich Ferries*, 48.
- <sup>60</sup> *HDS*, 5 Mar. 1910.
- <sup>61</sup> Below, Econ. Hist., Trade and commerce, Port.
- <sup>62</sup> *IJ*, 22 May 1819, 11, 18, 25 Aug., 1 Sept. 1821, 13, 20 July 1822; 24, 31 May 1823, 22 July 1826; *Colch. Gaz.*, 16 June 1821.
- <sup>63</sup> *Pigot's Dir.* (1823–4), 297; *IJ*, 8 May 1824, 9, 16 July 1825, 1 July 1826.
- <sup>64</sup> *IJ*, 31 Aug. 1822.
- <sup>65</sup> *Pigot's Dir.* (1839), 122; *IJ*, 8 Apr., 6, 20, 27 May, 10 June, 16, 23, 30 Sept., 7, 14 Oct. 1826.
- <sup>66</sup> *Pigot's Dir.* (1839), 122.
- <sup>67</sup> *ES*, 1 May 1840.
- <sup>68</sup> Ibid. 26 June, 14 Aug. 1840.
- <sup>69</sup> Ibid. 5 Aug. 1842.

<sup>70</sup> Ibid. 22 Apr., 3, 30 Sept. 1836.

<sup>71</sup> TNA, BT 41/287/1662; *ES*, 4, 11, 18 Oct. 1844, 2 Oct. 1846.

<sup>72</sup> *ES*, 6 Aug. 1841, 19, 26 June 1846.

<sup>73</sup> *EWSG*, 25 Aug., 15 Sept. 1854.

<sup>74</sup> TNA, BT 41/386/2199; *ES*, 27 June, 24 Oct. 1856.

<sup>75</sup> TNA, BT 41/287/1661; *ES*, 3, 31 July, 16 Oct. 1857; *EWSG*, 4 June 1858.

<sup>76</sup> *ES*, 9 Oct. 1863, 10 June, 5 Aug. 1864, 12 Aug. 1870, 8 Feb. 1878, 12 June 1880.

<sup>77</sup> *HDFP*, 9 Sept. 1882; *ES*, 23 Aug. 1884; Brown, *Harwich Ferries*, 30, 32, 35.

<sup>78</sup> TNA, RAIL 227/22; *HDFP*, 31 Mar. 1888.

<sup>79</sup> *HDFP*, 14 Sept. 1895.

<sup>80</sup> Ibid. 19 July 1902.

<sup>81</sup> *HDS*, 23 Feb., 2 Mar. 1907.

<sup>82</sup> Ibid. 31 Oct. 1908.

<sup>83</sup> Ibid. 4 July 1908, 24 Apr. 1909; Brown, *Harwich Ferries*, 48.

<sup>84</sup> *HDS*, 25 Jan. 1908, 30 Apr. 1910.

<sup>85</sup> Ibid. 5 Mar., 14 May 1910.

<sup>86</sup> *HDFP*, 11 Aug. 1894; *WG*, 1 Aug. 1894; *VCH Essex* XI, 54; P. Box, *Belles of the East Coast: A Hist. of the Belle Fleet and Paddle Steamer Era* (1989), 30–1.

<sup>87</sup> *HDS*, 20, 27 July 1912.

<sup>88</sup> LMA, CLC/526/MS30010/023, 19 Mar. 1818; ERO, D/DHt B2; *Colch. Gaz.*, 4 Apr. 1818; above, Harwich and Dovercourt, 1714–1815, Intro., Communications and transport, Trinity House.

<sup>89</sup> *Rep. from the Sel. Cttee on Lighthouses; with Mins of Evidence, and an Appendix and Index* (Parl. Papers 1834 (590), xii), p. xlix.

<sup>90</sup> NHLE, no. 1280598, High Lighthouse (accessed 8 Feb. 2023).

<sup>91</sup> Ibid, no. 1298464, Low Lighthouse (accessed 8 Feb. 2023).

<sup>92</sup> LMA, CLC/526/MS30004/020, 1 Nov. 1836; ERO, Acc. C47, Box 39, Rebow Box 5.

<sup>93</sup> LMA, CLC/526/MS30123.

<sup>94</sup> *ES*, 13 Dec. 1844.

<sup>95</sup> Ibid. 9 Mar. 1849; ‘Dreadful wreck of an emigrant ship’, *Highlight*, no. 169, Autumn 2012, pp. 22–3.

<sup>96</sup> HS, 448; *ES*, 14 Dec. 1849 (as reported in *Ipswich Express*).

<sup>97</sup> LMA, CLC/526/MS30025/028, 4, 11 Sept., 28 Nov. 1860; *ES*, 5 Oct. 1860, 14 June 1861.

- <sup>98</sup> LMA, CLC/526/MS30025/029, 17 Sept. 1861; CLC/526/MS30025/031, 6 Aug. 1863; *ES*, 6 Nov. 1863.
- <sup>99</sup> TNA, MT 10/1231/6, 10/1231/25; LMA, CLC/526/MS30025/029, 17 Sept. 1861; NHLE, no. 1017200, Dovercourt lighthouses and causeway (accessed 8 Feb. 2023); W.R. Chaplin, 'The hist. of Harwich Lights and their owners', *American Neptune* 11 (1951), 34.
- <sup>100</sup> LMA, CLC/526/MS30025/029, 17 Sept. 1861; CLC/526/MS30025/031, 4 Aug. 1863.
- <sup>101</sup> HHA, HHCB mins, 9 Apr., 13 Oct. 1869; finance cttee mins, 13 June 1882; *VCH Essex* II, 294.
- <sup>102</sup> *HDFP*, 24 Mar. 1888.
- <sup>103</sup> HTC, mins, 10 Oct. 1895; *HDN*, 12, 26 Feb. 1898.
- <sup>104</sup> HTC, mins, 14 Jan. 1909.
- <sup>105</sup> A. Adams and R. Woodman, *Light Upon the Waters: The Hist. of Trinity House 1514–2014* (2013), 12, 164.
- <sup>106</sup> *IJ*, 22 Jan. 1825.
- <sup>107</sup> TNA, HO 107/1780.
- <sup>108</sup> *ES*, 28 Apr. 1876; *HDFP*, 3 Dec. 1881, 13 Feb. 1886.
- <sup>109</sup> TNA, RG 13/1699; *HDN*, 26 Mar. 1887; Carlyon-Hughes, *The Hist. of Harwich Harbour*, 177.
- <sup>110</sup> *HDFP*, 17 June 1905.
- <sup>111</sup> TNA, MT 10/1261/11; *HDS*, 3, 10, 17 Sept. 1910; Carlyon-Hughes, *The Hist. of Harwich Harbour*, 101.
- <sup>112</sup> *Pigot's Dir.* (1823–4), 297; *Colch Gaz.*, 11, 18, 25 July 1818; H. Robinson, *Carrying Brit. Mails Overseas* (1964), 117.
- <sup>113</sup> *IJ*, 27 Mar., 10 Apr. 1819.
- <sup>114</sup> *Ibid.* 3 Nov. 1821.
- <sup>115</sup> *Ibid.* 22 Jan. 1825.
- <sup>116</sup> HTC, 120/2; above, Harwich and Dovercourt, 1714–1815, Intro., Communications and transport, Packet boats, Mail packets.
- <sup>117</sup> ERO, D/DU 220/19; *ES*, 25 Aug. 1832; Trinder, *Harwich Packets*, 117–18.
- <sup>118</sup> Lindsey, *Season at Harwich*, pt II, 164 (copy in ECL Colch.); below, Econ. Hist., Ind., Shipbuilding and boatbuilding.
- <sup>119</sup> *ES*, 1 Sept. 1832, 9, 16 Mar. 1833, 5 Apr. 1834.
- <sup>120</sup> *HDFP*, 7 May 1898; S. Damant, 'Illustrated Interviews No. 18.—Lord Claud Hamilton', *Railway Mag.* 3 (1898), 520.

<sup>121</sup> Above, Harwich and Dovercourt 1604–1713, Communications and transport, Road transport.

<sup>122</sup> ERO, Q/RUt 2/9.

<sup>123</sup> Ibid. D/TX 21.

<sup>124</sup> Ibid.; Q/RDm 2/28; *ES*, 26 Oct. 1866; C.R. Vaughan, ‘The London-Harwich road (pt II)’, *EJ* 16.3 (1981–2), 19.

<sup>125</sup> I.F. Trinder, *The Postal Hist. of the Tendring Hundred of Essex: Including the Borough of Harwich & the Urban Districts of Clacton on Sea, & Frinton & Walton on the Naze with Gt. Holland* (1971), 40–1.

<sup>126</sup> *Pigot’s Dir.* (1828–9), 539; ‘Essex posting houses in 1822’, *ER* 25 (1916), 86.

<sup>127</sup> *Pigot’s Dir.* (1832–3–4), 688; (1839), 122; Trinder, *The Postal Hist. of the Tendring Hundred of Essex*, 13.

<sup>128</sup> *P.O. Dir. Six Home Counties* (1845), 78; *P.O. Dir. Essex, Herts, Cambs., Norf. and Suff.* (1850), 89; *P.O. Dir. Essex, Herts, Kent, Middx, Surr. and Suss.* (1855), 85.

<sup>129</sup> *P.O. Dir. Six Home Counties* (1845), 78; *White’s Dir. Essex* (1848), 492.

<sup>130</sup> *ES*, 18 Aug. 1848.

<sup>131</sup> ‘Essex posting houses in 1822’, 86.

<sup>132</sup> *EWSG*, 2 Feb. 1855.

<sup>133</sup> *HDFP*, 17 June, 8 July 1899; C. Allen, ‘Marconi’s Dovercourt testing site’, *Highlight*, no. 97, Autumn 1994, p. 10.

<sup>134</sup> ERO, D/RT M1/7, 6 Jan. 1909; M1/9, 8 Apr. 1914; HTC, general purposes cttee mins, 6 Nov. 1913.

<sup>135</sup> *HDFP*, 16 Sept. 1905; *HDS*, 19 Jan., 30 Mar. 1907, 4 Apr. 1914.

<sup>136</sup> *HDS*, 21 Dec. 1912.

<sup>137</sup> HTC, public health cttee mins, 11 Mar. 1904.

<sup>138</sup> Ibid. mins, 13 Jan. 1910, 10 Nov. 1913.

<sup>139</sup> ERO, D/J 109/1/2, 4 Feb. 1914.

<sup>140</sup> *IJ*, 22, 29 Jan. 1825.

<sup>141</sup> TNA, RAIL 1160/99; ERO, Q/RUm 1/62; *ES*, 22 Apr., 2, 23 Sept. 1836.

<sup>142</sup> ERO, Q/RUm 1/63, 1/64, 1/67, 1/70.

<sup>143</sup> Ibid. Q/RUm 1/92, 1/94.

<sup>144</sup> TNA, RAIL 187/1, 11 Dec. 1844; *ES*, 10 May 1844 (2nd edn).

<sup>145</sup> ERO, Q/RUm 2/3; *ES*, 9 May 1845.



- <sup>146</sup> *First Rep. from the Classification Cttee of Railway Bills* (Parl. Papers 1845 (151), x), p. 5; ERO, Q/RUm 2/2; *ES*, 30 May 1845.
- <sup>147</sup> TNA, BT 41/837/4791.
- <sup>148</sup> *Ibid.* BT 41/837/4790; ERO, Q/RUm 2/49.
- <sup>149</sup> ERO, Q/RUm 2/37, 2/39; *ES*, 3 Apr., 12 June 1846.
- <sup>150</sup> TNA, RAIL 187/3, 30 Dec. 1846, 27 Apr. 1847; ERO, Q/RUm 2/61, 2/62.
- <sup>151</sup> Eastern Union and Harwich Railway and Pier Act, 1847, 10 & 11 Vic. c. 225 (Local and Personal); *ES*, 30 July 1847.
- <sup>152</sup> *ES*, 13 Oct. 1848.
- <sup>153</sup> TNA, RAIL 187/6, 22 Mar. 1850; RAIL 187/7, 30 Aug. 1850; EUR Amendment Act, 1850, 13 & 14 Vic. c. 54 (Local and Personal); *ES*, 8, 15 Feb., 15 Mar., 26 Apr. 1850.
- <sup>154</sup> TNA, RAIL 186/10, 14 Aug. 1851; RAIL 187/8, 29 Aug. 1851; 187/9, 24 Feb. 1853; *ES*, 4 Feb. 1853.
- <sup>155</sup> TNA, RAIL 186/10, 31 Dec. 1853; RAIL 187/10, 19 Dec. 1853; *EWSG*, 23 Dec. 1853; *ES*, 18 Aug. 1854.
- <sup>156</sup> TNA, RAIL 227/90, 11 May 1864; RAIL 227/91, 6 Dec. 1865; *ES*, 1 Dec. 1865.
- <sup>157</sup> *HDN*, 10 Apr. 1875; *HDFP*, 27 May 1882; Bettley and Pevsner, *Essex*, 329. In 1913 Dovercourt railway station was renamed Dovercourt Bay: *HDS*, 19 Apr. 1913.
- <sup>158</sup> ERO, D/Z 346/5245/3–5.
- <sup>159</sup> TNA, MT 6/240/12; RAIL 227/17, 1110/159.
- <sup>160</sup> *Ibid.* MT 6/332/10; *ES*, 22 July 1882.
- <sup>161</sup> H. G. Hitchman and P. Driver (compiled by), *Parkeston: A Century of Service* ([1983]), 23–4; *ES*, 2 Aug. 1890.
- <sup>162</sup> Census, 1911 (Parl. Papers 1912–13 [Cd 6258], cxi), p. 606.
- <sup>163</sup> TNA, RG 14/10250–3.
- <sup>164</sup> *Ibid.* RG 14/10264.
- <sup>165</sup> *Rep. of his Majesty's Com. for Inquiring into the Administration and Practical Operation of the Poor Laws* (Parl. Papers 1834 (44) xxviii), p. 231A.
- <sup>166</sup> Census, 1831 (Parl. Papers 1833 (149), xxxvi), p. 196; *ES*, 4 May 1833.
- <sup>167</sup> TNA, RG 14/10254.
- <sup>168</sup> Census, 1911 (Parl. Papers 1912–13 [Cd 6258], cxi), p. 606.
- <sup>169</sup> A.F.J. Brown, *Prosperity and Poverty: Rural Essex, 1700–1815* (1996), 60.
- <sup>170</sup> TNA, HO 107/1780.
- <sup>171</sup> *Ibid.*

- <sup>172</sup> The following analysis based on: TNA, RG 11/1781–2, 13/1698–1700.
- <sup>173</sup> ERO, D/DU 2590/1/1, 2590/1/3; *HDFP*, 18, 25 Jan. 1902. The estate was sold in 1920.
- <sup>174</sup> ERO, D/CT 117A.
- <sup>175</sup> *England and Wales. (Exclusive of the Metropolis.) Return of Owners of Land, 1873 Vol. I* (Parl. Papers 1874 [C. 1097], xx), Essex, pp. 2, 11, 15, 34.
- <sup>176</sup> ERO, A/R 2/4/11. In 1909 the trustees of Robert Bagshaw had sold some of his property, including 1 Orwell Terrace and Holly Lodge: HS, 271; *HDS*, 24 July 1909.
- <sup>177</sup> Above, Medieval Harwich and Dovercourt, Intro., Settlement.
- <sup>178</sup> HTC, 137/1–3.
- <sup>179</sup> TNA, RAIL 227/316.
- <sup>180</sup> ERO, D/CT 117A, 165A.
- <sup>181</sup> *Ibid.* A/R 2/4/11–12.
- <sup>182</sup> TNA, HO 107/344.
- <sup>183</sup> *Pigot's Dir.* (1832–4), 687, 688.
- <sup>184</sup> TNA, HO 107/344; ERO, D/CT 165B.
- <sup>185</sup> TNA, HO 107/344.
- <sup>186</sup> NHLE, no. 1298493, Naval House (accessed 8 Feb. 2023); ‘Naval House Harwich’ (n.d.) (copy in HS, Alan Parsons colln).
- <sup>187</sup> HTC, mins., 9 Nov. 1912.
- <sup>188</sup> ERO, A/R 2/4/11; D/CT 117A; Q/RUm 1/26.
- <sup>189</sup> *ES*, 3, 24 Nov., 8 Dec. 1871.
- <sup>190</sup> *Ibid.* 1 Dec. 1871.
- <sup>191</sup> ERO, D/Z 71/1; *ES*, 24 Nov. 1871.
- <sup>192</sup> ERO, D/Z 71/1–4.
- <sup>193</sup> HTC, mins, 11 Feb., 24 Apr., 19 June, 9 July, 18 Dec. 1885.
- <sup>194</sup> TNA, RG 12/1402; *HDFP*, 12, 19 Oct. 1895, 17 July 1897, 1 July 1899.
- <sup>195</sup> HTC, mins, 28 May 1896.
- <sup>196</sup> *Ibid.* 14 Feb. 1901.
- <sup>197</sup> *Ibid.* 10 Aug. 1899, 11 Jan. 1900; *HDFP*, 4 Dec. 1897, 29 July 1899.
- <sup>198</sup> TNA, RG 11/1781.
- <sup>199</sup> *Ibid.* RG 12/1402, 13/1699, 78/540; HTC, mins, 13 Apr., 12 Oct. 1893, 12 Jan. 1899, 11 Jan. 1900, 14 Jan. 1909.
- <sup>200</sup> ERO, D/CT 117B; OS Map, 1:10,560, Essex XXI (1881 edn).
- <sup>201</sup> SRO, GF419/FLS1849/3/2/196/10.

- <sup>202</sup> *HDFP*, 28 Aug. 1880.
- <sup>203</sup> TNA, RG 12/1402; ERO, D/DU 415/60; SRO, GF419/FLS1849/3/2/285/3.
- <sup>204</sup> HTC, mins, 12 Oct. 1899.
- <sup>205</sup> ERO, D/B 4 Pb2/8.
- <sup>206</sup> *Ibid.* D/B 4 5/9, 6/2, 6/3, 6/4, 6/5, 6/6; HTC, mins, 14 Apr., 14 July 1910.
- <sup>207</sup> ERO, D/B 4 Pb8/11; HTC, mins, 11 Apr., 12 Oct. 1911.
- <sup>208</sup> ERO, D/B Pb7/13, 8/18, 9/9; HTC, mins, 13 July, 9 Nov. 1911, 11 Jan. 1912; *HDS*, 19 Aug. 1911.
- <sup>209</sup> ERO, D/B 4 Pb10/17, 13/101; HTC, mins, 11 July 1912, 14 May 1914.
- <sup>210</sup> ERO, D/B 4 Pb11/13, 12/4; HTC, mins, 10 Oct. 1912, 9 Jan. 1913; OS Map 1:2,500, Essex XXXI.5 (1923 edn).
- <sup>211</sup> HTC, mins, 9 Jan. 1913, 12 Feb., 9 Apr., 8 Oct. 1914; *HDS*, 11 Apr. 1914.
- <sup>212</sup> *ES*, 5 Apr. 1834.
- <sup>213</sup> ERO, D/CT 117B.
- <sup>214</sup> *ES*, 3, 10, 17 Nov. 1832, 3 Oct. 1845, 3 July, 11 Sept. 1846; Bettley and Pevsner, *Essex*, 328; below, Soc. Hist., Soc. and cultural life, Seaside resort and bathing.
- <sup>215</sup> ERO, D/CT 117B.
- <sup>216</sup> Weaver, *Harwich: Gateway*, 45.
- <sup>217</sup> ERO, D/DC 27/511.
- <sup>218</sup> Weaver, *Harwich: Gateway*, 45.
- <sup>219</sup> NHLE, no. 1205152, Tower Hotel (accessed 8 Feb. 2023); below, Soc. Hist., Educ., Private schs.
- <sup>220</sup> *ES*, 1 Apr. 1853.
- <sup>221</sup> NHLE, no. 1298462, The Convent (accessed 8 Feb. 2023).
- <sup>222</sup> HTC, 156/4.
- <sup>223</sup> *ES*, 26 Dec. 1851.
- <sup>224</sup> ERO, D/DU 417/13.
- <sup>225</sup> HTC, 149/26; *ES*, 1 Nov. 1861, 10 Apr. 1863.
- <sup>226</sup> TNA, RG 10/1680.
- <sup>227</sup> *HDFP*, 14 Jan. 1888.
- <sup>228</sup> HTC, mins, 10 May 1888, 9 Nov. 1892, 23 Feb. 1894.
- <sup>229</sup> *Ibid.* 1 Mar. 1897, 10 Apr., 8 May, 14 Aug. 1902.
- <sup>230</sup> *EWSG*, 22 July 1859.

- <sup>231</sup> TNA, RG 10/1680; Weaver, *Harwich: Gateway*, 44. The High Street was so designated in 1900: HTC, mins, 12 Apr. 1900.
- <sup>232</sup> Weaver, *Harwich: Gateway*, 44.
- <sup>233</sup> TNA, RG 11/1781; *ES*, 11, 18, 25 Aug., 1 Sept. 1876.
- <sup>234</sup> *HDFP*, 19, 26 Aug., 2 Sept. 1882.
- <sup>235</sup> TNA, RG 12/1402.
- <sup>236</sup> HTC, mins, 10 Jan., 14 Feb., 10 Oct. 1901.
- <sup>237</sup> *Ibid.* 8 Apr. 1897; *HDFP*, 10, 17, 24 Apr. 1897; Weaver, *Harwich: Gateway*, 41.
- <sup>238</sup> TNA, RG 13/1698; HTC, mins, 8 Feb., 12 July 1900, 10 July 1901; *HDFP*, 23, 30 Nov., 7, 14 Dec. 1901; *HDN*, 12 Mar. 1898.
- <sup>239</sup> HTC, mins, 14 Apr. 1904, 12 Oct. 1905, 11 Jan. 1906.
- <sup>240</sup> *Ibid.* 14 Feb. 1907.
- <sup>241</sup> ERO, D/B 4 Pb11/15; HTC, mins, 10 Oct. 1912.
- <sup>242</sup> TNA, RG 78/540; ERO, D/B 4 Pb5/2A.
- <sup>243</sup> ERO, D/B 4 Pb8/4; HTC, mins, 10 Aug. 1911.
- <sup>244</sup> TNA, RG 12/1402.
- <sup>245</sup> Weaver, *Harwich: Gateway*, 40.
- <sup>246</sup> *HDFP*, 20 Nov. 1886.
- <sup>247</sup> TNA, RG 12/1402; *HDFP*, 14, 21, 28 July 1888, 17, 24, 31 Aug., 7 Sept. 1889.
- <sup>248</sup> *ES*, 20 Sept. 1890; *HDFP*, 19, 26 Sept., 3 Oct. 1891, 27 Aug. 1892.
- <sup>249</sup> HTC, 153/7; *HDFP*, 18, 25 Sept. 1897; *HDN*, 12 Mar. 1898.
- <sup>250</sup> HTC, mins, 8 Oct. 1896, 12 Aug. 1897.
- <sup>251</sup> *Ibid.* 10 Aug. 1905; *HDFP*, 20, 27 Feb., 6 Mar. 1897; *HDN*, 12 Mar. 1898; Weaver, *Harwich: Gateway*, 46.
- <sup>252</sup> *HDFP*, 30 July, 6, 13, 20, 27 Aug. 1898; *HDN*, 15, 22 Sept. 1900.
- <sup>253</sup> *HDFP*, 9 Aug. 1902.
- <sup>254</sup> HTC, mins, 12 July, 9 Aug. 1900.
- <sup>255</sup> *Ibid.* 10 Apr. 1902, 11 Apr., 10 Oct. 1912.
- <sup>256</sup> TNA, RG 13/1698.
- <sup>257</sup> *HDS*, 22 Sept. 1906.
- <sup>258</sup> *Ibid.* 4 May–16 Nov. 1907.
- <sup>259</sup> ERO, D/B 4 Pb3/3, 3/12; HTC, mins, 9 Oct. 1908; *HDS*, 18 Apr. 1908.
- <sup>260</sup> ERO, D/B 4 Pb6/13; HTC, mins, 9 Nov. 1910; *HDS*, 1 Apr. 1911.

- <sup>261</sup> HTC mins, 13 Jan., 14 Apr. 1910; 9 Apr., 13 Aug., 8 Oct., 9 Nov. 1914; *HDS*, 26 Feb. 1910, 11 Apr., 14 Nov. 1914.
- <sup>262</sup> ERO, D/B 4 Pb11/7, 12/11; HTC, mins, 8 Aug. 1912, 9 Jan. 1913.
- <sup>263</sup> HTC, mins, 14 Feb., 11 Apr., 8 Aug., 9 Nov. 1907, 9 Apr., 9 July 1908, 9 Nov. 1910, 11 Apr. 1911, 13 Feb., 10 Apr., 8 May 1913.
- <sup>264</sup> Bettley and Pevsner, *Essex*, 328.
- <sup>265</sup> TNA, RAIL 227/14, 17 Apr. 1878; RAIL 227/15, 8 Oct. 1879; *HDFP*, 4 May 1878.
- <sup>266</sup> TNA, RAIL 227/144, 31 Dec. 1878.
- <sup>267</sup> *Ibid.* RG 11/1784.
- <sup>268</sup> Brown, *Harwich Ferries*, 31.
- <sup>269</sup> *ES*, 29 Nov. 1884; *HDFP*, 25 Apr., 2, 9, 16 May 1885, 3 Apr.-29 May 1886; Brown, *Harwich Ferries*, 31; H. G. Hitchman and P. Driver (compiled by), *Ray Island Parkeston Quay: A Century of Service Commemorated 1982 – The Maritime Year (c.1982)*, x; T. Crosby, A. Garwood and A. Corder-Birch, 'Industrial housing in Essex', *EJ* 43.1 (2008), 18.
- <sup>270</sup> *HDFP*, 15 May 1886.
- <sup>271</sup> *HDN*, 8 Jan. 1887.
- <sup>272</sup> Crosby, Garwood and Corder-Birch, 'Industrial housing in Essex', 18; *ES*, 2 Aug. 1890.
- <sup>273</sup> *HDN*, 29 Jan. 1898.
- <sup>274</sup> ERO, D/RT M1/4, 9 Oct. 1901; Brown, *Harwich Ferries*, 31.
- <sup>275</sup> ERO, D/RT M1/4, highways cttee mins, 26 Mar. 1902, 3, 31 May 1905.
- <sup>276</sup> *Ibid.* D/RT M1/5, 20 May, 17 June 1903.
- <sup>277</sup> TNA, RG 78/541; ERO, D/RT M1/8, 11 May, 26 Oct. 1910, 7 June, 25 Oct. 1911; D/RT Pb1/531, 1/576, 1/603; *HDS*, 16, 23, 30 Sept., 7 Oct. 1911.
- <sup>278</sup> ERO, D/RT M1/9, 12 Mar. 1913; D/RT Pb1/695.
- <sup>279</sup> HTC, mins, 9 Apr. 1914.