

MESSRS. COBB AND CO.'s BREWERY AT MARGATE

Apart from the few world-famous firms of London and Burton, it is probable that no brewery in England is familiarly known to so many thousands of persons living away from its immediate locality as is Cobb's at Margate. Nor is this at all a matter to excite surprise; for more than a hundred years Margate has been emphatically the favourite watering-place of Londoners of all classes, and it has always been one peculiarity of the town (in which it is curiously unlike most other sanitary resorts) that townspeople and visitors have coalesced in a remarkable degree, taking quite a personal interest in each other. As during the whole of this period the principal manufacturing establishment, and, excepting only the church and the Assembly Rooms, the principal building in Margate has been Cobb's Brewery, the heads of which been without cavil or dispute universally acknowledged to be also the chief men in the town, it is by no means surprising that the name of the firm should be a familiar word in the mouths of visitors. One other reason is there, stronger than all the rest. There is something in the salubrious salt air of Margate, in the deep draughts of Ozone we inhale on the Jetty or the Fort, peculiarly provocative of thirst, and for generations it has seemed the proper thing for visitors to slacken this thirst with "a deep, deep draught" of Cobb's ale. There is something in the beer so suitable to the climate, that thousands and tens of thousands of visitors to Margate are ready to affirm that, never was there such beer as the famous Cobb's ale, drawn at a very large majority of the hotels and taverns in the town. Nor is this reputation by any means a thing of yesterday. In the early days of the present century, when Margate was fully as fashionable a resort as are Brighton and Scarborough to-day, and when Captain Clough,¹ the famous Master of the Ceremonies, ruled with a despotic sway over the Assembly Rooms and all other local amusements, it

was almost as much *de rigueur* for all the Lady Betty's and Sir Harry's to quaff their glass of Cobb at Margate as it was at Bath, under Nash, to drink the waters; and certainly we think Captain Clough's prescription was likely to be both more palatable and more beneficial.

Have not also the famous "Ingoldsby Legends" immortalised the name of Cobb?² Who not read the "Misadventure at Margate", and laughed heartily when "loquacious Simpkinson" relates:

And then said to Mistress Jones, the kindest of her sex,
"Pray be so good and go and fetch a pint of double X."
But Mrs. Jones was rather cross, she made a little noise,
She said she "did not wait on little vulgar boys."
She with her apron wiped the plates, and as she rubbed the delf,
Said I might "go to Jericho and fetch my beer myself,"
I did not go to Jericho - I went to Mr. Cobb,
I changed a shilling (which in town the people call a bob).
It was not much for myself as for that vulgar child,
And I said, "A pint of double X, please to draw it mild."

To which stanza, be it remarked, occurs the following,

NOTE. - Mr. Cobb is a *maker*, not a retailer of stingo, and a pretty tipple he *makes*.

Few of the thousands who troop to Margate every August are likely to realise to themselves how ancient a place Margate really is. Yet it may be safely asserted that the Isle of Thanet is in fact the most historical portion of England, and as such, a few words relating to its earliest history may prove of interest to our readers. Herodotus, the father of geography, vaguely alludes to certain islands in the far west always enveloped in

fog and mist, and Phœnician merchants undoubtedly visited Cornwall at a very early period, to purchase or work the valuable mineral deposits found there. Julius Cæsar landed (B.C. 55) not far from Thanet, although the exact spot is a controverted point with archæologists. He found, notwithstanding his graphic description, that the Britons gave him rather too warm a reception, so he stayed only three weeks, then returned to Rome. Claudius led the Romans to a more successful conquest about 100 years afterwards, subdued the country to the Roman yoke and reduced it to a Roman province. Once settled, the conquerors most wisely established strong fortifications, and to show of what strategic importance the neighbourhood of Thanet was considered, two strong fortresses were built at Richborough and Reculvar. The Romans held possession of Britain for more than three hundred years, with marked benefit to the islanders, in teaching them the arts of civilisation, but the decadence of the Roman power necessitated their gradual abandonment of semi-civilised Britain. Teutonic hordes then poured forth from their Northern homes to possess themselves of the fair fields of Britain. The Isle of Thanet first fell to these ruthless invaders, who drove before this great wave of Saxon immigration the Romano-British inhabitants to the fastnesses of Cornwall, Wales, and Scotland. Hengist and Horsa landed at Ebb's Fleet, near Margate, and their conquest of England was finally settled at the battle of Aylesford. On their standard they bore a "White Horse"; which thenceforward became the Kentish standard, and as such, appears on the coat of arms of the borough of Margate, and is also the brand of the Kentish hop-pockets. These Anglo-Saxons soon became civilised in this their land of adoption. Numerous remains of burial-places, valuable gold ornaments, arms, etc., testify to the importance and population of the Isle of Thanet under their rule. At first, however, the Saxons were Pagans, and the names of their deities are perpetuated in the names of the days of the week, but at Ebb's fleet, on the shores of Thanet, the monk Augustine first landed on his errand from Pope Gregory to convert these distant heathens, in the year 597. Dean Stanley tells, in his fascinating style of the meeting of King Ethelbert with Augustine, and how his subjects followed the example of the king and were baptised Christians. The wealth, prosperity, and civilisation of the Anglo-Saxon now attracted the cupidity of the Danes and Norsemen, who sallied forth from their Scandinavian homes to pillage and ravage the peaceful but tempting land of Britain. Thanet was again

and again invaded, and "The Dane" and "Dane Hill," names still existing in Margate, as the names testify, were once battle-fields. Eight centuries and a quarter have elapsed since the great Earl Godwin and his son Garth gave the land and contributed moneys to enable the ecclesiastical authorities of Minster to erect St. John's Church as a chapel of ease. It is probable that few towns in England suffered more by the Norman conquest than Margate, for the reigning Saxon was almost a Margate man himself; and the double blow, within a short period, of the inundation and submerging of Earl Godwin's estates, best known as the Goodwin Sands, and the defeat of his sons at Hastings was too much to be readily recovered from. Nevertheless in the 13th century Margate became of sufficient importance to be made a member of the Cinque Port of Dover, a connection which was maintained until 1857, when it was for the first time created a corporate town. Only a few years after the connection with Dover was formed the first pier was built, and in the days of Henry VIII. much used by travellers to and from Holland; and when Queen Elizabeth ordered a survey of the Cinque Ports, Margate possessed some fifteen vessels with sixty seamen belonging to them. In the time of the early Hanoverian Kings, Margate was the landing-place to and from Ostend, and oftentimes the Georges used to come here for that purpose and sleep the night in King-street, in some old houses that now belong to Messrs. Cobb. Once George II. landed late at night, when nobody was up but an old washerwoman, who fetched a lantern, and walked ahead to light the road. As the story goes, she stopped by a puddle opposite the present Bank House, and cried out, "Muster King, mind the putch!" (or puddle.) In those days Margate was but a fishing hamlet, with its fine old Church of St. John's, and one long straggling street leading to it. It was indeed only about the middle of the last century that Margate rose suddenly from insignificance into importance; and, curiously enough, its rise has been exactly contemporaneous with that of Cobb's Brewery, which was founded about the year 1760 by Francis Cobb, the first of the name. This gentleman, who was born in 1726, was familiarly known in his own day as King Cobb, a title which hardly exaggerated the sway he exercised in Margate for long series of years, until his death in 1802. For thirty-three years he held the offices of Chief Magistrate and Deputy. In every way he promoted the prosperity of the town. In the Acts of Parliament passed in 1787 and 1799, for appointing Commissioners for building the

old and new piers, his name is in both cases the first mentioned. The foundation of the old pier was laid by his son and successor, Francis Cobb, then a youth. An event, which led to the application for the first Act of Parliament is worth recording. On New Year's Day, 1779, while a number of ships were lying in Margate Roads and the Queen's Channel, several were driven on shore. The "York" a homeward-bound East Indiaman, driven from her anchors in the channel over Margate Sands to the back of the pier, where the whole of the crew and passengers were landed. A white marble tablet placed on the part of the pier against which the ship struck commemorated this singular event with the following inscription:-

On the 1st of January, 1779, during a violent storm at
north-east,
THE YORK EAST INDIAMAN
Was driven from her anchors and stranded on this spot.
To commemorate the providential escape of
the officers and crew,
To remind the seamen in no danger to despair,
FRANCIS COBB, Esq., DEPUTY,
Directed this inscription to engraven.

It may be mentioned also, that the very fine organ in the old church bears the inscription "PRESENTED BY FRANCIS COBB, SEN." But the greatest service the first Francis Cobb ever rendered to Margate was in 1777, when in conjunction with his brother pier-warden, Mr. John Baker, he obtained a grant empowering the inhabitants to hold a public market on Wednesdays and Saturdays.

The Brewery commenced as a very small concern that stood on the site of the present Bank House garden in King-street, and was conducted with great energy and skill by its founder, the first Mr. Francis Cobb. So prosperous did he become that he built the above-mentioned Bank House in the year 1783, and in 1785 he opened his Bank, the books of which record that the first transaction therein was the change of a £5 bank-note. The original Bank premises are now about to be enlarged and rendered more worthy of, well as more convenient for, the business which the prosperity of Margate has occasioned. It is noteworthy, as a somewhat exceptional circumstance, that Bank and Brewery, founded by one man, have ever since remained one firm. It will be seen, therefore, that Margate has every right to be

proud of and grateful to the first Francis Cobb, and the present heads of the house have not unwisely thought our readers would feel an interest in seeing the counterfeit presentment of one of the great brewers of the past century. The portrait we present to our readers to-day is said to have been a perfect likeness, and is engraved from a miniature by Ingleheart.

The troublous times that followed the outbreak of the French Revolution plunged our country into a series of wars, and necessitated the presence of a large fleet in the Channel. The Downs in those days were seldom without a fleet being anchored there, and then it was that the Margate brewery used to send large quantities of beer over to Deal for the use of the shipping. In consequence of this trade the Cobbs purchased a Brewery at that port. So great was the demand that the resources of both breweries were taxed to the uttermost, and it was in consequence of this that the second Mr. Francis Cobb rebuilt the Margate brewery, and erected the present spacious premises in the year 1808. The reputation acquired by the founder of the brewery was thoroughly maintained by his son and namesake, who succeeded him, not only in business, but also in his offices of Deputy Magistrate to the Cinque Port of Dover, Pier Warden, Commissioner, Lloyds' agent, Consul to several foreign courts, &c. In those times the office of Lloyds' agent was no sinecure, but many a time had the agent to venture forth in a gale to some ship, and great danger was incurred by the Margate boatmen in conveying chains and anchors on board; steam-tugs have caused quite a revolution since then. This second Francis Cobb became a partner in the firm in 1780, after having received his education and also some commercial experience in Amsterdam. He was married three times, first in 1786, to Miss Chippindale, some members of whose family afterwards entered the firm. By this marriage he had Francis William Cobb, born the following year, who joined the business on attaining years of discretion, and was also fated to succeed his father in all his public offices. How well the second and third generations served the town is pretty well shown by the fact that both their portraits, presented by the inhabitants, may now be seen hanging in the Town Hall. Indeed, these three gentlemen practically ruled Margate for as many generations. We may here remark that in 1797, a most critical event occurred, and that was the Mutiny at the Nore of the British fleet, and one day a boat full of sailors belonging to the mutineers, and



FRANCIS COBB, ESQ.,
(FOUNDER OF COBB AND CO.'S MARGATE BREWERY.)

evidently messengers of importance, was observed off Margate, having been chased by a cutter. This second Mr. Cobb, who was then Captain of the Volunteer Artillery (enrolled to protect the country against any sudden French descent on the English shores), patrolled the coast with his men from Birchington to Kingsgate, to prevent the escape of these mutineers. It may be of interest to know that the accoutrements of these, the earliest of volunteers, are still preserved in the Brewery. That the volunteers were useful as well as ornamental was proved by gallant little action of which the former gentleman was the hero. In 1798 a French cruiser, having probably convinced itself that no English frigate was in the neighbourhood, had made a dash and captured a couple of merchant brigs, and put prize-crews aboard. The condition of affairs was described from Margate, and Mr. F. Cobb, determined, if possible, to wipe out the insult to the flag, called out his volunteers and explained his plans. Of course they were accepted, and the result was that both brigs were recaptured.

The dearness of bread at the commencement of the century caused the country to be overrun by rioters, and in Margate they ventured to attack the mill of a most benevolent gentleman, simply because they suspected him of storing up corn against a rise of price; but the presence of the military speedily quelled this disturbance. Some time afterwards the Machine Riots became general - so much so, that great fear was entertained of the machinery at the Brewery, as well as at the Workhouse, being destroyed, but fortunately the rioters did not come so near Margate, although a false alarm was given by wrongly tolling the church-bell, and the brave volunteers under Mr. Cobb went forth with no little trepidation. In 1803 great terror was excited in all maritime ports by reason of the press-gang, and the impartiality of their attentions is shown by the fact that one day a gang came from a man-of-war in the roads and seized upon the Sub.-Deputy Mr. Gore. It was during the same year that Mr. Cobb and his son Francis William Cobb enrolled themselves as volunteers, so great being the fear of Napoleon's threatened invasion; and Mr. Cobb, in his capacity of deputy, was frequently visited by William Pitt, the Prime Minister, then Lord Warden of the Cinque Ports, who used to ride over from Walmer, generally with the first Lord Carrington, to concert measures for the defence of the coast on which occasions he twice dined in King-street. The Margate "Volunteers" was one of the finest bodies of the kind

anywhere round the coast. Pitt was the colonel, and the two captains of companies were Francis Cobb the younger, and his son, Francis William Cobb, and every able-bodied man in their service was a volunteer. There was then a large trade between Margate and Ostend, and old Margate men say that, in war days, they found Cobb's bank-notes would be in preference to those of the Bank of England. These war days likewise brought prosperity to the Brewery by reason of the large consumption of beer by the sailors of the Fleet. It is strange how the taste of those days for old stale beer has turned to the opposite extreme in the liking for new and sweet by the present generation. Then, beer had to be vatted for two, three or four years, which necessitated larger cellars and a large capital lying idle. But the demand for the Margate ales still increased, so in 1808 the new brewery was erected; but more of this anon. Twelve years later an extensive forgery of £5 notes of the King-street Bank was detected, and the two persons issuing them were speedily lodged in Dover Gaol; but despite the strenuous efforts made up to the very last by the Cobbs for a remission of the extreme penalty of the law, the forgers, who were engravers, paid the penalty of their crimes upon the scaffold, and these notes are still in the possession of the firm. Let us pass on now to a description of fashionable Margate, whose zenith of glory was from 1760 to 1815, the date of the introduction of steam-boats, since which time the aristocracy began gradually to give way to the great middle-class of London, to whom the place is ever "dear old Margate."

As a fashionable rendezvous, Margate must have been just about 1808 in the very height of its glory, although the number of visitors then could not have been as units compared with hundreds, now. Captain Clough, as we have said, was the M.C. Balls were given every Monday and Thursday evenings, lasting from eight o'clock till midnight, at which the principal dances were country-dances, then the most favoured and fashionable of all. To some people doubtless the tables set out for whist, quadrille, commerce, or loo, were more attractive. Margate was then a favoured place, for not only did it boast a market-place, thanks to Francis Cobb and his colleague, but it had a new Town-Hall, a Theatre (the only one in the Isle of Thanet, of which Wilmot Wells, Betterton, and Faucit had just been the successive managers), a Ranelagh pleasure gardens, and, in short, almost everything visitors could wish. When to all these charms was added the yet greater advantage of its con-

tiguity and easy access to London, it is small wonder the little town was generally full to overflowing. It must be remembered that Margate could sixty years ago, as now, be reached by land or water; and in one respect our grandfathers were better off than ourselves, as they only had to pay half-a-crown for the voyage by the Hoy, which occupied, according to circumstances, from ten to fourteen hours, if the wind proved favourable; at other times three to four days. Extremely cheap and commodious was the land journey. Leaving London every morning at five o'clock, Canterbury was reached at four in the afternoon, the ride costing only 12s., with the exception of the trifle required for guard and coachman. From Canterbury nothing was necessary but to change into another coach, which ran all the way on to Margate during the summer, charging but four shillings for the run, and arriving at its destination before seven in the evening. The consequences were that the town grew rapidly, another impetus being given to its popularity when in 1815 the steam-packet "Thames" brought its first freight to the pier, which Mr. F. Cobb and his colleagues had completed just in time. The Margate steamers were the first that plied on the Thames. At the census in 1821 the population had reached 7,843; ten years later the number was 10,339, and in 1841 it was 11,028. Curiously enough, the next ten saw a decline, but this was easily accounted for. The Brighton Railway opened several years before the South Eastern, and many persons went to the south coast in preference. Even when the Railway was opened in December, 1846, the roundabout journey by Reigate, Ashford, Canterbury, and Ramsgate of over a hundred miles, the slow trains, and the high fares, were contrast to the direct line, express speed, and cheap prices between London and Brighton; and old inhabitants can tell of the wretched cattle-pens which did duty for third-class carriages, that even now are but little improved. But the natural attractions of the place asserted themselves, and in 1861 the population showed another rise, and at the last census the numbers had grown to 14,000. As the town grew and prospered, so naturally did the Bank and Brewery, the heads of which, by the way, were always foremost in promoting any good work calculated to increase the prosperity of the town. Thus to members of the Cobb family, besides the achievements to which we have already alluded, Margate mainly owes the erection of the Marine-terrace, and with Mr. Docwra, the completion of the Royal-crescent. All charities owe much to the splendid liberality and openhanded benevolence of

the Cobbs. To half the philanthropic institutions of the town and district one or other member of the firm is Treasurer. Trinity Church, whose fine and imposing tower is a well-known Margate landmark, was largely contributed to, and an Evening Lectureship endowed by the liberality of the Cobbs. Three of the family are on the Executive Committee of the Royal Sea Bathing Infirmary, in which noble undertaking the house has always taken a great interest, and in fact every thing and every place in Margate seem to have some connection with the Brewery, which, from its prominent position on the Fort, overlooks the town, and is itself one of the most prominent and familiar landmarks of the vicinity; and recently the Cobb family have very largely contributed towards charity for old and poor inhabitants of Margate, called the Alexandra Homes - in memory of the Princess of Wales having received her first English welcome from Margate when she anchored off the jetty on the occasion of her marriage - and still more recently have given large sums towards the building of the new church of St. Paul, the restoration of the old parish-church of St. John, and towards the foundation of new Voluntary Schools.

Entering the Brewery from King-street, the appearance of the roadway as the hill is climbed is rather that of some extensive fort in a garrison town than that of a peaceful brewery. A solid wall rises on one side, and circular buildings on the other, not unlike the mamelons or small towers, and the winding roadway prevents any view for more than a very few yards. The forts, however, are but malhouses, and presently the offices are reached. These are in divisions, flanking the entrance to the yard on both sides, and are conveniently and commodiously fitted. Immediately beyond these is the very extensive and convenient yard, backed by the main brewery buildings, which are, for their extent, as handsome and as well arranged as any of the kind in England. These premises were erected in 1807-8, by the second Francis Cobb and his son Francis William, at a cost of £60,000. The substantial character of the building, its roominess, the abundance of space therein, and the high duty on timber, with its unsparing use throughout the structure, was the cause of this large outlay. The architect was Mr. W. Teanby. The really handsome structure of solid brick work, darkened by nearly seventy years service, has a main frontage of one hundred and seventy-nine feet with a breadth of forty-three feet. The elevation consists of a central Brewhouse and two lofti-

er wings. The height of the former is forty-three feet, and of the wings fifty-one feet, in addition, surmounted by turrets eleven feet in diameter, and ten feet six inches high, above which are vanes seven feet higher, giving an entire elevation of seventy-five feet. Thanks to the lofty character of the buildings, and to their commanding situation, there can be obtained from these turrets a most magnificent prospect of nearly the whole of the Isle of Thanet, of Herne Bay Pier, the Isle of Sheppey, and the Nore Light Ship.

The water supply is derived from a well in the Chalk, from which the old brewery drew all its wants, the liquor being pumped into a large tank in the brewery-yard, which is capable of holding more than a thousand barrels, and from this the steam-engine pumps all that is required for brewing purposes only into a large liquor-back situated quite on the top of the building. The analysis of this water shows that it possesses qualities for brewing purposes, although the amount of sulphate of lime present does not quite equal the Burton standard. A few years ago, during the erection of a gasometer at the Gas Works, it was found necessary to pump a very large quantity of wafer from the needful excavation, which to some extent interfered with the brewery supply, and its wants were supplied by the Water Works Company, but the liquid was not equal to that of the original well. Fearing a future difficulty, which has, however, never arisen with regard to the water supply, the firm commenced an artesian well and at a depth of nearly four hundred feet found the water somewhat brackish, a result which was prognosticated by a well-known geologist, who has made the Chalk his especial study, and which is due to the inclination of the fissures in the Chalk, which evidently crop out at the sea bottom some eight miles from land. Undoubtedly, if the well was carried down a farther four hundred feet an excellent spring would be tapped should it be deemed necessary to do so. Inside the Brewery, we come to the engine-room, which is especially interesting from the fact that it contains one of Boulton and Watt's famous condensing engines erected in the year 1826, and it is still in excellent condition as when first put up, although it is believed to be one of the first ever fitted in Kent. When the new Brewery was built, the motive power, until 1826 was derived, from four horses working gearing, but in the latter year the firm purchased the above-named engine, which was one of eight constructed for a West India Sugar Company that failed before this one

was ready for shipment. Being early days of steam, it was deemed advisable so to connect the engine with the old gearing, that in case of a break-down horse-power could be available and it seems strange to see, 50 years afterwards, this old horse method still intact and capable of immediate use. The duties of the engine to pump liquor for brewing, as well as from a second deep well for refrigerating purposes and washing down only, to grind malt, work the mash-tun, gearing, &c. The malt having been crushed, is moved by Archimedean screws over the hoppers to the mash-tuns, which are two in number, being of the respective capacities of 60 and 20 quarters, forming together a plant of 80 quarters. The Coppers are respectively of the capacities of 175 and 42 barrels, with pans of 42 and 35 barrels. The hops are, as is usual, boiled with the wort in these coppers, and having been strained in the hop back, the boiling wort is cooled to a certain extent in large flat shallow backs before it passes through one of Morton's excellent refrigerators. The situation of the Brewery on a hill, its exposed position, and the fact that at Margate there is always a cool breeze from the sea, renders this method of cooling somewhat economical, since less liquor is required to be pumped for use in the refrigerator. Old hands recollect when large flapping fans were used to accelerate the cooling process. The fermentation is conducted in rounds and squares, nine in number, and ranging in size from 120 to 200 barrels. All are of wood, and attemperators have not been as yet fitted, since the ever-blowing Margate breeze can be utilised during the different stages of fermentation, although great precaution is necessary in regulating the current of air which passes over the fermenting tuns. By the system adopted, all running beers and porters are cleansed at once into the Tun Room, from whence they are either sent out to the public at once or are stored in the Vat Room or Brewery cellars - an enormous apartment, 146 feet long, 40 feet broad, and 24 feet deep, telling strongly of the days when all beers used to be vatted, and even now containing several of these huge obsolete receptacles, with a united capacity of 7,000 barrels. Now we descend into the bowels of the earth, into what must be considered the feature of the brewery. We are now in the cellars, and most marvellous cellars they are! Literally hewn out of the solid cliff, they are not only of great size, but are capable of indefinite extension by the mere process of carting away the chalk. As will be easily understood, the thickness of the roof and walls is such as to render the place utterly impervious to external

atmospheric conditions, and therefore from year's end to year's end it is of one equable temperature. By most competent judges these cellars have been pronounced the best in Kent, and, certainly, they cannot easily be matched. Here we are shown the stock of beers, and learn that the descriptions of malt liquor brewed are bitter beers, old and mild ales (the celebrated Margate ales) and porter. All those we examined were of excellent quality and in splendid condition, the strong ale especially being worth a long journey to taste. This strong ale is, by the way, the specialité of the Margate Brewery - and the history of its popularity is as follows:- It was commenced to be brewed in the year 1820, by a Mr. Paul, who had previously to his connection with the Cobbs, been with a firm of well-known West-end London brewers of the name of Ball, then famous for their ales, and who were, with the Charringtons, the only ale brewers in Loudon, all the great firms confining their attention to black beers and porters. The public soon acquired a liking for this article, so much so that one great house was especially anxious to find out the details of the process of brewing. The Cobbs did a large trade with the metropolis in those days, and this ale met with the special approval of the medical profession, and the numerous visitors to Margate always regard this as Cobb's ale par excellence - whilst some twenty-five years ago quantities used to be shipped to Sydney and New Zealand, but the export trade was never followed up, owing to difficulties with the customs. The strong ale is brewed in the winter months only, and is racked in the Vat Room into casks, long pipes communicating with the Tun Room for this purpose. The cellars of the numerous public-houses, we understand, are first filled up, and in March the large Vat Room is quite full in readiness for the Margate season. Over the cellars are situated the cooperage and carpenters' shop. On the opposite side are the stables, which, as may be expected, are well fitted and excellently arranged; and behind the brewery is a large plot of ground at present unoccupied extending from the brewery buildings to the Britannia, a beerhouse which was formerly used as a summer-house by the second Francis Cobb. On this ground it will be possible, if it be thought desirable, to erect on some future day a secondary brewhouse, for which there is abundance of space. Having seen the hop stores, where the unfailing rampant steed, the White Horse of Kent, confirms our previous information as to the birthplace of every pocket (and no other but the best East Kent hops are used), we quit the brewery proper

and return to the malting-houses. These are at this season in full work, and store is being rapidly made up for the coming one. As there are two ninety-quarter kilns, our readers will understand how large a quantity of barley can be germinated in these premises. The barley bins are very perfect in their arrangements, having lately been rebuilt and extensively added to. Opposite the malt-houses, but somewhat lower down the hill are the buildings of the original brewery, now used merely as stores and lumber rooms, the cellars under being alone still appropriated to their original uses. Once they were used for the spirit and wine business, which Messrs. Cobb have long ago given up. The barley used by the firm is all grown in the Isle Thanet, it may be said, within sight of the Brewery, and it may be truly asserted that there no better barley district in England; and since all the malt is made on the premises, the purity and excellency of this one of the most important ingredients in brewing is thus assured. Such supplementary materials as hop extract and sugar are not known on the premises, nor is there any intention that they should be, as long as pure malt and pure hops can make good ale. At the bottom of the hill is the back entrance to the house in King-street, built in 1778, by the first Francis Cobb for his son, and now occupied by Mr. Francis Marsden Cobb, the great grandson of the first resident. This gentleman courteously acted as our guide over the Brewery, and to him we must express our acknowledgements for the information respecting his firm which we have able to lay before readers. Adjoining, and indeed communicating with this house, is the Bank, which has decidedly outgrown its dimensions, and is therefore, perforce, to be enlarged at once. This branch of the business was founded some years after the Brewery, but, as remarked, has always formed one firm therewith. Before proceeding to name the present partners, we may now conveniently bring down our history of the house from the point at which we quitted it.

Francis William Cobb, who was the grandson of the founder, was the eldest son of his father by his first wife - his half-brother. Mr. Thomas Francis Cobb, is now the oldest member of the firm. This original firm of Francis Cobb became known after the founder's death in 1802, as Cobb and Son, and in 1842 was changed to Cobb and Co. on the introduction of Messrs. Henry and William Chippindale as partners. These gentlemen were members of the family of the well-known coopers in Bunhill-row, who are the makers of all Messrs.

Whitbread's barrels and those of many other breweries as well as Messrs. Cobb's. Mr. Francis William Cobb died in 1871, at the advanced age of 85, and the town gave him a public funeral as a mark of respect to his memory, for he had endeared himself to his fellow-townsmen by reason of his wide-spread charity and his large-heartedness, as well as by his invariable courtesy and the ability which had always marked his public career, for he had been the Deputy and leading man for more than thirty years, in fact until the town preferred a Mayor and Corporation instead. Indeed the name of F.W. Cobb is to be found on the subscription list of well-nigh every charity throughout the country, and it was truly said on the day of his death that Margate had lost its best friend.

The present firm of Cobb and Co. consists of eight partners, the oldest member being Thomas Francis Cobb, second son of Francis Cobb, a gentleman who has for many years been one of the most highly respected and influential inhabitants of the town. He is the Treasurer of the Pier and Harbour Company, Chairman of the Land Tax Commissioners, a member of the Infirmary Committee, and a moving spirit in most of the local philanthropic institutions. (2) Francis Carr Cobb, eldest son of, successor to the Francis William Cobb, who for so many years head of the firm; (3) John Chippindale; (4) James Francis Cobb and (5) Anthony Blackburne Cobb (sons of Thomas Francis Cobb); (6) Francis Marsden Cobb, son of Francis Carr Cobb; (7) Thomas Francis Swinford, son-in-law, and Francis Boughton Kyngdon nephew of Francis Carr Cobb. The brewery for many years was under the able management of Mr. Thomas Francis Cobb, who afterwards was associated with his brother Mr. Francis William Cobb in the management of the Bank. His duties at the Brewery have

been for the last thirty years undertaken by Mr. Francis Carr Cobb and Mr. John Chippindale, under whom it has attained its present position. Now Mr. Francis Marsden Cobb succeeds the above, and Mr. A.B. Cobb and Mr. F.B. Kyngdon are, with Mr. Thomas Francis Cobb, the heads of the Bank. To show the good feeling that exists between master and man, it may be added that many of the present working hands represent families as old as the original brewery, and the annual dinner given by the firm has been presided over by Mr. J.A. Hamilton and Mr. C.J. Buck, the former gentleman having been in their service for the last thirty years. It would be tedious to enumerate the various offices held by the different members of the firm, but any Margate guide-book will demonstrate that nothing is done in Margate without their assistance. It is therefore clear that not only is the Margate Brewery fairly entitled to rank among the representative breweries of England, but the family which has carried on the ever-increasing business for a century and a quarter, has so identified itself with the history of Margate, that the one cannot be separated from the other, while the tens of thousands of visitors who annually seek the sea-breezes of this most health-giving resort owe a debt of gratitude to the men whose energy, exertions, and public spirit have done so much for the improvement of the town in which they love to spend their annual holidays.

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Notes

1. Captain Charles Clough (1780-1821).
2. A series of myths, legends, ghost stories and poetry published in 1837 by Thomas Ingoldsby of Tappington Manor, the pseudonym of Richard Harris Barham (1788-1845).