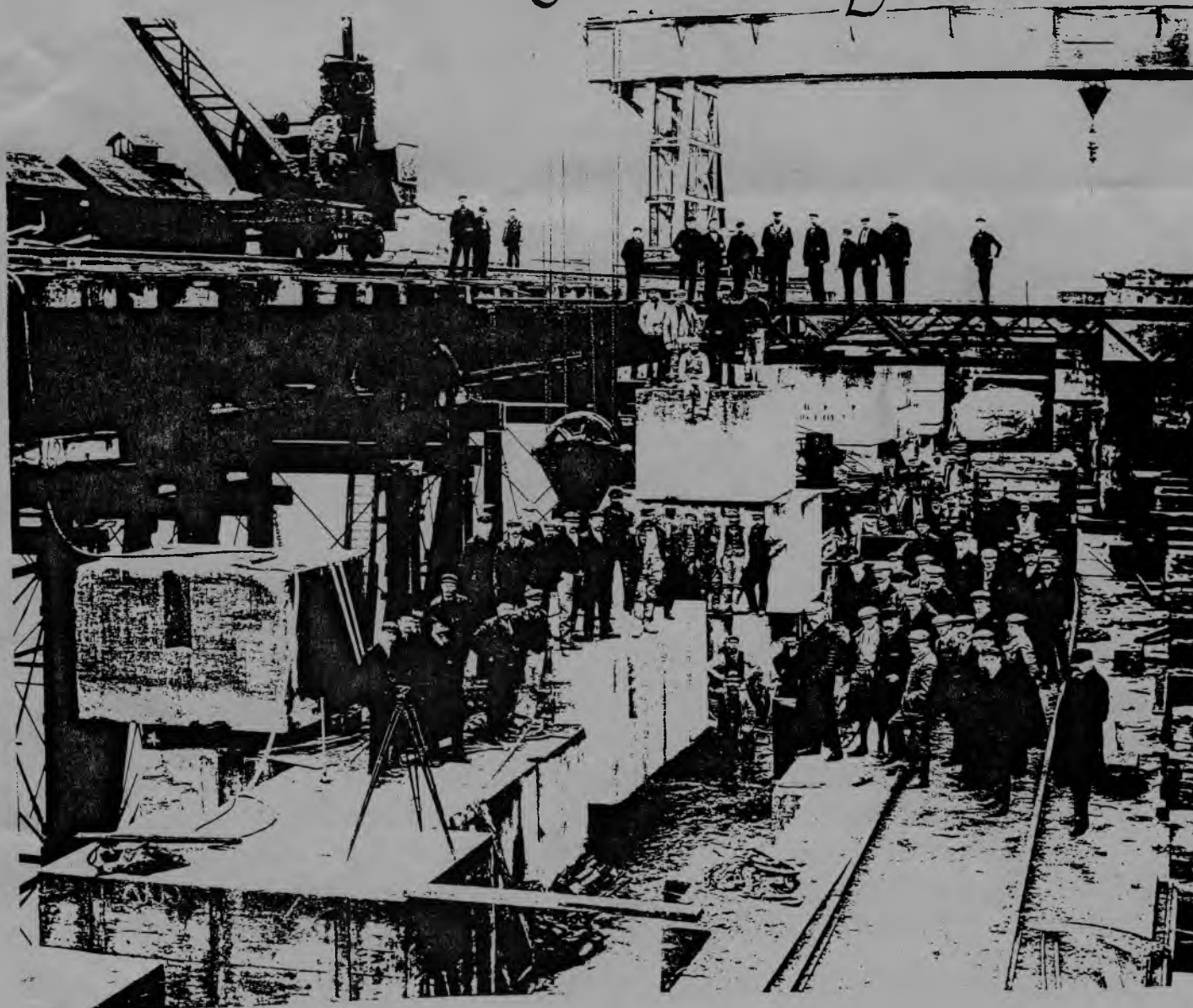


The
Dover
Society

Newsletter

No 7 May 1990

Registered with the Civic Trust
Affiliated to the Kent Federation
of Amenity Societies
Registered Charity no. 299954



Construction of South Breakwater 1904

PRESIDENT and VICE-PRESIDENTS

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VICE-CHAIRMAN: John Gerrard, 77 Castle Avenue, Dover (0304) 206579

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Phyllis Dobbins, Jeremy Cope, Norman Willis, Peter Johnson, Mike McFarnell (Advisory Member), Ken Wraight.

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EDITORIAL

The Dover Society has now completed two years of its existence and has attracted not far short of three hundred members.

The Society has, so far in 1990, enjoyed an illustrated talk by John Gerrard on DOVER HARBOUR, a highly entertaining evening of WINE & WISDOM, a visit to the splendidly restored and refurbished CRABBLE MILL during which one of our Awards was presented, our second ANNUAL GENERAL MEETING and a superb concert by PRIMAVERA. In addition the PROJECTS GROUP has been very active in Operation TIDY 90 and orchid hunt under the auspices of The White Cliffs Country Project. Our Chairman's WALK around Historic Dover attracted 85 people and he has been asked to repeat the event in August. Finally The Society very successfully hosted the Annual General Meeting of the KENT FEDERATION OF AMENITY SOCIETIES with its prestigious speakers.

The Chairman of our PLANNING SUB-COMMITTEE, Adrian Galley, has made vigorous protests about the proposed Eurotunnel costing plant which were prominently reported in the local press and also on local radio. The proposed construction at the Shakespeare Cliff site would be as source of considerable noise, possible danger, have a most unpleasant visual impact and would be a further threat to the long-suffering residents of Aycliffe.

Another brash shopping development, Halford's, has appeared in the Charlton Green area to join the big red monster nearby. We are, however, glad that the B & Q site is now planted with trees and shrubs, which should help soften its visual impact a little, and the Halford's site is at least mitigated by the screen which separates it from the Charlton Green Conservation Area.

The Dover Society has accepted in principle some development on the WESTERN HEIGHTS but will be maintaining the closest possible watch to ensure that the restrictions in the Planning Brief are rigidly enforced. Our disquiet about the skyline of the Heights, which has received some publicity in the local press, continues to be a major concern.

We are delighted that Peter Johnson, one of our Vice-Presidents who also serves on the Committee, is making such a good recovery.

Unfortunately Maggi Waite has had to resign from the Committee, because of pressure of work, and we thank her very much for her past work and continuing concern.

We note with interest Dover District Council's schemes to improve the urban environment of Dover, and the establishment of the HISTORIC TOWN TRAIL, and look forward to the improvement of Cannon Street.

The Committee will shortly be considering the merits of possible recipients of THE DOVER SOCIETY AWARD. Do write to the Editor if you wish to nominate a scheme or a building for consideration. Please do so by 6 June.

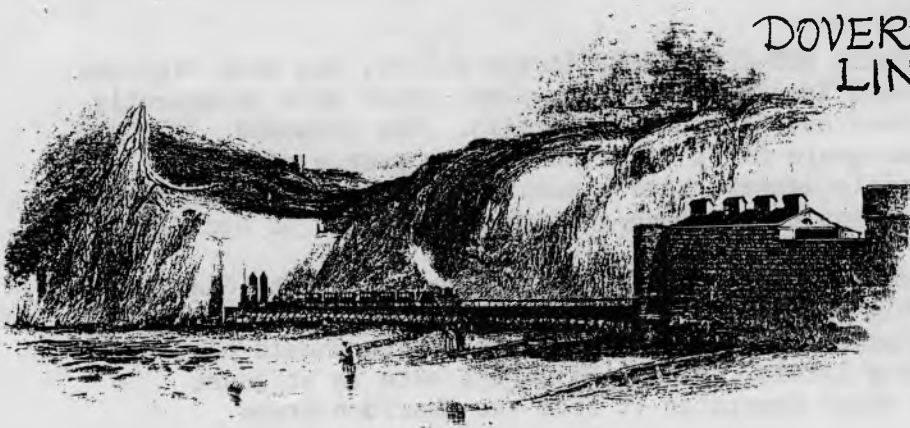
Please continue to support the various activities which The Society has on offer, in particular noting the details about the visit to FAVERSHAM and the LONGMARKET EXCAVATION, CANTERBURY, which was not listed in the January Newsletter. Early application is advisable.

There are also some very interesting events organised by Dover District Council to commemorate the fiftieth anniversary of the evacuation of Dunkirk. The 'Anne Frank in the World' exhibition will be in show at the Town Hall and English Heritage is opening part of the fascinating complex beneath the Castle. The White Cliffs Country Project deserves our special support. May I also mention The Editor's exhibition at Dover museum? It consists of paintings, drawings, prints - including local subjects - calligraphy and painted silks with trapunto. Most works are for sale as are Christmas and other greetings cards also by the artist.

If you have not yet paid your SUBSCRIPTION for 1990-91 please do so noting that it is now £3. It saves on postage if you do not have to be reminded personally and we are running on a very tight budget. We have kept the subscription low but it barely covers our basic expenses.

Please introduce The Society to some more potential members; the more we have the more effective we can be.

Philomena Kennedy Editor



DOVER'S FIRST RAIL LINK *The South Eastern Railway*

The first railway to reach Dover was the S.E.R. The tunnel beneath Shakespeare Cliff was completed in 1843. Dover's Town Station,

which can be seen on the right, was built on the shingle beach. It ceased to be used as a station for the public in 1914. (Picture courtesy of D.H.B.)

See 'FROM ROMAN OCCUPATION TO CHANNEL TUNNEL' on p.30

A DAY OUT WITH THE DOVER SOCIETY TO FAVERSHAM & CANTERBURY

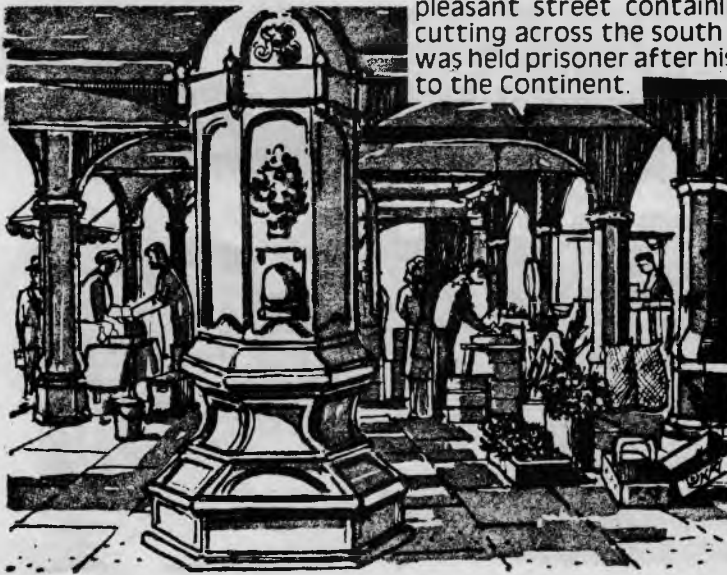


The Faversham Society was founded in 1962 and has some 600 members. In 1964 the KFAS (Kent Federation of Amenity Societies) was formed at a meeting in the town. In 1971 the Society bought the FLEUR DE LIS which was opened as a HERITAGE CENTRE in 1977, with a Tourist Information Centre incorporated in 1978.

On 30 June we are organising a visit which will include FAVERSHAM. See p. 7 for details. Please apply by JUNE 6 at latest if you wish to join the trip. Here is a taster:

THE MARKET PLACE

In the centre of the town, at the junction of three of its oldest streets, stands the Guildhall, a building of mixed 16th and 19th Century parentage raised on pillars. The paved area beneath and immediately around it forms the Market Place. At the north end of this is Court Street, a broad and pleasant street containing many 17th and 18th Century houses, whilst cutting across the south end is Market Street. Here, at number 12, James II was held prisoner after his capture by local fishermen, attempting to escape to the Continent.



PARISH CHURCH AND 15th CENTURY BRASS



Amongst the historic buildings of Faversham the parish church of St. Mary of Charity must rank as one of the most impressive, not the least on account of its surprising size and unusual aisled transepts. Although restored in the late 18th Century, it retains many Norman features. The distinctive crown spire dates from 1797 and the elegant nave from slightly earlier. Features which should not be missed are the grotesque misericords beneath the choir stalls, the brightly emblazoned tomb of Edward Fagg and the 14th Century frescoed octagonal pillar.

WEST STREET

At the west end of the Market Place the road leads downhill in a gentle curve. This is West Street and in it may be found many buildings dating from the 16th and 17th Centuries. Of particular interest is number 121, decorated externally with panels of ornamental plasterwork, dated 1697. Almost opposite, at the junction with Market Street, is the Ship Hotel, an 18th Century coaching stage which still retains many Tudor features, among them carved beams and a fine decorative ceiling. There are more than 400 listed buildings in Faversham, the centre of which is recognised as an outstanding conservation area.



FLEUR DE LIS HERITAGE CENTRE AND MUSEUM



1,000 Years of History - vividly brought to life in Award-Winning Displays on:

- Breweries - Brickfields - Explosives - Hop Picking
- Cinque Ports - Creek - Shipbuilding - Transport
- Fire Services - Schools - Hospitals - Houses
- Churches - Cinemas - Pubs
- Farmhouses - Oasthouses
- World Wars I & II

ALSO FEATURING

- Audio-Visual
- Edwardian Barber Shop
- The Old Village Store - The Old Cottage Fireside
- Village Telephone Exchange

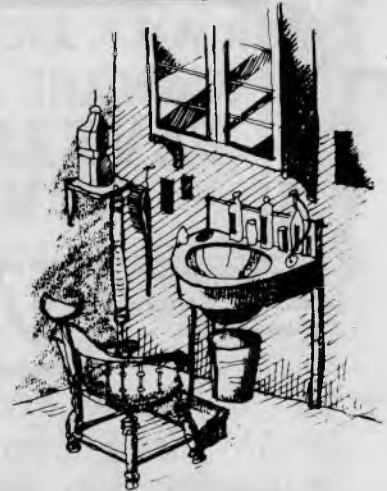


CHART GUNPOWDER MILLS

Reached by Westbrook Walk opposite Stonebridge Pond, the Chart Mills date from the late 18th Century and are the oldest of their kind in the world. Recently restored by the Faversham Society this unique industrial monument is a link with an industry which flourished locally from 1560 to 1934.

The past prosperity of the town has been closely linked with the Creek, a tidal inlet of the Swale, navigable to small and medium craft. Faversham was, and is a Limb of the Cinque Port of Dover and retains to this day the right to elect a Baron to the assembly of these ancient towns. Its prosperity rested on a variety of trades and industries and many links with these can be found in local names, as in the Coal Exchange Inn near the waterfront. Nearby, the medieval warehouses bear witness to an earlier trade, perhaps even that of the powerful Faversham Abbey. Shipbuilding, too, was rooted deep in the town's history and the title of "The King's Port" remains as an acknowledgment of the royal gratitude for the provision of fighting ships.



EDWARDIAN
SPLENDOUR
IN THE
PEACEFUL SETTING
OF THE
GARDEN OF
ENGLAND



Japanese Rock Garden, Topiary, Rose Terraces, Lake and Woodland Area.

A visit to Mt. Ephraim Gardens & tea is included.

Mount Ephraim Gardens are at the heart of an 800-acre estate comprising the house and gardens, a progressive fruit farm, woodland and let grazing.

The Dawes family has lived here for 300 years, but the gardens were laid out as recently as the 1900's. There is a very fine herbaceous border with topiary; rose terraces leading to a small lake and woodland area; an extensive Japanese rock garden and a diversity of shrubs and trees everywhere. *There is also a newly-planted vineyard.*

Mature trees frame views over the surrounding countryside.

Delicious home-made teas served in the Edwardian kitchen.

* * * * *

DEADLINE 6 JUNE ! PLACES LIMITED

Visit to Faversham, Mount Ephraim Gardens & Longmarket Site.

On Saturday, 30 June we will, if enough people are interested, be arranging a pleasant, interesting day out by coach to Faversham, Mount Ephraim Gardens and the Longmarket Excavation in Canterbury.

Included in the cost of £10 (or £11 with cream-tea) is :

- Coach travel from Pencester Road, Dover, to Faversham and back;
- Entrance to the Fleur de Lis Heritage Centre, Faversham;
- Morning coffee, or tea, and biscuits at Heritage Centre;
- Guided tour of Faversham by members of the Faversham Society;
- Entrance to Mount Ephraim Gardens;
- Cream tea (£1 extra) or tea and home-made biscuits at Mt. Ephraim;
- Guided tour of the Longmarket Excavation Site, Canterbury.

Not included : lunch. A list of restaurants and pubs & a map will be supplied en route. There will also be a raffle for D.S. funds. Be prepared!

ITINERARY

9.00 - 9.15 a.m. Join Seath's coach in Pencester Road, Dover

10.15 approx. Arrive Faversham where members of Faversham Society will meet and take us to Fleur de Lis Heritage Centre for visit.

11.30 - 1.00 approx. Lunch.

1.00 - 2.00 Guided tour of Faversham.

2.00 - 2.30 Visit to Gunpowder Mills.

2.50 approx. arrive Mount Ephraim Gardens.] kitchen.

2.50 - 4.30 approx. Visit gardens and have tea in the Edwardian,

4.40 approx. Leave Mount Ephraim for Canterbury.

5.00 " Arrive Canterbury Coach Park & walk to Longmarket

Excavation Site for Guided Visit. (Details overleaf). 3 cream

6.15 - 6.30 Arrive back at Pencester Road, Dover.] teas ordered

See page for further details. PLACES LIMITED - apply by 6 June at latest.

Please fill in form below. Please also make note of tea ordered; order cannot be changed.

Send form & cheque(s) to PHYLLIS DOBBINS, BOTTOM FLAT, 5 MAISON DIEU ROAD, DOVER. CT16 1RW. Availability can be checked with Phyllis on 205137.

THE MAJOR EXCAVATION SITE AT LONGMARKET IS INCLUDED IN THE TRIP ON 30 JUNE. PLEASE BOOK IMMEDIATELY IF YOU WISH TO JOIN. THERE WILL BE LOTS OF INTEREST & SEVERAL BREAKS.

Between 1944 and 1983 archaeological investigation in the Longmarket area of Canterbury provided considerable evidence for Roman and Medieval settlement in the city. Discoveries made then indicate the potential of the 1990 excavation.

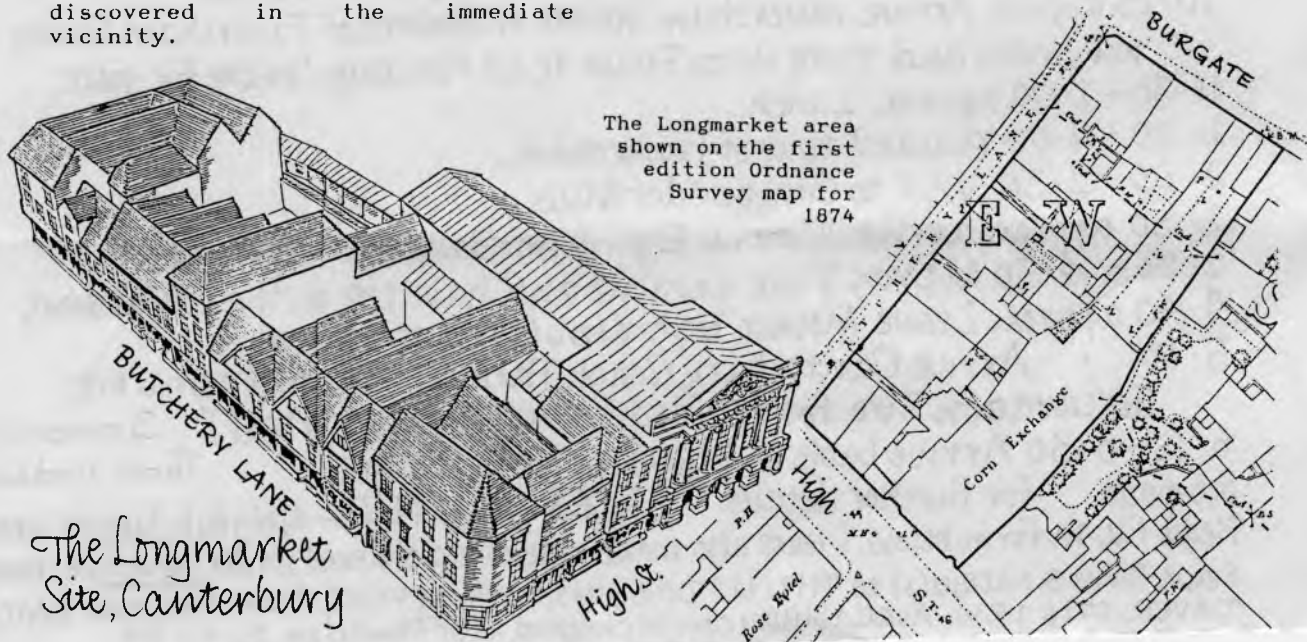
The lowest levels of previous excavations produced Late Iron Age deposits, including the remains of at least one 'Belgic' house, dating from shortly before the Roman Conquest of A.D. 43.

In 1944/6 remains of a Roman town-house were discovered. In the third century A.D. this elaborate residence had a mosaic floor which has been visible until recently, housed in the Roman Pavement museum. Other Roman buildings were discovered in the immediate vicinity.

Of the Medieval occupation in the area, one of the houses known from excavation is thought to have been the House of Theoric the Goldsmith in c. 1160.

One of the principal public buildings of nineteenth-century Canterbury was the Corn Exchange. The Exchange was built on this site in 1820 and, like all other medieval and later properties overlying the present Longmarket area, was destroyed by air-raids in June 1942.

The excavation is open to the public seven days a week, 9 a.m. to 5 p.m. There is also a site display and a gift shop. So why not come and watch us uncover Canterbury's history?



The Longmarket Site, Canterbury

PHILOMENA KENNEDY
Paintings·Prints·Drawings·
local subjects·Calligraphy·
Painted silks with trapunto.



DOVER MUSEUM
5 MAY - 9 JUNE 1990
Tuesday - Saturday 10.00 - 17.00
Sunday 14.00 - 17.00

Review

The Committee has to thank our Editor, Philomena Kennedy, for a second delightful evening when she invited us to the preview of her current exhibition, on the evening of the 8th May. The first sign of the event on approaching the Town Hall was the difficulty of parking anywhere around! Once inside, the tiny space which is all the present Museum can allot to temporary exhibitions was teeming with happy guests and friends from 6.30 - 9.00!

All the words of praise for Philomena's rich and varied talent which I wrote in Newsletter No.5, when we saw her exhibition in the Deal Library Gallery a year ago, of course apply again. There is the same variety of media: paintings in watercolour, acrylic and gouache or on silk with trapunto, drawings, prints, calligraphy.

This is a more restricted exhibition, however, than the earlier one and is focussed on Dover. Exactly half of the 44 items are of Dover subjects. One remarkable fact about these Dover sketches is that they were apparently all produced during a recent relatively short but fruitful period leading up to the Exhibition. Sketches they may be called but not in the dictionary sense of being "rough, slight, merely outlined, unfinished". There are varied approaches, sensitively suited to the individual subject. Some shine with bright colours, some surprise you with a new angle on an old friend, a front elevation or a striking perspective from a high viewpoint. They all inspire you to make a resolution to walk slowly and look about you in our town scene.

The other section of the exhibition is more exotic. Perhaps the most spectacular and the most-sold print is the classic view of the courtyard in Trogir. Light and perspective invite you into both the garden of the Villa Aurelia (17) and of the Casa de Pilatos (26), the first rather sinister and viewers thought of Samuel Palmer and Salvador Dali! The courtyard in Seville (38) capturing heat and light with only black ink and wash on white paper is one of my favourites. Gubbio (16) and the house on Symi (35) offer fascinating perspectives and the Flowers in a Mediaeval Font (15) and the Water Garden in Autumn complex patterns, and one could go on and on. (There's a pattern of Dover doorways, too. (11)).

May we perhaps look forward, when the new Museum in the Heritage Centre is complete and open with more ample space, to a full retrospective Philomena exhibition? Meanwhile we say "Thank You" for what we have.

Leo Wright

I should have like to have invited many more people but space did not allow.
(The exhibition is also open on Monday 28 May).

Editor.

THE GOLDEN TRIANGLE-2(3)

A. F. (Budge) Adams

Mowll's, the solicitors, were very early occupants of Nos. 34-36 and possibly the first. I have a grateful memory of Mr John Mowll, an enormously tall man, proportionally broad and heavy, who extracted my arm when I, aged eleven, had foolishly wedged it in the grating of the gutter drain outside his office. The solution to my problem was really simple: Mr Mowll sent one of his clerks for a bucket of cold water which he poured over my arm and wrist and then, grasping me under the armpit, he pulled with all the considerable force of which he was capable, and I was free! It hurt a bit but the damage was slight and I was happy to have escaped so relatively easily and with my hand, miraculously, still attached! I am reminded by the memory of this incident that Mowll's strong-room in the basement was used, during the last war, as an effective and very handy air-raid shelter into which many of those living or working nearby would "dive" when shell or air-raid warnings were sounded.

On the opposite corner of Russell Street, Weaver's stationer's shop was, prior to 1914, the "Victoria Hotel and Billiard Saloon" and was, amongst other things, the headquarters of the Dover Cycling Club, a very well-supported and active organisation. The premises were built expressly as an hotel, it being thought by the developers that Russell Street would be continued onward as a new thoroughfare to the Sea Front and that the site would have great potential. Property owners in Fector's Place and St. James's Street were not co-operative and the extension was never built. High up on the Russell Street frontage can still be discerned the words "Victoria Hotel" in large black lettering painted on the brickwork.

At No. 42, next door but one, a stockbroker had his offices and then, at No. 46, was Mr G. J. Carter, the Superintendent Registrar of Births and Deaths for the entire Dover District. Next was Pepper's, the butcher's shop, now a take-away food place, and then there was Miss Norah Murch, the milliner, whose elegant premises were later "antiqued" and became Gibb's "Old Curiosity Shop." The bearded Mr Forster, who was succeeded in my time by Mr E. G. Sharp, had a chemist's shop where now is Blake's Wine Bar and he also did business as a mineral water manufacturer. In those days most small town chemists made and sold mineral waters by retail as a side-line and one could always buy a bottle of mineral water and drink it in the shop from a glass the chemist would provide.

On the walls of the chemist's shop and of the terrace terrace of shops opposite there were a number of brightly painted advertisement panels. Brockman, the cycle dealer's and Easte, the corn chandler's, were particularly striking.

Next to Forster's, where now is the auto spare-parts shop was the showroom of the Dover Motor Company, with workshops in the factory in the rear. Originally this building had been occupied by E. Hills & Sons, coach builders and specialist coach painters who for many years did the painting and lining of the Daimler bodies that were made by Palmer & Son at Cherry Tree Avenue and at the foot of Coombe Valley Road, originally a brewery and now occupied by a large

block of flats. In the large rooms above Hill's showrooms were Cresswell & Newman, architects, surveyors and civil engineers and where now is the restaurant known as Dino's was another butcher's shop though, previous to Dinos occupation, Fremlins used it as their offices. On the corner of Dolphin passage were the offices of Alfred Leney & Co., proprietors of the extensive Phoenix Brewery on the site of the St James's Lane Multi-story car park. The firm was later integrated with Flint & Co. and between them they operated well over 200 tied houses in East Kent. The offices, which were originally stone faced, were badly damaged during the last war and were rebuilt in brick but to the same design and all the present-day dimensions and features are as originally conceived. When the Leney's ceased to brew in Dover, at the time of their amalgamation with Fremlins, the offices were taken over by P. Hawksfield & Son, an old-established local firm of coal merchants who were later absorbed into the Powell Duffryn Group and were operated by Corralls. Now, in 1989, occupied by a bookmaker and a shipping and forwarding agency.

During the 1914-18 War Leney's offices were the focus of very considerable interest on the part of the townspeople. In each of the two windows on the Castle Street frontage large sloping boards covered with green baize were fitted, and every day, as copies were received, telegrams from the War Office were posted there advising next-of-kin that their serving relatives had been killed or were missing in action. I have no idea whether or not these telegrams were also delivered to the addresses of the relatives but I recall, vividly, the tears and anguish of those who first read the dreaded news of their loss in the windows of those offices in Castle Street.

On the other side of Dolphin Passage, where now is "Images," previously the famous Granada Cinema, managed for many, many years by Mr Sydney Sale, was Leney's coopers' yard, where barrels were made and repaired. That cask-yard produced a distinctive smell, of beer-soaked barrels, new timber for staves and the blacksmith's forge where the barrel hoops were formed and shaped. The barrels were smoothed with a particular and heavy type of spokeshave and the shavings were inches deep in some parts of the yard. The entrance to the yard from Castle Street was through a pair of enormous wrought-iron gates beneath a similar arch that was surmounted by a very large and brightly gilded figure of a phoenix standing in a leaping fire with wings outstretched. On the apex of the high pointed roof of the brewery in Dolphin Lane was an even larger gilded phoenix that was removed during the 1914-18 war when its use as an aiming or ranging point by enemy gunners and airmen became obvious.

Next to the yard, moving on toward the Market Square, was a confectioner's shop above which were the auction sale rooms of Flashman & Co. The sale rooms extended above part of the Antwerp Garage, owned by the Dover Motor Company where they operated a taxi business under the management of Mr Lou "Broncho" Gearing, a daring and flamboyant driver of the firm's Model T Fords. Next was a small tobacconist's shop and then the return frontage of Flashman's big shop occupied the last fifty or sixty metres of the street.

(cont.)



1905	1939	1990
1 Dr Victor Smith	Dr Victor Smith	No. 1 Guest House
3 Miss Brace	Miss Brace	Historex
5 Dr Baird	Dr Stevens	Leslie Cudmore
7/9 Lewis & Pain, Solicitors	Lewis & Pain, Solicitors	M.U.S.H. Contractors
11 Miss Warman	E. S. Hammond	Osteopaths & Chiropodists
13 Private occupation	R. Brockman	Uncertain
15 E. & Miss Hubbard, Dressmaker	W. H. Thompson	PSB Recruitment
17 Mrs C. E. Cole, Dressmaker	Bradley, Chitty & Scorer, Sols	Bradleys
Miss Payne, School for Girls	Castle Street Hall	
19 Rutley Mowll	Bradley, Chitty & Scorer, Sols.	Bradleys
21 W. T. Robinson	Percy J. Castle, Carrier	Bradleys
23 A. T. Chamberlain, Builder	Mrs O'Callagan, "Frippery" Shop	Gordon Guest House
25 Mrs W. Deane	P.A.G. Aldington, Solicitor	Shipping Agents
27 Thomas A. and Miss A. Terson	H. W. Terson	Dudley Marsh, Son & Partners
Terson & Son, Estate Agents	Terson & Son, Estate Agents	Terson & Son, Estate Agents
29 Wm. Newman, Veterinary Surg.	Private occupation (flats)	Terson & Son, Estate Agents
31 E. H. Blair, Wood & Coke Dealer	A. J. Tipping	Private Occupation
33 J. Phillips	Mrs McConnell	J. Douch, Veterinary Surgeon
35 Miss S. Elve	J. T. Manser	Dover Insurance Agents
37 A. R. Adams, Printer, Book Binder	A. R. Adams & Son, Printer/Binders	Seekers, House Agents
39 Madame Sara, Milliner	Annette, Baby Linen	Tea Caddy Café
	Tea Caddy Café	Tea Caddy Café
41 Woodhams, Imperial Dairy	F. J. Evans, Grocer	Geering & Collyer, Estate Agents
43 Mrs Hodgson, Cert. Midwife	E. Wright & Son, Elect. Engineers	Edward Wright & Son
45 Miss S. J. Biden	J. W. Spearpoint	Hatfields, Solicitors
47 J. Austen, Cycle Agent	H. Brockman & Sons, Cycles	King & Chasemore
49 A. J. Birch, Bootmaker	H. Brockman & Sons, Cycles	Seekers, House Agents
51 W. & A. Eastes, Corn Merchants	W. & A. Eastes, Corn Merchants	Hobbies, Craft Shop
53 W. & A. Eastes, Corn Merchants	W. Hateley, Antique Dealer	Crown Taxis
A G. Kennett, Stembrook Mill	Continental Motors	late B. & Q. Stores
A Stembrook Cottage	do.	do.
67/69 J. W. Penn, Upholsterer	Knocker, Elwin & Lambert, Sols.	Martin Walter's Showrooms
71 B. L. Hesse, Taxidermist	C. Martin, Ladies' Hairdresser	do
73 W. A. Smeeth, Printer	G. W. Packham	do
75 The Burlington Inn	The Burlington Inn	do
77 G. W. Chandler, Decorator	Pickfords, Ltd, Travel Agents	do
79 T. W. Laslett, Livery Stables	Miss Florence Igglesden, Milliner	Trustee Savings Bank
81 do	Hubbard & Co, Umbrella Manfctrs	do
2 E. & A. Elwin, Solicitors	c1927 Demolished for road works	Non-existent
4 Dr W. H. Saul	do	do
6 Henry Crundall	do	do
8 c1890 Demolished, Road Works	Non-existent	do
10 do	do	do
12 E. H. May, Gunsmith	J. Webber & Son, Gunsmiths	c1942 destroyed by bomb
14 D. Robb, Piano Warehouse	Robb & Wright, Piano Warehouse	do
16 A. E. Aldington, Solicitor	Fry & Miller, Architects	Solitaire Computers
18 Uncertain	1934. Castle Creameries	Fields Secretarial Services
20 Bowles & Buckwell, Architects	1934 Castle Concrete Co.	Emerson, Brown & Brown
22 A. Montague Bradley, Solicitor	1934 Private occupation	Castle Street Clinic
24 Ernest Chitty, Solicitor	1934 do	PSL Freight Ltd.
26 F. W. Dunsford, Dental Surgeon	John Metcalf	Castle Fine Arts Studio
28 W. H. Pettitt, Typewriter Mechanic	1934 Pettitt's Commercial College	Unoccupied
30 Mrs Rowland	F. A. Colbreay	Unoccupied
32 1920. Mr Stokes, (Mowll's)	Uncertain	Mitchley B&B
34/36 Mowll & Mowll	Mowll & Mowll	Mowll & Mowll
38 Victoria Hotel	W. E. Giraud, Printer	Cross's Stationers
40 Uncertain	Fleur Tea Rooms	W. Hateley, Antique Dealer
42 R. Spurway (L.H.)	A. Wenlock Whistler, Accountant	Viking Employment Agency
44 Mrs Pratt	Phillis St. Clair, Ladies H'dress.	Gateway Shipping
46 G. Carter, Supt. Registrar	B. & M. Lewis, Confectioners	Gateway Shipping
48 Pepper & Son, Butchers	Pepper & Son, Butchers	Take-away food store
50 Mrs Wade, Milliner	1930 Norah Murch, Milliner	Ellis & Curran, Solicitor's
52 G. F. Forster, Chemist	G. F. Forster, Chemist	Blake's Wine Bar
54/56 E. Hills & Sons, Coachbuilders	Dover Autocar Co	Unipart Stores
Cresswell & Newman, Architects	Rogers, Sons & Stevens	Uncertain
58 Percy Holmes, Plumber	Fremilins, Ltd	Dino's Restaurant
60 A. Leney & Co.	P. Hawksfield & Son	Multiple occupation
B Leney's Cask Yard	Granada Cinema	Images
C Antwerp Garage	Antwerp Garage	FADS
D & E C. T. Gearing & Flashman's Shop	C. T. Gearing & Flashman's Shop	Court's Furniture Store

There are other changes between these dates which, obviously, cannot be recorded here.

Wine and Wisdom Lillian Kay

Wine it certainly was, generally assisting the acute and obtuse to become articulate or even garrulous. But Wisdom? The room was full of Wise people; the title was a misnomer. It should have been "Wine and Knowledge (of all those abstruse pieces of information which are in the back of the brain but refuse to come forward to order)". Never mind! Wine and Wisdom is a very pleasant alliteration, and an enjoyable evening was had by all.

Twelve tables of us gave ourselves names (we were the Water Rats and nearly sank in midstream), and settled down to answer questions on Geography, Television, Sport and Dover before being revived by a hearty cold collation and more wine - during which

we were given Dingbats to solve. No, we didn't know either, but we found out and you will if you join us next time. We resumed with History, Quotations, Entertainment and Pot Luck, casting our Jokers with abandon and usually plumping, for one of the incorrect answers which were cheerfully offered: and the Philomenas beat us all in the end.

Many thanks to Mr and Mrs Norman Willis who organised us so competently and kept the score, to Clive Taylor for putting the questions and to all who worked to give us such a happy evening.

NB. What *is* a Didapper? I've forgotten already! And was Idi Amin really a boxer? Just fancy!!



West Jetty under Construction from South Jetty Head, 1914
See article on 'Dover Harbour'.

FROM CAR PARK TO COOLING PLANT

At the start of the New Year I said that the aim of the Society's Planning Committee was not just to try to achieve satisfactory design and developments for the town but the absolute best possible. We have had a number of opportunities to comment on some very major projects already this year and have maintained our commitment to that objective.

The Channel Tunnel 'cooling plant' has been featured greatly in the local media recently. The plans to construct huge 'industrial type' buildings on an enlarged platform below Shakespeare Cliff will, by now, be familiar to most members although the fact that it was the Dover Society who brought it to everyone's attention may well be less widely known. After having studied the very lengthy submissions, the Planning Committee was in no doubt that we should object in the strongest terms to such a scheme which paid little or no regard to the heritage coastline upon which the buildings were to be sited, let alone the noise that would be generated. Inevitably the plans were approved by the local Council, indeed the Society never questioned that there was a demonstrated need for the plant, but we have since reiterated our initial concerns that the design of the buildings should be sympathetic with their surroundings - approval for the detailed treatment of the buildings has not yet been sought by the Tunnel builders so watch this space!

Another building whose detailed external appearance has yet to be decided is the proposed multistorey car park at Russell Street. Multistorey car parks are unfortunately buildings that every town needs but that nobody wants. However, with the opening of the White Cliffs Experience scheduled for Spring 1991 and the influx of visitors that are expected this need becomes all the more pressing. When I visit a town and become 'a visitor' the first and last impression I get of the town is that of the car park - I remember there is a particularly nasty one at Winchester for example - so clearly the need to have a pleasant car park is extremely important. With this in mind the Planning Committee has said that the proposed building should not merely sit comfortably in the area but should significantly improve it, the general feel of the building should be pleasant, the height should be kept to a minimum and lighting, security and ease of access should all be carefully considered.

Space does not permit me to outline the many, many other plans we have inspected, discussed and commented upon but suffice to say that the small army of beavers who gnaw their way through piles of architects' drawings receive their reward when plans are approved which show the hallmarks of well-thought-out, sympathetic design.

Adrian Galley
Chairman - Planning Committee

DUNKIRK 1940

Terry Sutton

The year 1940 will never be forgotten in Dover.

In the spring mothers still walked their toddlers along Dover's promenade while high on the cliffs, beneath Dover Castle, plans were being made to save the British Expeditionary Force in France.

The German army had broken through the Allied defences in France and Panzer units were heading for the Channel ports of Boulogne, Calais and Dunkirk.

Thanks to the planning at Dover, and the bravery of many, over a third of a million Allied troops were brought home. Most landed at Dover. The staff at Dover Hospital worked day and night treating then wounded.

And, in early June, just as the last of the BEF were coming home there was the voluntary evacuation of Dover school children. Nearly 3000 trooped off to Wales where a dwindling number remained for four years.

As France fell, in June 1940, Dover became the nation's front line town...and prepared for what was to become many months of bombing and shelling.

Fifty years on it is now a time for memories and thanks to those who saved Britain in its most dangerous hour.

DOVER 1940

WARTIME MEMORIES OF AN EAST KENT DRIVER

MAY 22ND AND 23RD

The invasion of Belgium triggered off the flow of refugees from the Low Countries and we were collecting them from trawlers which berthed at the Prince of Wales Pier. This meant backing double-decker buses along the pier and then taking the passengers to the Town Hall for documentation. I noticed a number of staff of the War Graves Commission in uniform. There was a great fear of Fifth Column infiltration and after interrogation the refugees were issued with a label. One was pleased to display his destination on his lapel - Pentonville - from which we assumed he needed further inspection!

Later we ferried groups to the Priory Station and I well remember a distraught lady with a young girl who was terrified when one of our planes flew over. Her friends told me that she had been amongst those strafed by German planes on the way across Belgium.

On the evening of May 24th we had a message to pick up some Royal Marines from the Marine Station. It transpired that the men had been over to Boulogne to to wreck the harbour installations just before the German troops entered the town. I have since been told that they were brought back by the destroyer HMS Venomous.

Returning to Dover about 5.00 a.m. I felt a little relaxed and must have started to doze off and nearly ended up in a house on Maison Dieu Road. It was lucky that I came to in time to wrench the steering wheel round, as the cleaners found live bullets and thunderflashes littering the floor of the bus when they came to sweep it out later that morning.

JUNE 4th

During the Dunkirk evacuation we were constantly on call to the Navy. One trip to Chatham Dockyard was to return some of the crew of HMS Ajax who had been manning the rowing boats on the beaches. It was grand to stand on the deck of the vessel which had helped to chalk up a bright spot in the early days of the war. We went down into the Petty Officers' Mess to be regaled with cocoa and hot buttered toast.

During this period I also had to do a trip to the Western Heights one morning about 6.00 a.m. and could see about forty ships anchored off the Admiralty Pier. What a picture it would have made if I had had my camera, but a grim reminder of events across the Channel was the black smoke billowing up from the burning oil tanks at Dunkirk over towards the rising sun.

The weather was very good at this time and I well remember how we sat outside the East Kent Garage sunning ourselves, when there was a roar from above. It was, I believe, a Messerschmitt 110 and as it dived, it released a large bomb with others chained to it. By the time it had landed on HMS Sandhurst depot ship we had disappeared down the repair pits!

AUGUST 12TH

The first shell landed about 200 yards from home and I dashed up to Prospect Place to see if I could be of any assistance. While I was there, another shell landed not far from the railway bridge, much nearer home, killing two people. It was uncanny as there were no planes about and we guessed it was shelling from the other side.

BALLOON POTTING

German fighters skimming the chimney pots - forcing me to beat a retreat behind a wall. The pilot was clearly visible in the cockpit.

SEPTEMBER 11TH

A very bad day with bombing and shelling. A stick of bombs fell from the Granville Gardens area to St James's Street. The Grand Hotel, Patrol Hostel and Sussex Arms were reduced to heaps of rubble and the last bomb in St James's Street fell very close to our blast and splinter proof shelter.

When the dust had settled we went out to inspect the damage. I, carrying the First Aid Bag, climbed over rubble to see the devastation. I realised it was more than I could deal with and ran up to the First Aid Post to be told that they could not move until instructed. The lads from the East Kent did what they could. This included getting a very large lady up from her cellar shelter smothered in soot. She had some very unkind words to say about "Adolf" but was cheered up by our office girls and given a cup of tea. Meanwhile one of the drivers assisted in getting a baby out from under the ruins of Sussex Arms.

Bombing and shelling continued off and on until Christmas 1940.

Joe Harman

FEEDBACK The Committee is interested to know what you like, or don't like, about the events we offer and about the Newsletter. Please tell us.

JUNE 2nd 1940

As we remember Dunkirk, some of us will be celebrating another anniversary for on June 2nd 1990 we are holding a '50 Years On' reunion for County School girls who were evacuated to Caerleon between 1940-44. On JUNE 2nd 1940 we gathered at the school and then walked en masse to the Priory Station; our luggage was taken by bus. Parents were not allowed on the platform, but I can still see mine leaning over the bridge waving, my mother tearless but my father crying openly. In one short day whole families were divided; many, as mine, would never return to what they were.

We shared the train with the Boys' School, it was a warm day and we were further burdened by Miss Gruer's (our Headmistress) insistence that we wear our winter uniform!. In some ways it was an adventure, this journey into the unknown, but nevertheless, although we were filled with apprehension as most of us had not travelled widely or been away from our parents, I do not recall many tears being shed. I think we were too busy talking and trying to work out where we were going. As there were no town names on platforms (this was supposed to disorientate the enemy if he invaded) we had to rely on the better-travelled for clues. When we saw the White Horse depicted in the chalk hillside we knew we were in Wiltshire and heading westwards.

Finally the train pulled into Caerleon at about 8.00 p.m. and we disembarked, tired, stiff and hungry. I know now that the villagers were full of kind intentions on the whole, though some saw us a source of income, yet we felt lost and alienated amongst these people who spoke in a very different way from us. We were allocated billets. Having spent a miserable night in a tiny riverside cottage, the next morning my friend and I marched to the arranged meeting place to make our dissatisfaction known. This caused some problems for the Staff but they managed to find us new accommodation.

So, for me, began a three year period of my life very different from my previous fourteen years in which I had to adjust to a very upper middle class environment. Instead of having my mother make decisions for me I was encouraged, indeed expected, to plan my life and accept responsibility for my actions. The house was lovely, my hosts, their daughter and May the maid were very supportive and I lived and ate royally. Naturally there were many periods of low spirits for I missed my parents and relations and my sister and brother although I could meet him as he was only a few miles away in Cwmbran.

Amazingly, despite all the the diverse venues, our schooling proceeded satisfactorily, mainly due to the herculean efforts of all the teachers. Evacuation must have been very traumatic for them, for they now had to assume responsibility for our pastoral care as well as teach us in very difficult circumstances. We became very fit for we walked in all weathers from Baptist to Methodist Halls, to the Training College (up a steep hill) and to huts erected in the playground of the local school, for lessons. We did go by train to Pontypool High School for a short while at first, but this proved too difficult.

Out-of-school activities included netball and hockey matches and we formed a Youth Club in the upper rooms of the small Town Hall. We played table-tennis and put on plays with members of the A.T.C. and other groups. When older we befriended the local youths, though going out with them involved major tactical manoeuvres to evade the ever vigilant teachers!. We had a thriving Guide pack and the Misses Swain and Rusbridge (the latter killed so tragically in my last year) gave so much of their time to us, as did all the Staff in differing ways.

Some of the girls had very different and less happy experiences than I, poor and insufficient food, two sharing a single bed, multiple domestic duties and not being allowed indoors from morning till evening are just some examples of the unpleasant conditions they endured. Still, we passed our examinations and in due time left to pursue a variety of careers. Yet for all of us, whatever our experiences and the profound effect they had on us, one of the great bonuses was the strong bonds of friendship forged in Caerleon, which have survived the years between then and now.

Bessie Newton (née Laurie)

My thanks to Philomena and the Dover Society for publishing details of our Reunion in the previous issue.

DUNKIRK-DOVER FIFTIETH ANNIVERSARY Exhibition

A remarkable transformation has taken place in one of the DHB sheds in Cambridge Road. A barrage balloon, tethered to a jetty, hovers in the sky above and sand bags flank the door.

Inside a fascinating video compiled from contemporary news-reels tells the story of the astonishing evacuation. I think I was not the only one who watched it more than once and wished it were longer.

Dark blue canvas stretched overhead and red-brown battens set against cream walls suggest a faintly nautical air. Clear, well-illustrated placards, not too long to read comfortably or too short to contain enough information, are placed at intervals. In the free-standing display-cases, designed for the new museum, are reminders and mementoes, well-displayed.

Various items caught my eye at my first visit (and I shall certainly return): the lifeboat from the Southend Britannia, a copy of the Daily Express for 31 May 1940, a notebook listing vessels as they arrived in Dover with the number of men on each, a leaflet entitled 'Enemy Landing Raids, What you should do', a lithograph by Edward Bawden when he was an Official War Artist, a heavy-duty service respirator with its red canister, mementoes of the commander of Operation Dynamo, Admiral Ramsay, boats' badges, the Burial Register of men interred in St. James's Cemetery at the end of May 1940.

Brief quotations brought scenes to mind. A 16-year-old nurse said "the wounded, sick, dead and dying were laid out in rows along the 'prom', a sight I shall never forget". And the scene at Dover Marine: "Train after train drew up and each was filled with tired, grimy men with a bun in one hand and a banana in the other."

At one time 140 ships gathered outside the Harbour awaiting identification (in order to deter infiltration by enemy agents).

Depending on the level of noise in the exhibition one hears sounds of people recounting their experiences and also the sinister, unforgettable voice of Lord Haw-Haw: "Germany Calling, Germany calling". Occasionally, (for those old enough to remember it) the stomach-turning sound of the Air Raid Warning siren is heard.

The full-sized models are almost unnerving in their realism.

Outside, in the Wellington Dock, some of the original 700 'Little Ships', which sailed to take men off the Dunkirk beaches in 1940, were assembling to sail again to the French port on 24

May from which they will sail to Ramsgate. The sixty or so little Ships which remain represent that amazing armada which helped to rescue so many of the British and French forces and turned what seemed like a devastating defeat into something which almost appears, now, a victory. It seems a pity that this excellent exhibition cannot be retained as a permanent reminder of those days in May 1940, half a century ago, which are so important in our history and so appropriate on this site. The Museum staff is to be congratulated on a splendid exhibition.

A final note - don't miss Alec Summers' calligraphic list.

Philomena Kennedy

HELLFIRE CORNER AND THE TUNNELS OF DOVER CASTLE

This May English Heritage is opening the oldest and most famous of three floors of tunnels inside the white cliffs of Dover. Casemate Level, with the familiar balcony in the cliff face, is being opened to the public for the first time and will be known as "Hellfire Corner". For the first time in its two hundred year history the public will be able to explore the original Napoleonic workings, see the graffiti left by engineers as early as 1865, compare the five separate and completely different types of ventilating systems and, most exciting of all, will be able to see the sites of the rooms and offices from where Vice-Admiral Bertram masterminded the evacuation of 339,00 allied troops from the bloody beaches of Dunkirk.

Ever since 1066 the narrow stretch of the Channel has kept England safe from invasion. Our navy has kept the island secure, defeating even the might of the Spanish Armada in 1588, but by 1797 the Channel was again about to be crossed. Prime Minister Pitt, having replaced Addington in 1803, set about rearming the castle and enlarging many of the defences around the coast. Casemates were dug back into the cliff, six in all, each to mount a set of guns over the harbour, and possibly to house the troopers needed to serve them.

The threat of invasion was very real; Napoleon was known to be assembling a fleet of ships and barges to carry his army, then the finest in Europe, to the Kent coast. However, thanks again to our Navy, and Nelson at Trafalgar, the French never sailed and the armoury of the Dover casemates was never used in anger; indeed they may never have been armed at all.

For nearly 100 years nothing more happened at the casemates. They may have been enlarged and used for storage, or as barracks, but their history is vague at this time. The real history of the tunnels begins with the Second World War. During 1939 Bertram Ramsay moved the Naval staff down into the casemate levels, the Navy took over the easternmost single casemate which naturally enough became known as 'Admiralty Casemate' while the Coastal Artillery took over the second casemate and the RAF the third. Above the Casemate the Annexe level was built, housing, amongst other things, a large hospital. Below the Casemates the first sections of the third

floor, Dumpy, were added; now consisting of three very large floors the tunnels served as a combined centre of operations until the war ended.

In 1945/46 the Navy handed the tunnels back to the Home Office which, not knowing what to do with them, closed them down. They awoke again in the early 50s when the early 50s when the Cold War began to freeze relationships across Europe. During the 50s and 60s the tunnels were used as a centre for Civil Defence, being, in their time, a combined centre of operations (again), Regional War Rooms, a Regional Seat of Government (Dover was RSG 6, later RSG 12) and finally a Sub-Regional Headquarters or SRHQ.

By the late 60s it appears that the top floor, Annexe Level, was used as sleeping and living quarters for those who worked in the operation rooms on Casemate Floor or who, indeed, manned the RSG downstairs in Dumpy. By the early 70s the system was closed down again and remained so until the mid-80s when the government decided to hand the complex over to English Heritage.

HELLFIRE CORNER/CASEMATE LEVEL

Opening a system such as Casemate to the public has been a major task, carried out for English Heritage by Mr Jack Loman from the Presentation Department. The first decision to be made concerned the condition of the tunnels and whether or not to refurbish them as they may have appeared during those few dramatic days of May 1940. In the end it was decided to leave the tunnels just as English Heritage found them when they were handed over in 1986.

The Casemate floor alone is being opened, and trained interpreters will take you on a three-quarter mile tour of the Casemates themselves. The only piece of reconstruction to be done is the entrance itself which was possible because a photo has survived that shows Prime Minister Churchill and Vice-Admiral Ramsay leaving the Casemate Level.

One of the first things to be enjoyed underground will be a short film, produced from a laser disc, that will show the early history of the tunnels. The tour will then lead visitors through various tunnels, in which the air venting and conditioning system will be shown, ending in a 50s room that will house both a lift to other floors but, more importantly, a large model showing the cliff face; this will enable you to see where you are in relation to the castle, car parks, cliff face etc. This Model Room will also house one of the most exciting finds so far discovered by EH, Bastion Level. During 1940 or 41 it appears that a fourth floor was begun, Bastion floor. Bastion, it is believed, was begun but never completed and so was closed some time in 1941. No records have yet been passed to EH concerning Bastion level but a map has survived; this map will be on display.

Passing on from the Model Room through a raw chalk tunnel that may or may not have led into Bastion, you will be able to stop and take a good look around one of look around one of the many telephone exchanges that still survive underground, this one from between 1942-1960. The highlight of the tour will of course be the Admiralty Casemate, still left as it was when passed over to EH but with a selection of photos that are now confirmed as being taken in the Casemate in the 40/41 period.

The tour will continue into a second cinema where a second shorter film will tell the story of Dunkirk. A visit to the Coastal Artillery and RAF casemates follows, and a rather chilling look into a room that has been 'brought up' from Dumpy level to tell the complex story of the cold war of the 50s and 60s. The tour will end at a purpose-built gift shop and cafe in what must be one of the the most individual locations ever. Exactly where they are can be guessed at but I have no desire to spoil your fun by telling you too much about it until you come and find out for yourselves.

All in all the opening of Casemate level is most welcome, as it opens to all of us a section of this country's history that has been closed for many years and it can only add to the castle's already long and famous history, making Dover Castle both above and underground one of England's finest monuments.

Hellfire Corner will be open to the public at an additional charge of £1.50 from May 14th. Tours will be every 15 minutes and limited to 20 people per tour.

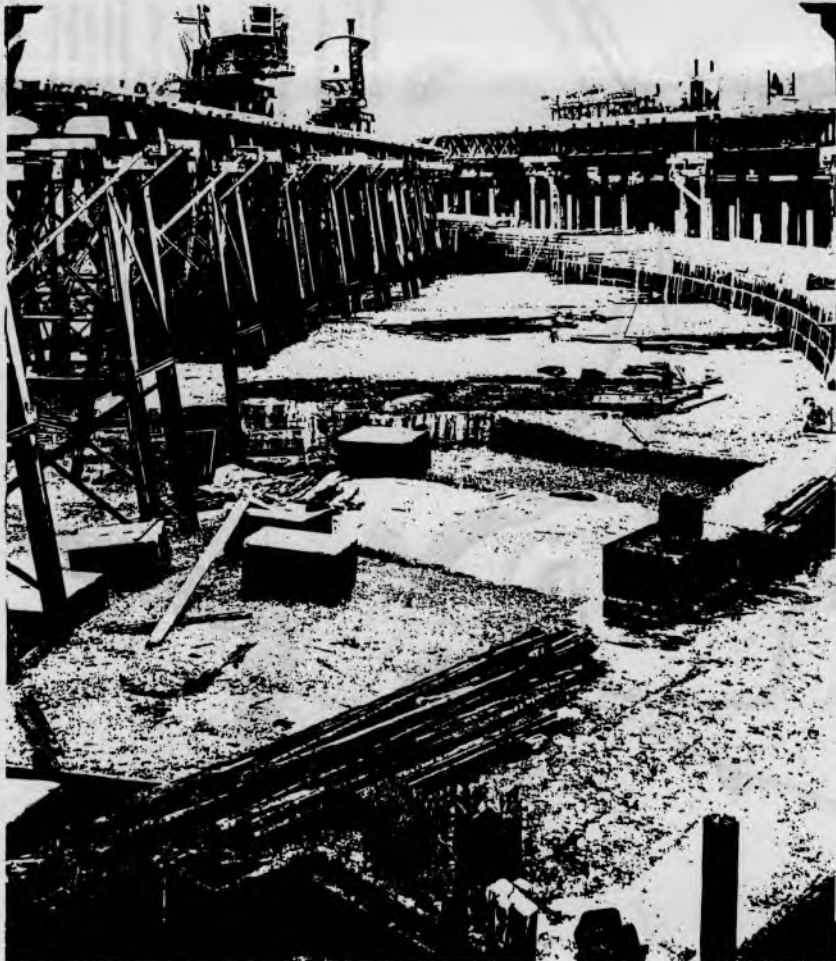
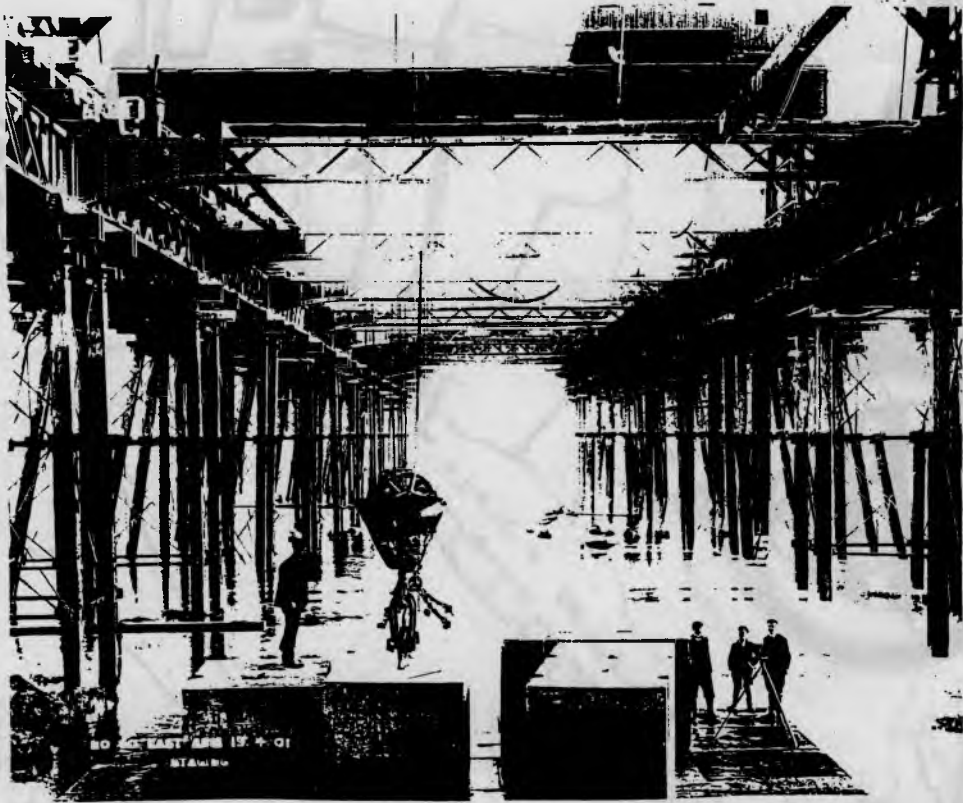
Phil Wyborn-Brown
Castle Custodian and Hellfire Corner Interpreter

HOW CLEAN WAS OUR VALLEY!

Nearly half a century ago, before the public interest in sanitary matters was not nearly so general as it is at the present day, Dover was among the foremost of the smaller English towns to avail itself of the beneficial provisions of the Public Health Act, passed in 1848. As early as 1854, in spite of a clamorous opposition, the Town Council decided to inaugurate a complete system of sewerage, the advantages of which, at the present time cannot be over-estimated. The foresight and public spirit of the municipality has thus long since effectually removed one main source of pollution and secured the self-purification of the ground on which the town is built. Our soil is uncontaminated. The cesspools and accumulations of filth still to be found in many towns in close proximity to dwelling-houses built on sewage-sodden foundations are here practically non-existent. Back-to-back cottages, moreover—those standing invitations to passive ill-health and active disease to be found in so many of our towns—have never been numerous in Dover, and are now almost totally eliminated from our midst. Other houses, too, built before the present stringent by-laws were in operation, have been entirely removed under the powers conferred by modern legislation and new structures erected in their places. At the present time, the Town Council have in hand, in conjunction with the local Railway Companies, a large scheme for dealing with what remains of the oldest, and, from a sanitary point of view, most objectionable part of the borough.

A further extract from the British Association Handbook to Dover 1899
Selected by MARJORY WRIGHT

Construction
of Eastern
Arm 1901



Land reclamation
at Eastern Docks.
Pitched slope in
Camber under
construction.
1906

From photos in
collection of
D.H.B.

Dover Harbour

Our January meeting took the form of a talk on the history of Dover Harbour, from about 54 BC to 1911. It was based mainly on a remarkable and fascinating series of slides that had been compiled by W. Taylor Allen and Ray Warner, and was given by the Vice-Chairman John Gerrard, with the authority and enthusiasm characteristic of him.

We were first shown maps which defined the wide estuary of the River Dour, in Roman times, and then successively how the river gradually altered its course, splitting into two streams, while over the centuries the growing shingle bank steadily pushed the sea away from the old town. For the pre-photographic era we are dependent for the most part on artists' imaginative impressions to capture such events as Henry VIII's departure for the Field of Cloth of Gold. When we reached the early 19th century Turner's print of the harbour with the spiky triangle of Shakespeare Cliff from an unusual viewpoint would have been apposite. The slides, from photographs taken in the middle and at the end of the Victorian period, were obviously the most impressive. These often proved surprisingly detailed, but above all captured the sense of occasion, the idea of something of profound importance going forward, so expressive of the Victorian attitude to public works. And how gravely and responsively the men (we saw very few women) gazed at the camera - the engineers and their managers with their whiskers and long frock-coats and tall stove-pipe hats looking somehow larger than their descendants. How markedly, too, does the vast number of labourers and artisans contribute to the sense of urgency and bustle. We have great public works today, but half a dozen men and a number of earth movers and tractors do not make the same effect on our imaginations.

Some striking images remain in the mind. There was an evocative black and sinister picture of the German liner *Deutschland* after she had collided with a break-water, which brought to mind her ill-fated predecessor which foundered at the mouth of the Thames in 1875 and celebrated for ever in Gerrard Manley Hopkins' poem "The Wreck of the *Deutschland*". Another picture which was arrestingly effective was that of the cliff at Langdon Bay. How they towered over the tiny people walking on the beach! The Eastern Docks now lie at their feet, and Jubilee Way comes down and sweeps its broad and fine arc from ^{where} there was a green valley and a chalky outface, like Fan Bay today.

One is reminded of Matthew Arnold's lines from "Dover Beach";

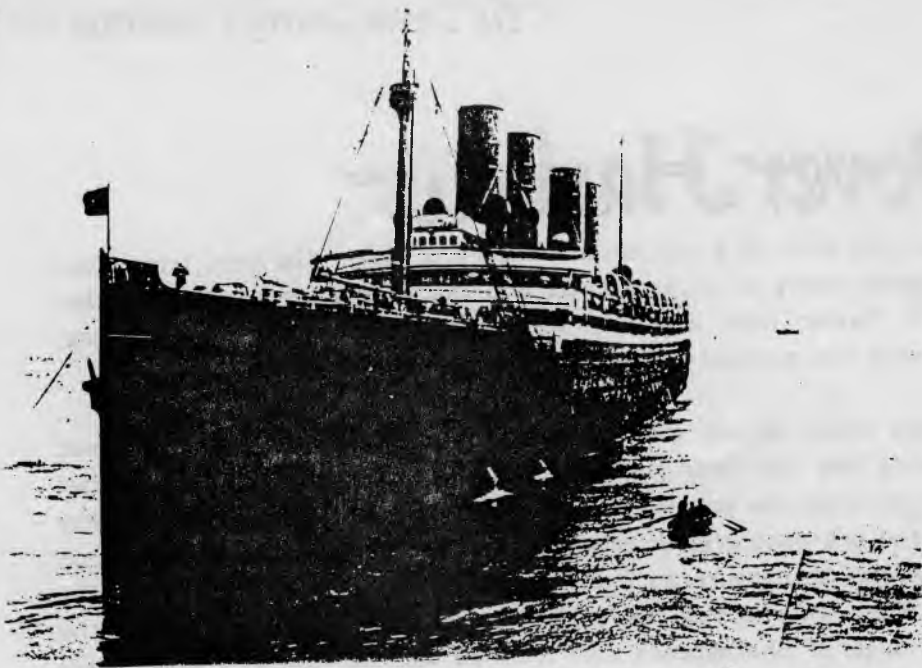
...the cliffs of England stand,
Glimmering and vast, out in the tranquil bay.

The Eastern Dock is a very fine engineering achievement but it is hard not to regret that loss of unspoilt coastline.



Hugh Bax

All illustrations to this article are by
courtesy of Dover Harbour Board.

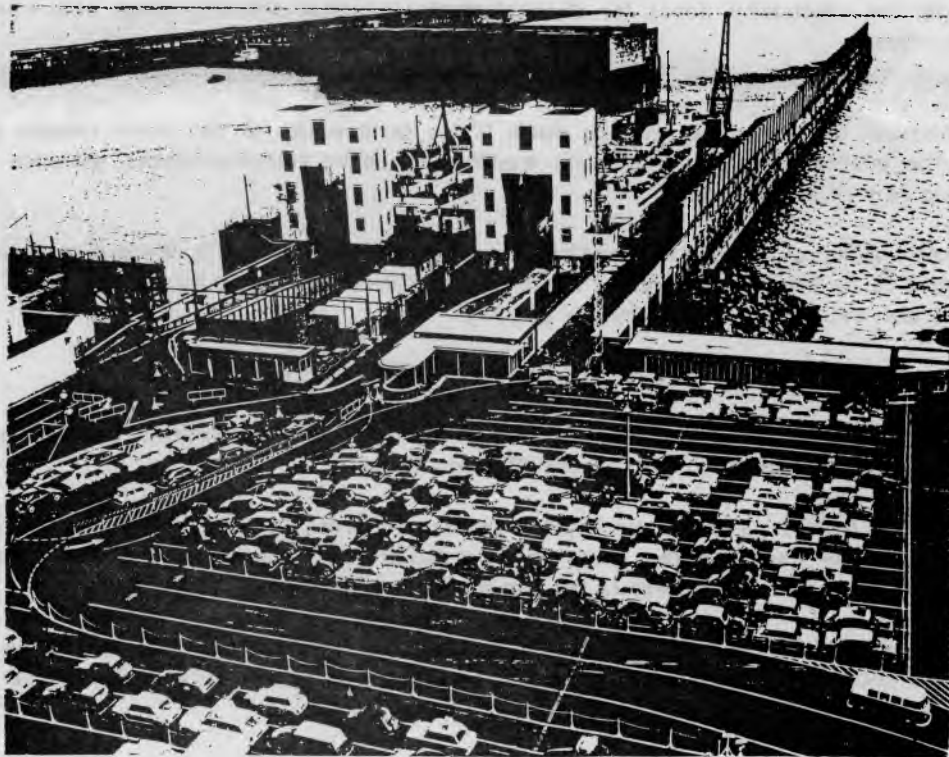


The
'Deutschland'
c. 1905

The
'Calais-Douvres',
a twin-
hulled ship,
in
Wellington
Dock



The River Dour
entering the
Wellington Dock
under New
Bridge. 19th cent.



Car Ferries in 1930 and 1964

SECOND ANNUAL GENERAL MEETING

A light-hearted talk by Sir Donald Murray entitled 'Diplomatic Bag and Baggage' amused and enlightened us all. Sir Donald, who is an ex-Marine as well as an ex-diplomat, is now the Complaints Commissioner of the Channel Tunnel.

He vividly recalled his days in the Diplomatic Service as he described a diplomat as a communicator between his government and another, passing on confidential information, trade literature, letters as well as making contact with his opposite number in that country. He must be prepared to travel anywhere at a moment's notice as quickly as possible, usually by jet first class: not on horseback, paddle steamer or slow train as in days of yore, carrying his diplomatic bag.

The British couriers or messengers are known as Queen's (or King's) Messengers - a corps comprised of ex-officers. This corps was created by Charles II to deliver personal and confidential messages to persons abroad. Then, as now, they wore the insignia of a silver greyhound lapel badge and carry (uniquely!) red passports.

In 1815 it was agreed in Vienna that all couriers, messengers, heralds, and diplomats should move freely and safely, immune from any hindrance, between their home countries and embassies abroad. And so it continues today.

The diplomat usually remains at his post 2 - 3 years. When a posting comes it means big decisions have to be made about which possessions will be needed in a new home and a new climate, how best to pack the heavy diplomatic baggage so that it doesn't go astray or get damaged by unusual means of transport. Once in the new home little notes are often found giving useful information about how the electricity does (or doesn't) work, the best schools, shops and what to expect from the climate.

The diplomatic bag which comes by post will bring papers, and, just as important, a favourite cough mixture, DIY magazine, etc, to make life a little easier in the more remote parts of the world. The qualifications for a diplomat would seem to be resourcefulness, patience and a sense of humour as well as diplomacy.

Not so very different, suggested the Chairman, from the days when "a diplomat was an honest man sent abroad to lie for his country" or the alternative version offered by the speaker: "a diplomat is an honest man sent to lie abroad for his country".

THE WHITE CLIFFS COUNTRYSIDE PROJECT

Kirk Alexander, Manager of the project, told us that its aim is to protect and manage the green spaces in and around the town and on the Western Heights.

It is proposed to have a volunteer warden scheme to protect the livestock on the Heights from being harassed by dogs and the trees and woodlands from damage. It is also planned to have guided walks on the Western Heights for the public to see what is being done.

If anyone would like to volunteer to help clear up the rubbish that has been dumped by thoughtless people and generally tidy up the scrubland, or to act as a guide, please contact Kirk Alexander at 6, Cambridge Terrace, Dover.

Jean Pearce

RIOTOUS TIMES IN DOVER

Dover's poll-tax demonstration in March was praised for its discipline and order. It was not ever so. As P.J. Mooney wrote to the *Independent*, the earliest recorded riot in British history took place in Dover.

"The Anglo-Saxon Chronicle" he wrote, "records a riot in Dover in 1051 when Count Eustace of Boulogne and his retinue were returning home from a visit to King Edward the Confessor and apparently demanded a level of hospitality that the local people were not prepared to offer. A brawl ensued resulting, in one account, in the deaths of 20 local men, 19 Frenchmen and a large number of wounded.

(In similar circumstances we treated Sir Clement Freud more kindly in August 1989!)

"This international incident", Mr P.J. Mooney continued, "threatened King Edward's growing dependence upon the aristocracy of France and Normandy. Dover was a part of the Earldom of Wessex and Edward demanded that Earl Godwine 'punish' Dover. Godwine refused and his family were banished and Norman-French ascendancy at the court of Edward grew, contributing to the polarisation of ambition between the native Anglo-Danish aristocracy and the Norman-French."

"The temporary eclipse of the House of Godwine may also have helped to convince Duke William of Normandy, not only that his claim to the English throne was good in law, but that the main English opposition through the House of Godwine was irretrievably weakened.

"All in all, this was a very important riot which may have significantly affected the course of English history".

I wonder did our Councillors as they were fixing the poll tax in March think of this early history of our town?

Nor was Dover behind the times in the matter of gaol riots. Readers of Philomena Kennedy's *"Walk Round Dover"* and those who followed the Guided Walk led by our Chairman this April, will know that the name of Gaol Lane, off the Market Square, commemorates the New Gaol, new in 1746 and destroyed by a mob in 1820, when some smugglers were released.

Leo Wright



DUNKIRK EXHIBITION at THE BAY MUSEUM

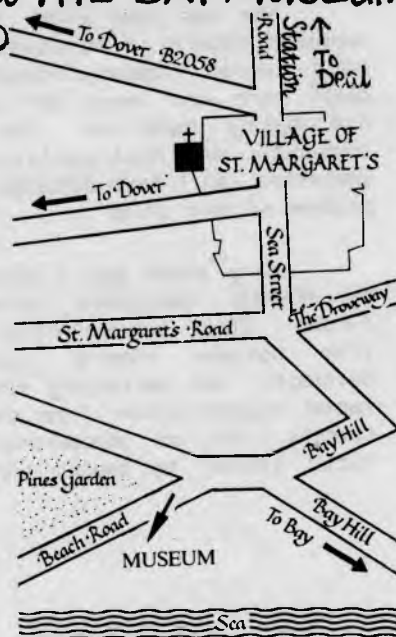
26 May - September 1990

Photographs, slides, sound archive, mementoes.

Open daily 2-5 pm except Monday & Friday. Open Bank Holidays. 50p.

A Tea Room and Museum Shop provide Home made teas and useful souvenirs of your visit.

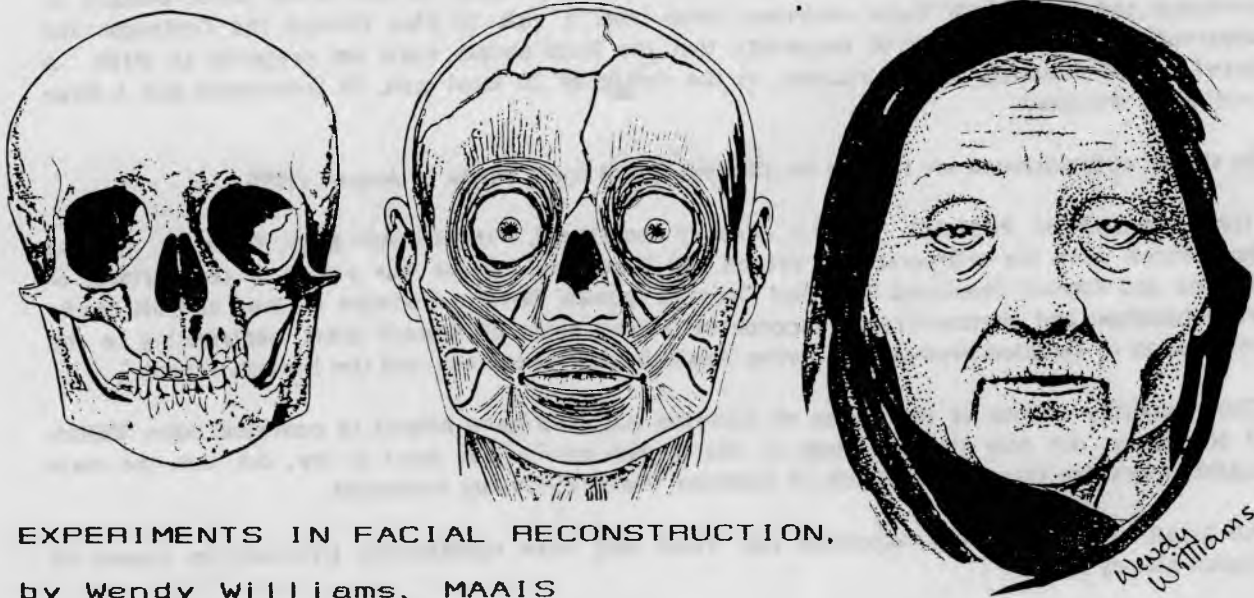
Local paintings and crafts are normally available for sale.



The Editor will be exhibiting here in the second half of August.

FINDING FACES

— A SPECIAL EXPERIMENT —



EXPERIMENTS IN FACIAL RECONSTRUCTION,

by Wendy Williams, MAAS
Illustrator
Kent Archaeological Rescue Unit

This face was reconstructed from the skull of a 55-60 year old Anglo-Saxon lady found buried at Eastry in a 7th century AD cemetery during excavations by the Kent Archaeological Rescue Unit. Her skull is small and delicate with large eye sockets. She had suffered from dreadful tooth decay and periodontal disease most of her life, including several abscesses which had erupted through the alveolar bone. She had worn her upper incisors and canines down to the roots, and her gums had receded leaving the roots exposed. Curiously the lower teeth are not so worn, suggesting that the disproportionate wear on her upper teeth may have been caused by some occupational process involving only the upper set. The upper left 2nd incisor and canine are worn into a curious arch which is not seen in the lower teeth. This may have been the result of years of habitually finishing her sewing by snicking threads against these two teeth, so possibly she may have been a weaver or seamstress.

She has been given drooping eyelids because she must have been exhausted by the constant misery of toothache; sunken cheeks because her back teeth were missing and a small, almost Mongoloid nose suggested by the low angle of the nasal bone. As her top teeth were worn away, her upper lip would have been thin and compressed against a more full looking lower lip. She may well have suffered seasonal starvation in a rural Saxon community, and must certainly have had trouble eating due to severe dental caries and abscesses, so I have assumed her to be thin. Suggesting a cloak over her head solved the problem of hair style.

Many years ago I discovered a book by Mikhail Gerasimov called *The Face Finder*. This extraordinary archaeologist from eastern Siberia spent his life developing and perfecting the technique of facial reconstruction from skulls. Using a specific set of measurements for soft facial tissue, he tested his technique by

reconstructing faces from the skulls of murder victims. Time after time the results were so accurate that relatives and friends of the deceased were able to recognise the reconstructed portraits instantly. Gerasimov also applied his technique to the skulls of primitive man, giving us life-like portraits of our earliest ancestors.

Ever since reading this book the idea of reconstructing faces has fascinated me. It was with great interest, therefore, that I pondered over and admired the work of Richard Neave - pioneer of the technique in this country. Manchester Mummy No. 1770 was brought to life in all her fragile adolescence, and then Lindow Man, resurrected from his squashed, leathery remains. In December, 1989 Mr. Neave reconstructed the head of a young girl whose remains had been found wrapped in an old carpet in Cardiff. Her portrait in clay appeared in the national newspapers, resulting in her recognition by two people who had known her. Once her dental records had been obtained, the identification was complete. The accuracy of the technique of reconstruction astounded sceptics.

Having once spent three years learning to produce portrait sculpture from clay, the task did not seem impossible, so last year I decided to 'have a go' myself. The first step was to digest books on osteopathology. Learning the hard way is often best, so the next step was to attempt the reconstruction of a crushed skull from a Prehistoric burial. It took many hours of pushing 30-odd bits of bone around with tweezers before the skull was satisfactorily reassembled and a basic understanding of the construction of the human skull achieved. Ageing and sexing also had to be mastered and although not ideal from the skull alone, by comparison it is possible to learn to interpret certain basic tell-tale features. The results are double-checked against the post-cranial bones.

Once the bone structure and facial

muscle positions, functions and attachments were understood, it was time to attempt a face. First a technical drawing of the skull was produced from both front and side view (the angle at which the skull is drawn is very important as the facial area must be upright to prevent distortion of the features). Placing a piece of tracing paper over the completed drawing, the eyes were placed in the orbits, the masticatory muscles in their appropriate positions, the inter-pupillary line of the mouth, and the shape of the nose sketched in around the nasal opening. The drawing was then re-traced, this time 'fleshing out' the muscles using tables of average soft tissue depths. During that first attempt I have to admit that the result was quite unnerving as a face took shape and began to stare back at me from the page.

As it is impossible to determine such features as eye and hair colour, blemishes, scars and birthmarks, a reconstructed face probably borders on accuracy in the same way that a look-alike can bear a disturbing resemblance to a well-known personality.

The Roman Painted House Trust has kindly agreed to provide the space and facilities necessary to continue the experiments. Throughout the 1990 season visitors will be able to watch these portraits taking shape every Wednesday, Thursday and Friday morning. By the end of the summer it is hoped that a portrait head in wax, of the now famous medieval 'Crusader' (on permanent display at the Roman House) will have been produced. To my knowledge there are only two other artists who undertake such work in England, and certainly no-one in Kent! Do Come along and watch the work progress!

Operation TIDY 90

Dover Sea Cadets beat Air Cadets by a short (artificial) leg!

Organised by the Projects Committee of THE DOVER SOCIETY the litter-clearing project took place on Sunday 11 March in co-operation with Dover District Council and sponsored by McDonald's, Marks & Spencer and Dover Sports Centre.

The Dover cadets took off with great enthusiasm and in 70 minutes picked up over 70 bags of litter thereby actually doing something positive for the improvement of their

local environment in this TIDY BRITAIN YEAR.

Such occasions do not pass without a touch of humour and we had plenty on the day. Aided by a following wind gusting to gale force 8 at times, the sea cadets lost no time in leading the field only to disappear completely from view having gone to ground in a cliff enclave where they sorted out the enemy litter and re-appeared unscathed but with rich pickings. The ingenuity of the air cadets in mobilising abandoned trolleys soon caught on. They flew past in grand style and bagged much litter in achieving their objective.

Litter encountered ranged from the usual to the ridiculous, stacking chairs, trolleys, cones, a number plate, a kettle and yes - - part of an artificial leg. The mind boggles!

Though free squash was laid on, there was little demand possibly because of their enthusiasm to get on with the task but more probably because of the wintery conditions. The hospitality at McDonalds at the prizegiving afterwards was thoroughly enjoyed, the sea cadets taking first and the air cadets second prize.

Our Chairman had earlier made a timely arrival, dismounted, took several action pictures, helped bag some litter, congratulated the team leaders and thanked all participants on a most successful voluntary public service project.



FROM ROMAN OCCUPATION TO CHANNEL TUNNEL

KFAS SPRING CONFERENCE 1990
ST MARY'S PARISH CENTRE, DOVER, MAY 5 1990

This year's Spring Conference was hosted by the Dover Society in the architecturally agreeable and commodious St Mary's Parish Centre. Members and friends were welcomed by the Chairman of Dover District Council, Cllr Paul Watkins, who praised the constructive but critical contribution which the Society made to the refurbishment of Dover necessitated by the Channel Tunnel's threat to the local economy.

After the AGM the Conference was first addressed by Dr John Williams, the recently appointed County Archaeologist, who responded to the Chairman's introductory quips about the County Council's lateness in making such an appointment and the reputation of archaeologists for in-fighting by saying that at least they washed their dirty linen in public(!)

Speaking on the subject of A STRATEGY FOR KENTISH ARCHAEOLOGY, Dr Williams began with the Dept of the Environment's 1987 Circular which (at last) recognised that archaeology was an environmental issue relevant to planning applications of which, such were developmental pressures, there were 26,000 per annum in Kent. He himself was a *conservation* archaeologist, believing in preservation where possible. There could only be one excavation of a site and it was a last resort. He had no field unit and was dependent upon the collaboration of the Kentish archaeological trusts, societies and rescue units which he congratulated and thanked.

Dr Williams then illustrated with slides the unique diversity of Kentish landscapes of coast, marsh, chalk downs, greensand and wealden woodland, stressing Kent as the archaeological (as well as strategic and economic gateway) to the continental mainland. He showed examples of palaeolithic and Iron Age as well as Roman and medieval examples, emphasising the sequence of defensive remains from the Roman Saxon Shore forts, Dover and Rochester Castles, Cinque Ports contributions to naval defence, Tudor and castles and Martello Towers and Dover's 18th, 19th and 20th century Western Heights fortifications.

There were massive threats to these survivals from changes in agricultural practice as well as from the construction of motorways, industry, housing, tunnels, rail links and the extraction of minerals. Dr Williams illustrated and explained the appearance of crop marks which show up in aerial photographs of ripening corn and which evidence previous subsoiling.

He also illustrated Canterbury's sequential development with diagrams and brilliantly imaginative Roman and medieval pictures, Dover's Saxon Shore forts and Painted House, the planned New Romney chequerboard housing from a 1614 map, Smallhythe harbour and the now isolated churches of deserted Romney Marsh villages.

Even more interesting, because less well-known, were illustrations of inter-tidal excavations which revealed organic remains in a Bronze Age pit and a dugout canoe. Excavation for the Channel Tunnel had revealed bronze age post holes which were much more revealing than their appearance suggested.

Dr Williams then switched to overhead projector to explain the systematic data base recording of site reports. Transparencies of areas of hazard or potential interest including geology or crop marks, for instance, could then be overlaid on 1/10,000 maps. It was significant that he was employed by the County Planning Department in close association with District Council planners in the preparation of Local Plans. He instanced various examples of voluntary agreement with developers on e.g the re-use of medieval foundations and various types of rafts and pilings and the importance of avoiding 11th hour confrontations. Powers (needing legislation) were nevertheless required against uncooperative developers.

Barry Cunliffe, Oxford Professor of European Archaeology and adviser to Dover District Council, to whose good offices we owe his appearance, spoke on DOVER IN THE FOREFRONT, AN ARCHAEOLOGICAL PERSPECTIVE. Like Dr Williams, Prof. Cunliffe highlighted the predominant importance of the close link with the continental mainland, emphasising the geographical unity underlying the North Sea culture of north France, the Netherlands and the south and east England up to the Humber. This he illustrated with picardy pins from Ramsgate and scrap metal axes from a wreck in Langdon Bay, the result of Bronze Age trade with the Somme valley. There was even greater evidence of Iron Age trade, c. 5-400 BC in the 'French' black and rusticated pottery found at Dollond's Moor from Channel Tunnel excavation and other recent rescue excavations all over east and mid-Kent.

Around 80BC gold coins, derived in design from Philip of Macedon (father of Alexander the Great)'s period, were received as gifts in the Dover area from Belgica in the Netherlands and gold coins purchased British mercenaries to defend Gaul against the military and political ambitions of Julius Caesar between 60 and 50 BC. His gee-whiz expeditions here, comparable to moon landings, in 55 and 54 BC were part of the same political programme. He was diverted (by warlike Dovorians) from Dover to Richborough and withdrew after a river battle at Bigbury (near later Canterbury) the site of which would ultimately be found.

Between 50 and 20 BC Rome lost interest in Britain and the native culture survived, with economic development between Britain and the Moselle-Rhine area which included Roman wine and Augustan silver bowls, included rich burials and other evidence of urban(!) sophistication.

As with Julius Caesar's expeditions, so with the Claudian conquest of AD 43. Claudius needed a triumph to overcome his flagging political credibility. Dover was ignored in favour of Richborough, which progressed from ditches and ramparts to roads, a castle and a granary and then to the foundations for a quadrifons, a monumental memorial gateway. Dover did develop as a port (with twin lighthouses) and became the headquarters of the Classis Britannica, a Roman fleet, but most trade was direct to the Thames. Silts and pollens in boreholes now evidenced food production methods and there was also evidence of the development of riverine routes for access to Wealden iron.

From the second century pirate raids necessitated the defensive forts of the Saxon Shore, including the sequence at Dover which had been excavated by Brian Philp. Prof. Cunliffe said that were St Mary's to be demolished a great deal more would be revealed!

CHANNEL TUNNEL AND RAIL LINK

The County Planning Officer Brian Briscoe began by saying that the Channel Tunnel Rail Link was equal in obscurity to archaeology. The Channel Tunnel was directly responsible for Dept of Transport investment in the road network: the proposed upgrading of Jubilee Way on M2/A2, the completion of M20 including the widening of the Maidstone bypass and the new A20 from Folkestone to Dover, all in time for the opening of the tunnel in 1993. The bypasses along the south coast would be completed in 1994 or later and all these were to the advantage of ferry competition. Kent County road schemes south of Ashford, from Folkestone to Canterbury, Dover to Thanet and the dualling of Thanet Way were part of the same response. Traffic growth in the last nine years had been well beyond forecasts, worse in Kent than elsewhere.

The County Council's immediate criteria for the new rail link were the use of existing corridors where possible, the avoidance of built development, minimum

noise and visual intrusion, commuter use of new tracks, compensation, reinstatement of roads, paths and farmland and highest environmental treatment. Beyond these immediate and local considerations, however, was the need to attract more freight onto rail. Eurotunnel and the ferries would compete for cars and lorries: the tunnel was in fact an extension of the road system but the rail link was of Europe-wide strategic importance. Both in terms of landtake and energy consumption (including carbon dioxide emission) rail was respectively nine times and thirty times less damaging than road and both the German and French railway systems had shown what could be achieved in design, speed, comfort and fares. In Switzerland, for instance, 48% of freight went by rail, mainly overnight and with week-end restrictions.

Unfortunately British Rail's view of the possibilities of the rail freight market was very limited. Rail freight (train ferry) to the continent was now 2 million tons per annum which BR proposed merely to treble in 1993 and rail connections through and beyond London were quite inadequate both for freight and passengers. Location of the second London terminal was still in dispute between King's Cross (Eurorail) and Stratford (Ove Arup and Bechtel).

According to the Channel Tunnel Act there was to be an International Passenger station at Ashford together with improved provision for commuters but last November British Rail, as well as cancelling its own proposed route and delaying its replacement by a year, had suddenly introduced another International Passenger station at Swanley (in the Green Belt) on the (already congested) M25 but in the new No 3 Rail Bill the location at Ashford had been changed and the absence of planning applications suggested that the undertaking might be broken. Yet Kent's County Structure Plan (submitted 3½ years ago) designates Ashford a prime growth area.

Eurorail (British Rail and its partner Trafalgar House) now ask for a hybrid rather than a private parliamentary Bill which would mean government support and the possibility of government finance (to make provision for improvements on behalf of commuters!). This latter possibility, which would contradict a clause in the Channel Tunnel Act, continues to be denied by the Dept of Transport. Mr Briscoe lamented the transfer of the minister, Michael Portillo, who had acknowledged the validity of Kent policies and objections, to another department.

Mr Briscoe said the the existing train ferry would continue for hazardous goods and agreed with criticisms of BR's S.E Network though he said that new rolling stock was imminent. He also agreed on the desirability of a green lung between Maidstone and the Medway.

Concluding the meeting the Chairman, Jack Woolford, in addition to thanking the speakers, thanked John Clayton, Dover District Council's Director of Planning and Technical Services, for making possible the appearance of Prof. Barry Cunliffe and for his provision and skilful deployment of visual aids. He also thanked Lin Clackett who, as ever, catered so well for our corporeal needs.

Jack Woolford

The impressions of Hugh Bax are overleaf.

What has become of those Mays which many of us who have come to live near Dover think of as traditional, Mays of cold easterly and south-easterly winds blowing off the continent beneath grey-clouded skies? This meeting took place on one of the most glorious days of this remarkable premature summer, with brilliant sunshine tempered by a gentle south-westerly breeze under a blue sky with fleecy white clouds.

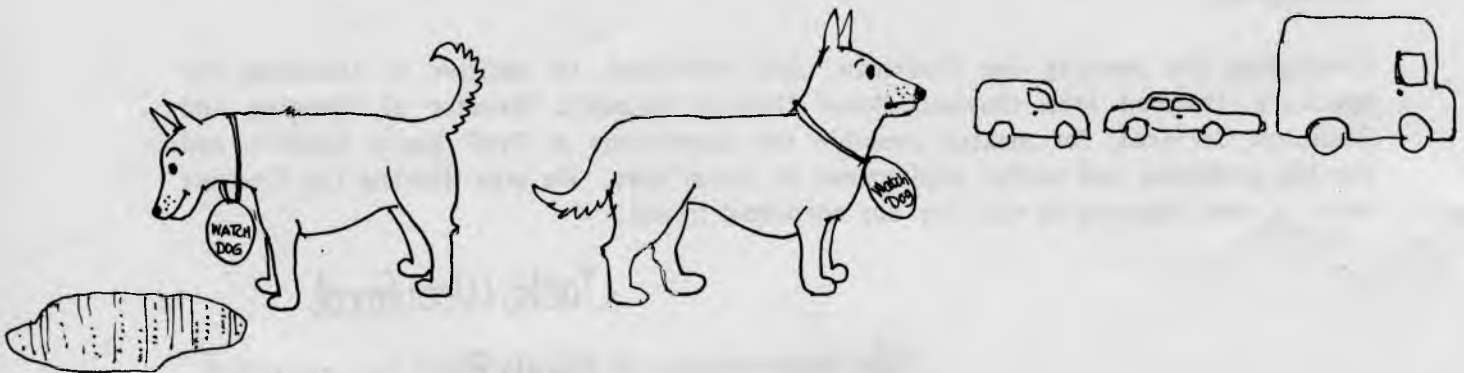
It seemed, therefore, difficult to face the prospect of spending the day indoors. Yet those of us who attended this meeting were rewarded by deep consideration and fluent expression of some of the issues which give pleasure and delight to being out of doors to those of us who live in Kent. After the Chairman's welcome on behalf of the Dover Society, the Mayor, Councillor Newman, spoke of his hopes for the White Cliffs scheme and what it might bring to the community. The Chairman, Mr. Woolford, who is the Federation of Amenity Societies' Chairman as well as ours, then took us, with deceptive swiftness and ease, through the business of the A.G.M. Solid and busy Agenda were swiftly despatched, though with no appearance of hurry. Mr. Woolford spoke of our disappointments and successes; we had trouble with Deep Dene and lost over the route of the new A.20, but on the other hand we had extracted a letter from the Prime Minister. The three speakers at the Conference were excellent. Dr. John Williams spoke on a strategy for Kentish Archeology with a fine illustrated lecture full of fascinating detail. Dr. Barry Cunliffe offered an archeological perspective with Dover in the forefront, in a talk which was vivid and imaginative; not the least striking of his observations was that on the archeological links between our part of England and the Continent. We wondered whether the Tunnel might not, in its way, restore a link between us and Europe. Mr. Brian Briscoe, County Planning Officer, completed proceedings with an excellent talk on this channel and rail link. Shrewd and drily witty, he made us aware of the thicket of problems through which the planning authorities must make their way. All three lectures elicited pertinent and knowledgeable questions from members. We dispersed with a sense of work being well done.

(K.F.A.S. - Kent Federation of Amenity Societies)

Hugh Bax

LOCAL WATCHDOGS HAVE THEIR SAY

The Dover Society has been asked to take part in one of the biggest audits of the environment of the United Kingdom. Our views have been requested on a variety of things ranging from planning and architecture to traffic and holes in the ground. The undertaking has been jointly organised by the CIVIC TRUST and MORTGAGE EXPRESS. The results will enable the Civic Trust to give grass-roots opinions on the many environmental matters on which it is consulted and will help to shape national policies.



BOOK REVIEWS

Heritage Walking Trails (East Kent, Book 4)

Roger Lambert & John Cann

Compass Publications

Price £2.95

This pocket-sized little book is the fourth in a series of six walking guides covering Canterbury and East Kent. There are twelve circular routes of between six to eight miles in length each departing from a different place. Since Dover, Deal and several villages within the District Council such as Ringwould, St Margaret's, Coldred and Martin are included in the itineraries, the walks will be of particular interest to Society members.

An enormous amount of historical research has gone into the book's preparation to ensure that the walker derives maximum interest and value from the selected area. Each heritage trail has a clear map with concise route directions printed alongside whilst overleaf an extraordinary collection of historical facts, legends and architectural details are described. Each chapter is embellished with delightful sketches, mainly of old houses and churches, to give the flavour of the area. Practical points such as O.S. grid references, transport details for both bus and train, map scales and expected duration of walks are included so that even the novice need have no fear of getting lost.

Many Society members will be familiar with the actual routes since all are along well-defined, well used paths and lanes but it would be extremely surprising if anyone were to complete a walk without learning at least a few fascinating details of Kent's remarkable past. None of the routes involves negotiating difficult or overgrown terrain so the walks are suitable for all ages.

The series as a whole cannot be recommended too highly. When the charms of Castle, seafront and Kearsney Abbey are exhausted this little book will delight all active residents and visitors to the area.

There are however two minor criticisms. Presumably because the authors were trying to include as much detail as possible, the actual route directions are in very small print which might present some difficulties. Secondly, I did have the uneasy feeling that the authors had deliberately ignored almost everything dating from this century. East Kent is not a cosy chocolate box county, nor are its towns the quaint rural backwaters that a total reliance on this book would lead one to believe. Even heritage trails should give a nod to the twentieth century occasionally.

Pat Pennington

The Committee of the Friends of Dover Museum is interested in items of local research which could be considered for publication. If you have work which might be suitable please contact Alec Summers (203771). A review of the first publication appears overleaf.

"WHO GUARDS THE SHORE?"

Barry Smith

To be published in the near future by The Friends of Dover Museum

Price approximately £3

Barry Smith, after years of painstaking research, has produced a most excellent work of reference for the local historians. His book lists those units which made up the Dover Garrison between 1685 and the present day. In most cases the dates of arrival, the places of origin and the dates of departure and destinations are also recorded.

Works of this type, provide a useful tool, enabling accurate dating of a range of source material.

Barry's book, whilst leaving gaps where information is uncertain, forms a very comprehensive listing which maps not only Dover's history but also the ebb and flow of international events. The call-up of militia for garrison duty during the Napoleonic Wars can be clearly identified as can the stationing of reservists at Dover during the Great War.

The columns which deal with destinations form an interesting insight into Dover's role as a port of departure for units manning the outposts of the Empire.

"Who Guards the Shore" is not an easy book to read but rewards careful study and is one which I shall keep to hand for the information which it provides is of considerable value.

Jon Ivison

Editor's note: Barry Smith was the founder-secretary of the Dover Society.

Dexter Cattle

The Dexter Cattle have now taken up residence on the Western Heights.

Unfortunately, unlike more common breeds, they are reluctant to act as artist's models and tend to move rapidly out of range as soon as the Editor appears, sketchbook in hand. See the article on page 39 for more details.



PRIMAVERA CONCERT

STONE HALL APRIL 21 1990

It was good indeed to see the Stone Hall packed with nearly 400 members and friends (including the Town Mayor and Mayoress, Cllr and Mrs Newman and the Leader of the Council Cllr Paul Watkins, John Moir the Chief Executive, several other officers and councillors and Jonathan Sloggett of Dover Harbour Board) for the PRIMAVERA Concert on Saturday April 21st, our first essay in image-enhancing musical sponsorship. The Hall itself is a fine setting for a concert: the red-carpetted stage (though improvised from tables) admirably set off the cream jackets and green dresses of the musicians, with their contrasting richly polished instruments, against the floodlit stonework and portraits, adding a visually beautiful counterpoint to the enchantment of the music itself. This was further enhanced by the contrast between the *seated* violins and violas in the first part of the concert and their *upright* stance in the second. To *see* as well as *hear* Paul Manley leading the orchestra with such manifest joy was an aesthetic dividend.

The music itself was a skilfully programmed sequence of delights, from baroque Handel and Haydn classical concertos, respectively for strings and cello, to Mendelssohn's (unbelievably teenage) classical String Symphony and Bartok's angular but not outrageously atonal Divertimento. Playing the Bartok (1939) before the Mendelssohn (1824) may have been chronologically perverse but was skilfully designed to bring us back to the comfortably familiar at the end of the concert.

Primavera's widely acclaimed hallmark is its desire not only professionally to play the music: although the professionalism of its members is palpably of international class or status. What distinguishes its members is their individual and joint will to communicate their own delight in re-creating masterpieces. Consequently their ensemble, their mutual blending, their ability to pay meticulous attention to every tiny detail of phrasing and volume and yet sound spontaneous, involves and includes us as listeners. Virtuosity there was, individually in the solo cellist Roger Smith (who nonetheless modestly concealed his instrument behind his music stand) and in Paul Manley's solo in the Bartok. But it was the collective virtuosity, most audible and visible in a Hungarian dance-like climax in one of the Bartok movements which was the characteristic of the whole performance.

Who is to be thanked for this enrichment? Primavera's main sponsor is Eurotunnel, to whose good offices Leo Wright and I owe our introduction to the musicians but, as the handsomely printed programme made abundantly clear, it was the Dover Society which brought them to Dover. Initially the necessary funding and organisation seemed likely to overstretch the resources of a relatively small society but the dedication and determination of the Committee was ultimately more than ample. Dover District Council made available the Stone Hall and guaranteed us against loss. Local business sponsorship, so ably canvassed from both large and small donors (listed in the programme) by Peter Johnson and John Gerrard, more than covered our costs and, together with our joint efforts in ticket-selling, (especially amongst the members of DODS and the Choral Society) left us with a surplus for more cultural sponsorship. As always Lin Clackett catered capably for our (corporeal) refreshment. Our best thanks, however, must go to Leo Wright our Secretary who first caught fire with the concept and set the rest of us alight with his indefatigable enthusiasm.

I very much hope that we shall be able to secure the return of Primavera. Next time we must have the wind instruments as well as the strings.

Jack Woolford Chairman

On Thurs., 18 Oct., The Friends of Dover Museum invite members of the Dover Society to their ANNUAL DINNER to be held this year in Crabble Mill. Approximate cost £10. Numbers are limited. Contact Alec Summers, 2 West St., Dover, for further information.

VISIT TO CRABBLE CORN MILL

On Saturday March 10th almost one hundred members of the Society visited Crabble Corn Mill. We had no idea how many would be coming but this was quite a magnificent turnout.

The Society was impressed by the restoration work carried out and in recognition of this had asked to present the Crabble Corn Mill Trust with a framed certificate together with a cheque for Fifty Pounds. Mr Jack Woolford, Chairman of the Dover Society, paid tribute to the hard work that had clearly been put in and on behalf of the Society wished success to everybody concerned with the scheme.

Receiving the award on behalf of the Trust, Ian Kilberry thanked the Society and promised that the framed certificate would be displayed in a prominent position when the Mill was opened to the public this Spring.

This was the first weekend that the builders were working Saturday and the Royal Engineers were also swarming all over the place. In addition a large consignment of plasterboard had been delivered the day before but despite all these problems we still managed to welcome our guests, show them some slides followed by a rather claustrophobic tour of the building and to cap it all provide refreshments. Many thanks to our splendid ladies here.

Our Chairman, Mike Prout, said a few words about the fund-raising work of the Friends of Crabble Corn Mill in consequence of which our membership received a noticeable boost. The generosity of the Society members was also shown by individual donations totalling over One Hundred Pounds.

We hope to see the Dover Society again in the not too distant future when it should be possible to show you Crabble Corn Mill as a fully restored working mill museum in all its former glory. Thank you once again for your interest and support.

Clive Taylor Member of Committee

CHAIRMAN JACK WOOLFORD GETS 'WHITE CLIFFS COUNTRY GUIDED WALKS' OFF TO A GOOD START

On Sunday 14 April at 2.0pm the Chairman of The Dover Society though claiming no absolute right to a Dover passport in spite of his forty one years' domiclity, ascended the Town Hall steps and addressed the ninety strong assembly.

The occasion was that of the first of thirteen walks to take place this summer in and about Dover and organised by Dover District Council. Who better to set the ball rolling than local historian Jack Woolford?

Dealing with the Maison Dieu and Connaught Hall he took us back through the centuries to its early history and the naval connections. Passing along Effingham Crescent (Lord Howard of Effingham perhaps?)

Continued from p. 37

the ancient beauty of Dover College on the site of Dover Priory, bereft of term time activity and remarkably protected from the bustle of Dover traffic, could not fail to impress. Our guide highlighted the historical and architectural features with particular reference to the college chapel and former refectory. The sheer tranquility of the occasion in the afternoon sunshine was a most pleasant experience only to be left behind as we emerged back on to the highway, rounded the much destroyed and re-built former Methodist church en route to the Chapel of St Edmund of Abingdon in Priory Road. From thence through to Biggin Street and Cannon Street to the market square, our guide pointing out the wealth of historically valuable architecture to be seen and enjoyed largely above eye-level on either side of the route.

A mention for the Dickens connection, the Roman quay and the part to be played by the former market hall facade in the Heritage Centre Development saw us proceeding down the revamping of Castle Street to a vantage point in Russell Street carpark from which to view St James' Church ruins and surroundings.

From thence via Maison Dieu Road and Dieu Stone Lane to Pencester and a further pause to take in the entire profile of the castle against an absolutely cloudless sky. A majestic view indeed!

The return route continued, searching out the Dour footpath from Pencester Road through the South Kent College gate along the bank of the river to Ladywell and the Town Hall carpark, where our host bade us farewell almost exactly on schedule after a most informative and enjoyable start to the series of guided walks.

Ann Owen

So successful was this walk that Jack has been asked to repeat it.

Orchid Hunting in Environment Week

Some of the coastland around Dover has been designated as Heritage Coast and the Kent Downs Area of Outstanding Natural Beauty extends inland from the cliffs. The area contains nationally important Sites of Special Scientific Interest, ancient woodlands and fascinating geological and historical features. A partnership of public, voluntary and private organisations has been formed to help the White Cliffs Countryside Project to care for and manage the project area.

In support of the national Environment Week, a group of Dover Society members met on Sunday 29 April to be up-dated on the White Cliffs Project and help survey a section of Dover Western Heights by hunting orchids!

It is hoped that orchids, cowslips, vetches, violets and other rare species will re-emerge as a result, of the grazing of the chalk grasslands by Dexter cattle which are being introduced into the area. Already much clearance has taken place and the task of fencing and provision of steps and 'kissing-gates' is almost complete.

The laying out of pathways with access points on North Military Road provides both a close view of the Drop Redoubt (as yet closed to the public) and a magnificent panoramic view of Dover Castle, town and harbour.

Environmentally it is most pleasing to see the Western Heights grassland being efficiently managed and all around us substantial progress was to be seen, as we continued on our itinerary.

Restoration of the '64 Steps' alongside Cowgate Cemetery is nearing completion and hopefully will eventually give access to the ditch of the Drop Redoubt (English Heritage). Meanwhile it will serve as an important access to the grassland area direct from the town centre.

Intermittent orchid sightings were enthusiastically reported and recorded as the thin long line of searchers 'swept' the townside slopes of Western Heights. Their locations confirmed existing knowledge to be true, also for this particular area; namely that the area should be grazed. We also found meadow anthills, the odd lizard, blue (and white) butterflies but no Dexters as yet; probably next week. We shall certainly return and hope that the weather is again kind.

A most successful Environment Week event, our host, guide and organiser for the afternoon being Kirk Alexander, Manager White Cliffs Countryside Project.

John Owen - Projects Committee

PROGRAMME

June 30, Saturday, VISIT TO FAVERSHAM, Mt. EPHRAIM GARDENS & CANTERBURY BOOK BY JUNE 6

This replaces the visit to DOVER CASTLE UNDERGROUND WORKS. It may be possible to organise that later in the year.

September 29, Saturday, WATER & WINE Coach trip to Waterworks & Vineyard. Priority for members. Details later.

October 15, Monday, PRESENTATION OF AWARDS 7.30 at St Mary's Parish Centre. OPEN MEETING

November 19, Monday, MEMBERS' MEETING 7.30 at St Mary's Parish Centre. MEMBERS ONLY

December (date to be arranged) CHRISTMAS FEAST Dover College Refectory. MEMBERS & GUESTS

Look out for announcement of repeat of Walk around historic Dover in August.

APPLICATION FOR MEMBERSHIP
OR RENEWAL OF MEMBERSHIP OF
THE DOVER SOCIETY

Further copies of this form are available from the Membership Secretary.

Members receive three Newsletters a year. There are usually ten events during the year - talks, tours, visits, a Members' Meeting, a Christmas Feast etc.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

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I agree to abide by the Constitution of The Dover Society.

Signed..... Dated
(A copy of the Constitution may be read in the Reference Department of Dover Public Library. It is closely based on the Model Constitution published by the Civic Trust).

MEMBERSHIP: £3 per person per year.
RENEWAL/NEW MEMBER (Please delete as appropriate).
Please make cheques payable to The Dover Society and send to the Membership Secretary: Mrs. Merrill Lilley, 5 East Cliff, Dover, CT16 1LX

It would help us in our planning if you could fill in some or all of this section.

Special Interests
.....
.....

Do you belong to other relevant organisations?
.....
.....

Can you offer any expert knowledge or experience?
.....
.....

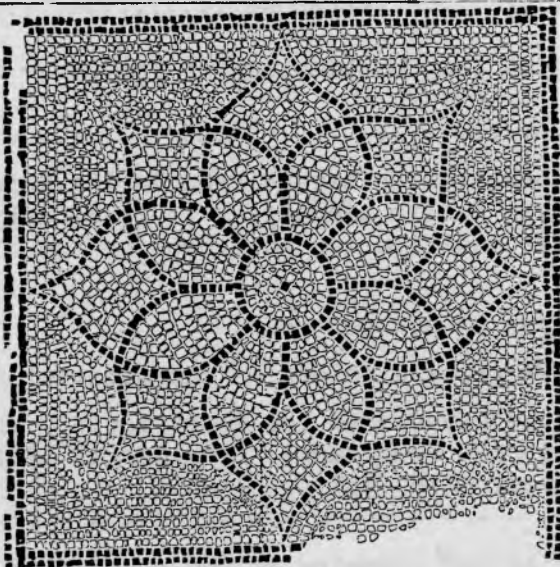
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The Dover Society was founded in 1988.

The objectives of The Dover Society are:

- to promote high standards of planning and architecture.
- to interest and inform the public in the geography, history, archaeology, natural history and architecture of the area.
- to secure the preservation, protection, development and improvement of features of historic or public interest.
- And commitment to the belief that a good environment is a good investment.

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. Margaret's-at-Cliffe, St. Radigund's, Town and Pier and Tower Hamlets.

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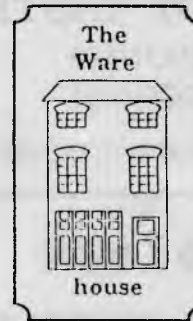
DEADLINE for Newsletter no 8 is 18 August.

Material for the Newsletter is welcomed by the Editor.
Publication in the Newsletter does not necessarily imply
agreement with the views expressed.

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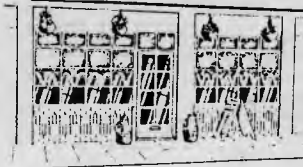
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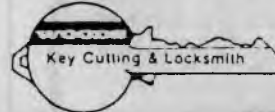
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