



THE PORT OF SANDWICH.

TO THE RIGHT HONOURABLE THE LORD
WARDEN, AND TO THE BRETHREN,
COMBARONS, AND FRIENDS ATTENDING THE
COURTS OF BROTHERHOOD AND GUESTLING
ASSEMBLED AT SANDWICH, ON
WEDNESDAY, THE NINETEENTH OF MAY, 1920,
this brief account of our Port of Sandwich as
distinct from the Town itself, is hereby dedicated
by the Speaker, in the hope that those now
assembled may have in addition to a souvenir of
their visit, a more complete knowledge of some of
the circumstances which have contributed towards a
famous past, and form the foundations on which to
build a still more important future.

IN all probability most of the enquiring strangers who have visited Sandwich during recent centuries have been solemnly assured that long ago this town was on the sea coast; but that some time previous to the reign of Queen Elizabeth the sea receded, the Haven silted up, and the town and port as a consequence were ruined. One object of this publication is to refute such groundless errors, which by oft repetition to visitors have become firmly ingrained in the minds of the inhabitants themselves.

Sandwich Town was never actually nearer to the seashore than it is now, whether the distance be measured by the road or by the river. Neither has the Haven silted up nor has the Town been ruined. Like all other ancient places it has had its alternate periods of prosperity and depression, yet on the whole it is quite true to state that no Port within the Cinque Ports Confederation has had a more equable career.

The ill-instructed efforts of writers of the seventeenth and eighteenth centuries to unravel the physical history of the Stour Estuary have led to the production of theories, usually assisted by maps, which are absolutely fantastic. Later historians have been apt to copy them, and to think because a man wrote two hundred years ago he must know something of what took place twelve hundred years ago. As a fact we are far better judges of those early days than were our forefathers. for in the interval the science of geology has come into being, as well as a better critical faculty for dealing with the old chroniclers, monks as a rule, whose guesses at the ways of nature were of the crudest. The outcome of these chronicles, ancient and modern, is a fully established doctrine that Sandwich Haven was once a fine port, but has unhappily been silted up, and ruined by encroachments of the sand and shingle.

Only a minute study, not of chronicles, but of land and sea, and of the ancient walls and banks by which the sea was curbed and held back, and fertile fields reclaimed from it, can give a clue to the truth, which is that Sandwich Haven is at present much as it always was, since man first embanked the Stour, which certainly was in Roman times if not earlier.

When we read of the grand days when fleets sailed from Sandwich, do not let us forget what ships were like in those times. A ship of 200 tons was a large vessel, and ships of 200 tons and a little more are just what can use the Haven in our own times. The imaginary "decay" of Sandwich Haven has been nothing but the failure of its predecessors to keep pace with the improvements carried out in other harbours, where money has been spent in deepening, in building wharves, in constructing good entrance channels, and in many other ways which owners of ships and traffickers in goods can appreciate.

The Haven as it is now (apart from War Office "improvements") is what in medieval times would be called a good harbour. There was depth enough at high tide to bring in the largest ships of those days. At low tide there was no water worth mentioning, but there was comfortable mud to lie in, which was quite safe treatment for the small vessels of the period. Wharves existed at Sandwich, and doubtless cranes of a kind, and for anything like a large fleet assembled in the Lower Haven, for military purposes, landing stages and the like could be extemporised. What the early mariner required was shelter from storms and waves. That there was too much mud in the shelter was not to him of the first importance.

It is a startling fact that people who had it in their power to control the Haven and to make it the finest harbour of South-East England, instead of directing the world's attention to its splendid possibilities, were going out of their way to run down their own finest asset, by falsifying history against themselves, and talking of nothing but a deterioration which was quite imaginary.

The plate annexed to this pamphlet (drawn from the six inch Ordnance Survey) shows the Haven and the lower reaches of the river as they existed before the war, with the new work contemplated by the Sandwich Haven Wharves Syndicate Limited in 1913. Parliamentary powers for carrying it out were to be applied for in 1914, but the war postponed everything. It will be seen that an internal harbour of (ultimately) about sixty-five acres was to be provided, with a new entrance channel between proper training walls, so as to take full advantage of the "scour"

of the river for freeing the harbour from silt. The plan takes no notice of the dredging operations of the War Office in the old channel, but it shows by shading with broken lines, the newest cut made by the War Office below Stonar Sluice. The plan is an exact reproduction of a large diagram exhibited at the Institution of Civil Engineers on 13th April, 1920.

Of all writers on the subject no one perhaps is more guilty of inferential error than Lewis who published during the early part of the eighteenth century his "History of Tenet," a work so full of erroneous conjectures on geological subjects that one can hardly refrain from believing that they must even then have been regarded as ludicrous by contemporary thinkers.

Lewis sets out in his book that the Estuary of the Stour dried up when the North Sea broke through between Dover and Calais, and joined up with the English Channel, and like most theorists of his own time implies that this happened in a great hurry just before the dawn of History; or alternatively that the drying up may have happened in the time of William Rufus or of Henry I., when in consequence of the greater part of the Low Countries being inundated, a proportionately large quantity of water was let out of the North Sea, and so our Stour Estuary was left dry.—Q.E.D.! Doubtless there are at the present time strong partizans of this latter theory! Lewis supports this by seeking to show that the work of reclaiming started shortly after this inundation of the Netherlands, by the making of the "Abbots Wall," that is one of the two principal embankments we now know as the "Main Walls." Now there can be no doubt that this embankment and its companion on the opposite side of the river known in Monastic times as the "Bishop's Wall," were of Roman construction, the names of later application, being due to the fact that they protected respectively the land of the Abbot of St. Augustine's on the Thanet side, and that of the Archbishop of Canterbury next the mainland on the other.

Yet on the next page Lewis is ready enough to quote Bede as saying that the Wantsume at the time of the coming of St. Augustine was no more than about three furlongs in width, a measurement

which corresponds exactly with the present average distance between these two embankments at about the place where the Missionary Saint would have crossed from Thanet to the mainland of Kent, whereas the total breadth between the Thanet upland and the mainland should then have averaged eighteen furlongs at least, had the estuary been unreclaimed and tidal in Bede's day (seventh century) about two hundred and fifty years after the final departure of the Romans.

We shall the better understand the true position of things existing during the greater part of the Roman period and the Saxon times, and possibly even until after the Conquest, if we can bear in mind that the channel of the Wantsume, then making Thanet a real island and navigable for craft up to about fifty tons, was very similar in width and depth to the Swale between the mainland and Sheppey as we see it to-day. The Romans, there is no doubt, had reclaimed its margins, but they left enough waterway for navigation and drainage, and it is quite possible that the North Mouth between Reculver and Birchington was not finally closed in by a sluice until the tonnage of the general run of ships had so grown as to render the old channel valueless for purposes of navigation.

Again Lewis's chapter on Stonar starts with the false hypothesis that that place could not have been the Lapis Tituli of the Romans, because the site of it "must" have been under water in those times, which statement to the modern geologist is absurd, for the ridge forming the site of Stonar and on which runs the road from Sandwich to Cliff's End is an ancient natural formation of shingle, and not an embankment thrown up artificially.

Also Lewis argues that there was no space in Stonar for the reputed battle to have been fought between the Danes and the English in A.D. 851, yet the area of the Parish is over seven hundred acres in extent, and there would therefore have been plenty of room in that very likely place for the retreating invaders to have been cornered and annihilated, whilst waiting for the tide to float their ships lying in Sandwich Haven, and there are neither geological nor historical reasons for supposing that Lewis is right in his positive assertions that the Stour had a passage to the sea between

Stonar and Cliff's End (about where the Stonar Cut now runs) as explained at page 192 of his "History of Tenet." Yet much which Lewis writes is typical of a period when it was a fashionable conviction that the whole work of creation had been begun, and ended in a dozen rounds of the clock, and that the other changes in the earth's surface which had taken place since B.C. 4004 had occurred with similar violence, mainly at the time of the Noachian Deluge. The difficulties which beset these primitive geologists were their inability to grasp the almost incredible slowness of geological movement, a tendency to overlook the steadfastness of purpose of the Great Creator, to confuse His works with our works, and in failing to remember that His ways are not our ways, and perhaps more particularly that His days are not our days.

In the light of present geological knowledge it is clear that the once Tidal Estuary of the Stour had been growing up by the usual process of alluvial deposit, during numberless centuries, before the Roman period, being helped on by the earlier works of reclamation of the Ancient Britains, of which we have evidence remaining at the present time.

Unfortunately Lewis was not alone in choosing to mix up the crudent geological theories with historical facts, for both Hasted and Boys were misled by him, and even the late Mr. Edward Knocker in a most comprehensive work on the Court of Shepway, published shortly after the installation of Lord Palmerston as Lord Warden in 1861, is at much pains to quote Lewis, and thereon base an argument; and by the help of some improvement on a grotesquely impossible map first published in the said "History of Tenet" in 1732 seeks to prove that the Port of Sandwich is of much more recent origin than that of Dover, and as an additional prop to his argument quotes Darell to show that the site of Sandwich Town was covered by the sea until some time after the close of the Roman period of occupation in Britain.

This marvellous map, which has been further "improved" upon from time to time to fall in line with the ideas of subsequent writers, now shows no less than seven churches, three of which have their seventeenth century spires (all in existence at

the present time) and the greatest prominence given to the town of Ramsgate, with the "Scite of Sandwich" shown as though it had not at that time emerged from the deep, and in no way had become "eligible building land" when its Limb, Ramsgate, was already a place of streets. And still more recently Mr. Montague Burrows in his work on the Cinque Ports thinks fit to elaborately reproduce this absurdity to illustrate what the Rutupian Ports were like in the Roman Period, and the map has even sold readily as a picture postcard, and adorns the popular guide books, to show what a very modern place Sandwich really is!

Judging the whole problem by the help of recent geological thought and the abundant evidence to be afforded by things to be seen by a careful observer, the following can be the only correct conclusions on the subject:—

The reclaimed Estuary of the Stour and the navigable Sandwich Haven were practically the same in A.D. 1916 when the War Office came and saw and commandeered and gave it a wrong name as when the Romans left it in or about A.D. 410, except for the comparatively small changes brought about by the innings of the Flete Salts towards the end of the fifteenth century and the construction of the Stonar Cut Sluice in the reign of King George III., both of which events will hereafter be referred to.

The selection of extracts from the annals of Sandwich (published in "Boys' Collections for a History of Sandwich, 1792"), which will be found in the Appendix, should go a long way to prove that the Port held its own throughout the middle ages, and to the end of the eighteenth century.

Even where use is made of the word, "decay," it must be regarded as relative only. For doubtless the Sandwich people in the sixteenth century realized with some amount of alarm and jealousy the comparatively rapid rise in the shipping accommodation of other ports round the coast, particularly of Margate, which as early as the year 1347 had provided its contribution of fifteen ships out of a total of 105 for the Cinque Ports Fleet, as against the 16 raised by Dover, its head port, and 22 by Sandwich. And in order to

strengthen their appeals to the Ministers of the Crown, and to Parliament, the inhabitants were probably advised to shadow forth a pessimistic view; not an uncommon feature even in present-day petitions, especially if they are not intended to be read by those who purport to send them.

For some few centuries the inhabitants seemed to have had only one idea of improvement in their minds, and that was to shorten by means of a straight, navigable cut the distance from Sandwich Town to the sea; and numerous official enquiries appear to have been held on fairly frequent occasions, as indicated by the extracts in the appendix. But what seems to have been the greatest effort of all was that put forward thirty years after Boys published his "Collections," namely, in the years 1822—3—4, in what was known as the Canterbury Navigation and Sandwich Harbour Scheme; for which apparently a great deal of money was subscribed, but through internal dissensions among the directors and shareholders, and in more likelihood owing to the total impracticability of the proposal itself, the movement collapsed, only to be revived just fifty years later in a similarly ambitious promotion, which included also the reclamation of Pegwell Bay, and for which the consent of Parliament was obtained in the Session of 1873; but not without the most strenuous opposition from the East Kent Commissioners of Sewers, who, although unsuccessful in preventing the Bill from passing, obtained the insertion in the Act of such restrictive clauses as prevented the scheme from becoming operative.

It should have been obvious to the promoters of this last attempt to cut a straight channel to the sea, that the rights of the owners of the valuable reclaimed lands of the Stour Estuary could not well have been disregarded by Parliament; and the published reports of the evidence given before the Committee of the House of Lords on 19th, 20th, and 21st May, 1873, clearly show that any proposal for the improvement of Sandwich Haven which seeks in future to set aside these rights will be foredoomed to failure.

It is more than probable that the false idea of the sea itself being once right up to the town, combined with the equally erroneous impression that the Haven was still decaying, has been largely responsible for the misdirected ambition to bring the sea there again; and much time and energy would have been saved had the townspeople realized, as they now realize, that a greater future lies before them in adopting sane methods for improving the existing Haven, than by pursuing the old fantasy of a straight cut from the town to the sea, just north of Deal.

The two artificial changes which have had the greatest effect on the navigable attributes of the Haven since the departure of the Romans were:

The innings of the Flete Salts A.D. 1489, and the construction of the Stonar Cut Sluice under the Act 16th George III.

The Salts Walls completed about the time of King Henry VII. were the finishing stroke which kept the Stour strictly within its present limits, and as works of agricultural improvement their advantages cannot be questioned. Yet as a contributory factor to the temporary silting of the Haven there is much to be said against them, for the following reason: Before their construction the highest high tides would come in and flood the Salts right back to the main walls on either side of the river; forming for the time being a lake of considerable area, which on being released on the falling tide would rush out with great volume, sufficient to scour the whole Haven from Sandwich to the sea, and so keep it clear without artificial dredging.

The delay of something like twelve centuries between the construction of the two Main Walls and that of the Salts Walls had other advantages than merely the keeping open of the river mouth; inasmuch as every flooding of these unenclosed saltings brought with it a certain amount of deposit, which remained to improve the soil and raise their general level, so that at the present time we find the richest and highest marsh pastures lying between the Main and the Salts Walls.

The construction of the Stonar Cut Sluice about 1777 A.D., though for good reasons opposed by the Sandwich Corporation, has had the effect of correcting the injury so far as relates to that portion of the Haven lying seawards of the said sluice by releasing suddenly the flood waters by a shorter and quicker route instead of their being allowed to meander round the great loop of innumerable curves for several miles via Richborough, Sandwich Town, and Stonar. But this loop of the Stour if freed from the passage of these flood waters would have become entirely silted in a few decades, had it not been for the restrictive clauses inserted in the Act of 16th George III. to regulate the times of running the sluice for the protection of the Sandwich Haven Authority.

It is evident, however, that since the making of the Stonar Cut Sluice the mouth of the Haven has caused far less trouble than formerly, and during the past hundred and thirty years there has never been the least justification in speaking of Sandwich as a decayed Haven. Nor was there much reason at any time in its having been regarded as such; when we bear in mind that it has done nothing more than stand still in the race of growing harbours, to accommodate growing ships, throughout the past centuries; and that as it could easily accommodate in 1914 a vessel to bring in and discharge a cargo of three hundred tons; so even in the time of Edward III. it is probable that it could

do no more, yet then it was a leading port.

The numerous schemes put forward by outsiders from the time of Queen Elizabeth onwards to 1875 had only one idea in view, namely, to shorten the distance between Sandwich Town and the sea, and it was not until 1906 that the idea originated for making wharves at the mouth of the Haven, and the first practical steps were taken in that year to carry out the scheme by purchasing the necessary land there.

"An Act for improving, regulating and maintaining the Haven of Sandwich in the County of Kent" was passed in July, 1847. Its objects seem to have been for the colation and consolidation of the existing rights of the Corporation, and for their clearer definition, rather than for the creation of fresh powers for the effecting of improvements, or carrying out any alteration in its existing course, and from printed leaflets of the time it would appear to have been steadfastly opposed at its inception by the party in favour of "the Straight Cut from Town to Sea" idea.

Even those who drafted this Act appear from the preamble to have still been under the old delusion that they would not get it through Parliament unless they could show their Haven was in a bad way, for it starts with the enunciation:

"Whereas the Haven of Sandwich is obstructed by the Accumulation of Mud and Sand, and the formation of Shoals and Mud Banks," etc., etc.

Yet for all this there was nothing accomplished after the passing of the Act other than had previously been carried out in the ordinary routine of cleansing by means of the somewhat primitive yet nevertheless effective dredger, known as the "Blow Boat," the third reproduction of which is still in existence.

Clause X. of this Act defines the Haven "to include within its Limits so much of the Haven of Sandwich and the River Stour as lies between a certain Sluice in the said River called North Poulden's Sluice in the Parish of Woodnesborough otherwise Winsborow in the said County of Kent and the Sea at Low-water Mark at ordinary Spring Tides." This makes it still more difficult to understand why the War Office should have been so persistent in its recent attempts to change the name of the Port of Sandwich to "the Port of Richborough."

The rights of the East Kent Commissioners of Sewers are protected by Clause L. of the Act, and it is opportune to mention that the respective interests of the Port of Sandwich and those of the reclaimed levels which drain into it will in future be far better served by a more hearty co-operation of effort between the Corporation and the Commissioners.

Ramsgate Harbour was constructed, as shown

by the extract in the Appendix, and by way of compensation for the infringements of the rights of the Port of Sandwich, a sum of £200 per annum was paid, but this has since been compounded.

It does not appear to have been realized by primitive scientists like Lewis that the ridge of Thanet sand-capped in places with the water-worn pebbles of the Woolwich beds forming the Sandwich site, would belong to a much earlier period than the estuarine deposits immediately adjacent, nor that it was geologically identical with the mound upon which the Roman fortress and city of Richborough had been built, and it was therefore quite possible for a small but growing population to be establishing itself at Sandwich contemporaneously with the decline of Richborough and the Roman power in Britain. And the fact that the river mouth was described as "Sandwich Haven" as early as A.D. 665, and that the best authorities concur in thinking that the fortress of Richborough was not brought to a state of ruin until Sweyn destroyed it in or about A.D. 994, should all favour the assumption that the Port of Sandwich had become most famous several centuries before the final disappearance of the Roman City of Richborough.

That the town of Sandwich and places like Stonar and Ebbsfleet should become more famous than Richborough for landing and embarkation as the centuries passed on, would seem to be the inevitable result of their more favoured position for the accommodation of larger ships, and it would naturally follow that Richborough some three miles higher up stream from Sandwich would have to take the back place to which it was only entitled. Yet that Sandwich at least five miles from the sea as measured by the windings of its Haven became the populous town instead of Ebbsfleet at the mouth of the Haven, is accounted for by the fact that it was less liable to the attacks of the Norsemen and other foreign enemies, than if it had been built immediately upon the sea coast.

As things stood, the sacking and burning of Sandwich was a matter of fairly frequent occurrence; yet had any attempt been made in Saxon times to establish at Ebbsfleet a town of equal importance to Sandwich, its early destruction by the foreign foe must have been a foregone conclusion.

Coming to later times it is worthy of note that whereas King Edward I. made the most frequent use of Dover as his port of embarkation to carry on his French wars, Sandwich Haven received even greater patronage from his equally warlike grandson King Edward III. An explanation for which is not difficult, if we refer to Montague Burrows "Cinque Ports," where we find that in the intervening years a great change had taken place in the size of the warships, and possibly, too, of the transport vessels. A vessel of three hundred tons, whether as a battle ship or as a

transport, would then be quite as easily accommodated at Sandwich Haven in A.D. 1342 as in A.D. 1920, and it is no stretch of imagination to regard Edward III. as having crowded in as many transport ships as the Haven would hold from Sandwich Town to Ebbsfleet, the fullest use being made of the natural embarkation facilities which the place presented, and that very practical Monarch would neither waste his country's time on making new cuts, nor its money on tennis lawns.

According to Burrows it is obvious that whereas the port of Dover could well accommodate the fifty ton warships of Edward I. it could not float the three hundred ton cogges of Edward III., and in all probability the latter King found Sandwich to be the only possible Haven on the whole Kentish coast.

After following the story of Sandwich in the past it is natural to enquire what future may lie before it. An attempt to answer that question expresses what may be described as "the engineer's view," the view which in a general sense is fast gaining recognition as the true determinant of human energies in the future. Not that Sandwich cannot do very well without the engineer. It has charms not of his world, which indeed he must be jealously prevented from destroying. It shares to the full in that special and rather mysterious charm so often found in lands reclaimed either by nature or by art from the sea, or, as in our case, by both. The coast from Sandwich nearly down to Deal is a land of "sand dunes," Nature's own sea-barrier, charged with the same spirit of poetry which has made famous the "Landes" of France as well as much of the French coast nearer home. The level stretches in the valley of our strangely winding Stour recall, but for the regretted absence of inland navigation, the country of the Norfolk Broads, which to many artistic minds is almost a holy land of annual pilgrimage. The golfer, the naturalist, the mere lover of rest and peace, to say nothing of the student of the past, can find here all they want, plus as fine a health-giving air as any English coast can furnish.

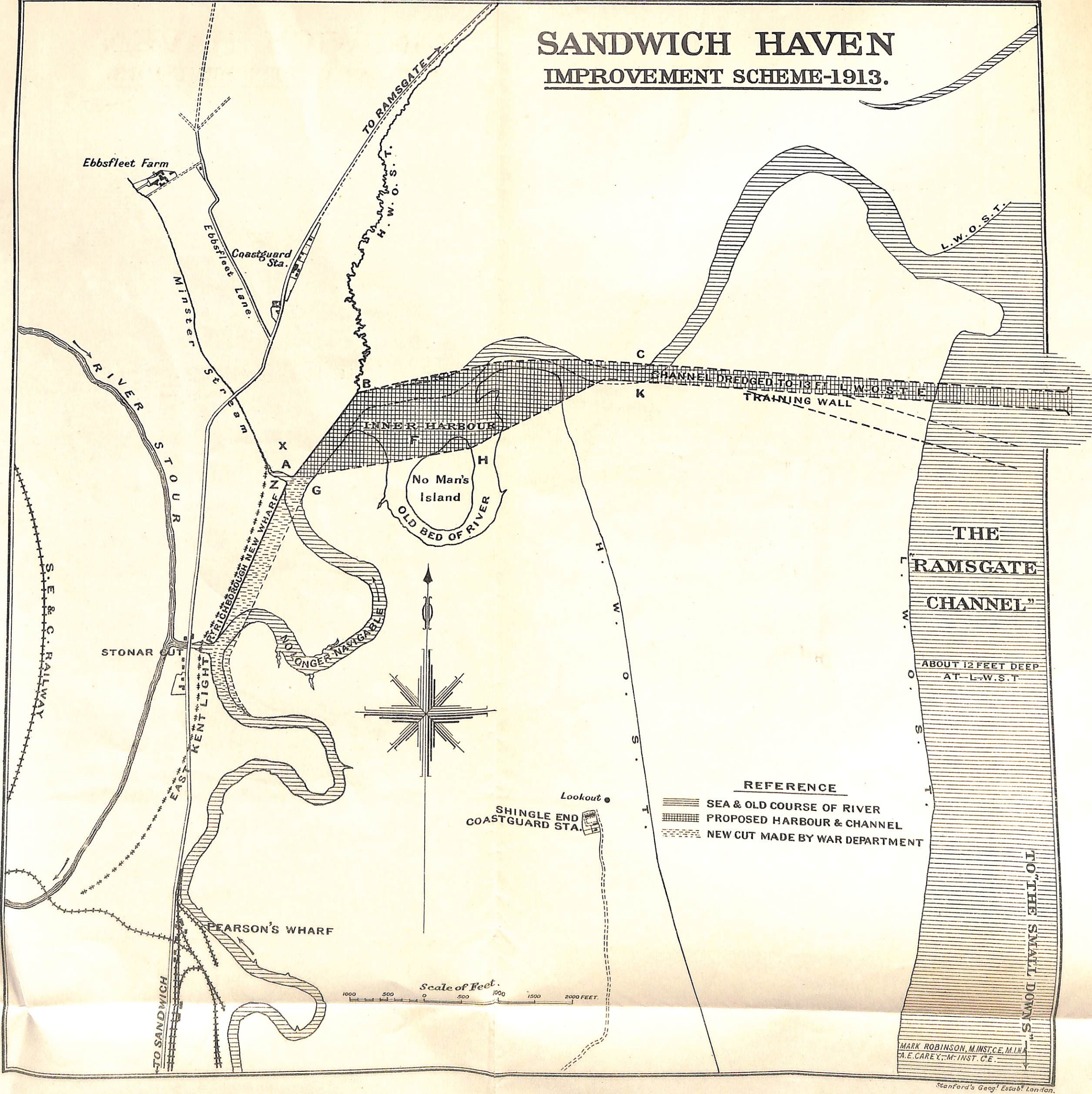
But let us see what the engineer can add to the picture—on one condition, viz., that Englishmen for once will recognise, and will continue to utilise, by a national effort, the great chances which Nature has long laid vainly at their feet. Those chances rest upon the really extraordinary combination of physical advantages which Sandwich Haven offers for the making of a great commercial

port, such as shall help to meet the overwhelming call of the country's shipping and industrial interests for better harbours and increased dock facilities. This is not the place fully to explain or even to detail the advantages referred to. It is their combination in one site that is so remarkable. They include (1) the tidal mouth of a river of considerable size and draining a large area, providing an admirable "scour" for keeping a harbour free from silt; (2) a soil easily removable by suction-dredging, the cheapest of all forms of excavation, and yet firm enough to give a perfect foundation for piers and wharves when erected upon a suitable system; (3) permanent shelter, by the Brake Shoal, for the opening into the new entrance channel which must be formed—both cheapening construction and ensuring safe entrance in all weathers; (4) an unequalled approach from the most famous anchorage in the world, the Downs, by the Ramsgate channel, which for a hundred years has shown no change; (5) access at lowest tide by vessels drawing up to 10 feet, and at high tide by the largest cargo ships, while those which have to wait for tide will have a safe and sheltered anchorage to wait in; (6) unlimited level space for docks, for sidings, for warehouses, and for works; and (7) close at hand, and almost beneath it, a new and rich coalfield, which alone should provide it with the business of a great port. Among the natural advantages of the Haven it may even be reckoned by some residents of Sandwich that it is just far enough from the town to keep itself out of sight!

With these facts to build upon it does not require even the limited imagination usually credited to engineers to form a picture of a Sandwich enjoying all its present amenities, yet in an industrial sense fed and enriched by its outlying port, shipping coal by sea to London; by sea and then canal to the opposite French and Belgian coasts and the country behind them; by sea to the whole southern coast of England. A port equipped with all that science and electricity can do to suppress the smoke fiend, and to show that industry can be clean. A Stour valley with factories of the new style for dealing with the agricultural produce, no less than with the minerals, of Kent. A great reclamation towards Ramsgate, providing it with many new amenities; and a fleet of cross-channel steamers, train-ferries and others, in recognition of the fact, which surely will be known in time, that with ancient Sandwich Haven modernised as it should be there is no rival to it as a cross-channel port.

SANDWICH HAVEN

IMPROVEMENT SCHEME-1913.



MARK ROBINSON, M. INST. C.E., M. I. N. A. E. CAREY, M. INST. C.E.

A.D. 664 or 665.

Wilfrid, the learned Bishop of Northumberland, returning from his consecration in France by Agilbert, arrived happily and pleasantly in Sandwich Haven. Eddius Stephanus.

A.D. 851 or 852.

Aethelstan, king or perhaps governor of Kent under Ethelwulf, with Ealcher, his general, fought a battle at Sandwich with the Danes both by sea and land, defeating their army, taking nine of their ships and putting the rest to flight. Saxon Chronicle. Simeon Dunelm. Hist.

The same or next year the Danes came into the mouth of the Thames with 350 vessels, and landing in Kent took and pillaged Lundenburgt, i.e., Sandwich, and Canterbury. Harris's Kent.

A.D. 979.

King Egelred, better known by the name of Ethelred, gave Sandwich to Christ Church, Canterbury.*

Appendix A.

A.D. 993 or 994.

Unlase or Anlas, the Dane, and some say Swain himself, came with 93 or 94 ships to Sandwich spoiling all the coast. Simeon Dunelm. Hist.

A.D. 1006 or 1007.

The Danes came to Sandwich with a fleet, and made depredations on the coasts of Kent and Sussex, destroying everything with fire and sword. Roger Hoveden. R. Higden Polychron.

A.D. 1007 or 1008.

The fleet built by Ethelred II. to oppose Swayne, the Dane, which he collected by obliging every 310 hides of land to furnish and maintain one vessel, rendezvoused at Sandwich. Simeon Dunelm. Hist.

A.D. 1009.

Two Danish fleets under Turkill, Hemminge and Ailaph came into Sandwich Haven, and landing there made an excursion to Canterbury and threatened it with hostilities; but the inhabitants and the eastern neighbourhood entered into a treaty with the enemy and purchased a peace at the expense of three thousand pounds. Simon Dunelm. Hist.

A.D. 1011.

The Danes leaving their winter quarters about London came to Sandwich with a great army and fleet, both because the haven was very com-

modious, and also because it was near Canterbury, which they besieged and plundered. Chron. W. Thorn.

A.D. 1013.

In July Swaine came into Sandwich Haven with a strong fleet, and after remaining there a few days he sailed to the northward. Roger Hovedun. Simeon Dunelm. Hist.

A.D. 1014.

Cnute when he left England this year touched at Sandwich, where he sent ashore all the English hostages, after depriving them of their hands, ears and noses; and upon his return he landed there with a numerous body of forces. Simeon Dunelm. Hist. Lord Lyttleton.

The author of Queen Emma's Life, printed at Paris 1619, speaking of Cnute's landing at Sandwich, says: "Expectabili ordine flatu secundo Sandwich, qui est omnium Anglorum portuum famosissimus, appulsi, &c."

A.D. 1015.

Cnute grants the manor of Eftanores to the abbey of St. Augustin. Lewis's Thanet.

A.D. 1023.

Cnute gave, or rather restored, the port of Sandwich to Christ Church, Canterbury. Battely's Somner.

A.D. 1039 or 1040.

Hardicnute landed at Sandwich with 60 ships and a great army, and obtained the crown of England by joint consent of both English and Danes. Simeon Dunelm. Hist.

A.D. 1046.

The Danes under Lothen and Hyrling came with 35 (or 25) ships and landed at Sandwich, committing great slaughter and carrying off a considerable booty. Henr. Huntingdun.

A.D. 1049.

Edward the Confessor resided at Sandwich a considerable while this year. Harris.

A.D. 1052.

Earl Godwin and his sons rendezvoused at Sandwich with their fleet and landed their men. The same year King Edward fitted out a fleet here against Godwin and his sons. Afterwards Godwin and Harold took all the ships they could find in Romney, Hithe and Folkestone, and landing at Sandwich and Dover they took many prisoners

out of both places; and then sailing through Sandwich harbour out at Northmouth towards London, some of their fleet spoiled Shepey, and wholly burnt Milton, then called the King's Town. *Henr. Huntingdun. Simeon Dunelm, Hist.*

A.D. 1086.

Domesday Book was begun by order of William the Conqueror, with the advice of his Parliament, in the year 1080, and completed this year. In this most venerable record Sandwich occurs among the lands belonging to the Archbishop of Canterbury, and is mentioned thus: *Sanwice jacet in suo proprio hundredo. Hoc burgum tenet archiepiscopus, et est de vestitu monachorum; et reddit simile seruitium regi sicut Dover: et hoc testificantur homines de isto burgo, quod, antequam R. E. dedisset illum S. Trinitati, reddebat regi xv. libras. Tempore mortis R. E. non erat ad firmam. Quando recepit archiepiscopus, reddebat xl. libras de firma et xl. millia de allecibus ad victum monachorum.*

In anno quo facta est hæc descriptio, reddidit *Sanuic* I. libras de firma et alleces sicut prius. *T. R. E.* erant ibi ccc et vii mansuræ hospitatæ; modo sunt plus lxxvi., id est, simul cclxxxiii.

That is:

Sandwich is a hundred of itself. The borough is held by the Archbishop, and is for the clothing of the monks. It renders the same service to the King as Dover; and the people of the borough testify that, before it was given to the holy trinity by King Edward, it paid to the King fifteen pounds. When that King died it was not in hire. When the Archbishop took it, it paid a rent of forty pounds and forty thousand herrings for the table of the monks.

When this survey was taken Sandwich yielded a rent of fifty pounds and herrings as before. In the time of the Confessor there were three hundred and seven houses inhabited, now there are seventy-six more, that is, in all three hundred and eighty-three.

A.D. 1090.

A great dispute between the citizens of London and the abbot of St. Augustine and his people of Stonore. The citizens claimed jurisdiction over Stonore as a seaport subject to the City of London; but William Rufus siding with the abbot, it was settled by the justices that no one should claim anything there; but that Wido the abbot and his convent should have that place freely and quietly, and the whole side of the river to the middle of the stream; and that the abbot should freely enjoy all the rights and customs belonging to the said town. This adjudication was afterwards confirmed by the charters of Henry I., Stephen, John, and Henry III. *Chron. W. Thorn.*

A.D. 1104.

The abbot of St. Augustine obtains a charter

for a fair to be held at Stonar yearly, five days together before and after the feast of the translation of St. Austin. *Lewis's Tenet.*

A.D. 1127.

Upon a trial by jury at Sandwich before the Sheriff of Kent in a controversy between the Archbishop of Canterbury and the monks of Christ Church of the one part and the abbot of St. Augustine of the other, concerning the jurisdiction over the port of Sandwich, and the right to the maritime customs on both sides of the river from Burgate to Marksfleet, a verdict was given for the Archbishop and his monks.

A.D. 1164.

Thomas Becket, after his flight from Northampton, embarked in a small fishing boat at Sandwich on the 10th of November, and landed the same evening near Gravelines, after having been concealed eight days at Eastry near Sandwich, a manor belonging to the priory of Canterbury. He returned to England and landed at Sandwich on or about the 1st of December, 1170, where the common people received him with great joy. *Lord Lyttleton.*

A.D. 1190, 1194.

Queen Eleanor, some time between these two years, granted the manors of Terstane and Westfarlegh with the advowsons of the churches of Westclive and Westerham to Christ Church, in exchange for the port of Sandwich, which grant was afterwards confirmed by Edward the First.

A.D. 1193.

Richard I. grants a charter to the abbot and convent of St. Augustine to hold a market at Stanores in Thanet. *Lewis's Tenet.*

A.D. 1194.

Richard the First, after his imprisonment by Leopold Duke of Austria, landed at Sandwich on the 20th of March, and proceeded from thence on foot to Canterbury, to return thanks to God and St. Thomas for his deliverance. *Chron. J. Bromton. Chron. Gervasii.*

A.D. 1215.

Stacius cognomento Monachus, Stace called the Monk, being at Sandwich with many Frenchmen in 600 ships and 80 cogges, was killed there on St. Bartholomew's Day. *Sprott's Chronicle.*

A.D. 1217.

Lewis, the French King's eldest son, landed at Sandwich with 600 ships, and burnt the town. *Kilburn. Lambard.*

Hubert de Burgh fitted out 40 ships from the Cinque Ports, which meeting with 80 sail of French vessels, took some, sunk others and discomfited the rest. *Lambard.*

A.D. 1242.

The prior and chapter of Christ Church, Canterbury, entered into a composition this year with the abbot and convent of St. Augustine, respecting their respective possessions at Sandwich, Stonar and other places in that neighbourhood. The prior and his chapter grant to the abbot and monks a free passage by Sandwich river to Menstre flete, reserving to themselves their maritime dues from such vessels as shall cast anchor in the said river before the fleet whether to load or unload or to do any other business there. In the fleet itself they will not for the future claim any jurisdiction, but they reserve to themselves and their tenants to be as free from duties there as heretofore, and stipulate that the abbot, &c., shall not wantonly fill up the said fleet. It is provided that the prior, &c., shall have all their maritime customs in the haven of Sandwich on both sides of the river agreeably to the tenor and operation of their charters, as they used to have, allowing, however, to the abbot, &c., their accustomed rule and usages in Stanores, and their lands there, and all their usual maritime customs appendant by charters to their possessions beyond Hennebrigge towards Clivesende, Rammesgate, Margate, Westgate and other places in Thanet, and on the other side of the haven in their manor of Norbourn, the river as before being excepted. The prior and chapter permit the abbot and convent with their proper domestics to pass free of expense in the ferry boat over the river, but the privilege is not extended to their tenants. Chron. W. Thorn.

The prior of Christ Church, while he had the customs of the port of Sandwich, received two pence for every cask of wine imported. Rot. claus. H. 3, memb. 17.

A.D. 1266.

The men of Sandwich and Stonar this year burnt two watermills belonging to the abbot of St. Augustine, the one at Stonar, the other at Hepesflete. Chron. W. Thorn.

A.D. 1270.

A Fleming having been murdered by some of his countrymen upon the seashore at Stonar above high water mark, the lord abbot's bailiff there made pursuit after the murderers with hue and cry, and finding the brother of the deceased and four of his friends with the body in the vill of Stonar he apprehended them and committed them to prison. Three days afterwards there was a court held there by the abbots's steward, before whom they were arraigned of the murder, and pleading not guilty they put themselves for trial upon the vill of Stonore. Upon which Simon Wybert, the Mayor of Sandwich, with many others of that place came into court and demanded the prisoners for trial at the hundred court at Sandwich, alleging that the abbot neither had nor ought to have

any such court or privilege of trying offenders, and that whatever he did of that sort must be to the prejudice of the prior of Christ Church and of the Corporation of Sandwich. To whom it was replied, that the abbot would do no injury to the prior in this business, because before the prior had any right in Sandwich the abbot of St. Augustine had Stonar with all its liberties by gift and grant of sundry Kings of England, and by confirmation of the reigning prince, to hold it as freely as any king had held it heretofore; and it was further set forth that it had been already settled between the two churches by composition that the land above high water mark towards Stonar was to belong to the abbot. The Corporation was told that the abbot did not wish to do anything contrary to the liberty of Sandwich, being himself a combaron of that place and their peer; and it was requested of them not to obstruct or disturb the abbot in the exercise of those privileges which he had been used of right to enjoy in Stonar. Upon this, the clamour abated, and the men of Stonar were charged to make diligent inquiry and to bring in a true verdict, who acquitted the prisoners; whereupon the steward made proclamation, that in the opinion of the court the prisoners were free and acquitted. Chron. W. Thorn.

A.D. 1280.

A writ of inquiry issued this year at the suit of the abbot of St. Augustine, who sets forth that he has a wall of sand and stone between Stanore and Clivesende, by which his manor of Menstre is protected from the rage of the sea, and that the people of Sandwich by force dig up the materials and carry them away in their boats, and will not suffer the abbot's officers to distrain in a legal way for the trespass, but even bring armed men in their boats for the purpose of preventing such distress; and that he has a marsh belonging to himself in right of his barony between Stanore and Hippelesflete, into which the people of Sandwich come without leave, and against the peace and consent of the said abbot dig the soil and carry it away in their boats by force to Sandwich for filling up and repairing their wharfs, and bring armed men with them as aforesaid for their protection; and further that he has a market and a fair in his manor of Menstre on his own ground, to which the men of Sandwich resort, and there hire ground and thereon set up stalls, for which they refuse to pay stallage, and when his bailiffs distrain them for stallage according to custom, they make reprisal and seize his rents to the amount of 20s. within the town of Sandwich. The said abbot further sets forth that he had a windmill and a water-mill in the same marsh, from which he used to receive every year fifty quarters of corn, which were burnt by the men of Sandwich, &c.

The Mayor and bailiffs with others of the town of Sandwich appear and say that they have always hitherto had this privilege among the

liberties granted to the ports men by the kings of England, that they may not be impleaded or answer to any plea except in the town of Sandwich, and they request that their franchise in this point may not be injured. Being asked whether the town of Stanore belonged to the port of Sandwich and was claimed by them as a member of the said port, they replied that it belonged to the port of Sandwich. MS. penes Ric. Farmer, S. T. P.

A.D. 1281.

About this time John Dennis, Mayor of Sandwich, Solomon Loveryke and others were attached by Robert de Stokho, Sheriff of Kent, to answer to a plea of trespass for assaulting the Sheriff's bailiff upon execution of the King's writ within Stonore. Some plead to the jurisdiction and refuse to answer except in the court of Shipway, but all of them fail in their defence and are committed to gaol, and the act of the Mayor in those things which concern the commonalty being deemed to be the act of the whole body, the Corporation is deprived of its privileges.

A.D. 1283.

In a composition between Nicholas, abbot, and the convent of St. Augustine, Canterbury, of the one part and the men of Stonore and Sandwich of the other part, under the mediation of Stephen de Penecester and Roger de Norwood, it was agreed as follows: The men of Stonar acknowledge to hold all their tenements in Stonore of the abbot and convent and their successors for ever, paying to them their due services in fealty, rent, relief, suits of court and other due customs, so that the summons to the abbot's court be made three days before the court be held. The tenants of Stonore shall be amenable to the abbot's court, and the abbot and convent shall exercise all jurisdiction in Stonar as granted by royal charters. On the other hand, the tenants of Stonar and their heirs being mariners or merchants, and engaged at sea or elsewhere in traffic, shall not be fined for non-attendance at the abbot's court when engaged at sea or elsewhere in traffic from the date of the summons till the court is ended, unless they themselves plead or are impleaded; provided nevertheless that the rest of the tenants when duly summoned shall come to the court at Menstre in person, or by essonier or attorney of the court, and that the justice and judgment of the court be not delayed, but that complete justice be done there to everyone. The tenants of Stonore residing there may feed their own sheep, but not other people's in the abbot's marsh within Hennebergh, paying annually for the herbage on the eve of St. John the Baptist at the rate of a farthing a head; but out of Hennebergh they may not claim pasturage. The abbot and convent and their successors may likewise feed their sheep in the same marsh, and erect mills and other buildings at

pleasure; and if they shall think proper to inclose the marsh or any part of it, the tenants then shall have no pasturage in such inclosure; but if the wall of such inclosed ground should be thrown down by the sea the tenants may have pasturage as before. None of the commonalty either of Stonore or Sandwich shall hereinafter enter upon the abbot's marsh for the purpose of digging there or of carrying away the soil from thence, without the consent of the abbot; nor shall any of them collect and carry away the beach from the sea walls between Stonore and Clyvesende, nor take lastage of ships except in the common stream between the times of high and low water; nor shall any of them hereafter on any account presume to obstruct the abbot's bailiffs at Stonore, or prevent the abbot from doing justice upon his tenants of Stonore and other offenders, and collecting his customs there. Such distresses as the abbot's bailiff shall levy in Stonore and in the marsh within Hennebergh shall remain in the marsh and not be driven away. For this concession of the abbot the other party was to pay a hundred marks, but by the intercession of the Bishop of Wells he consented to take only ten casks of wine of the value of thirty marks. Chron. W. Thorn.

A.D. 1290.

The monks of Christ Church gave up to King Edward their port of Sandwich and all their rights and customs there, excepting their houses and keys and a free passage in the ferry boat and free liberty for themselves and their people to buy and sell toll-free, in exchange for 60 libratae* of land in another place in Kent.

A.D. 1293, 1294.

About this time the navy of the ports ravaged the coasts of France, defeated and destroyed the French fleet, and slew so many of their mariners that France was long afterwards destitute both of seamen and shipping. They made prize likewise of 20 Spanish ships laden with wine, which they brought into Sandwich. Lambard. Swinden's Yarmouth.

A.D. 1300.

About this time Walter le Draper was examiner of the money, scrutator monetæ, at Sandwich. The navy of the ports was employed in the King's service, and the Holy Ghost, a bark belonging to Sandwich, John Hurein master, was sent to Ireland for provisions for the King's household and the army in Scotland. The master's wages were sixpence a day, and the common men's threepence. The crew with the master consisted of 36 persons. Lib. contrarot. garderobæ 28 Ed. I.

A.D. 1310.

A vessel having landed some passengers at Lyden near Sandwich, the sergeant of the prior

*Land yielding a rent of £60 a year.

and convent of Christ Church took from each of them twopence under the denomination of toll, and likewise twopence for the passage boat, as seiage, because she lay adry upon their ground by the fall of the tide. Upon their coming to Sandwich the deputy bailiff of Sandwich took from the sergeant the money he had collected; but being informed by the Mayor and commonalty of Sandwich, that the prior and convent had always heretofore taken toll of vessels and passengers landing at Lyden, and that what the sergeant had taken for the vessel was not for anchorage but for seiage, he returned all the money to the sergeant. MS. Berthona, in the archives of Canterbury Cathedral.

A.D. 1313.

The jury of the hundred of Cornylo present, before Hervy de Stantone and other justices itinerant at their session at Canterbury, that the prior of Christ Church had for nine years past obstructed the high road leading from Dover Castle to Sandwich by the sea shore, by means of a watermill which the prior had erected at Lidene; and that the said prior ten years before had diverted the course of a certain stream called the gestlyng, where felons condemned to death within the hundred should be drowned, but could not be executed in that way for want of water; and further, that the said prior two years before had raised a certain gutter four feet, through which gutter the water of the gestlyng coming from the upper parts used to pass to the river, by which means the King had lost a fishery in that water of the value of 10 shillings a year, and 1500 acres of land were flooded. The prior denied, that he had either obstructed the road, or diverted the stream of the gestlyng; and with respect to the raising of the gutter he alleged, that having erected a watermill which could not be worked for want of water, he had represented the matter to the King, who had appointed Henry de Cobham and others to view the said mill and gutter, and to correct what was amiss according to the custom of the country and of the marsh, and that it was by the direction of these inspectors that the gutter was so placed. The jury being sworn find, that the road had been contracted by one Daniel, a monk of the priory, to which the prior was afterward privy; that since the road has been altered and is no longer a nuisance: with regard to the fishery they say that the prior and convent of Canterbury had formerly a watermill at Lidene, which afterwards in war time was burnt, and that no other mill had been erected there till that which had been put up by the present prior, who when he had built it raised the gutter, which had been put down to carry off the waters coming from the upper parts, four feet; that beyond the gutter there was at that time a fishery which the King's officers of Dover Castle sometimes let for 20 or 30 shillings a year more or less, the fishery being within the liberty of the

Castle; and they say, that the water that passed through the said gutter, ran to the place where convicts were drowned, and from whence their bodies were floated into the river, but that after the gutter was so raised the waters from the upper parts could not pass through the said gutter, by which means the fishery was almost destroyed, and the drowned bodies could not be carried into the river by the stream, as they use to be, for want of water; that the ground without the gutter grew up so much that the water could not pass at all, and that the gutter had been so raised four years; that the said fishery was of the annual value of one mark. Whereupon it was ordered that the sheriff should replace the gutter, and cause the earth which was raised without the gutter to be removed at the prior's expense, so that the King might have his fishery again, with the arrears of four marks of rent, and that the course of the water might run as it used to do before the gutter was raised. From a manuscript belonging to the Rev. R. Farmer, D.D.

A presentment was made at the same session that the water course called Minster flete used to run from a branch of the river to the village of Minster, to which place vessels resorted with various kinds of merchandise to the great convenience of the whole country; that the King took tonnage and his other customs in the said flete, 'till Roger, abbot of St. Augustine's, the predecessor of the present abbot, stopped up the water course to the King's damage and the detriment of the whole country. The abbot alleged that the current of the said flete ran through his own ground, and that on account of a raging tide and an extraordinary inundation of the river over his ground his predecessor expected his lands in the neighbourhood below would be drowned, by which he would have lost the profit of about a thousand acres of his land; that his said predecessor therefore had filled up the flete, as he had a right to do, it being upon his own ground, and agreeable to the custom of the country, and what was usually done in marshy and fenny places for the preservation of cultivated grounds. The jury find that the prior of Christ Church used formerly to receive custom from every vessel and boat anchoring before the mouth of the said flete in the stream and without the soil of the abbot, in right of his manor of Sandwich then belonging to the prior; which custom was annually worth half a mark; that the flete is part of the King's stream running over the soil of the abbot to the abbot's town of Minster, and used to be so wide that two cogges might turn therein clear of one another; that before the filling up of the said flete the abbots made walls for the defence of their lands, which walls had been since neglected; and that no hazard or loss could accrue to the said abbot with respect to the lands aforesaid by opening the flete, provided the walls were made as good as they used to be. They find further,

that after the flete was stopped the manor of Sandwich came into the King's hands in exchange for other tenements; after which the King never took any custom in the place mentioned without the flete; and that instead of carrying their things by water through the flete to the town of Minster the people of the country cannot now come near it by four miles, by which they are injured to the amount of 15l. a year; and they say that if the abbot expends twenty pounds in making up his banks about the flete as they used to be, the flete may be fully opened without any hazard to his lands; and lastly, that the flete should be repaired and made navigable to the town of Minster. Dr. Farmer's M.S.

A.D. 1313 or 1314.

Edward II. grants the ferry and the profits thereof to William Turke for life. Philipott's Vil. Cant.

A.D. 1322.

The monks of Christ Church make a new key at Sandwich at the expense of 26l. 16s. 6d. MS. in archiv. eccles. Christi.

A.D. 1324 or 1325.

Edward II. grants the ferry to Ralph St. Lawrence of Thanet for life. Philipott.

A.D. 1326.

The monks of Christ Church expend 4l. in repairing the houses of St. Thomas at Sandwich. MS. in archiv. eccles. Christi.

A.D. 1332.

A grant from the crown to Nicholas Champneys to inclose a piece of ground near Sandwich haven called Ho-sand containing 30 acres. Harris.

A.D. 1337.

The navy of the ports with other vessels taken up for the King's service, under the command of Geoffrey de Say, Admiral of the sea from the Thames to the southern and western parts, defended the seas and prevented succours coming to the King's enemies in Scotland from foreign parts. Rot. Scotiæ.

A.D. 1339.

Edward III. grants the ferry and its profits to John Gibon, marmorio suo, his statuary. Philipott.

A.D. 1342.

Edward III. embarked at Sandwich for France, the 4th or 5th October with a considerable fleet and army in order to get possession of the Duchy of Bretagne for John de Montfort. He brought his war engines to Sandwich from the tower, but not being able to procure shipping to transport both his troops and engines to Brittany he left the last behind him, and appointed commissioners to press as many ships in all the ports of the kingdom as would be necessary to carry back the engines to the tower. R. de Avesbury. Rymer. Henry's Hist. of England.

A.D. 1345.

King Edward II. was at Sandwich with his Queen Phillipa on Sunday, the 3rd of July; at which place Robert de Sadyngton, the Chancellor, waited upon him, and in the Queen's apartment delivered to His Majesty his great seal in the presence of Bartholomew Burghmersh and John D'Arcy le Fitz and others. At the same time he received from the King another seal to be used during his absence from the kingdom; which seal the Chancellor took with him to London, and on the Tuesday following caused it to be affixed to certain charters, letters patent and writs at Westminster. That same Sunday the King with his nobles and attendants sailed from Sandwich about nine o'clock in a frigate called the Swallow, and proceeded to sea with his fleet. They landed at Sluys, and the King returned to Sandwich on the 26th of the same month. This expedition was undertaken with a view to obtain the earldom of Flanders for Prince Edward by the intrigues of James D'Arteville, a factious brewer of Ghent, but the design was frustrated by the death of D'Arteville, who was murdered by the populace on the 17th of July. Claus. Ed. III. p. 2, m. 23. Froissart. Henry.

A.D. 1347.

After the surrender of Calais and the subsequent truce, the King embarked with his Queen, the Prince of Wales and many noble persons, and after a stormy passage landed at Sandwich on the 12th of October. Henry.

A.D. 1349.

The King, Ed. III., sailed from Sandwich on board his fleet with many of his chief nobility in quest of a fleet of Spanish pirates consisting of 40 large ships, and came up with them the 29th of August off Winchelsea, where after a sharp conflict and great slaughter of the Spaniards 24 of their ships were taken. Henry.

The King grants the profits of the ferry at Sandwich to the brethren of St. Bartholomew's Hospital. See page 42.

A.D. 1359.

King Edward came to Stonore, and lodged there in a tenement some time before belonging to Robert Goverils, where on the 11th of October the same ceremony of delivering up the great seal passed as before at Sandwich in 1345. On the 28th he embarked on board the Philippe of Dartmouth before sunrise, and with his nobility and other attendants set sail for Calais. In his return to England the King landed at Rye on Monday, the 18th of May, 1360* Rymer.

*Edward the Third usually took shipping from Sandwich. Edward the First and Second generally lodged at Dover or Langdon, and embarked from Dover.

*Appendix B.

A.D. 1364.

King Edward III. gives to the prior and convent of Christ Church, Canterbury, the manor of Borley in Essex, in exchange for the customs and rents together with all the rights, &c., which the said prior and convent had or ought to have in the town and port of Sandwich. Battely's Somner.

A.D. 1365.

A great inundation of the sea from Cliff's-end to Stonore, so that the town of Stonore was almost destroyed by it, and all the levels or marshes between Canterbury and the sea were in danger of being overflowed. Whereupon Sir Ralph Spigornel, constable of Dover Castle, and others were directed by the King's Commission to enquire into the state of the matter and to endeavour to secure the houses, lands, &c. Dugdale on Imbanking.

A.D. 1367†.

†Appendix C.

A.D. 1369.

Thomas Crabbere and others of Stonore were attached to answer to the abbot of St. Augustine for forcibly taking away from the abbot's sergeant a distress, which he had taken in Stonore for customs and services due to the abbot. They pleaded to the jurisdiction, but the verdict of the jury was that Stonore is in the county, and they were fined 20 marks for the trespass. Thorn.

A.D. 1372.

The King collected a large army, consisting of 3000 lances and 10,000 archers, by summoning all men to come ready armed to Sandwich and other parts, in order to save Thouars and the rest of Poitou. He assembled likewise a fleet of 400 sail, and embarked with the Prince of Wales at Sandwich on the 31st of August, but after being six weeks at sea he was forced to return to England in the beginning of October. Walsingham. Rymer. Henry.

A.D. 1378.

About this time the staple* for wool was removed from Queenborough to Sandwich. Harris.

A.D. 1384.

A royal order for enclosing and fortifying the town of Sandwich. Harris.

A.D. 1385.

The French intending to invade England made a wall of wood to protect them from the English archers. It was 20 feet high and 3000 paces long; and at the distance of every 12 feet was a tower large enough to hold 10 men, and 10 feet higher than the wall. A part of the materials.

* The staple was a place appointed by the king or by Act of Parliament for the public sale of wool and other staple commodities of the kingdom. The term is derived either from the French estape, a market for wines, the staple commodity of France, or from the German stapelen, to gather or heap together.

with machines for throwing stones, and guns and powder, were put on board two large vessels, which with the artist who made the wall were taken by the English; and the wall was brought to Sandwich and there set up, says Lambard, "to our great safety and the repulse of the Frenchmen." Walsingham. Chron. Tinemutensis cœnobii‡. Hollinshead.

A.D. 1397.

The good men of Sandwich lend Richard II. 100 marks. Rymer.

A.D. 1416.

Henry V. waiting to embark for Calais took up his abode at the house of the carmelites or white friars in Sandwich. Rymer.

A.D. 1422.

A controversy having arisen between the monks of Christ Church, Canterbury and the Corporation of Sandwich respecting a wharf in Sandwich called Monken Key, lying over against a certain tavern there belonging to the monks, the matter was referred to arbitrators, who on the 6th of August awarded the said wharf to the monks, with reservation of free ingress and egress to the Mayor, jurats and commonalty and their successors to provide for the guard and defence of the town, and of liberty to bring armour and everything necessary for the defence and government of the town through the gate of the said monks. The key contained in length from the end of the wall of the town westward toward Monken Key bridge 142 feet 9 inches. The ground between the key and the house was to be deemed a highway. The Corporation covenanted not to molest the monks or their tenants in collecting the legal profits arising from the said wharf and the crane built thereon. From the Latin original in the common chest. See page 368, Q.

What follows is from the records of Sandwich, unless where other authority is quoted. The events are to be referred to the mayoralty of the person mentioned and not the date; the date only shews the year in which the mayoralty commenced on the Monday next after the feast of St. Andrew.

A.D. 1435. Robert Whyte.

Two silver maces to be bought.—Regulations for defence of the town.—A fifteenth for the Duke of York's* voyage.—The commonalty refuse to lend money to the King.—A privy seal for soldiers for the defence of Calais‡. The commonalty excuse themselves, having all the men they can spare already employed in the service of the Duke of York and the Earl of Mortemer, but

*Richard Duke of York was appointed Regent of France in the room of the Duke of Bedford, and landed in Normandy with 8,000 men in June, 1436.

‡The siege of Calais commenced in July, 1436, and was raised in August following.

will send them when they return.—The wall of the town to be extended toward the south.—40 bowmen and 4 lancemen granted for the defence of Calais.—The male orphan at 16 and the female at 15 may take possession of their lands and tenements.

A.D. 1441. Richard Cok.

No one to sit on the bench at court but the Mayor, jurats and the King's bailiff, *altus ballivus*.—A penny to be collected from every house by the common wardman for the minstrels, "*histrionibus*."—Agreed at a brotherhood of the ports holden on the 24th July, 1442, that the inhabitants of Brightlingsey in Essex, an ancient member of the ports, shall enjoy all the privileges of the Cinque Ports, and that the town of Sandwich shall furnish the said member with letters testimonial of the same under the seal of mayoralty.

A.D. 1443. John Boteler.

A fifteenth and a half granted to defray the expenses of shipping and other services incident on the approaching marriage of the King with Margaret of Sicily, to be levied upon the barons of Sandwich, Deal, Walmer, Sarr, Fordwich, and the men of Thanet*.

A.D. 1444. John Boteler.

Five ships furnished to attend the Queen from France.

A.D. 1445. John Boteler.

Security given for appearance apud les mastez de Sandowne, at a court to be held there by the Mayor and jurats.—The Lord Warden to be sworn at Shepway.

A.D. 1448. Richard Cok.

A ship to be provided for the King's service at 4l. a month.

A.D. 1456. John Drury.

The French plundered Sandwich. Hall's Chronicle.—Aug. 28, 1457. The Marshal de Breze landed 4000 men near Sandwich and after a long and bloody conflict got possession of the place, plundered it and immediately re-embarked his troops. Hall.

A.D. 1457. John Nysham.

A bulwark of brick to be built at Fishers gate.—A cess for repair of the town.

A.D. 1459. Henry Greneshild.

The Earls of March, Salisbury and Warwick land at Sandwich with 1500 of their followers. July 2, 1460, they entered London with 40,000 men. Stow. Hall.

A.D. 1467. William Kennet.

The dredgers for oysters in the haven are not to throw in again the stones they draw up, or

*That is, the people of Stonar.

sell their oysters to strangers till the commonalty have been supplied.—An adjudication by the purprestors*.—Ordered that the Archbishop of Canterbury, the abbot of St. Augustine, the prior of Christ Church, John Isaac and Herbert Fynch do remove their "*werys, groynes*" and kiddle nets, "*kidellas*," in the King's river from Sandwich haven to Northmouth.

A.D. 1469. John Cole.

The commons at a Shipway court desire the Mayor may be kept in safe custody for such charges as they will allege against him.

A.D. 1470. Richard Cok.

The navy of the ports to be got ready to fetch the Queen and Prince from France. A whole "*maltot, houserent and freerent*," granted for that service, of which Deal is to pay 7l.—A silver cup gilt to be given to the Earl of Warwick.—A privy seal depriving the Corporation of all its privileges, freedoms and liberties.—A letter from the King: "To our trusty and welbeloued the mair of oure town of Sandewyche, by the kyng. Trusty and welbeloued, we grete you well; and where ye haue in your warde our rebelle and traitour Black Barre, we straitely charge and commaunde you that incontynent upon the sight hereof ye sitte and inquire of hym and his trayterous demenyng, and thereupon withoute delay procede to his lawful punyeion and execucion in example to all others, as ye wol do us plesir. Geven under oure signet at Fulham the viii. day of juyn." On the day the letter was received the said Barre was beheaded under the gallows without Canterbury gate. — A proclamation forbidding all communication with Calais and the marches thereof.—A lieutenant or custos appointed by letters patent to govern the town during the suspension of its privileges.—The liberties of the town restored by a privy seal.—A costelet of ale to contain 15 gallons and a half; a barrel of ale 31 gallons and half; a *bonne* of beer 42 gallons, all wine measure*.

A.D. 1474. John Cole.

The navy of the ports called out to do their service at sea. It assembles in the Downs on the 26th of May, 1475. The King about a month afterward embarked at Sandwich with one of the finest armies that had ever passed from Britain to the continent, and soon after landed at Calais. Henry's Britain.—Quarters to be provided for the King's army.—A benevolence granted to the King.

A.D. 1479. John Swan.

Surveyors appointed for the shipping of "our wolles to us granted for the murage."

*Officers of the Corporation, so named, appointed to take notice of, and to decide upon, all encroachments upon public or private property.

*Appendix D.

A.D. 1480. William Salmon.

Decreed that all kedells, "kedelli," or "weris" and "groynys" be put down throughout the haven to "Stormouth" according to law and the special command of the King.—A wait, "fistulator," to be hired.

A.D. 1484. John Swan.

A grant of void ground from the wall of the town to the creek, for a dock at Monken Key, at a reserved rent to the Corporation of twelve pence a year.

A.D. 1489. John Naseby.

Agreed, that if the gentlemen and yeomen of the county, who have lands and pastures in Flete valley, do not scowr the dikes and make their sluices, as of old time hath been used, by a time limited, the whole town will break up the whole wall there.—Agreed, that application be made to the King and lords of the valley "for the wele of the havyn, and that the cutting up of the dik be deferred."

A.D. 1490. Thomas Aldy.

Granted by the King, that the five ports shall have 500*l.* only towards the charges of their navy.—An account of the expense of rebuilding Sandown gate.

A.D. 1491. Thomas Pynok.

A court of conscience held.—The service of the ports required for transporting horses to France.—A cess for providing vessels to carry 111 horses.—Brightlingsea pays 5*l.* towards the navy of the ports, and covenants to pay a yearly contribution of 10*s.*

A.D. 1493. Thomas Aldy.

If a person, when elected treasurer, will not take upon him the office, he shall not be permitted to bake or brew, or if he does bake or brew the commons may take his bread and beer to their own use 'till he accepts the office.—Inquiry to be made what every person will give towards the repair of the haven.—A survey to be made of the haven.—A mole to be "made for makyng and helpyng the havyn, to be set oon worke by the hollandryrs which ben comen for that entent."—A person upon an appeal of robbery acquitted by 36 persons, according to the custom. See page 463.

A.D. 1494. William Salmon.

Commissioners for the haven.—The great dike at Canterbury gate to be cast; the Mayor to find 3 men, every jurat 2, every common councilman one man, and others according to their ability. The jurats to be overseers of the work. A sluice to be made there for cleansing the haven.—A letter from the King to the commonalty thanking them greatly for their true services done, on the 3rd of

July, against the King's rebels* who had landed in the Downs.

A.D. 1503. Thomas Borner.

Buoys to be placed in the haven, and buoyage to be collected from vessels.

A.D. 1504. John Westclyve.

The apparitor of the official of Canterbury, coming to Sandwich to make an inventory of the goods of a person who died intestate, is not permitted to act; it being contrary to the ancient and laudable usages, customs, privileges and liberties of the town.

A.D. 1505. Thomas Aldy.

A table of the rates of wharfage.

A.D. 1512. John Somer.

A letter from the lord treasurer inquiring how many hoys can be received into the haven, &c., to which was returned in answer, that in the haven may be harboured five or six hundred hoys, and that at the gestling, fishersgate, and other keys and wharfs 60 hoys may at every tide take in horses.—A magazine of provisions to be formed.—Inquiry how many troops can be quartered in the town.—A benevolence for building Sandown bridge.—Bridges to be provided for shipping the King's horses.—The brewers ordered to brew only single beer for the army, which is to be four days old ere it be sold out of their doors.—The innholders and others having stables to provide horsemeat for the horses of the army.—The King's mandate for the ports' service of shipping. A committee appointed to consider how the charge of shipping may be "borne and rerid." Quota of Ramsgate and Sarr. Deal and Walmer to find one ship, with men, harness, jackets, &c. A cess upon the houses and lands within the liberty of the town: residents to pay 1*s.* and non-residents 2*s.* in the pound.—Banishment for fishing by night in the town dike.

A.D. 1513. Thomas Watson.

A letter from the burgesses in Parliament, requesting the assent of Sandwich to a subsidy. Considerations why the ports should be excused from payment of the subsidy: 1st. Their situation in the face of the enemy. 2nd. The charge of their nightly watch for the safeguard of themselves and the adjacent country. 3rd. The necessity of their being always prepared for defence. 4th. The expense of ordnance, ammunition, bulwarks, &c. 5th. Their yearly service of shipping, consisting of 57 ships and 1197 men, provisions, &c., which is far above the charge of any other franchise or liberty in the kingdom. 6th. Their expressed exemption from the payment of subsidies, tallages, &c., by their charter.

*Perken Warbeck and his followers, who landing at Deal were beaten back by the trained bands of Sandwich.

7th. Such a charge will deter people from coming to reside in the town, and thereby occasion a want of hands to defend the town and furnish troops for the King's army. "For which considerations the said ports be discharged of the said subsidie by a specyall proviso in the acte, and every place of fraunchise within this realme been chargid to the same thoughe thay claymyd to be free by specyall words of the King's charters to the contrary graunted, &c."—An Act of Parliament passed for deepening the Stour*.

A.D. 1531. John Boyes.

The King's mandate for furnishing ships to transport his horses and baggage; but as the men of the ports are engaged in their herring fare, the King requires only ten ships. Care to be taken that none of the mariners be sent from any town where the contagious sickness or plague doth now reign.—The King expected at Sandwich. The bridge at Sandown gate to be repaired for the King to pass over; and as it is the first time of his grace's coming to the town, it is ordered that there be presented to him towards the maintenance of his honourable house two couple of fat oxen, twenty fat wethers, twenty couple of fat capons; the value of the whole of which is estimated at 20 marks.

A.D. 1537. Nicholas Pek.

The King to be informed of the decay of the haven owing to the closing and stopping up of the two cutts upon the wall between the town and Ratisborow.

A.D. 1538. Richard Butler.

The bakers ordered to supply the workmen in the Downs, where the King's works are carrying on, with bread after the assize of 10s. for a quarter of wheat†.

A.D. 1541. Richard Botelar.

Suit to the King for amendment of the haven.—The tailors and drapers agree to rebuild newgate, and the cordwainers Canterbury gate.—Ships to be furnished by the ports "for transporting the King's majesty and his army." The Corporation of Fordwich agrees to pay a fifth part of the charge of Sandwich appertaining to the "doling."‡—A "rowtwatch" appointed to ride to the Downs to superintend the watchmen, with a "salary" of 12d. a night for himself and his horse, and moreover 2d. "out of every sleeper that watcheth not."

A.D. 1547. John Salmon.

A supplication presented to the lord protector and the King's council for amendment of the Haven§.—Commissioners appointed for the business of the haven.—Provision made to defray

the expense "concernyng the sute of the haven, as also the charges expended and laide out for the being here of the lord protector his grace for the furtheraunce of the said sute."

A.D. 1548. Thomas Pynnock.

The King grants to the town all the plate, jewels, ready money, estates, ornaments, and other things belonging to the three parish churches, for the renewing, erecting and making of the haven.—Money borrowed to carry on the works of the haven.

A.D. 1554. John Style.

Six couple of fat capons to be sent by an officer to the Lord Warden, as a gift of welcoming to Dover Castle.—Two vessels each of 60 tons to be provided for transporting the King oversea. Quota of Ramsgate, Sarr and Fordwich to the service of shipping.

A.D. 1555. John Manwood.

Sandwich and its members to provide six bowmen and six billmen, furnished with corselets and thoroughly accoutred, by request of the Lord Warden.—The high court of Admiralty claim a pirate imprisoned at Sandwich and the goods taken with him. The Mayor and jurats refuse to give him up, alleging that by the charter of the ports he is to be tried at Sandwich.—Some Gascoign wine appraised at 7l. a ton.—Service of shipping for bringing over King Philip.—A mandate from the Lord Warden to furnish 20 able footmen; the Mayor and jurats remonstrate against it; his lordship threatens, but they determine to defend the suit before the Queen and her council, if the Lord Warden should carry it there.

A.D. 1556. Thomas Menys.

The freight of wheat to London and Calais 8d. a quarter, of malt 6d.—At the Lord Warden's earnest request the Corporation consents to furnish soldiers to attend his lordship in the wars; not, however, of right, as the service of the ports consists in providing shipping only, but in consideration of the Lord Warden's great charges and the great necessity of the time. Quota of the limbs towards the maintenance of these soldiers; of Sarr 13l. 6s. 8d., of Deal 18l., of Walmer 8l., of Ramsgate 8l., of Fordwich 6l. 13s. 4d.

A.D. 1557. John Masters.

Six couple of capons to be presented to the Lord Warden.

A.D. 1558. John Gylbert.

A new watermill to be built beside the old crane.—A felon, having killed the captain of Walmer Castle within the Castle, is conveyed to Canterbury gaol. The town of Sandwich claims his body, and he is delivered up. Upon his trial he is condemned, and is executed at Sand-

*Appendix E.

†Sandown Castle was building at that time.

‡See page 78.

§Appendix F.

wich.—Suit to the Queen for amendment of the haven; the town will raise a thousand marks towards the expense: a cunning and expert man in waterworks to be sent for from Flanders. He comes, and is allowed 10l. for his trouble, board, &c., since his coming out of Holland, and the sum of 40s. is given to his assistant.

A.D. 1560. Simon Lynch.

Further suit to the Queen for the amendment of the haven, and for a warrant under the great seal to admit the Flemings to inhabit within the town.

A.D. 1564. Thomas Manwood.

Fourpence to be paid by every foreign vessel coming into the haven for beaconage.—The Dutchmen are not to dispute openly about religion.

A.D. 1565. Rice Parrot.

Regulations for supplying the market with wheat during the dearth.—Punishment for roasting meat on Friday.—A suit in the star chamber respecting a road from Sandown gate to the Castle in the Downs referred to the Archbishop and Sir Richard Sackville, who award that there shall be a highway 16 feet broad over lydcourt ground.

A.D. 1566. Thomas Manwood.

A paviour from Canterbury contracts to pave the town for 2d. a yard.—New groynes to be made along the haven on Thanet side.—Dutchmen banished for drunkenness.—Suit to the Queen for settlement of strangers making baize, and says, at Sandwich only.

A.D. 1567. John Tyssar.

Wages of the waits 20 marks a year.—A survey of the haven to be taken.

A.D. 1578. Edward Wood.

Decreed, that the new building in the corn market shall be the courthall of the town for ever.—No vessels, except such as are loading or unloading, shall lie within 30 feet of the keys.

A.D. 1580. Richard Porredge.

The Duke of Anjou lay at Sandwich the 6th of Feb., 1582, and embarked from thence the next day, about nine in the morning, in the Discovery with the Earl of Leicester and the Lord Howard, on his way to meet the Prince of Orange at Flushing. Q. Eliz. Progresses by Nichols.

A.D. 1584. John Lee.

A letter from the Lord Warden signifying her Majesty's pleasure and commandment for appointment of 50 shot to be sent on board Capt. Palmer for her Majesty's service; which number is granted on account of the emergency, with a representation however that the Corporation is not bound to such service by charter.

A.D. 1586. Edward Peake.

Two barks to be furnished for the Queen's use.

A.D. 1587. Mathew Menes.

April 7, 1588.—A letter of this date from the privy council requiring the Cinque Ports to fit out five serviceable and good ships, "whereof none of them shalbe under the burden of threescore tonnes, and a handsome pynase, to be furnished for two monethes with victuells, marriners, municion, and other necessarie provision and furniture by the xxvth of this present moneth, to joyne with her majesties navie on the seas or to be otherwise employed, as you shall receive further from us, or from me the lord admirall of England, &c. From the courte at Greenwich. Soe soone as the vessels shalbe in a reddynes you shall forthwith repaire unto her majesties navie under the chardge of me the lord admirall of Engeland. Your very loving frends; W. Burley, Rob. Leycester, C. Howard, Tho. Heneage, Fr. Walsingeham, Jo. Wollye."—Sandwich and its members furnish one ship of war called the Reuben, which is hired at 20l. a month, to be commanded by a jurat, who is allowed 6l. a month, and he and his company are to have a moiety of all prizes.—A scoutwatch appointed to patrole along the coast.—A letter from Sir Thomas Scott and Sir James Hale, requiring the attendance of all the select bands of the town at the camp at Norbourn*.

A.D. 1588. Edward Wood.

The colonel of the soldiers quartered in the town borrows 20l. of the Corporation for the use of the troops.—A potter from Delft in Holland permitted to settle and carry on his business in the town.—Service of shipping required for transporting soldiers to Dieppe.

A.D. 1592. Edward Peke.

A letter from the Lord Warden requiring 135 men to be raised in the ports, of which number 32 to be levied in the precinct of Sandwich. A meeting to be held at Dover to confer on this demand, and a remonstrance to be made that it is contrary to the charters.—The sickness at London.

A.D. 1595. Nicholas Richardson.

A vessel to be provided for the Queen's service, of 160 tons, to which the members are to

*Sir William Monson, in his tracts, gives the counsel of war for making a defensive war against Spain in 1588. Among the places enumerated, where order may be taken to hinder the enemy's landing whether by fortification or assembly of the people or both, are Sandwich and the Downs "by assemblies of men. In Kent or Sussex there are of trained men 4,500, which are to be assembled in those places for defence thereof; and 2000 of the same number to be assembled at Sandwich. It is to be provided that all those general assemblies be held by training as well the horsemen as footmen, and to that end that at Plymouth, Portland, Sandwich, and any other place that shall be fit to have the like training, the horsemen of the next adjoining counties be brought together; as, namely, at Sandwich those of Kent, Sussex, Surrey, &c." Essay on Military First Principles by Major Thomas Bell.

contribute in the following proportions: Fordwich after the rate of 20 tons; Walmer and Deal together 20 tons; Ramsgate 6 tons; Sarr 4 tons. Money borrowed by the Corporation at 10 per cent. for the ship of war or drombler.

A.D. 1596. William Wood.

A person fined for pound-breach.—The Earl of Essex expected at Sandwich; agreed to meet him in gowns, and to "receive his honour into the town with the militia," who are to fire "all together at one instant" at his approach; the great guns likewise to be fired. A present to be made him of a hogshead of the best claret in the town, and four loaves of sugar.—The inhabitants of Sandwich contribute to Rye harbour in consequence of letters from the town of Rye and the privy council.—Newgate to be rebuilt.—A person whipped "for resisting the Mayor's authority."

A.D. 1597. Edward Peke.

Six jurats appointed to go with the Mayor to Beakesbourn, on the 24th of August, 1598, to assist at swearing in the Lord Warden. A purse of 100l. to be presented to his lordship by the ports, of which Sandwich is to pay 16l. 10s. The oath administered to his lordship by the Mayor of Sandwich.

A.D. 1600. Richard Tench.

The Mayor dies and the eldest jurat is chosen for the remainder of the year.—The Lord Warden is permitted to nominate one of the barons to Parliament, and claims the same privilege in all the ports.

A.D. 1601. William Wood.

The Mayor and four jurats go to Brightlingsea and choose the deputy and assistants, and do other acts of magistracy there.

A.D. 1603. Nicholas Richardson.

Every vessel coming to this town from beyond seas, not of the King's dominions, to pay 2s. 6d. for buoyage, to be levied by the water treasurer.—The commons on account of their insolence and disorder deprived of their voices by the privy council and the Lord Warden; who direct, that the common council be reduced to 24, that the jurats do hereafter succeed to the office of Mayor by seniority, and that if the Mayor dies the eldest jurat shall take the charge and government of the town for the rest of the year with a due proportion of the salary. A decree made to confirm the above orders. In the Lord Warden's letter he mentions their strange proceedings, that put not only the peace of the town, but, by consequence, one of the strongest locks of the State in great peril and jeopardy.—The Lord Warden recommends one of the barons to Parliament.

A.D. 1604. Joshua Pordage*.

A piece of plate of the value of 20l. pre-

*Appendix H.

sent to the Lord Warden.—A letter from Sir Thomas Waller to receive 300 Spaniards into the town. Agreed to remonstrate against this burden, and in the meantime to refuse them admittance.

A.D. 1607. Abraham Rutten.

A piece of plate of the value of 10l. presented by the Corporation to Sir Thomas Waller, knight, lieutenant of Dover Castle, with his arms and the arms of the town thereon.—A letter of thanks from the Lord Warden for choosing his secretary a burgess.

A.D. 1614. John Harbert.

Fine for fishing in the haven with unlawful nets.—The Lord Warden to be sworn at Shepwey, and the Mayor of Sandwich to administer the oath. A purse of the value of 4l. containing 100 units* in gold to be presented to his lordship, of which Sandwich is to pay 18l. 2s. 6d.—A duty of 4d. on every 8 bushels of apples and pears shipped from Sandwich by persons not free, for the maintenance of the haven and harbour.

A.D. 1615. William Ellwood.

Persons appointed to solicit the Lord Warden, "that the old haven may not be dammed up by the work of such as desire to inn any part of the salts thereto adjoining, and also to move his lordship for the proceeding and setting forward of the new haven, and also that his honour would be a means that the town may traffic to Greenland, and that the salts that the land hath gotten from the sea may by petition be endeavoured to be gained to the town of Sandwich."—Twenty pounds presented to the Lord Warden.

A.D. 1616. Edward Peke.

A letter from Sir Thomas Smith, governor of the East India Company about adventuring to the East Indies†.

*A name given by James I. upon the union of the two crowns to the sovereign, a coin at that time of 20s. value.

†At a court holden at Dover 16th of Sept., 1617, it was agreed to have a Trinity house in the ports, and that six of Dover, four of Sandwich and two of Deal should be a jury to meet on Tuesday the 30th of Sept., on which day Sandwich refused to accede to the incorporation, alleging that the town of Sandwich is embayed and remote from the course of trade, and that it is inconvenient to be set on board. Those from Deal refused without giving any reason, and the court broke up for want of a jury.—October 30th. It was agreed that the Mayor of Sandwich for the time being and three others, with two from Deal, should be incorporated into the fellowship, and the business was quietly settled.—August 23rd, 1629. The Lord Warden wrote to the Mayor of Sandwich, complaining of foreigners bringing their ships and carrying them out of the haven without a pilot of the town, by which means they grew privy to the secrets of the harbour; therefore he enjoined the Mayor in His Majesty's name not to suffer any ship to be brought in or carried out of the harbour by any foreigner under a penalty of 20s. for every offence committed by a foreigner in bringing up or carrying down his vessel.—August 20th, 1630. Several mariners of Sandwich would not comply with the rules of the fellowship, but took away the business of those who were appointed proper pilots. If they persist and will not be admitted and comply with the rules, then to be dealt with according to the orders of the court. Extracts from authentic documents communicated by the Rev. John Lyon, of Dover.

A.D. 1624. William Ejlwood.

Duties imposed on vessels and merchandize for the maintenance of the haven.

A.D. 1625. George Wood.

A letter from the lords of the privy council to the ports for ship money, who determine that all lands within the Cinque Ports and limbs are taxable to the service of shipping, and that the "15ths granted by Henry 7th and confirmed by Elizabeth were granted for service past, and for the better enabling the ports in their ordinary charges at sea and maintenance of shipping, and not in particular for the furnishing out of shipping upon extraordinary occasions of State."

A.D. 1626. George Wilson.

A letter from the King requiring the payment of 6d. a chaldron upon coals transported from Newcastle and Sunderland to Sandwich, by way of voluntary contribution towards the fitting out of ships to repel the Dunkirkers.

A.D. 1628. Henry Forstall.

The ports grievances recited under twenty heads*.

A.D. 1629. Henry Forstall.

An order of the Commissioners of Sewers for making a footway and mending the horse road between Stonar and the ferry within the liberty of Sandwich: Stonar to find "carts," and Sandwich agrees to send two men with each carriage; the footway to be made under the Mayor's direction at the charge of Sandwich, the islanders allowing 10l. towards the expense.

A.D. 1630. Daniel Williams.

A guestling† to consult about the means of avoiding the charge of compounding for knight-hood.

A.D. 1631. George Wood.

A haven master appointed.

A.D. 1633. Thomas Janes.

A writ for ship money to the ports. Quota of Sandwich and its members including Brightlingsea 285l.

A.D. 1634. Richard Selwin.

A letter from the Commissioners of Plantations prohibiting the promiscuous passing of His Majesty's subjects to the American plantations: no subsidy men to pass without a license, nor other persons without attestation from two justices. A return of the names of 102 persons embarked at Sandwich for New England‡.—A present to the Lord Warden of five fat wethers.—Writ for ship

money.—A petition to the Lord Warden, to support the right of the freemen of Sandwich to participate in any sale of merchandize, upon giving notice to the broker of such intention before the sale‡‡.

A.D. 1635. William Wilson.

An order from the privy council and the Lord Warden to impress men in Sandwich for the sea service; 16 persons pressed.—Suit to be made to the King for a new haven from the Downs near Sandown Castle to Sandwich.—The plague at Sandwich.—Sandwich to furnish 250l. towards a ship of 800 tons.

A.D. 1636. Andrew Gosfright.

The Mayor committed to Dover Castle by the Lord Warden's deputy for disobeying his lordship's order respecting ship money.—A list of 80 persons who have taken passage from Sandwich to the American plantations*.—Proceedings upon a riot in Stonar within the liberty of Sandwich.—A writ of habeas corpora from the common pleas is not executed, "in respect such writs from London have not been known to lie in the ports."—The plague continues.‡.

A.D. 1638. Saloman Huffam.

Writ for ship money. Beakesbourn added to Sandwich by the privy council in lieu of Brightlingsey, in aid of ship money.—An assize, "according to the new book entitled artachthos, signifying the weight of bread," commanded to be observed by His Majesty's proclamation.—A common councilman disfranchised, committed to ward, and restrained from keeping an open shop, for disobedience to the Mayor's command and other offences.—"Thomas Howard, eldest son of the Lord Henry Maltravers, and grandchild to Thomas, Earl of Arundel and Surrey, Lord High Marshal of England, admitted a freeman and sworn."—The Mayor goes to Deal to regulate the price of provisions there, during the continuance of the Dutch and Spanish fleets in the Downs.

A.D. 1639. William Halsenode.

Writ for ship money.—300 land soldiers required from the Cinque Ports; they petition His Majesty to be excused from such service and

‡‡ See pages 461, 519.

*Appendix K.

‡ On the 12th of March, 1637, there were 78 houses visited houses and 188 persons infected. On the 30th of June 24 houses and tents were shut up, in which were 103 persons. From the 6th of July to the 5th of October there were buried in St. Clement's parish about 10 every week, who died of the plague. The expenses on the 1st of July for surgeons, searchers, tenders, watchmen, and watchers at the gate amounted to 158l. 13s. 8d., of which the neighbouring country had contributed 40l. 5s. In July the weekly charge was 40l. and upwards. Deal contributed weekly 16s., Walmer 8s., Ramsgate 6s., Sarr 4s., Dover 40s. The inhabitants of St. John, St. Peter, and Birchington with the vill of Wood, in Thanet, and likewise Ringwould, being limbs of Dover, 36s. Money was also raised in the county parishes for the infected in Sandwich by assessment of the county justices. From original papers in my possession.

*Appendix I.

†A general meeting of the ports and members.

‡Appendix J.

receive for answer: "That His Majesty, with advice of the lords of his council, did order, that the petitioners should obey and perform the command and directions sent to them, for the levy of 300 soldiers; and that without subterfuge or delay: yet if it appeared upon due examination that they were not liable to such service, this should not become a precedent to prejudice their privileges in futuro." A mandate from Dover Castle to make a cess, for cloathing the soldiers and for other disbursements, according to the rate of 3l. a man. "A cess made, but no money could be collected. Rye compounded for this service for 30l. and so was excused: a dangerous precedent to draw all the ports to the same course: this port of Sandwich took a better course, for they wrote to their barons to be a means to preserve their ancient privileges; yet they did them no service in it. After this the ports were resolved to petition the Parliament about it, but were prevented by its sudden dissolution." The service repeatedly demanded. The ports apply to counsel for advice; who find the charters insufficient to acquit the ports of that service; but suggest reasons why they should be executed, which are laid before the Lord Warden, and by his favour the matter drops. The reasons at large*.—In a chancery suit at Westminster the defendants plead the liberties of the ports: the court refers the matter to Lord Chief Justice Finch and two judges, whether they think the defendants should answer the plaintiff's bill in that court. A day is appointed for the hearing of this matter, but it does not appear what came of it.

A.D. 1640. Stephen Impet.

The Cinque Ports present a supplication and petition to Parliament, setting forth their present deplorable state, the privileges they are entitled to, instances of their infringement, the services they are bound to perform and that have been performed by them, and praying the house to confirm all their liberties, privileges, immunities and exemptions, that they may be enabled at their own costs to defend themselves and the kingdom as formerly they did, &c.† —A mandate from Dover Castle to proclaim a summons for Lord Finch of Fordwich to appear before the King and the lords temporal on a certain day, to answer to a charge of high treason.—A warrant from the Lord Warden in pursuance of His Majesty's pleasure, signified to his lordship by the privy council, to impress 100 able mariners in the Cinque Ports, of which number Sandwich is to furnish 20.—A vow or protestation, taken by every member of the House of Parliament, is required to be taken by every one bearing office in the church or commonwealth.

*Appendix L.

†The petition was drawn up by Mr. Jagger, the Town Clerk of Sandwich; and was printed under the title of "The Services of the Cinque Ports," at London, in small quarto, by T. B. for R. Mabbe, 1641.

—The ports stopped by order of Parliament. An order for opening them again.—The young Prince of Orange passes through Sandwich, and is saluted with great and small shot. The Mayor and jurats receive him at his entrance, and conduct him through the town without stopping.—A brotherhood and guestling to be holden, in order to consult whether or no to obey a writ to remove a prisoner in Rye for murder to the King's Bench.—The Lord Warden and the Queen's mother expected at Dover Castle.—The ports included in the poll bill. Assessors of the poll tax.

A.D. 1643. Henry Forstall.

A warrant from the Earl of Warwick to the Mayor to raise soldiers to go to Guernsey.—A troop of horse raised in Sandwich and the limbs.—The plague at Sandwich: 109 houses infected; 164 persons that need relief; the weekly charge 49l. 19s. 4d.—The commission of the bailiff of Yarmouth is returned without signing, because Dover is named therein before Sandwich. The mistake is rectified, and Dover acknowledges the precedence of Sandwich.—Farthings put down.

A.D. 1644. Mathew Peke.

A person fined for calling the King a rogue, a rascal, a rebel and no King.—The widow Drew hanged for a witch.

A.D. 1645. Richard Selvin.

A letter of thanks from the committee of the lords and commons for the Admiralty and Cinque Ports to the Mayor, for apprehending Doctor Michael Hudson on the 6th of June, 1646, in his way to take shipping at Dover for France*.

Colonel Manwaring appointed by Parliament searcher of the port of Sandwich. Journals of the house.

A.D. 1651. Thomas Wilkes.

A letter from the council of State to the Mayor and jurats, thanking them for assistance given to General Blake before his engagement with the Dutch. Dated 29 May, 1652.

A.D. 1652. Thomas Brown.

The Committee of Corporations require the Cinque Ports to bring in their charters.

A.D. 1653. William Maundy.

A committee appointed for the improvement of the haven.—The protector's writ for choice of a burgess, directing, that there be one baron chosen for Sandwich, another for Dover and another for Rye†.—The Corporation gives 45 shillings to the inhabitants of the fish market "for the making and maintaining the common pump at the "conduit there; they first giving security to maintain the said pump for the future at their own charge."

*Appendix N.

†Ibid P.

A.D. 1654. Thomas Cleere.

A warrant, dated 19 Jan., 1655, from Generals Lambert and Blake to the Mayor and jurats, authorizing and requiring them to impress and raise within the town and its members 400 able seamen, above the age of 15 and under the age of 60, giving to each man 12 pence prest money and three half pence a mile conduct. Ramsgate to furnish 80; Deal 140; Sandwich 180.—A woman of Brightlingsea in Essex was condemned in 1655 at Sandwich for the murder of a boy at Brightlingsea, and was hanged the next year.

A.D. 1658. Thomas Browne.

1659.—The King, Duke of York, Prince Rupert and the Earl of Sandwich came to town, and the Mayor presented His Majesty with a glass of sack, at the Bell Tavern door, which His Majesty drank on horseback. Mr. Mayor and his brethren accompanied the King and his followers to Sandown gate on their way to Deal.

A.D. 1661. Phineas Ellwood.

The Mayor and jurats solicit the Duke of York for a continuance of the privilege of a foot post to carry money and goods to and from Sandwich, Deal, and London, according to ancient custom; notwithstanding the Act of Parliament for creating the post office.—A brotherhood and guestling of the ports held at Sandwich in the Guildhall in 1662.† From papers in my possession.

A.D. 1670. Tobias Cleere.

Queen Katherine came to Sandwich the 4th of May "with a great train, and there was a royal banquet provided for her sacred Majesty and her attendants at the Mayor's door, for the Queen would not quit her coach, and she went forward to Deal." From papers in my possession.

A.D. 1673. John Pantry.

An agreement between Fordwich and Sandwich*.

A.D. 1689. Edward Elsted.

1690.—The Vanguard of 90 guns having been ashore on the Goodwin ran into the haven's mouth, and afterwards got off safe. From papers in my possession.

A.D. 1704. Gervas Shelvy.

Commissioners sent down by the Queen, in August, 1705, "to survey for a new haven: it hath no favourable prospect of success." From papers in my possession.

A.D. 1727. John Kelly.

A petition from Sandwich, that an effectual law be made to prevent the illegal importation of French brandy, which is very prejudicial to the malsters and others of that Corporation. Ditto.

† More probably A.D. 1663.
*Appendix Q.

A.D. 1747. William Henry Solly.

25th March, 1748. A petition of the trading persons of the town and port of Sandwich inhabiting within the said town, and from other places, praying that the Act of the 9th and 10th of William III. for licensing hawkers, pedlars and petty chapmen, may be amended or repealed. Ordered to lie on the table. Journals of the House of Commons.

* APPENDIX W.

A.D. 1749. Richard Solly.

A common assembly for choosing "members to sit for this town in the brotherhood and guestling of the Cinque Ports, two ancient towns and members, to be convened and holden at the town and port of New Romney on the 24th of July instant, being the Tuesday next after the feast of St. Margaret, the accustomed time for those assemblies. Richard Solly, Esq., Mayor, Mr. John Hayward, town clerk, and Mr. Cummins, land treasurer, appointed with Mr. David Lance and Mr. W. H. Solly, jurats; and they to have a commission under the common seal of this town, and to have their charges born by the Corporation."

A.D. 1754. William Verrier.

13th of Jan., 1755.—A petition of the Mayor, jurats and commonalty of Sandwich, praying leave to bring in a bill for building a bridge cross the haven, &c.—4th of Feb.

A.D. 1760. Valentine Sayer.

An address from the Corporation and inhabitants to the King upon his accession to the Crown*. —Valentine Sayer, jun., gent., John Dilnot, Esq., Samuel Simmons, Solomon Ferrier, William Maundy and Richard Solly, gentlemen, elected barons to support the canopies of the King and Queen.—An address from the Corporation to the King upon his marriage†.

A.D. 1770. Henry Sayer.

The butter market removed from the old fish market to the cross house.—Persons appointed to attend at the brotherhood and guestling to be held at New Romney, on the 23rd of July instant, under a commission; each of them to be allowed six guineas for his expenses.

A.D. 1774. John Harvey.

A committee appointed, to oppose an intended bill to drain the levels between Sandwich and Canterbury by means of a cut at Littlejoy. Sundry proceedings in opposition to the bill.

A.D. 1775. Joseph Stewart.

The common seal affixed to a petition to Parliament against the bill for draining the general valleys. The committee empowered to borrow

*Appendix X.
† Ibid. Y.

in the name of the Corporation such sums of money at four per cent. as they may want to conduct the business of opposing the bill. Two more petitions against the bill. The committee report that they have done all in their power against the bill without effect, and express their concern at their want of success; that Sir Richard Sutton, Bart., and Charles Brett, Esquire, constantly attended the whole business, and are in their opinions entitled to every mark of esteem and gratitude from the Corporation. The freedom granted to Sir Richard Sutton, Bart., and Charles Brett, Esq., for their services, and the town clerk is directed to communicate the resolution of the assembly to them, and to request their acceptance of the freedom of the Corporation.—Sundry estates of the Corporation to be sold to defray the expenses of the opposition to the drainage bill.

A.D. 1782. William Boys.

Doubts concerning the power of the Commissioners of Sewers to order the Corporation to perform certain operations in the haven.—23 May, 1783.

Appendix B.

*The King appears to have resided a considerable time at Sandwich this year, Sept. 30th, 1359. He gave to Ranulphus de Nevill full power to treat with Patrick Dunbar concerning his coming into the kingdom for a certain time. Per ipsum regem apud Sandwicum.

Oct. 10th, 1359.—A summons was issued to hold a council at Westminster in the absence of the King, to keep peace in the kingdom and to preserve it from invasion of the enemy.

Oct. 13th, 1359.—The King while at Sandwich appoints his son his locum tenens, and gives him full power, as head of the Church, to fill up vacancies in the cathedrals by death or resignation.

Oct. 26th, 1359.—An order was issued from the King at Sandwich to Richard de Ravensere, clerk, receiver of the rents of certain lands and tenements which were allotted to pay the expenses on the anniversary of Isabella, late Queen of England, to pay to John de Newbery, clerk, "custodi magnæ garderobæ, omnes missas et expensas," and to take a receipt of the said John for the same. Communicated by the Rev. John Lyon.

Appendix Q.

*An award made by the Duke of York between the Corporation of Sandwich and Fordwich, dated the 29th of November, 1671. The Corporation of Fordwich shall have to their own use 40 li., whereof 27 li. 10s. are remaining in the court of exchequer, and the residue thereof is in the hands of the ports, Sandwich excepted, in full satisfaction of all charges and arrears; and the said Corporation shall pay yearly for ever to the Corporation of Sandwich twenty shillings, according to their composition, and all arrears thereof. And the Corporation of Sandwich, in consideration thereof, shall at this present guestling, and at every other like guestling hereafter to be assembled, pay to the Corporation of Fordwich three pounds. And the Corporation of Fordwich shall pay all charges imposed upon them at every guestling. From the records.

* APPENDIX W.

24th April, 1744.—An address to be presented to His Majesty by such members as are of the Privy Council,

to send proper and skilful persons to Sandwich to view the Haven, and to examine whether a better and more commodious harbour may not be made, from the town of Sandwich into the Downs near Sandown Castle, fit for the reception and security of large merchant ships and men of war; and to survey the said ground and shore, and also the River Stour necessary for the cleansing and scouring the said harbour when made, and to make an estimate; and that His Majesty will graciously be pleased to cause the said survey and estimate, together with all proceedings of the said persons so to be appointed, to be laid before the House.

11th February, 1745.—The report and estimate, with plans annexed, presented to the House by His Majesty's command by Lord Vere Beauclerk, and referred to a Committee of the whole House.—12th Feb. Ordered that Mr. Rich. Bell, Mr. Geo. Brookes, Mr. Stibblehill Norwood, Mr. Charles Garner, and Mr. Robert Pearson, pilots of Deal, do attend the Committee.—14th Feb. Ordered that Mr. Thomas Verrier and Mr. Philemon Philips do likewise attend.—18th Feb. Copies of the report and estimate subjoined ordered to be printed.—20th Feb. Capt. John Verrier, Capt. John Redman, Mr. Charles Labalie, Mr. Robert Charles, and Mr. Thomas Slade ordered to attend the Committee.—21st Feb. The report of the Committee to be received upon Monday next.—26th Feb. Resolved, that it appears to this Committee, that a safe and commodious harbour may be made into the Downs near Sandown Castle, fit for the reception and security of large merchantmen and ships of war of 60 or 70 guns, and be of great use and advantage to the naval power of Great Britain, by preserving ships in distress, speedily refitting them for the sea, and by saving the lives of many of His Majesty's subjects, and, in time of war more particularly, be a ready means of bridling Dunkirk, of guarding the mouth of the river, and protecting the coasts from invasion and insults. Agreed to by the House. Resolved by the House to address His Majesty, that he will direct an estimate to be prepared and laid before the House, of the expense in purchasing lands necessary to the making the said harbour, yard and other works thereunto belonging, and the expense of fortifying the same.

9th April, 1745.—A petition of divers merchants, commanders of ships and others, setting forth (in opposition to the preceding plan) that, a more convenient harbour may be made, at or near Ramsgate, capable of containing a greater number of merchantmen and ships of war of 60 or 70 guns, on account of the advantageous situation of the place and setting of the tides, where no back water will be wanted; and that there will be a saving to the public of several hundred thousand pounds, etc. Ordered to lie on the table.

8th February, 1749.—A petition of several merchants of London, owners and masters of ships, in favour of a harbour at Ramsgate; which is referred to a Committee.—16th Feb. A petition of the Mayor, jurats, common counsel, freemen and inhabitants of Sandwich, setting forth, that if piers are extended into the sea at Ramsgate, the petitioners conceive it will in a short time swerve up the mouth of Sandwich Haven, ruin the trade of the said town, and by stopping the course of the River Stour into the sea will drown the lands between Sandwich and Canterbury; and praying relief; referred to a Committee.—2nd March. Divers examinations in support of the different petitions. Upon the whole the Committee resolve, that the merchants of London have fully proved the allegations of their petition, and a Bill is ordered to be brought in for enlarging and maintaining the harbour of Ramsgate, and for cleansing, amending and preserving the haven of Sandwich.—21st March. The Bill read the first time and ordered to be read a second time.—7th April. The Bill read a second time and ordered to be committed.—28th April. The House agrees to the amendments made by the Committee to the Bill.—5th May. The Bill with the amendments to be engrossed.—9th May. The Bill passed.—26th May. The Bill receives the royal assent.—14th March, 1755. Sundry examinations touching the propriety of altering the plan of Ramsgate Harbour.—3rd April. Ordered, that a petition be presented to His Majesty, that a survey may be made of the works at Ramsgate, and plans and estimate etc. to be laid before the House.—From the Journals of the House of Commons.