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The Dover Express NOTA BENE.

The Dover War Memorial. The fact that St. Mary's War Memorial was unveiled yesterday makes people ask if Dover is to have a war memorial. The question has been constantly asked now for many months, and it is very difficult to give people who ask a satisfactory answer. There is a committee of the Town Council who have been considering the question, and it has been suggested by them that a shrine shall be placed in the Maison Dieu Hall, in which a book shall be kept with names. This list, it is rumoured, is not to be only those who have fallen, but of people who did war work in Dover. If this is the suggestion, we are sure that it will be strongly opposed. War memorials are to those who gave their lives, and it should be confined to them. That such a shrine is an adequate war memorial for Dover is by no means certain. It does not lend itself to the demonstrative purposes that such a memorial should serve in Dover. It would seem far better to hold a public meeting on the subject than to leave it to a sub-committee of the Council. There is already some £300 in hand that is to be used for such a memorial, and that, even in these times, could be added to. The general view is that a Town Memorial should have the names of the fallen so displayed that they could be seen at any time, and that a book in which may be mixed up the names of the living is not adequate nor suitable.

The Railless Trams. A question of great importance was raised at the Pier Improvement Committee on Monday. It is that the railless traction system should be adopted from New Bridge to Beach Street instead of extending the trams. The reports could hardly be described as full or close, but it was apparent that three railless cars could be provided and the necessary overhead gear arranged for well under £10,000; whilst it would cost £16,000 to merely extend the tram rails from the George Corner over the Viaduct. Railless cars are 'buses driven by electricity derived from an overhead wire like the tramways. From statements made, it is possible to run them at a cost of 1s. a mile, compared with 2s. 3d. per mile for petrol driven vehicles. If such a system were a success, it is suggested that it should be extended to the whole of the tramways system of the Town, and the use of rails given up.

The Committee very wisely adjourned the matter for further report. On the face of it, there seems to be a hope of getting rid of the noise and of saving money, but so far as could be understood, the system at present has not been extensively adopted, and it requires close investigation before the necessary powers are sought from Parliament and money expended on it. According to the Tramways Manager, Lewis, Bradford and York are running such a system, and Birmingham is contemplating it. Railless cars of this type were heard of a good many years ago, and the fact that so far so little progress has been made shows how necessary it is to enquire into it.

There would seem to be the desirability of some such system at Dover. The cost of the cars alone would not be more than the cost of renewing the track. The cost of the overhead system is not great, and, apparently, it would be possible to open new routes at about £2,000 to £2,500 a mile. It

might be asked if petrol driven motors would not be preferable, but there is certainly a great deal more upkeep and the cost must continue to be greater. Electricity should grow cheaper and cheaper with coal falling to a reasonable price; but there seems little chance of petrol, which is being so rapidly used up, becoming much cheaper. No doubt, such cars, with no fixed rails like the trams to keep to, would be more liable to cause accidents, but not more so than petrol driven motors.

Will Reducing the Navy Stop War?

Dover, in its position of being the chief strategic point in Northern European waters, has some interest in the Washington Conference. The object of the conference is supposed to be to limit armaments, but to those who view what has occurred from a disinterested point of view, that scarcely seems to be what the suggestions will realise. The proposal is that England—who has to rely on its Fleet for the protection of its world commerce—should be the equal of America and probably the equal of Japan, because the difference proposed between the three is not in reality very great. The result seems to be that in years to come other nations will have a great deal less difficulty than Germany did to try and equal our sea power with a view to hostilities. Reducing the British Navy simply makes war easier. As regards land armaments, there is no workable or possible proposition before the conference. If armaments of expensive sorts are restricted, it simply makes war easier to start. If all arms were abolished, it would simply mean that nations hostile to each other would use primitive weapons instead of scientific ones, but that would be less likely or less deadly. The losses in primitive warfare were quite as large a percentage as during the late war. Restricting armaments will make war easier, and not abolish it. A real working organisation on the lines of the League of Nations, which really tried to remove the causes of wars, is far preferable to such artificial affairs as the Washington Conference.

So far as Dover is concerned, it looks as if what is being suggested will make Dover more vulnerable than ever to an attack, and in that way we shall, as usual, be on the wrong side.

Sir Thomas Polson and the Channel Tunnel.

The Member for the Dover Division has recently and at the Mayor's banquet this week been strongly advocating the construction of the Channel Tunnel, and said that they should rather look to that than the Harbour. The Channel Tunnel is not a practical suggestion, but if it were, it would be the one thing that would finally ruin Dover. Fortunately, the Government knows enough as the result of the war to realise its danger if engineers were able to accomplish the almost impossible task of constructing it. Whether Sir Thomas Polson likes it or not, Dover Harbour will continue to exist and play its part, as it has done for ages past, in the history of the nation, and it is to be hoped that when commercial activity is renewed that it will be of some advantage to Dover. It is the business of Dover people who do know something of what the Harbour has done in the past and will do in the future to see that it is improved and kept fit for use.

East Kent's Lack of Capital.

How much money is every year invested by East Kent people outside East Kent? It goes all over the country; indeed, all over the world; yet East Kent is badly in need of capital for the development of its coalfields and the utilisation of its coal on a large scale by coking, and the extraction of by-products, etc. The difficulties attending the capitalist owning collieries in other parts of the country are not likely to make them divert their energies to utilise the resources of a new colliery, and if there are not to be weary years of waiting now is the time for East Kent people to co-operate to find the capital to finance the dormant industry in their midst. It will be necessary to do this sooner or later. It will also be necessary sooner or later to reconstruct some of the Kent coal companies with greatly deflated capital, and mining royalties must be reduced in value when capital is deflated in the case of existing companies.

HOUGHAM UNIONISTS.

The members of the Hougham Ward branch of the National Women's Unionist Association held a whist drive on Tuesday evening at St. Martin's Parish Hall, a large company being present, the evening being thoroughly enjoyed by all. Councillor Thomas, who presented the prizes to the successful competitors, spoke of the splendid organisation and "go" which characterised the Association in the Ward, and said he felt sure that when the time came to take part in the more serious competition of the general election they would throw all the energy and power of the organisation into the fray. A competition to guess the correct weight of a beautifully laid cake, presented by Mrs. Harvey, took place resulting in Mrs. Bromley and Mr. Walker being the successful competitors. The prizes were as follows:—1st, Mrs. L. R. Prichard; 2nd, Mrs. Ladies—1, Mrs. J. R. Bell; Gentlemen—1, Miss D. Peddleson (playing as a gentleman); 2, Miss Prior (playing as a gentleman); and half-time, Mr. L. W. Ritchie.

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ELECTRICITY UNDERTAKING REORGANISATION?

(To the Editor of the Dover Express.)

Sir,—I shall be glad of the hospitality of your columns to deal with the proposals of the Dover Corporation in reference to the proposed re-arrangement of the technical staff at its Electricity Undertaking, and also to give some explanation to the attitude of this Association thereon. To deal with the latter point first, the Chairman of the Electricity Committee is in error when he states that the Association agreed not to interfere with their re-organisation. He says they, presumably he means the Committee, were asked whether they agreed not to interfere with their re-organisation. In view of the fact that I have never on any occasion had the pleasure of meeting the Electricity Committee, much less discussing re-organisation with them, I fail to see how even the Chairman could expect them to remember such an incident. The Chairman's statement that I said re-organisation was quite justified is wrong, and I challenge him to prove it. I will also challenge the Chairman to disprove that the following is the correct version of what did actually take place, when I had the pleasure of meeting himself, together with the Mayor, the Alderman, Councillor Barwell, and the Town Clerk. I was informed that whatever the outcome of the dispute, it was their intention not to retain the services of Mr. Smith, their Chief Assistant Engineer. I asked as the grounds of this decision, and was informed that owing to certain irregularities on the part of Mr. Smith, it had been decided to discontinue his services. I gave it as my opinion and also on behalf of the Association, that if Mr. Smith was guilty of irregularities as alleged, the Association could not, nor would not, interfere with the normal course of discipline. I suggested, however, that the time was important to deal with Mr. Smith in the manner they proposed, as to refuse to take back a man involved in a dispute, at a time when the dispute was in progress, would involve the question of victimisation, and further suggested that they should defer the matter for two or three months. This course was agreed upon. Since that meeting, as a protective organisation, we have in the interests of all concerned, investigated the charges made against Mr. Smith, and from the evidence at our disposal, we cannot find that they are warranted, on the contrary, we have evidence from the Borough Electrical Engineer that the charges are unfounded. Reverting to the question of re-organisation, I emphatically deny that I agreed to any scheme at all. I also deny that even any suggested scheme was brought to my notice. I did, however, inform the Committee that it was not the object of this Association to "interfere" with the internal organisation of any Undertaking, and to this we adhere, but we have also a duty to the Industry and to our members, in that nothing should be allowed in the way of "re-organisation" which would be detrimental to the best interests of the Undertaking and the Industry. This principle is also recognised by many employers throughout the country, and the largest undertaking in the country, where 400 engineers have recently been dismissed owing to the present abnormal conditions, we have, at the invitation of the Company, assisted and collaborated in the re-organisation by these conditions. This is not "interference." On the contrary it is but the recognition by the employer that the staffs concerned have a right to and can usefully claim no more from the Dover Corporation, but they will neither hear our views on the matter, nor have they the courage to submit their case to the District Joint Board.

GEO. W. ESSEX, Assistant Secretary, Electrical Power Engineers' Association, 102, St. George's Square, London, S.W.

COUNTY SCHOOL PARENTS' ASSOCIATION.

The Dover County School for Boys Parents' Association held its inaugural meeting at the School, Frith Road, Dover, on Tuesday evening. There were present about 150 parents, as well as members of the teaching staff. The report of the Provisional Committee of the Association was read to the meeting by Mr. H. N. Tomlin. The following gentlemen were elected to the Executive Committee:—For Dover—Mr. H. N. Tomlin, Mr. C. S. Harris, Mr. G. H. Roberts, Capt. G. R. Rowe, and I member to be co-opted by the teaching staff, Mr. F. Deakin, Mr. N. Y. Griffin and Mr. S. E. Parker. For Walmer—The Committee to co-opt a member. For outlying districts—Mr. H. G. Stanway, St. Margarets at Cliffe; Mr. E. T. Wetton, Kearsney, and Capt. A. G. Richards, Shepherdswell. Mr. E. Whitehouse, M.A. Oxon., Headmaster, was elected an ex-officio member. Mr. H. N. Tomlin was elected Chairman and Capt. G. R. Rowe Honorary Secretary and Treasurer of the Parents' Committee. The suggested rules were adopted practically in their entirety.

The Parents' Association has for its object to interest itself in the general welfare of the School as a whole, and to provide facilities for outdoor games, periodical social functions and the provision of prizes. The enthusiasm of the parents who attended the meeting showed how keen was their interest in the Association, which has for its main object the strengthening of the ties uniting parents with the School. It will be necessary to the success of the Association, which is already assumed, to have a large membership, and it is earnestly hoped that parents of boys attending the School, and parents of Old Boys, who have not yet signified their intention of becoming members, will do so in the near future. This is a movement which needs the hearty co-operation of all parents interested in the Dover County School for Boys. A resolution was moved by Mr. F. Whitehouse, and seconded by Mr. Langley, regarding the Provisional Committee a vote of thanks for their services in organising the Association, which was carried unanimously. The proceedings terminated with the National Anthem.

SWEET ORANGES FOR XMAS!—Four vases of Sweet Denia Oranges, specially selected for Xmas trade, have just arrived. They are to be sold at pre-war prices. You can find them at Knowles and Son's shops at the corner of Worthington Street, Dover, and at the corner of Ladywell, 4, High Street, Dover. Large bold fruit, two 1d.; 3d.; 5d. per 100. Medium sized fruit, three 1d.; 4d. for 100. Small fruit, four 1d. for 100. For 100. Secure them quickly before they are sold out.—Adv.

Christmas Pudding Fruits. "VYES FOR QUALITY."

Per lb.	Per lb.
Currants - 8d., 10d., 1/-	Mixed Peel - - - 1/5
Raisins - 1/4, 1/6, 1/10, 2/-	(Orange, Lemon & Citron)
Sultanas - 1/2, 1/4, 1/6, 1/8	Orange and Lemon Peel, 1/4
	2 1/2 lb. size, 1 lb. size.
The only Original Sandwich Mince meat, 2/- - 1/1	

Finest Quality Stilton Cheese, Per 3/- lb. VYES' Household Flour, Per 1/4 Gal.

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PROPOSED EAST KENT GAS COMPANY.
Notice of an application for a provisional order to obtain the monopoly of supplying gas in the rural districts of East Kent which are outside the present gas supply area, is being made by Messrs. Drew-Bear, Perth and Dal., of 110, Cannon St., London, E.C. 4. The order is to erect, erect, gasworks to make and store gas, and to manufacture residual products on a site near Snowdown Colliery. Powers are asked for to break up the roadways in the area outside the areas of supply, including the city of Canterbury, for the laying of pipes, etc. The matter is one for our authorities to consider, as it has been found most undesirable that such monopoly powers should be granted for areas unless there is a real intention of carrying out the supply, in which case, of course, it is desirable that such powers should be granted.

253d KENT BATTERY, R.F.A.—Orders for the week ending Saturday, December 3rd, 1921.—Monday, 7.30 p.m.—Recruit drivers, "The N.C.O.'s" re-drilling; trained gunners, drivers, lecturers; recruit gunners, lecturers; Battery staff, signalling. Thursday, 7.30 p.m.—Trained drivers, lecturers; recruit drivers, lecturers; N.C.O.'s re-drilling; gunners, gen drill; Battery staff signalling.—(Signed), L. B. Bushell, Captain, R.F.A.