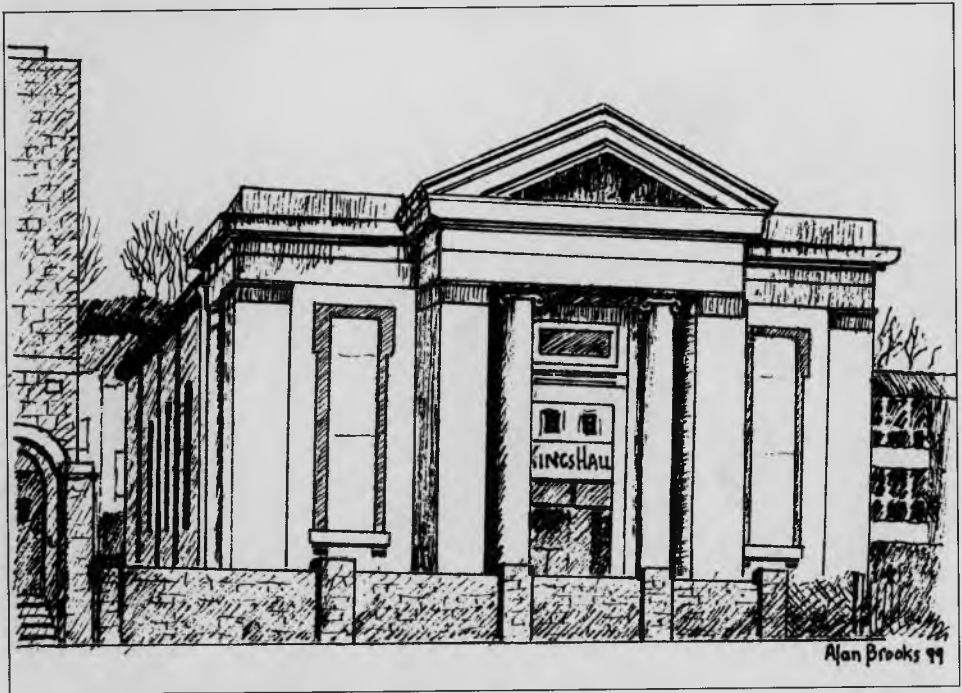


The
Dover
Society

Newsletter

No. 36

December 1999



The former Wesleyan Chapel in Buckland Terrace, London Road.

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THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic trust, Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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The Objectives of the Dover Society

founded in 1988.

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, archæology, 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. Radigund's, Town & Pier and Tower Hamlets.

All members receive three Newsletters a year and in each year the Committee organises about ten interesting events - talks, tours, visits, Members' Meetings and usually a Christmas Feast.

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

Editorial



SEASONAL GREETINGS TO ALL OUR MEMBERS.

Our next meeting is the Christmas Feast at Dover College Refectory on Saturday, 18th December, our last event of the present century. If you have not booked your places it is not too late to telephone Joan Liggett and send her your cheques for this popular evening. We hope the attendance and the buffet will be as good as ever.

The programme for the year 2000 is included, as usual, on the back inside cover of this issue and an application form for the Wine and Wisdom evening in February (£4.00 per person, including refreshments and wine) should be inside your December Newsletter. It is a little early to finalise some of the summer outings. For instance the programme for the Marlowe Theatre performances is not available as far ahead as June. Details of events from May onwards will be included in the April Newsletter.

Successful summer outings in 1999 included a trip to Dungeness, a tour of The Citadel and a visit to the last performance of the Royal Tournament at Earls Court, all reported in this issue. John Owen, the Chairman of our Projects Committee, reports in full on the successful participation of Society members on the two days of the Dover Pageant, August 29th and 30th, in the grounds of Dover College.

We are pleased to report that the first of our millennium plaques, to mark the site of the discovery of the Bronze Age Boat, has been received from the foundry and it is proposed that this will be fixed on the Bench Street side of the underpass portal. It is hoped that the official unveiling will take place soon after the opening of the new gallery in the Museum on 22 November. Sheila Cope has written a report on the progress of the Society's plans for the next three plaques to be positioned on buildings

in Dover in the year 2000. Others are planned for the future.

Congratulations to Lillian Kay and to Derek Leach on the occasion of the launch of their book, "The Life and Times of a Dovorian". By the time this Newsletter is printed many of you will have bought a copy at the Society meeting on 22 November, when Lillian will be speaking on the theme of "Christmases Remembered" - and signing copies of her book in the interval.

Once again we have a number of articles of historical interest. Ivan Green's latest article on "Henry the Eighth and Dover" conveniently coincides with the current exhibition in the Castle Keep, depicting the preparations for Henry's visit to Dover in March 1539. Jon Iveson continues his series on Dover's fortifications with an article on one of the less well known fortifications on the Western Heights, the Drop Battery, to the seaward side of the Drop Redoubt. Alan Brooks has written an account of Hugh Price Hughes and Methodism in Dover and

Glyn Hale, one of our newest committee members, has written an article on Dover Schools.

The editor would like to thank all regular contributors to the Newsletter and also those members, like Alan Brooks, who occasionally send unsolicited articles. Readers may remember that Alan had an article in Newsletter 30 on "Stained Glass at the Maison Dieu". Also thanks to Alan for his line drawing of Buckland Chapel, which we have used for the cover of this issue.

We also extend thanks to Pfizer Ltd. of Sandwich for their generous sponsorship, for the second year, for half the cost of this Newsletter, and to our regular advertisers for their continued support.

A Happy Millennium Year to all our readers. If you live in Dover enjoy the millennium project celebrations on 31st December and 1st January, planned by Dover District Council, consisting of lantern processions, bonfire and fireworks. See page 37 for details.

Editor

DEADLINE for contributions

The last date for the receipt of copy for issue 37 will be Monday 14th February 2000.

The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Accurate fully proof-read copy on computer discs is acceptable; please ring 01304 205254 to discuss details.

Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made. All published material remains the copyright of its authors, artists or photographers.

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THE EDITORIAL AND PRODUCTION TEAM WOULD LIKE TO THANK PFIZER LTD. FOR THEIR SPONSORSHIP OF HALF THE COST OF THIS ISSUE.

The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

We continue to regret Ken Wraight's resignation but are pleased by Tony Holman's persistence in tracing the pollution of the Dour by diesel fuel at Bridge Street. A prosecution by the Environment Agency may be impending. At our request the Co-op has cleared the strip of land bordering on the B&Q site of vegetation and we are appraising the result.

We congratulate Dover District and Town Councils' launch of the Heritage Economic Regeneration Scheme on Conservation Areas on London Road. The Civic Trust suggested that we should do the same for Buckland Village but this was clearly beyond our professional, financial and manpower resources. Dover Town Council however, approves suggestions such as shop front and building improvements in what used to be "Buckland Village", the improvement of shopping facilities in Cherry Tree Avenue and improved access to the church, etc. It is hoped to extend the heritage project to that area in two or three years time. The Civic Trust asks the Dover Society to act as "catalyst" in this process and we shall do our best.

Dover District Council is also to be congratulated for being rebuked by the Inspector who held the public inquiry on the Local Plan for giving too much weight to environmental concerns at the expense of rural development, tourism in Areas of Outstanding Natural Beauty and village expansion. We, the only amenity society in the district to participate, were successful in stiffening the requirement for mandatory archaeological surveys on

sites for demolition and on the continued publication of sources of grant aid for the countryside. Our suggestions about the location of the rail-freight exchange away from Shakespeare Beach, the safeguarding of the old slipway under the De Bradelei car park, the strengthening restrictions on coastal development and the sharing of masts for telecommunication aerials fell on deaf ears. We are the more pleased that the District Council has required mast-sharing at Hobart Crescent. We are also pleased that the Council is responding to the Fourth Review of the County Structure Plan rather than to SERPLAN's South East Regional government proposal. We acknowledge Dover Town Council's generous contribution to the cost of our millennium plaques and note the suggestion that William Burgess, architect of Connaught Hall who was born in Castle Street might be included. We look forward to the building of the Performing Arts Paviliori in Pencester Gardens when its precise location is sorted out.

There are two reasons for our championing of the Aldi Cherry Tree Avenue against the Lidl Castle Street/Woolcomber Street shop proposals. One is that Cherry Tree Avenue is part and parcel of the Buckland Village project. The other is that the Woolcomber store would be in or near a conservation area, ugly and out of character with adjacent Dover Castle and Street James Church which are Ancient Monuments. It violates the draft AS12 policy in the Local Plan.

We are to view King's Hall (former Wesleyan Church on London Road) which Brian Ward is attempting to refurbish, and will apply for the listing of the facade and clock tower of Buckland Paper Mill. We regard the proposed whitewashing of the White Cliffs with the ridicule it merits.

Philomena Kennedy

Artist extraordinaire

Founder of the *Dover Society*

THESE can be few members who do not know that Philomena died in the early hours of the 11th of October but I am sure all members will join me in a last salute to a quite remarkable lady whose brain child was, and is, the *Dover Society*.

For many years she was the Art Mistress at the Dover Girls' Grammar School and hundreds of her pupils will remember with gratitude that Philomena opened their eyes and spurred on their abilities, not only in drawing and painting but in a wide-sweeping appreciation of the arts in general - in painting, yes, but also in architecture, drama, craftsmanship and calligraphy. And who could ever forget her "Noye's Fludd", which she produced with the extraordinary flair she had of being able to see beyond mere words.

The birth of the *Dover Society* came about because she was indignant at the lack of consideration of the effect on proposals being put forward for the development areas. She was much more than plainly indignant; she was furiously indignant and she used that indignation to gather around herself a group of enthusiastic like-minded people and caused them to meet in the Menzies Hall.

In her *Editorial* in the first issue of the *Newsletter* in June 1988 she says:

"As a result of considerable concern over recent events in and around Dover a number of people met on 18 March to discuss the possibility of forming a civic society. The futures of Connaught Park, Brook House,

Pencester Gardens and River Recreation Ground, combined with anxieties produced by the building of the Channel Tunnel and a desire to be involved in the development of tourism, were among the issues that brought us together".

The first meeting of the *Dover Society* took place on 25 April with about a hundred people present ... Mr Peter Johnson ... proposed "That the *Dover Society* be instituted and the Civic Trust Constitution be adopted". The resolution was passed unanimously and at the end of an article in the first *Newsletter* Mr Johnson wrote:

"I think it appropriate to record here that... I did not make the first move in bringing together the group of people who formed the steering committee. The initiative was taken by Miss Philomena Kennedy... and we are indebted to her for her concern for Dover, her enterprise and her powers of persuasion".

The early issues of the *Newsletter* demonstrate her enthusiasm and inventiveness and her calligraphy and delightful drawings set the tone. She designed the "logo" that has had its present form since May 1989 and it has become the Society's "trade-mark".

Philomena's inspired production of the *Newsletter* was overtaken by events in September 1990 and the size and format had to change. I became responsible for design and production and it has been my constant regret that I was unable to continue the spontaneity and "wackiness" that Philomena, with her superb abilities, was able to infuse into everything she did.

She, has left her stamp on the Society, and my life, as well as that of many others, has been much enriched by knowing her.

Budge Adams

Footnote: Philomena left to the Society two boxes of her notes, quizzes and a full set of Newsletters.

6 Historic Plaques... "the Latest"

=====*Sheila R. Cope*=====

"Latest" seems the most appropriate word to use about this topic since Terry Sutton first wrote about it in the April Newsletter. He mentioned an insurance minefield; for example not only does a plaque require insurance but its installer does as well. No mere DIY this! A voluntary society like ours cannot commit itself to long-term responsibility and must hand over a plaque to the owner of the building on which it is sited. Large financial organisations apparently have no recognised procedure for accepting such a gift so that delays seem inevitable. According to its location each plaque must conform to particular criteria before it may be erected. The Zeebrugge plaque for the old Market Hall, now the Museum, requires Listed Building consent, whereas for the Bronze Age boat plaque a method statement must satisfy the agents for the Ministry of Transport.

We were almost ready to order the first plaque at the end of July and I phoned the manufacturer, only to be told that they had ceased trading! We have found another firm, however, which is able to work to our original specification:- cast aluminium, oval shape, 15" by 12" across with white lettering on a mid-blue background. The cost to the Society for each plaque, including VAT and mounting, is likely to be about £225 and we are grateful to Dover Town Council who have already offered financial support. We also intend to apply to Dover District Council for funding under their Millennium Grants Scheme.

Of the plaques illustrated here, we hope to have two erected by the end of the year, but at the time of writing (mid

October) nothing is certain. Once there is an example to be seen we shall gain further co-operation. We are grateful to all those including Christine Waterman and staff at the Museum and officers of both Councils who have helped to steer us through bureaucracy but there is yet more to come.

Plaque 1 **Bronze Age Boat** is actually ordered and it is proposed that this be fixed on the Bench Street side of the underpass portal to the left of the central notice "To the sea front and shops", subject to cover meter survey. Official unveiling should take place soon after the opening of the new gallery in the Museum on 22 November.

Plaque 2 **Enemy Shell** to be placed on the TSB Bank, Castle Street, the position agreed, but final permission not yet given. Application was first made in October 1998 and we have 11 letters on file and, in addition, have made several phone calls. The situation is similar with respect to our attempt to place a plaque on Barclays Bank in the Market Square.

Plaque 3 **Old Market Hall** is awaiting Listed Building consent.

Plaque 4 **1st Aerial Bomb** awaits permission from the members of Taswell Close Management Co. Ltd. Research undertaken by our vice-president Peter Johnson and the late George Youden in 1989 indicates that the location was the garden of No.1.

As with the relocation of the statue of Rolls we hope to succeed eventually, but such projects require enthusiastic persistence.

Plaque 1



Plaque 3



Plaque 2



Plaque 4

MEMBERSHIP NEWS

DECEMBER 1999

Now that all subscriptions have been paid for the current year we find that numbers have declined to 388. Our presence at the Film Festival and the Pageant introduced us to a few people but personal introduction remains the most effective means of extending our membership. The Newsletter is an excellent ambassador and is, I know, read by many who do not pay a subscription. If you are a passive friend of the Society, we would welcome your active support both at meetings and financially.

There have been two weddings within the society recently. In June our former social secretary, Lyn Clackett, married Julian Chambers and in July Mrs. Mary Stevens and Mr. David Popman were married. We offer congratulations and best wishes to these four members.

A reminder about prizes for raffles, from which the proceeds contribute to the hall hire for meetings - There are several attractive 2 for the price of 1 offers available in shops at the moment. Please think of us if one item is sufficient for your needs and give the other one as a raffle prize!

Since July we have welcomed:- Mr. R.Taylor, Mrs. M. Baker and Mrs. A. Thompson.

SHEILA R. COPE, Membership Secretary

AWARDS CEREMONY AT VICTORIA CRESCENT

Comments from Terry Sutton and Jeremy Cope

IN OCTOBER, residents and property owners in Victoria Crescent received a big pat-on-the-back from local authorities as a result of an initiative by the Dover Society. The public congratulations came from Dover's mayor, Margaret Samsun; Jim Rees, Chairman of Dover District Council's planning committee, and from the Dover Society. We also read, with pleasure, in the Dover Express, John Moir's commendation of the refurbishment.

Victoria Crescent was built around 1838 by a wealthy Dover paper maker, the crescent relieving the straight line of High Street properties by an attractive sweep of terraced houses. Once the terrace, still fronted by a garden, was even more of a crescent but later the horns were demolished to allow for road widening.

Resident, John Shanahan persuaded the owners to get together to refurbish the exterior of their properties. IMPACT had already completed work on the garden and their work was complemented by the repainting of most of the house fronts in a style that has lent the crescent a pleasing unity of appearance.

To mark the success of the project the Dover Society decided that the residents deserved the award. During an interval between showers on Saturday 23rd at 11am, in front of the Crescent, the mayor presented the certificate to Mrs. Shanahan of Number 8 who represented the residents. The citation

congratulates the residents "on the refurbishment of the exterior of their houses in a harmonised and integrated style which displays the coherent character of the Crescent. The work of renovation of the facades is a fine example of self-help and co-operation".

Two shrubs, donated by the Society, were planted in the Crescent garden by Councillor Rees. Both the Mayor and Councillor Rees commended the residents for their achievement and for the example they had set, in particular for the new Heritage Economic Regeneration Scheme (HERS). The Mayor remarked that a HERS scheme was to be carried out further up the main street and said that the Victoria Crescent refurbishment demonstrated how a local community could achieve improvements on their own initiative, adding, "Community effort and participation are essential if we are to improve the quality of the town's environment". Councillor Rees, talking of the HERS project, said he feared it would fail without the partnership aspect; there had been great progress in parts of Dover but that High Street and London Road end of the main street needed more work to bring the area up to standard.

Our thanks to Budge Adams for producing the certificates and to the Rev. Norman Setchell who made the United Reform Church available to us had we needed it.

Photos for the Future - AN EXHIBITION AT DOVER MUSEUM

An exhibition of winning photographs from The History Channel's millennium project, "Photos for the Future", was held at Dover Museum from 6th September to 21st September. Dover was chosen as the first of twelve regional venues for the exhibition, running from autumn 1999 to March 2000.

Entrants to the project were asked to send in personal photographs that capture a significant aspect of life in the 20th century, for any of the six categories as follows: family, play, work, war, technology and your town.

Entries were received from all age groups, including a number from schools which were able to enter under a special initiative. The best entries have been displayed on the History channel website (at www.thehistorychannel.co.uk) and many have been made into short television programmes to be shown on the channel.

Summer Outings

9

VISIT TO DUNGENESS ON 14 JULY 1999

TWO MEMBERS DESCRIBE THEIR DAY

REPORT FROM STEVE PETERS

Dungeness Nuclear Power Station is set on the tip of a remote, triangular-shaped promontory of 12,000 acres of shingle - the largest such area in Europe and possibly the world. The sea has taken at least 5000 years to build up the shingle ridges which form it and the waves still wash more than 100,000 cubic metres each year round the point to the eastern shore, from where it is transported daily back to the southern shore by a fleet of lorries so that the Power Station is protected from the sea.

Rainwater falling on Dungeness filters through the top layers of shingle to be conserved at depth allowing a unique wildlife habitat to develop, which hosts a variety of plant and insect life. Sea kale, lichen heath, broom, Nottingham catchfly, sea campion and other grasses attract rare invertebrates and insects and depend on the latter for their pollination. English

Nature has designated the area as a site of Special Scientific Interest (SSSI) which also includes land within the Power Station perimeter.

2000 acres form a RSPB reserve much used by migrating birds as well as the resident bird population and visitors to the centre and hides can watch great variety of swans, geese, gulls, terns and waders. The power station buildings provide substitute sea cliffs with roosting areas for gulls and breeding sites for kestrels and black redstarts.

Since the fifteenth century there have been wooden fisherman's huts with net stores above on the more protected eastern shore. These are now over a mile from the sea because of the shingle build-up, and since the late eighties fishermen have tended to live away from the area and drive in to work.

In 1986 Derek Jarman, an artist and



Members in front of Derek Jarman's "Prospect Cottage" with the Power Station in the background. An outside staircase has been added to the loft net store of the next door cottage to give added accommodation.

10 film-maker, bought one of the cottages and lived there until 1994. He made a modern home of the interior and created an eccentric garden from flotsam and jetsam and from plants growing on the shingle.

Visitors to the ness stop outside the cottage, as we did, and this must irritate the resident occupant as he has stuck the following notice on the door.

Prospect Cottage

DEREK JARMAN used to live here, he doesn't any longer.

Prospect Cottage is a private residence, Please don't look through the windows- as there is only an irate fisherman to see.

The notice also states that consent must be obtained for commercial photography or video. Some members of our party said they had recently seen a film on T. V. about the cottage and the area. Apparently Jarman set a trend, for most of the cottages are now owned as second homes, or owned by retired people, or those of an artistic nature requiring peace and solitude.

In 1961 a new lighthouse was built, closer to the eastern shore at the end of the ness, to prevent it being obscured by the power station when that was built nearby. Some members climbed to the top and were rewarded with wonderful views.

As an added bonus we were able to see, at this southern terminus of the Romney, Hythe and Dymchurch Railway, the arrival of a train which had travelled thirteen and a half miles by steam from Hythe. The line is said to be the world's smallest public railway.

Then it was time for the power station which we had seen from miles away.

There are, in fact, two nuclear power stations on this site. The first, Dungeness A, was opened in 1965 and is cooled by water drawn from the sea, which is returned, just offshore, twelve degrees warmer. The areas where it re-enters the sea channel are visible and are called patches. The water does not come into contact with nuclear material so it is completely safe. Frequent samples are taken of the water and the adjoining beach to test for radiation levels. Incidentally, these patches of warm water occasionally attract migrating birds and beaches are used as roosts for nesting birds. The RSPB has erected hides for observing them.

The second power station, Dungeness B, is gas cooled and began production in 1983, providing 30 million K.W. hours of electricity, enough for the whole of south-east England. Like all nuclear reactors both are fuelled by uranium, a natural resource for which there is no other day-to-day use. Apparently, nuclear power contributes neither to global warming



The Society members welcome the arrival of the miniature steam train to the Dungeness terminal. In the background can be seen some of the rows of fishermen's shacks and the new lighthouse.

nor acid rain and is the largest source of clean electricity that we have and provides the U.K. with 30% of its power.

We were issued with yellow helmets

and ear muffers to visit the plant. Most of the time inside the generating rooms we saw no one; the machinery appeared to be operating without visible supervision. Occasionally some one walked through and clocked their personal radiation cards into a register on the wall. Apparently this is linked to a computer which keeps an individual tally on each person's radiation absorption.

REPORT BY SHEILA COPE

"It was a day for magic", said the Chairman at the end of the day and the first spell was the transformation of thirteen Dover Society members into sea cadets as we fitted ourselves into the S.Lynx minibus ably driven by Malcolm Liggett who had sacrificed his day off for the purpose.

We experienced a gradual change in landscape from familiar cliff and down land to the green yet holiday-coastal aspect of Romney Marsh which imperceptibly becomes shingle and pond as one reaches Dungeness. This area is both outlandish and extraordinary. Although former converted railway carriages have now gone, perhaps absorbed into more permanent dwellings, many characteristic fisherman's huts remain, linked by overhead wires and with boats beached nearby

As we drove we talked of the late Derek Jarman, film producer, and of watching a TV programme featuring his garden, when, another piece of magic, there it was! Prospect Cottage, made from black weather boarding with yellow door and window frames, is surrounded by shingle with open access to visitors provided they respect its new owner's privacy. Beautifully maintained, the garden is unique, fashioned from flotsam and jetsam which includes railway sleepers, sections of groyne, floats, rusted barbed wire supports and parts from farm implements. Many of these have been driven vertically into the pebbles providing contrast and framework for the

plants, most of which grow straight out of apparently hostile terrain. The effect of gold, green and grey at first appears random but is actually careful designed and includes drought-tolerant species such as dwarf broom, sea-kale, poppies, santolina, yucca, small-leaved roses, sage, rue, acanthus and even a fig in the shelter of the house. This strange place exceeded my expectations and I was reluctant to leave.

Next, to the lighthouse, the fourth in the area and now privately owned. Erected in 1904 when its predecessors had become redundant as the receding sea had left them too far inland, this oil-powered lighthouse had itself been masked by the power station and succeeded by the latest fully-automated one in 1960.

We climbed 169 steps, eased by 4 landings on the way and by the need to wait for a party of primary children using their voices to demonstrate echo effect. Looking inland from the top balcony it was possible to see how the shingle had accumulated in ridges rather like small fields with straight furrows in one section and curved in another. After the descent we enjoyed a cup of tea in the cafe which adjoins the terminus of the Romney, Hythe and Dymchurch Light Railway. Half our party were already walking 2 miles to our lunch stop but before boarding the minibus we watched a train arrive. As passengers stretched their legs I remembered making that monotonous journey across the marsh as a child, cramped inside a carriage.

Fish and chips are the speciality of The Pilot and the quality excellent. The magic there was that we managed to eat the generous quantities provided. Battered skate presented a challenge but fortunately there was plenty of time before our final venue at 3 pm..

First we watched an introductory film at the power station visitor centre and learned that all power stations produce electricity by the same basic method; that

12 is they create steam which under high pressure drives turbines which move electromagnets inside hundreds of tonnes of coiled wire. However, nuclear power stations are fuelled by uranium instead of fossil fuels. When an atom of uranium is split two things happen: it creates tremendous amounts of heat (which enables the production of steam) and it releases neutrons. These neutrons collide into other atoms splitting them and releasing more neutrons. Hence the term 'chain reaction'. Thus far, nuclear generated fuel is clean and green.

It is radioactive waste produced by the nuclear process which is harmful and this is classified at three levels :- 1) *low level* - equivalent to 3 footballs in a person's lifetime if only nuclear produced electricity were used. This is incinerated and the ash sealed in drums at Drigg in Cumbria.

2) *intermediate level* - equivalent to half a football in a person's lifetime housed at power stations in concrete vaults and

3) *high level* - a cupful in a person's lifetime, sent in special flasks by road and rail for reprocessing at Sellafield.

Reassured maybe, we chose our hard hats, gave up our bags and were conducted by our two woman guides through the security turnstile into Dungeness B, run by British Energy.

Although it was carefully explained to us I did not understand the process taking place in the cathedral-sized building we entered. Wearing a hard hat with ear protectors and climbing metal stairs which vibrated with the machinery was a novel experience. We were surrounded by huge silver pipes, valves, wheels and vast cylindrical shapes. It was impersonal, noisy and overwhelming as one imagines a space-station might be, but safety and security seemed paramount. Later, we looked at the

massive gantry which can be moved into position to facilitate the exchange of uranium rods housed in graphite sleeves within the pressure vessel of pre-stressed concrete lined with steel. We observed intake and outflow points of seawater used as a coolant for the pure water within the boiler system. It would require another visit before I could begin to fully comprehend the production sequence but our use of electricity proves that, however complex, it works. Another piece of magic!



The fully kitted-out Society party in the generating room.

We returned home via the comparatively peaceful Alkham Valley after a full and fascinating day. Our thanks go to Muriel Goulding for suggesting the venue and especially to Joan our Social Secretary and her son Malcolm for organising and leading the visit.

VISIT TO THE CITADEL... AND ITS SEQUEL

DEREK LEACH

On 19 June 1999 a group of eleven assembled outside the Young Offenders' Institution on Dover's Western Heights awaiting a tour of the Napoleonic fortifications normally hidden from public view - unless detained at Her Majesty's pleasure! We were escorted in across the deep moat, through the formidable gateway and security checks by John Head, our enthusiastic 'minder'. We expected him to be our guide but, alas, he was only the keeper of the keys constantly unlocking and locking the many doors we went through. He told us what he knew about the fortifications but we were forced to pool our knowledge and, when that failed, to use our imagination about the possible layout and uses of some of the fascinating structures. Needless to say, we all regretted not having reread John Peverley's book, 'Dover's Hidden Fortress' before coming.

The YOI occupies the former Citadel of the Western Heights fortifications

which was the 'Keep' - the strongest and highest point. It comprised masked batteries, a large parade ground surrounded by storehouses and barracks with water provided by a 420 foot well. All this was surrounded by a deep brick-lined dry moat. It was built at the end of the eighteenth century, when Napoleon threatened invasion, as part of the largest and strongest fortification in the country providing a base to attack Napoleon from the rear should he land on Romney Marsh. In the second phase of building on the Heights in the 1860's, when Napoleon III threatened, the Citadel's west flank was protected by new Western Outworks. After spending a fortune on these defences they were abandoned after the first World War and allowed to decay. In the 1950's the Citadel was taken over by the prison authorities as a ready-made prison, since the old casemates provided excellent cells and the moats were impassable. However, over the years the old parade ground has



Officers' Mess

14 been covered with new prison buildings - both workshops and living accommodation - and little use is now made of the old fortifications.

First we were taken to the former Officers' Mess built in 1861, the south face of which is still an impressive sight jutting out from the cliff when viewed from seaward - a long red-brick building with stone dressings in mock Tudor style. Whilst the approach to the entrance and the facade is still impressive, we were disappointed to find that, inside, any traces of Victorian military splendour had long since given way to partitioning into administrative offices. The basement did prove interesting. Until recently it had been used by the YOI as punishment cells or for segregating prisoners for their own protection. One of our number told us that mules had been stabled there previously.

We turned down the opportunity to walk the moat (complete withadders) in order to concentrate on exploring the interiors of the remaining fortifications. Armed with just two torches between us, we descended a circular staircase complete with central shaft, similar to the Grand Shaft, to enter an underground complex that also houses the well, which could still provide drinkable water if an abstraction licence were obtained.

Next we visited some casemates looking on to the moat that had been used formerly for inmate accommodation and then we crossed over the moat to the Western Outworks. Here we found perhaps the most impressive structure of the visit which was a complete barracks hanging on to the side of a moat. Access was via wide staircases to four barrel-vaulted two-storey barrack rooms

that doubled as casemates. With the wooden floors long since removed and with long narrow window apertures they were cathedral-like. Off the staircases were small caponnières complete with embrasures which had been adapted as toilets. This efficient arrangement would allow soldiers to keep firing through the embrasures without absenting their posts to relieve themselves!

This highlight brought the tour to an end. As we left through the original formidable gateway, we felt that the Citadel is still impregnable but dedicated now to keeping people in, rather than out!



Western Outworks



A SEQUEL

There is a personal sequel to this visit, since it revived for me the desire to see the massive fortifications on the Western Heights opened to the public. Knowing that Fort Amherst at Chatham, another fortification dating from Napoleonic times, which was built to defend Chatham Dockyard, had been restored and opened as a heritage park, I decided to visit it with my wife and son. We toured the complex comprising extensive and impressive underground works, gun batteries, magazines, guard houses and revetted ditches. Lunchtime arrived and my wife and son decided to return to the picnic area whilst I went through a brick-built archway leading into a honeycomb of revetted ditches and a caponnière. When I returned to the archway, the wooden gates, which filled the archway completely, had been well and truly padlocked! My calls for help brought no response. There was nobody on my side of the gates and nobody on the other! I inspected the brick-lined ditches looking for a place to climb up but without success and returned to the archway. I called again - nothing. My choice was to sit tight and wait for my wife to come looking for me or, could I possibly wriggle underneath the gates where there was a

six inch or so gap. I decided to give it a go. I thought of taking off my T-shirt and shorts to save them from damage and the mud and gravel but decided they would offer protection to my skin. I managed to get part way through on my back and head-first but got stuck. Rather than retreat I manipulated my ribs and stomach until I succeeded!

Upon seeing me, my wife and son did not realise that anything was amiss until I showed them my rear view - my shirt was torn and it, my shorts and my elbows were

muddied and my skin grazed (not to mention my bruised stomach and ribs that lasted for a couple of weeks). The staff were apologetic. Apparently a workman had unlocked the gates whilst he did something in a part of the Fort not yet open to the public (although there was no sign to that effect) and relocked the gates when he came out - without checking whether he had locked anybody inside. Obviously, he should have locked the gates behind him when he first went in! Subsequently, I received a letter of apology from a director of the Trust and the offer of a private guided tour. This was an opportunity to find out how the Fort had been acquired and opened to the public successfully.

Since the end of the last century the Fort had been standing neglected except for brief revivals during the two World Wars and for storage use. The military finally left in the late 50's demolishing the main barrack block first (echoes of the Western Heights). By 1980 the Ministry of Defence wished to sell it for housing development but local historians and conservationists prevented this. A trust was formed and the seventeen acre site was bought for a nominal sum of £12,000 with money provided by the local councils. The Fort was in a sorry state

16 having been used as a dumping ground for roadwork spoil. Site clearance was the first major task.

There is a sixteen-member trust with representatives from the unitary authority, local historical and conservation groups plus some independent and co-opted members. By including in the Trust representatives from other Medway attractions such as Rochester Museum, the Historic Dockyard and the Royal Engineers' Museum - with Fort Trustees serving on their management bodies - there is a good spirit of cooperation rather than rivalry. As an example, the Kingswear Castle paddle steamer takes visitors from the Rochester attractions to the Dockyard which helps to support the paddle steamer; also there is a combined gift shop in Rochester High Street for the Medway attractions. There is also cooperation in educational displays and events.

The day to day management is handled by a limited company. Four of the (unpaid) directors provide the main driving force for the project with each putting in one or two days per week out of season and up to four days per week in season! One manages the visitor centre (gift shop and restaurant), one acts as company secretary and coordinates events, another is the Education Officer organising displays and interactive events for school parties; the Chairman is the historical expert and 'mucks in' as required! There is an employed work force of nine - mainly skilled carpenters, electricians etc. who supervise the work of about thirty volunteers, New Deal youngsters and young offenders. Volunteers include a group of re-enactors who perform every weekend during the season.

The day to day operation is financed from revenue arising from 20,000 visitors each year plus a variety of promotions which exploit the site without destroying its integrity. These include renting a large portion of its car park to a local business from Monday to Friday when visitors are

fewer; wedding ceremonies and receptions in the underground works - including uniformed guards of honour and salutes fired; children's birthday parties - dressing them up in uniforms, drilling them and playing chase in the tunnels; use as a film location; annual Halloween and Christmas events when the tunnels are decorated and specially illuminated. These events are all organised by volunteers supported by the site maintenance force.

Further restoration and development projects - the area open to the public is gradually being extended - have to be funded from a combination of sponsorship, donations from businesses which are quite often in the form of materials, and grants from the lottery, the local authority etc.

Needless to say, there are problems! Safety precautions both for workmen and visitors are a major item with the need always to err on the side of caution. The Fire Service inspects three monthly and the local university carries out occasional seismological surveys to check the stability of the tunnels. Unofficial young visitors out of hours have been a headache - setting fire to 'period' timber from the Dockyard and setting fire to the site maintenance portakabins with the loss of valuable tools as well as buildings.

The continuing efforts of the Fort Amherst Trust have to be admired and I wonder whether there is a challenge here for the people of Dover with the neglected Western Heights fortifications having been saved from development but needing repairs and making safe before any (official) access to the public. At least we have the advantage of English Heritage already owning the site (except for the YOI) but lack of funds means that the fortifications are 'mothballed'; only essential repairs and measures to minimise vandalism are undertaken. Any initiative by a local group might well be welcomed by English Heritage but it would be a formidable challenge!

THE LAST RUN - THE ROYAL TOURNAMENT 1999

REPORT BY JOHN OWEN

A group of members went on the coach trip to this event at Earl's Court on Friday 30 July and enjoyed a thoroughly good day out.

Leaving Dover early in the afternoon, we settled down to a comfortable journey arriving at Earl's Court in good time to allow ample opportunity for refreshment and viewing of the many interesting static displays and shops which were available in the considerable area outside the actual auditorium. My personal choice for refreshment and relaxation was in the convivial atmosphere of the Devonport Field Gun Crew Bar whose team, I was enthusiastically informed, had broken the world record time in their run on the previous day.

On taking our seats at the commencement of the arena performance, we had a grandstand view of the arrival of HRH The Duke of York CVO ADC who as a serving Royal Navy officer, took the salute on this occasion. For the last one hundred and twenty years the Royal Tournament has provided magnificent entertainment in demonstrating the character and skills of our armed services.

All participants paraded accompanied by a tri-service Massed Band and a sensational fanfare for the overture, followed by the very popular musical ride by the Household Cavalry accompanied by



Overture - massed band entry

The Mounted Band of The Blues and Royals. Following the disbandment of the RAF Police Dogs organisation in 1994, it was a pleasant surprise to enjoy once again their ever popular performance

provided by the volunteer RAF handlers who were determined not to let sleeping dogs lie! There followed the keenly contested RN Field Gun Competition between Fleet Air Arm and Devonport, but alas no further breaking of the world record, for us to witness.

The musical drive by The King's Troop

Royal Horse Artillery gave their usual exciting display of precision horsemanship which had the audience on the edge of their seats. Faultless to a 'T' the Queen's Colour Squadron RAF then performed their arms drill sequence with panache. The finale developed into what was more akin to the "last night of the proms" with the 'gi-normous' union flag, which I suspect, most had ever seen and why not? - for



Finale - gi-normous Union Flag "last night of the proms" atmosphere

this is, after all, a 'very special year when The Royal Tournament, as we have known and loved it, passes into history'.

Perhaps there was a touch of sadness with the exhilaration as we were carried along by the enormous crowd back to our waiting bus but it was undoubtedly a highly-successful outing, for which we thank once again, our Social Secretary, Joan Liggett.

Millennium Essay Competition

IN NEWSLETTER 35 we included the details of an essay competition open to the six Dover secondary schools.

The winner of the competition was Amy Packman from Dover Grammar School for Girls. Amy will receive a book token for £50.00 and the school wins £100.00 worth of books. The presentation of the prizes will be made at the Grammar School by our President, Brigadier Maurice Atherton, sometime early in December.

Amy's essay:

**DISCUSS WAYS IN WHICH THE
TOWN OF DOVER COULD BUILD
UPON ITS HISTORIC PAST TO BENEFIT
THE TOWN IN THE NEXT CENTURY**

From the moment you arrive in this spectacular corner of Kent, you will want to discover why Dover's history proves so enchanting to millions of visitors every year? The historic background of Dover is not in question, indeed, the landscape overflows with evidence of its illustrious past. Instead one must consider ways in which such a glorious town can be promoted and preserved for future generations.

For the past millennium, Dover Castle has guarded and overlooked the old Roman town, ensuring its protection from attack, earlier this century acting as a valuable communications link in the war effort, and more recently as a tourist destination. Now a magnificent symbol of English history, epitome of a golden age of medieval architecture as well as a host for numerous exciting events including baffle re-enactments and festive banquets, Dover Castle is undoubtedly at the heart of the historic charm of the town.

Dover is often seen as a key figure in this 'Garden of England'. The natural gateway to Britain from the continent, Dover provides a multitude of sightseeing opportunities, money from which can be ploughed back into the community in order to re-establish the town as a reflection of an area of outstanding natural beauty. Dover Castle

and Shakespeare Cliff provide the very symbol on which 'White Cliffs Country' is founded. A recent comment from a Canadian who is a regular visitor to England encapsulated what we often take for granted; 'Absolutely breathtaking - the White Cliffs of Dover are more amazing each time I see them'. As the visitor is not unaccustomed to awe inspiring scenery, living only minutes away from Niagara Falls, such a statement should make every resident and regular visitor to Dover proud of being part of such a magnificent scene.

As a Cinque Port, Dover relies heavily on tourism as one of its main sources of income; steeped in history, however, it is not difficult to see why so many people both from home and abroad choose to visit the town. There is plenty to do when one considers the historically related aspects of Dover can be viewed and explored in exhibitions and museums. On this basis it could be argued that Dover cannot build upon its already extensive visitors facilities in order to benefit the town in the next century. Recent renovation work to the Promenade have produced a clean and attractive environment from which to cast a gaze over the harbour, Channel, Castle and Cliffs. The 'White Cliffs Experience' has also undergone recent reorganising, opening up new exhibits to the public, providing a comprehensive insight into the history of Dover's progression and also its involvement in the Second World War. Increased promotion of the 'White Cliffs Experience', the 'Old Town Gaol' and 'Dover Museum', would easily boost revenue, attracting more visitors whose localised consumer spending would increase the profitability of business and over time improve standards of appearance and cleanliness. Arguably Dover is home to the richest ten acres of buried archaeology anywhere in Britain hidden beneath its streets - an archaeological feat which could be promoted to a greater extent than it is today. Opened to the public in May

1977, the Roman Painted House is a marvel both as a monument to the architectural period of its original inhabitants'. but also as a showpiece to satisfy the curiosity of visitors in the present day. I do not feel that such an important discovery should be erased from memory through lack of being publicised among the local press or advertising on television'. radio'. and Internet. Even sporadic promotion would establish quality links with the target market'. with prospective visitors in turn spending in local business, benefiting the town indirectly. It would be a travesty to allow valuable historic attributes go unnoticed'. when simple steps could be taken to prevent such an occurrence.

Similarly'. Dover would benefit from increased revenue by introducing special events at the Castle'. such as seasonal concerts'. festivals and firework displays which have proved both successful and profitable at Leeds Castle. Admittedly'. location is a significant factor, with Dover Castle being so close to the town itself. disturbances could not be avoided and extensive permission would have to be attained before any such events could go ahead. However, is it not advantageous to build upon the town's current historical reputation by hosting occasional'. popular festivities which would encourage consumer spending and promote Dover as the centre of historical discovery well into the next millennium?

In addition, aerial development would be beneficial to town business, as well as providing a unique experience for people of all ages. The prospect of viewing the area by glider'. balloon or helicopter would enable both tourists and locals alike to view the spectacular history of Dover from an alternative angle. Visitors would have the opportunity to see the Castle'. its church and Roman Lighthouse'. the Cliffs, town and possibly a chalk feature (for instance a castle) carved into the landscape. Undoubtedly this would be an amazing venture'. from which sponsorship and investment could be obtained, with a proportion of the proceeds being used to

improve the town; preserving much of its Victorian architecture and harbour'. cleaning major routes and even pedestrianising specific areas in order to reduce noise and air pollution. This would consequently make the town more attractive for its inhabitants, and more appealing to visitors. Chalk features and viewing schemes such as that previously suggested have proved successful in numerous picturesque locations around the country'. including the White Horse at York, popular as a backdrop for picnics in the summer. Although a dramatic alteration to the countryside, such a feature may depict an important scene or instance in time', adding historic character to the landscape and providing a welcoming sight for travellers coming through the port.

Dover already has community events which benefit the town, such as the Carnival which encourages group activities and raises money for charitable organisations throughout the district. Deal's regatta could be mirrored in Dover'. ensuring competitive spirit and teamwork among groups and organisations interested in sailing and racing. Investment from industries would help promote and finance such occasions. The open-top bus touring the town and important historical landmarks is a valuable service particularly to tourists, whose first priority is to experience famous features. Similar tour services have been extremely successful in Cambridge, Bath and Dublin, where additional stops at hotels and restaurants have encouraged increased consumer spending. Improved signposting at both the Eastern and Western Docks could also invite more visitors from the continent to spend time in the town and neighbouring areas - such as Crabble, River and Kearsney Abbey, rather than drive straight through, without viewing some of the most important historical sights in the country. Improved parking facilities opposite the Castle would alleviate congestion and reduce parking within Dover town centre.

One only has to look up in Dover's High Street to see previously unnoticed stylish architecture'. although bare walls'. clouded with traffic pollution and dirt are visible

20 everywhere. Why not envisage these spaces as blank canvases? Find ways in which such areas that lower the tone and image of the town could be refreshed. Murals have livened up the subways connecting the promenade and High Street in Dover, and such an example could be mirrored elsewhere in the town, perhaps through competitions for what scene should be depicted - incorporating history and brightening previously unused blank wall space. Murals will last for many years benefiting future generations as well as our own. Similarly, as in Deal and elsewhere along Kent's coast, competitions could be run to introduce modern art and sculpture with a historic or sea-related theme to add to the visual appeal of the town.

A Dover 2000 project could ensure a better understanding of the town through the introduction of a mobile interactional exhibition, similar to that of the 'Jorvik Viking Centre' in York and 'The Oxford Story'. Such a different method of exploring Dover's history could include the theme of looking back two-thousand years into the past - visiting specific events in history -

moving to the present day and beyond, reaching into the future to speculate of what form Dover will take two-thousand years on. Dramatic displays of this form would be invaluable in explaining Dover in its historical context in an exciting way, which would be valuable both now and into the next century.

Essentially, Dover has the foundations on which to build and update its reputation and image into the new millennium. With greater industrial investment thus regenerating money into the community; the creating of new job opportunities through the building of new galleries, museums and exhibitions, coupled with the introduction of sculpture and art designed by locals for locals, will all be immensely beneficial to Dover residents and visitors in the next century. Promotion of its positive aspects would instill confidence among visitors and residents that Dover is and will continue to be a vital part of English history.

The potential use of Dover's historic past remains extensive, why let it go to waste when so much could become of it and so many would benefit.

EMMAUS...

...now fully open

REPORT BY TERRY SUTTON

St. Martin's Emmaus, at Archcliffe Fort, supported by the Dover Society, is now fully open with the number of resident Companions increased to 21. The Companions, with the help of local craftsmen, completed the restoration on the Victorian barrack block in the summer, thus finishing the major work at this Henry VIII fort.

In the year ending June 1999 St. Martin's Emmaus provided nearly 4,500 nights of accommodation at the fort for 84 individuals, with two of the Companions remaining with us for around three years. A major step has been the appointment of a co-ordinator for the workshop at the centre. This has been made possible with the aid of a grant from the South East Development Agency and products for sale are now being made in the workshops and include rocking deck chairs, garden stools, tables and coffee tables, made mainly out of recycled materials. Takings in the shop have increased to over £1000 a week but more customers would be welcome.

Chairman Francis Watts says, "We still rely on public generosity to help pay our way on a day-to-day basis and we are grateful to the many individuals and organisations which continue to help us financially."

Any offers of unwanted items, for repair if necessary, for sale at the shop at the fort, are gratefully received. Just ring 01304 204550 and they will collect.

DROP BATTERY

Jon Iveson

ONE OF THE LESS WELL KNOWN fortifications built on the Western Heights was Drop Battery, to the seaward side of the Drop Redoubt. None of the gun positions survive, but its magazines still remain hidden in the hillside.

Drop Battery seems to have been built to protect the area between the Drop Redoubt and the cliff edge, and to prevent assaulting troops using this gap in the ditch defences to work their way along the Western Heights. Like the earlier fortifications it was intended for use against attack from the landward side, in this instance along the track up Cowgate Hill from the town. The date of construction is difficult to determine, but it appears to predate the Royal Commission work on the Heights.

The battery does not appear on the 1844 survey of the town and port made by Small and Son and published by Batcheller, but by the 1850s this battery mounted three 24 pounder guns and appears from a plan of the period to have had two small magazines.

A report of 5th October 1868 transcribes the evidence of Captain Charles Elwin Harvey, R.E., who was Commanding Royal Engineer when the Royal Commission work was inspected. His evidence to the committee states that a magazine was added near the Drop Battery, and that the battery existed already. He goes on to say that there had been no remodelling of the battery to accept heavier guns for use against ships. He added that the new magazine was protected from direct fire from ships, but that the entrances to the expense magazines required more protection. Money had been asked for under the annual estimates to add more protection to these entrance doors. It seems that these expense magazines were the original two magazines which appear on the 1850s plan.

The report of the committee to enquire into the construction, condition and cost of the fortifications erected or in course of

erection published in 1869, notes a ditch and lines connecting the Redoubt with Drop Battery, and a magazine for the latter. It continues that they were commenced in October 1859, and completed in

February 1862.

By 1876 the battery mounted three smooth bore 42 pounder guns and three experimental 7 inch Rifled Breech Loading guns. All of these were proposed to be removed and replaced with five 64 pounder Rifled Muzzle Loading guns.

The Royal Artillery and Royal Engineers Works Committee, Revision of Armaments at Dover, published in May 1886, states that Drop Battery may be disarmed. The schedule at the end of the report lists five 64 pounder 8 inch Rifled Muzzle Loading guns as approved and mounted, but notes that these are to be reduced by five.

The 1894 report makes no mention of the battery, and a rifle range was built on the site. This range has now been demolished and there is no trace of the gun positions.

One of the original magazines is situated behind the battery. The 1859 Royal commission regarded this as inadequate and a new magazine was built as part of the work to extend the ditch to the cliff edge. This magazine survives, and in its entrance passage is a small ready use magazine, which may well be the other early magazine.



Grand Shaft Barracks

This engraving shows the Drop Redoubt on the horizon above the barracks and, between the Drop Redoubt and the cliff edge, Drop Battery. It was drawn after the completion of the Royal Commission work on the Drop Redoubt.

DOVER PAGEANT 1999

AUGUST 29 & 30

REPORT BY JOHN OWEN

The Dover Society project to support this very Dover occasion, included a Society tent as a focal point for members and their friends attending the Pageant to enjoy some refreshment, try their hand at lucky-dip tombola. They could view the latest photographic display of Society activities and forthcoming social programme at the adjacent membership table, which was also available to welcome new members

Additionally we fielded a strong and very flamboyant team of members in the Duke of Wellington's entourage, representing the important people of this part of Kent. A great deal of effort (and considerable ingenuity) with respect to costumes, resulted in a most effective representation of the period. The 'gentleman without the golden



TDS Hospitality Tent - the workers: Ann Owen, Audrey Thorn, Muriel Goulding and Sybil Standing

trousers' need not have worried. He looked good and coped splendidly

Our parade was item number 19b of a splendid programme of 24 items depicting, on the eve of the Millennium, through narration, music, dance and colourful costumes, the history of Dover from the earliest times to the present day.

The very hard work put in by the member volunteers who responded to our call for help in the last Newsletter, was very much appreciated by the committee and it was pleasing to note that the Society funds had



Society costumed participants pose at Society hospitality tent

benefited to the tune of £95.96, being the profit made on tombola and refreshments, which gives some idea of the enormous effort made by our member volunteers. A big thank-you is due to the 3rd Battalion of the Parachute Regiment for providing and rigging the tentage.

However you helped by bringing homemade cakes,



Sheila Cope's membership table



TDS costumed characters - Wellington Tableaux

contributing in lieu, dressing-up, stewarding the tent, manning the membership table or generally rigging and unrigging and helping with transportation, many thanks for an excellent team effort.

Member Volunteers

Homemade cakes and Tombola Prizes:

Muriel Goulding, Audrey Thorn, Dorothy Weston, Moya Large, Peter Hargreave, Hugh Gordon, Joan Liggett, Ann Owen, Sheila Cope, Marjorie & Leo Wright, Sybil Standing.

Other Contributions:

Jennifer & John Gerrard, Lillian Kay, Helen Grocock, Jean Tuckwell, George & Penny Matthews, Janet Young, Joyce Whibley, Anne Marie & Ignais deJaeger.

Helpers:

Barry Late, Muriel Goulding, Audrey Thorn, Sheila Cope, Merril & Bruce Lilley, Sybil Standing, Ann & John Owen, Hugh Gordon, Joan & Dick Liggett.

Costumed Characters:

Barry Late, Sheila & Jeremy Cope, Glyn Hale, Leslie Ward, Terry Sutton, Derek Leach, John Owen, Jack Woolford, Joe Harman, Noreen Thomas and

Mike McFarnell, both key figures in staging the Pageant, are members of The Dover Society.



Chairman and Vice President with Mayor of Dover Town Council

KING HENRY THE EIGHTH AND DOVER

Ivan Green, BA., FCCED.

King Henry the Eighth was fond of Dover and he spent a great deal of time in the town. He has been hated by centuries of churchmen, and was undoubtedly a vain and cruel man, a lover of display and exhibitionism and of women and the consumer of large quantities of food and wine. He is still much reviled today by many people, even though we all carry a memorial of him in our loose change.

In 1521, before his break with Rome he published a defence of the seven sacraments in his rebuttal of Luther and the new religious reformers, and the pope granted him the title of FIDEI DEFENSOR (Defender of the Faith). He still used it after his break with Rome and even today, more than four centuries later, our royal titles still use an abbreviation of it. Our modern £2 coins bear the abbreviation FID DEF, and the smaller ones just F.D.

In spite of all his defects he was a great patriot, and he strutted across our island story in a way few other men ever achieved, changing England, a little island in the mists off the north-west of Europe, into a premier world power, a position the country holds even today. Much of his womanising was the result of his obsession with producing a male heir to succeed him and it is a great irony that, after his disappointment at the birth of his female child whom he named Elizabeth she should have grown up to exceed him in many ways.

He was a man of his time and, being a second son, he was originally well educated for the church until his older brother Arthur, who was from birth groomed for statesmanship, died early. Henry was not really a revolutionary but was swept along by the challenge of the new thinking and the new ways which were flooding through the intellectual world and replacing many of the beliefs and concepts of the medieval traditions. His quarrels were not with the church, but with popes.

Dover was already one of the progressive communities since, being a Cinque Port, it had always been free from the suffocating trammels of the old medieval church and aristocratic hierarchies, owing allegiance directly to the King. An increasingly important new middle class was emerging in the town, more and more influential in local government and business. Dover was by then a working, outgoing, adventurous community exploiting the newer larger ships such as early examples of the cog. They had two or three masts, rudders, cabins and cargo holds, and were being increasingly used by Dover businessmen who were not interested in sailing the ships, as were old master mariners, but in chartering them to use as a means of transport for their increasing trade with the Baltic, the coasts of Spain and north-west Africa, and the Eastern Mediterranean.

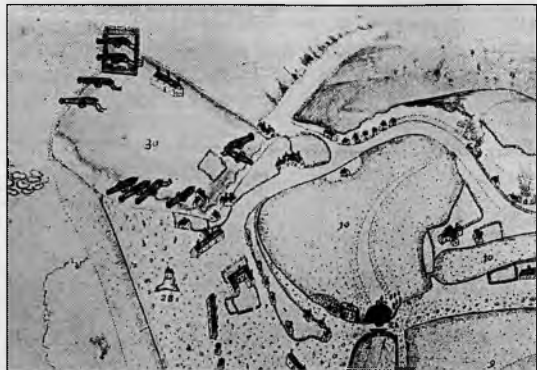
But it is Henry's impact on Dover, which is our task today. Dover, in which Henry spent much time, was well known to him from the reign of his father, Henry the Seventh, who appointed him Lord Warden of the Cinque Ports in 1493 when he was still a young prince. The town was becoming, in effect, the principal Cinque Port, many of the other ports being in decay, largely caused by problems with their harbours and their inability to provide the larger ships then coming into use.

Land transport, handling the traders' goods into and out of Dover, consisting of two



A continental artist's view of Dover in Henry's time. It appeared to him to be almost impregnable.

and four wheeled carts pulled by bullocks, was developing apace, and small coasting vessels linking up with other ports, principally London, was providing much new employment for local men. Business



Part of a 1595 map. At top left, marked 30, is Archcliffe Fort as Henry left it. At the extreme right are two smoking lime kilns. There are seven shown on the whole map. They were in Lime Kiln Lane, later Limekiln Street.

men were beginning to build warehouses near the harbour and some of them were recruiting small permanent staffs of workers, though most of the labour remained on a casual basis.

The old religious institutions, in the Dover area principally Dover Priory, the Leper Hospital, St Radigund's Abbey and West Langdon Abbey, were all decaying and with fewer and fewer members, no longer of much relevance. They were little more than comfortable homes for privileged ageing members, increasingly bypassed by a more modern world. At Dover Priory, though it was still catering in a limited way for travellers, even the famous Passage Mass for travellers was no longer sung, but the Maison Dieu continued to function a few years more.

The parish churches, long since denuded by the larger religious institutions of their greater tithes and most of their property, struggled against financial difficulties and rising tide of unbelief, though St Mary the Virgin and St James seem to have continued successfully without much external interference. St Martin le Grande, on the other hand, was almost ruinous and the Priory, which had long since taken the lion's

share of its earlier considerable possessions and was responsible for its spiritual welfare, often failed to provide a priest for even the most basic services.

The town's social state was also changing rapidly. There were increasing numbers of citizens who were sufficiently educated to carry on business without the need for priests in holy orders who until then had been some of the very few in the community who were educated and literate.

Businessmen increasingly became members of the town's ruling class. There were no members of the old aristocratic ruling families and few if any who lived without engaging in productive work. It was an active, democratic and increasingly prosperous working community centred on the running of the ships of the Crossing, on fishing and on a growing import and export trade with foreign ports.

In Dover Henry the Eighth was very much at home, and the town's bells were always rung when he arrived, often in some state. When he became king he often used the town's ships, both for warlike purposes and



The famous view of Henry boarding ship on his way to meet the French king. The two towers in the foreground were important features of the harbour at that time.

also for conveying him, his court and his soldiers across the continent. In 1513 he stayed at Dover to assemble his officers and his army and a fleet of Cinque Port ships to carry them to the Continent where he won a great victory over the French in the Battle of the Spurs. During his absence English forces defeated the Scots at the Battle of Flodden Field in which James the Fourth was killed.

26 Cinque Port ships, in which of course those at Dover always figured prominently, were used to patrol the North Sea to prevent continental forces from landing in Scotland to support the Scots during that campaign.

In 1513 it was ordered that 'Every man that goeth in the Navy of the Portes shal have a cote of white cotten with a red cross and the armes of the Ports underne the that is to say the halfe lion and the halfe shippe'. (The spelling is original). No doubt the Dover mariners were proud of their new uniform.

The harbour was always causing concern. The old harbour by St James's church was silted too badly to be used, and was partly blocked by a fall of cliff, and the one at the western end of the bay was frequently blocked by shingle brought eastward on the tide. The townsfolk decided to petition the king, and an account of the matter was recorded in Hollingshed Chronicle, and part of it copied by Bavington Jones in his Annals of Dover. Yes, they did copy other peoples' work even in those days!

Four Dover jurats, being seamen and not clerics, asked the Rev. John Thompson, rector of St James's church, to produce a petition to the king, but the priest, being very poor, could not afford to go to London to present the petition so the townsfolk subscribed to his expenses. Henry received him, but sent for the four jurats to come to court to see him personally.

He apparently enjoyed their company and they stayed there at court for upwards of a fortnight. Some writers have disparaged him for finding their company attractive, calling them ignorant common fishermen, but he obviously found them better company than those more socially elevated people who usually surrounded him. In any case they were jurats, leading members of the Dover community, and every one of them served as mayor of the town during his lifetime.

The outcome was Henry's decision to fund the building of a sea wall out from the western side of the harbour to deflect the shingle, which was carried eastward on the tide, out into the main tidal flow, and so away from the harbour mouth. Part of this wall was eventually completed, as was shown on a mid

sixteenth century map, but the king, overburdened with more urgent national defence, eventually lost interest and the wall was never completed.

Henry became increasingly concerned however at the growing strength of the French fleet, and at the increasing proficiency of the French in the use of



Archcliffe Fort as it was when the army abandoned it.

gunpowder and he determined to rectify both deficiencies. Realising that the Portsmen were no longer able to provide the big ships and large crews then becoming usual, he determined to reinforce them with a permanent navy, building larger ships and establishing a permanent naval force with an admiralty and naval office organisation. He laid down rates of pay for admirals, captains and sailors, and arranged that skilled Cinque Port captains should be added to his new naval crews from time to time, as their detailed knowledge of the treacherous tides and currents of the English Channel would be valuable.

He also built a new royal warship, the 'Grace A Dieu', to rival that of Francis II of France which carried 100 guns. The 'Grace A Dieu', built in 1514 and often at anchor at Dover was said to be the last great old type of warship with towering sides and mounting 21 large and 130 smaller guns of different sizes and types. Some other experts give slightly different numbers. She cost £ 15,00 a vast sum then, She was accidentally burnt in 1553.

To deal with Henry's determination to become expert in his mastery of gunnery we must rely upon the account of Brigadier

Oliver Frederick Hogg, CBE, FSA, FRHist, FRGS, who served in the Royal Artillery from 1907 to 1946 AD, and was Assistant General of the Ordinance. He was a great expert in the use of medieval and later guns and gunnery in warfare, and much of his work is still used today. He pointed out that Henry needed to know four things about the use of a gun: the length of the gun barrel, the size of the ball, and clearance between the bore of the barrel and the ball, and weight of the gunpowder needed for various applications, and he could only decide these by experiment.

Dover Bay was the perfect experimental site. Guns were installed on a protruding height at the west of the bay at the spot where Henry later built Archcliffe Fort, and were fired across the bay while being observed from the cliff top at the castle. The balls struck the water at different distances from the guns according to the various combinations of barrels and balls and the quantity of gunpowder used. This, Hogg pointed out, was an early example of gun proofing.

In 1520 Dover was treated to two scenes of royal grandeur, the first when Henry rode into town at the head of a great torchlight procession, a splendid array to welcome the Emperor Charles when he landed at Dover. The two men rode to Canterbury together. The second occasion was when Henry was staying at the castle to muster the Cinque Ports Fleet, and a great assembly of personnel, to sail to the continent for the Field of the Cloth of Gold. Readers will be familiar with the famous picture, published hundreds of times, which shows the great assembly of ships in the western harbour and Henry himself embarking.

Long before that time the old little harbour by St James's church had of course choked up, caused by the silting up of the East Brook which had originally supplied it, and by a cliff fall which happened at a point somewhere between St James's church and the modern swimming pool.

During Henry's stay at Dover Castle Sir Edward Guleford was ordered to provide sustenance for the royal party for one month. The details were recorded: '700 quarters of wine, 150 tuns of French and Gaston wine, six butts of sweet wine, 560 tuns of beer, 340 beeves at forty shillings, 4200 muttuns at five

shillings, 800 veals at five shillings, eighty hogsheads of grease, salt and fresh fish £300, spices £440, diapers £300, 4000 pounds of wax white lights £26 13s 4d, poultry £1,300, pewter vessels £300, pans and spits £200, 5,600 quarters of coal, tallwood and billets £200, sables £200'. It must have been quite a party.

In 1521 Sir Richard was ordered to make similar provisions for the visit to Dover Castle of the Emperor Charles V.

It was the time of new scholarship, when scholars everywhere were questioning old medieval thought and belief. Men like Copernicus the astronomer and Cabot the great ocean explorer were opening new fields of knowledge. Thinkers like Colet, Linacre and Erasmus were landing at Dover, and walking to England's centres of learning to stay and teach as honoured guests, all encouraged by the great Archbishop Warham, one of the very few churchmen who had the vision to welcome the new learning. Erasmus in particular had cause to regret his encounter with Dover, since on his return to the continent he was stopped and searched here, and forced to hand over his £200 worth of gold, then the only international currency, which was a gift to take back with him for his work here. For several centuries nobody was allowed to take out from England more than they brought in. The great Erasmus left Dover, as he had arrived, penniless.

In 1521 Dover was again to welcome an important traveller, Campegio, the papal emissary who landed here and travelled to Sevenoaks accompanied by a substantial posse of important papal officers. He stayed at Knole before proceeding to London to try the king's divorce case, which proved to be a failure for Henry.

In 1539 Henry was in grave danger of being invaded by French and Spanish forces acting under the urging of the Pope and he put in hand a great programme of defence building all round the east and south coasts, the castles at Deal, Walmer and Sandgate being included in this enormous undertaking.

He already had the great castle at Dover, but the guns stationed on the cliff top were unable to be depressed sufficiently to enable them to defend the sea shore. In consequence

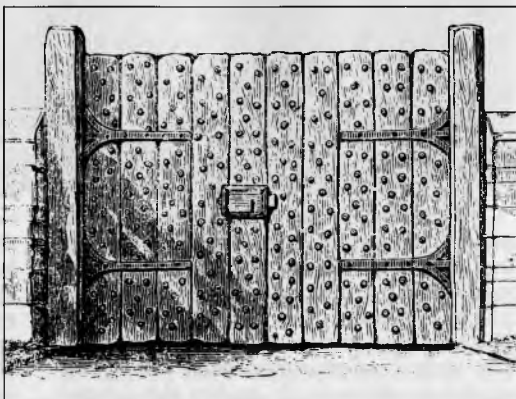
28 he built three gun positions to deter any enemy landing in Dover bay. The westernmost was Archcliffe Fort, which still survives. The Black Battery (sometimes called by other names in old documents) stood near the present site of the landward end of the present Admiralty Pier but is long since gone, and Moats Bulwark, much altered later was built half way up the cliff below the castle and still survives. All were armed with an assortment of guns and an establishment of soldiers.

In 1544 Henry mustered army and the Cinque Port ships at Dover to carry them across to the continent. Little permanent success followed, but Henry's force did capture Boulogne, bringing back to Dover the gates of the town. Henry presented the gates to Sir Thomas Hardres as a trophy of war and Sir Thomas erected them at the gates of his estate at Upper Hardres. In the 19th century, the gates having become rotten, the local blacksmith there bought them and burnt them to salvage the iron hinges and nails. Henry had no special contact with Dover from the end of his Boulogne campaign until he died in 1547.

After the destruction of Dover's religious institutions, which will be dealt with later, there were several problems which were not resolved. One of these was the church of St Mary the Virgin, which was ordered to be closed, but the people of Dover petitioned Henry that they should continue to be allowed to use

it as their parish church. Henry, after discovering that it had no connection with the old monastic foundations, presented it to the people as their parish church.

Since it had no assets of any kind, they ran it, with financial difficulties at times, for more than three hundred years. They voted for, and elected, their own priest for more than three centuries, each aspirant taking services for one Sunday, the people then voting for the priest they preferred. It was a rare right in the Church of England, a right they lost in the 19th century through the machinations of the priest at that time, the ambitious and devious Canon Puckle.



The Gate of Boulogne, brought back to Dover as a prize of war, and given by Henry to Sir Thomas Mardres who used them, as shown here, as the gates to his estate at Upper Hardres. In the late 18th century they were sold to the local blacksmith, who unfortunately burnt them to extract the usable iron from them.

Hugh Price Hughes and Methodism in Dover

Alan Brooks

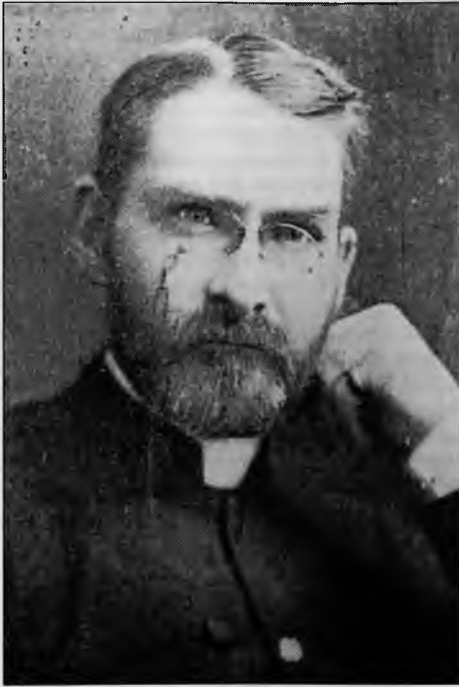
Introduction

The history of Methodism in Dover has been one of steady and faithful ministry, characterised more by honest endeavour than by spectacular tidal flows. In the course of its 250 year history, one of its high points was undoubtedly the three year ministry of the young Hugh Price Hughes between 1869 and 1872, for whom Dover was his first circuit of appointment and which provided the

practical grounding for his meteoric ministry.

Hugh Price Hughes is remembered as one of the towering figures of Victorian Methodism. He revolutionised the perspective of the traditional Methodism of the time. His theology was practical, thoroughly based on observations of society, social issues and political situations that he found firstly in Dover, then in other places. He founded the 'Forward Movement' in Methodism, a new

social gospel where the church would address both the contemporary social as well as spiritual needs of people. He founded and edited the *Methodist Times*, which carried his message, and he founded the West London Mission in 1886 which was its practical expression, pioneering an innovative programme of social work which continued



Hugh Price Hughes

later under Donald (Lord) Soper. Hughes became President of the Methodist Conference in 1898-9, and was President of the Free Church Council before his untimely death in 1902.

This year has seen the publication of an excellent and well researched biography of Hughes by an American, Christopher Oldstone-Moore (1) which covers his Dover ministry in some detail. The following account is inspired by this book.

Methodism In Dover

John Wesley first preached in Dover in January 1756, 'to a very serious but small congregation' as he records in his Journal. He

continues 'We afterwards walked up to the castle, on the top of a mountain. It is an amazingly fine situation...'. Methodists first met in rooms, but as they grew in strength they built a chapel in Elizabeth Square in 1790, which Wesley visited at the grand age of 87 (3). This was sold in 1834 and replaced by a new chapel in Snargate St adjacent to the Grand Shaft which opened in that same year. This was one of the two chapels that Hughes preached in: a commemorative pamphlet from there from 1934 described Hughes as the 'second Wesley', such was the depth of feeling for him. The other chapel in which he served was the 1839 Wesleyan Chapel in Buckland, on the west side of London Rd (in Buckland Terrace) and which happily remains today, still with its splendid galleried interior, though not now in Methodist use. This building superseded another which dated from 1810 and which was opposite on the east side of London Rd.

Hughes was said to have revived a flagging congregation. Although true, he was helped by the general religious revival of the 40 year period up to the First World War during which time both Wesleyan and Primitive Methodist congregations grew. The *Dover News* reported the Primitives at a low ebb even in 1872, but under Rev Thomas Russell they turned the corner and added to their Peter St chapel by building a new one in Round Tower St in 1874, succeeded by Belgrave Rd in 1882. The culmination of their prosperity saw the impressive London Road premises opened at the end of 1901, replacing Peter St. It was here that Wesleyan and Primitive congregations united in 1938, and this is the sole remaining Methodist church in the town today. For the Wesleyans, their growth had seen the opening in 1910 of Wesley Hall nearer the centre of town, again a building that still remains (though not the original).

Hughes' Ministry in Dover

Hugh Price Hughes was stationed in Dover in 1869 as assistant minister and lived at 1 Buckland Terrace next to Buckland Chapel in a house that is no longer there. This, in the words of his daughter (2), was 'in the centre of the poor quarter of the town'. From his study window 'the dwellings of the working classes formed... a vista to the eye'.

Hughes, aged 22, pale and bespectacled

and just out of college, made his mark in his first service. He audaciously declared that his main purpose was to convert the whole town, no less. In the prayer meeting after his sermon, 18 people came forward to dedicate themselves to Christ. My copy of his daughter's biography belonged to W.D Atkins, later a church stalwart, and he writes in the margin 'I was present- I can well remember it!'. This in a town where another remarked 'I had been dissatisfied for many years at the lack of manifestation of Divine power in our services'.

The local YMCA provided an unexpected vehicle for Hughes to promote his views on social as well as religious issues. Founded in 1856, the Dover branch was flourishing by the 1870s. The Bible Class on Sunday afternoons was led by the Mayor no less, Edward Knocker. In fact Hughes, who became one of the vice presidents, was keen to expand the educational functions of the organisation and move the emphasis away from prayer meetings, and he complained that local town councillors did not attend as they did in Leeds (*Dover News* 4.3.71).

Through their mid-week meetings, the YMCA provided a regular platform for lively public debates on important issues. Hughes used these as a medium for delivering addresses and taking part in debates, and his abilities combined with the fact that both major local newspapers, the *Dover Express* and the *Dover News*, were liberal journals which both reported the debates fully and generally concurred with his views, meant that his influence spread well beyond his local congregations.

At a YMCA debate in January 1870, Hughes delivered a lecture in the Union Hall on 'Total Abstinence and its Social, Medical and Religious Aspects', which the *Express* described as 'a masterly exposition'. He had become a total abstainer in Dover when he witnessed the disastrous effect of excessive drink on local communities (there were at the time around 220 pubs in Dover) and he developed and projected the practical case for temperance. The Temperance Movement was in its infancy in Dover: Hughes propelled it forward by several addresses from the public platform (even returning to Dover in 1873 to repeat it) and by helping (with W.D Atkins) to

found the local Band of Hope which instructed children in temperance, but also provided other educational and recreational opportunities. Atkins says that at the YMCA meetings in the Wellington Hall the local publicans would occupy the front rows of chairs with their solicitor, Mr Mowll. This was at the time that the 'Permissive Bill' was being re-introduced to Parliament, which would give Boroughs and parishes the right to prohibit the retail trade of alcohol within their areas. Hughes thrived on the controversy and earned a reputation by sharp debate and witty retorts at hecklers. In the Wellington Hall in February 1972 (*Dover News* 16.2.72) Hughes complained at how much money was being spent on drink, and that everyone knew that the public house bill must be paid, whether the butcher and baker were paid or not; an indignant voice at the back cried 'No, no!'. Hughes said he much regretted it and hoped the gentleman's customers would pay forthwith.

Reading the local newspapers of the time, one cannot help but be struck by the inordinate amount of space devoted to another controversial and more lurid issue that Hughes threw himself into, namely the debate about the Contagious Diseases Act (CDA). As a garrison town containing several thousand troops, Dover was especially affected. The first of the CD Acts was passed in 1866, the second in 1869. These established mandatory medical examination of prostitutes in places like Dover to prevent the spread of venereal disease among the troops.

The first problem was that the Acts had been passed in an air of secrecy. This issue was raised by Alderman Rees in January 1870 who complained that the Town Council had never been consulted. The cause was taken up by both liberal newspapers who exposed serious problems in the execution of the Acts. An examination of a woman at a house in Seven Star Street caused the gathering of 500 people in the street. The wider issue was that, as an editorial in the *News* explained (29.1.70), in towns like Dover the Acts placed all women under police surveillance: the onus was on the woman to prove she wasn't of the 'prostitute class'. It was this victimisation of women that caused Florence Nightingale to lead national protests, and for Josephine

Butler to come to Dover to speak at the Union Hall in March 1870. Debate raged between those defending the rights of women and those who thought the Acts prevented the spread of disease. This included the Mayor who was of the opinion that 'with the exception of Manchester, Dover was the foulest town of any from which statistics had been obtained' (*Express*, 28.1.70).

The liberal clergy arraigned themselves on public platforms with others, and a strong local movement grew in favour of the repeal of the Acts. Among them were Hughes' Superintendent, Dr Knowles, Rev Dobson, and Hugh Price Hughes. Hughes spoke at a public meeting at the Wellington Hall in May 1870 and 'addressed the meeting in a racy, forcible and highly talented speech' (*Express*, 28.5.70). Hughes analysed the defects of the Acts in detail. He went so far as to describe the Acts as unconstitutional, setting the military over civil power: and said that those engaged in enforcing them were nothing short of Government 'spies'. Morally, they were defective in giving official recognition to prostitution, and they penalised 'the betrayed' (women) while allowing the betrayer (men) to escape. Prostitutes, he insisted, weren't 'sewers to be treated' but were equally children of the Father just as well as anyone else. Hughes' eloquence crystallised moral outrage against the Acts and made the local anti-CDA movement a force to be reckoned with.

One reason for Hughes' success was the support he received from his Superintendent, the Rev Dr John Knowles, an able and experienced minister in his final stationing before retirement, and a prominent and very active local Alderman, Rowland Rees JP, a surveyor by profession and also a staunch Methodist who later became Mayor in 1883. Other allies on the public platform included Rev S. Dobson of the Zion Congregationalist Chapel, Queen St, who exhibited a similar sharpness of wit to Hughes.

The final and most extraordinary series of events to refer to were ones which put Dover, and Hughes, on to the pages of the national press.

The YMCA had a reading room stocked with edifying and educational material. Its contents were under the scrutiny of the

Management Committee, who on 6th March 1871 voted to ban *Punch* from its shelves. The motion was led by the Mayor, who believed *Punch* 'to be a publication contemptuous of religious influences, if not absolutely hostile to them' (*Express*, 10.3.71). Hughes spoke against, and later made an impressive case explaining the use of God's gifts of humour and satire. Almost overnight the issue hit the streets of the nation. *Punch* of course reported the vote, but so did *The Daily News*, *Echo*, *Daily Telegraph*, even *Figaro*. The *Telegraph* applauded Hughes as 'true to the good old cause of common sense'. *Punch* ridiculed the decision and suggested that Dover 'must be a place of Dolts' and that special efforts should be made in the journal to explain its contents in simple language to educate the Dover Dolt. The YMCA Committee was taken aback by their sudden elevation to fame, and the unfortunate Mayor 'did not care for the abuse which had been heaped upon him throughout England'. Another meeting was soon held and the vote reversed.

Hughes moved from Dover to his next Circuit in August 1872 a much loved and respected Minister. Dover had taught him a lot. He hadn't converted the town- 100 extra members added to the Circuit roll was the figure quoted at his packed farewell service- but he had set an inspiring example of evangelical fervour and moral leadership. New practical ventures had been started: the Wesleyan Band of Hope and the Dover Working Men's Coffee and Recreation Rooms, set up in 1872, a precursor of similar projects later established for the West London Mission.

When Hughes died prematurely at the age of 55 thirty years later in 1902, memorial services were held at Buckland and Snargate St and were both packed with those who recognised his greatness and the fact that Dover had been his testing-ground.

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The Schools of Dover

S S G Hale

WHILE CANTERBURY has the King's School, founded in the eighth century and Folkestone has the Harvey Grammar School, founded in 1674, Dover has no school of similar antiquity.

However, Dover did have schools as early as the seventh century but they were hidden inside other institutions. The Dover Priory had a choir master responsible for teaching six local boys how to sing, read and write. There was also a monk responsible for teaching six probationers. There was an excellent library of some 500 books which were, unusually, both classified and catalogued by John of Whitfield. The majority of the books were religious in content, but there were romans and books on mathematics, philosophy and other secular subjects. Remnants of this library can be found in some of Britain's famous libraries today.

So at least a dozen local boys were being educated, which is comparable with the number of boys educated in Tudor grammar schools. Although there is no record, I suspect that the 22 secular canons of St. Martin le Grande performed a similar function as educationalists or teachers in the seventh century.

Mediaeval papal directives required parish priests to educate the children of the parish and post-reformation churches continued the tradition but we have no record of the extent of this in Dover.

The first public education, as far as I can determine, was offered in an upstairs room of the Old Court Hall in 1616 for six poor children. The teacher, Robert Udney, a local curate, was paid £8 a year. It did not last long, as the Reverend Udney sublet the room when he was offered the living of Hawkinge. The Dover burghers were aghast at this perfidy and threatened legal action unless the room was returned to them. The school continued for another four years when the hall was sold.

The next school, opened by Henry Furnesse M.P. in 1721, was free for the sons of freemen. It was located in the Market Square area, probably in Queen Street. In 1736 the other M.P. for Dover, John Trevanion, not to be outdone, financed a free school for 50 boys in the Pier District, where most people lived.

By 1789 these schools were too small and a Dover Charity School for 400 children was built in Queen Street. This school became a National School, and therefore a Church of England School, in 1870, and is now St. Mary's.

Dover's population grew from 1432 in 1080 to 7084 in 1801, then, in only 50 years, to 20,929 by 1851. In 1833 government grants were made available for voluntary education. Elementary education for 7 to 14 year-olds did not become compulsory until 1870.

The churches, once more, began to show an interest in education. There was a boys' "Ragged School" in Ladywell from 1850-1870, a non-sectarian institution. In 1833 the densely populated Pier District had neither churches nor schools. Here the Non-Conformist, Baptist and Methodist were the first to establish schools. The Dover British School for 500 pupils at Finnis Hall, built in 1833 and financed by the Finnis family, lasted until 1884, when it was sold having become redundant. St. Mary's opened a sister church, Holy Trinity, on Strond Street in 1835 and a school on the adjoining site in 1846. This school moved to a new site in 1847, to create room for railway lines and finally closed in 1935.

The first school in the village of Buckland was built by Wesleyan Methodists in 1839 but it closed in 1842 when the new Church of England Parish School opened. This was rebuilt in 1858 and survived as a school until 1955.

Charlton's first school was built in the churchyard in 1841 and in 1875 expanded to the Boy's Granville Street School and an infants and girls school in Barton Road.

Christ Church, built in 1844 to accommodate sectarian differences, started its first school in 1847 and then in 1865 the boys' school on Military Hill, which closed in 1947. Also in 1865 it opened an infants' school in Belgrave Road. That building is still in existence and is now a community centre. St. James's Church opened its school in 1848 and then a new church was built in 1860, both church and school being destroyed by enemy action during World War II, but neither closed officially until 1947.

So the needs of most of Dover's children were being met by the church schools, but for non-

believers there was a boy's "Ragged School" in Ladywell from 1850 to 1870 and a similar school for girls was located to the south of the Market Square. These schools were free, whereas the church schools charged about a penny a week.

The growing town needed new houses and when many were built, from 1850 onwards, on the Tower Hamlets brick works and farms, missions were built in the area. St. Bartholomew's provided a boys school in Widred Road and a girls' school in Tower Street, which later became an extension for the Astor Secondary Modern School in 1945.

The first train from Folkestone arrived in Dover on 7 February 1844 and the first from Temple Ewell on 22 July 1861. Stations and marshalling yards were needed as close to the harbour as possible and as the people in these areas moved out to the Winchelsea and Clarendon estates from 1860 onwards, the schools were provided by Christ Church.

Other schools built at this time were Temple Ewell, 1871, and St. Paul's RC School, 1872. The latter was continually enlarged until it closed in 1967, its pupils transferring to St. Richard's Primary and St. Edmund's Secondary Schools.

After the 1870 Education Act a Schools Managers' Association was formed in Dover, its members satisfied that private schools provided adequate secondary education. There were some 20 private schools at the time, but of these, only Dover College, founded in 1871, survives. The others, it seems, could not compete with state schools such as the Dover Grammar schools, founded in 1905 in the basement of the technical school built in 1884.

A successful private Girls' High school existed in Maison Dieu Road from 1888 until 1910, when it was taken over by the Girls' Grammar School, when it separated from the boys' school. The boys' Grammar School remained in the technical school basement, moved to Frith Road in 1916 and eventually to its present building in 1931, with the girls taking over the vacated Frith Road site. The former Girls' High School became the Art School.

The Dover Church of England Company built the Barton Road schools in 1902. Then St. Martin's School in Elms Vale opened to cater for the growing population in Maxton and Elms Vale. In 1912, a new player on the scene, the Dover Corporation, opened the Pier infants' school.

The next civic venture was the building of Astor School, in 1923, first an infants' school, then a girls' school and, later, in 1948, a secondary school, which grew and grew along the road, up the hill, taking in farms and allotments, jumping the road, gobbling up a brewer's playing fields and more allotments with a voracious appetite.

Robert Chignell had opened his private school at Westmount in 1870. Then, in 1874, he built a new red brick Gothic pile just below the castle, Castlemount. In pre-war years Castlemount was a seminary. In 1945 the buildings were taken over by the KCC and became Castlemount Secondary Modern School, which closed in 1991, victim of a declining birthrate and a population move from town centre to suburbia.

Archers Court Secondary School, built in 1956, took children from the Powell School (1949) and Melbourne Primary (1954). Whitfield, enlarged in the 1950s with more council development, had its own primary school in 1967, also a feeder school for Archers Court.

The girls' school in Park Avenue, opened by the Ursuline nuns in 1962, became St. Richard's RC Primary School, when the girls moved to St. Edmund's.

The Christ Church schools closed as a result of the reorganisation after the 1944 Education Act and Christ Church itself was eventually demolished. Later, in 1976 Vale View opened to fill the gap.

Post war planning advocated the closure of 16 schools altogether, assuming that as the new secondary schools opened they would absorb the children from the elementary schools over 11 years of age, leaving schools half empty. Population moves and slum clearance would have closed some of the schools anyway and wartime devastation, damaging many schools and churches, had completed what the council had started.

Schools were, and are, people. Buildings come later. Both reflect the society in which they exist. School buildings in old Dover acknowledged this fact. The Dover Charity School was a simple rectangular building, opening straight out on to the street, but it had enough Georgian features to justify a second glance. All the schools constructed between 1833 and 1870 reflected their patronage and were built in Victorian Gothic, in materials which were inexpensive and

34 did not weather well. They looked like churches, only the asphalt surround of the playgrounds revealing their function. Survivors of this era are St. Bartholomew's Girls' school in Tower Street, St. Paul's and Christ Church Infants' School. Modern embellishments have added nothing, but the structures are sound.

Post-1870 school construction moved away from the Gothic. Architectural embellishments created interest, ornamental gates were attractive, construction solid, and schools were recognisable as buildings for children. Interesting survivors are St. Martin's, Astor Primary and the two grammar schools. A Gothic survivor, River School, has recently added another wing. The Gothic motive is continued and the new red brick harmonises with the original. Time will complete the joining of old and new, and is a worthy example of taste combined with functionalism.

Local schools were originally built of local materials, brick and flint, and, even though unique in structure, schools like Dover Technical College, Dover Art School and the new parts of Dover College harmonised with the surrounding neighbourhood.

Post-1944 schools reflected a radical change in philosophy. It seemed that the focus had moved from the original purpose of schools, which was to promote learning, to a new function, of educating workers for the future. Many new schools were merely concrete blocks, interchangeable with factories, barracks or prisons, where the occupants were to stay until they had been trained for the job market and where they were governed by certificates, School Certificate, GCE and then GCSE. Do the new "concrete" schools betray their alien influence?

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REVIEWby Merril Lilley

THE LIFE AND TIMES OF A DOVORIAN **The story of Lillian Kay**

Researched and compiled by Derek Leach

When Lillian Kay retired as Headmistress of Dover Grammar School for Girls in 1977, she gave a speech at the Old Girls' dinner about the history of "a very lucky person". Some of the members present asked Lillian to repeat her talk and so began her regular addresses to local societies about the memories of her childhood and career.

Now all these memories have been collected together in a book due to appear in November 1999. Derek Leach has recorded them and presented them in a chronological history of her life. It is all there, supported by many personal photographs and photographs of old Dover. Many of us have heard part of it if we have attended one of Lillian's talks but now the whole story is told; the vivid descriptions of her childhood in the Pier District of Dover, her extended and complicated family background, her early recollections of the First World War; her school days, college years and subsequent teaching career. Dovorians will read it for the nostalgic descriptions of old Dover. Old pupils of the Grammar School will want to relive their memories of schooldays. Anyone who knows Lillian, or has heard one of her talks will want to own this book.

Copies cost £10.00 and are available from some local bookshops, including W.H. Smiths, from Dover Museum and Dover Library or direct from Derek Leach, 24 Riverdale, River, Dover CT17 0QX (01304 823926). Postage and packing in the UK costs £1.50. Cheques should be made payable to D.A. Leach.

Derek is prepared to deliver to Society members within Dover free of charge or purchasers may collect from him by arrangement.

Letters to the Editor

Letter written to our Secretary, Leo Wright

Thank you for your reply a while ago to attend our annual lecture, being given by David Rees-Jones of the Civic Trust in January. I understand your comment about the distance from Dover to Rye, especially on a winter's evening. I fear I may have included you because the Dover Society's name in the Civic Trust list intrigued me.

I was brought up in Dover and, by a remarkable piece of serendipity, the August 1999 Newsletter, which you kindly enclosed with your reply, included the names of two people I met. I also played the 'cello at that time and Frank Fuller invited me to join the Minerva Orchestra when my mother took me to the Coronation concert mentioned in the article. Unfortunately I had already joined the Dover Orchestra and was under pressure from school not to take on any more outside activities or risk my exams. At Dover Orchestra I met the other person mentioned, Fred Seeley.

There were no other of my contemporaries playing in the Town's orchestras, as I recall, but many sang in the Dover Choir. Perhaps sometime you will publish an article about its history.

I would certainly be pleased to know.

Very good wishes, Paul Tweddell

P.S. Copying your address also brought back memories of the time when I was the organist at Temple Ewell before I went to college between 1955 and 1957. I persuaded some friends to form a choir and we managed to sing an anthem each high-day. I can remember three of the sopranos — Pat Marsh (she went on to work at the long-gone local NUM office in the town), Beryl Taylor who married Douglas Blake (he was a bass and they moved to the NW to join the new motor industry at the time near Liverpool) and Douglas's sister (who worked in the library and took my overdue books back!) I think the last may still be living in Temple Ewell.

I was playing at morning service when the vicar (Canon - but can't remember his name) fell down the pulpit steps, was taken home and sadly passed away the following Sunday. Rev. Magson was the curate and a fine preacher, and the church warden was another impressive man who had retired from the primary school quite a few years earlier (I can't remember his name either). He had pruned an apple tree in his garden on the old A2, fallen down and was hors de combat for many weeks of singing the responses at church.

The Dover Counselling Centre PRESS RELEASE

Dear Editor,

We are pleased and very proud to announce that the Dover Counselling Centre has been selected by the British Association for Counselling to provide 'Continuing Professional Development Training' to counsellors in the BAC's first ever pilot scheme, to ensure that counsellors regularly review their practice.

Continuing Professional Development Days BAC is evaluating this programme for the purposes of its CPD Scheme.

Ref: CPD Delegates must be trained to Diploma level. A four day programme including lunch and refreshments.

Workshops for Counsellors run on various Saturdays throughout the year in Dover.

Ref CPD/WFC Cost: £70 per day including lunch and refreshments.

Experiential Residential Weekends A tranquil venue includes a two day workshop, bed and all meals.

Ref: CPD/ERW

Experiential Groups Weds 6.30-9.00pm at Dover Counselling Centre, 12 week closed group. Ref: CPD/EG. Cost: £120 for 12 weeks.

Supervision for individuals and groups variable. Ref: CPD/SI or SG.

Personal Development in the form of Therapy by experienced counsellors with Dover Counselling Centre. Ref: CPD/PDT.

Please ring 01304 204123 for further information and availability of spaces on courses.

All usual thanks, yours sincerely,

Mrs S. Janet Johnston MBE
General Manager

Two letters from David Atwood

Apology

Dear Editor

In the August Newsletter in my report on the St. George's Day Parade, there is an error in the second paragraph, in that the arrangements for the parade were made by Dover Town Council and not Dover District Council.

In view of the fact that James Summerfield, the Deputy Town Clerk, gave me all the details as regards the arrangements and guest list, etc. I feel that there should be an amendment in the next Newsletter.

I hope you are of the same opinion, because he went out of his way to give me all the information.

Kind regards, David Atwood

NOTE FROM EDITOR: Sincere apologies to David Atwood and James Summerfield for the error in Newsletter 35.

23rd October, 1999

Dear Editor,

When I learnt in 1995 that the DHB were creating a new cruise liner terminal on Admiralty Pier, I approached Budge Adams with the idea that now was the time to erect, in the vicinity of the old Marine Station, a plaque to commemorate the arrival, on the 10th November 1920, of the "Unknown Warrior".

Budge asked me to write to him on this matter so that the suggestion could be put before the committee. In the course of my letter I wrote: "My father who worked for the DHB at the time witnessed this historic event. From time to time he spoke to me about it and, even after 50 years, found it difficult to recall the solemnity of the occasion without becoming emotionally upset".

Last week I happened to come across various papers that my father had accumulated during the latter part of his life. He died in 1970. Among these was something he had written in November 1956, which, in many ways, explains the reason why the homecoming of the "Unknown Warrior" made such an impact on his.

Enclosed is a reprint of what he wrote.

Yours sincerely, David Atwood

THE ARRIVAL OF THE UNKNOWN WARRIOR

Samuel F. Atwood. 29th November, 1956.

It was the occasion of the homecoming of the body of the "Unknown Warrior" when passing through the Port of Dover on the journey from the battlefield of France for burial in Westminster Abbey.

As an employee of the Dover Harbour Board, with some colleagues I was enabled to witness the

ceremony from the cabin of one of the dockside cranes.

As the destroyer, HMS Verdun, bearing the body, approached the quay side we saw the coffin, draped with the Union Jack, on the after part of the ship. Below us on the quay side were representatives of Royalty, the Services, the Church and civic and other dignitaries. Awaiting on the quay was a guard of honour and the Band of the Royal Fusiliers, under Bandmaster Bradley.

The vessel safely moored, the pall bearers proceeded to bring the coffin ashore. As they approached the gangway the band prepared to play, the Bandmaster's baton poised in the air.

What music did we expect? Undoubtedly a funeral march, possibly Chopin's. But no, as the pall bearers descended the gangway it was to the stirring music of Elgar's "Land of Hope and Glory".

Triumphantly, the body of the "Unknown Warrior" was brought ashore to the strains of this martial music. It was a most moving moment, which brought tears to the eyes of all the onlookers and now, whenever I hear the music of "Land of Hope and Glory", I recall this scene with great emotion.

Shortly afterwards I spoke to the bandmaster, expressing my appreciation of the music. He told me that Chopin's Funeral March had been suggested, but he thought something more martial was required. He informed his commanding officer accordingly and was told, "Go ahead, Bradley, play "Land of Hope and Glory" if you wish. If everything goes off alright you take the credit, but if there is any adverse criticism, then say it was played under my orders".

Ninety Years Young

On Monday, 15th November, at St Paul's Social Club, Maison Dieu Road, a party was held to celebrate the 90th birthday of Budge Adams. The hall was crowded with Budge's children, grandchildren, great-grandchildren and friends and acquaintances from every decade of his life and every facet of his wide-ranging interests.

After the toasts Budge was invited by his two daughters, who had organised the event, to cut his splendid (and delicious!) birthday cake and to make a speech. He thanked everyone present, saying that each person he knew was part of his life, which he compared to a vast mosaic, with every person a stone in the intricate pattern. He was delighted that so many friends surrounded him on this special occasion. We, in turn, felt privileged to share it with him.

Merril Lilley

Memories of Old Dover

Many of our members have contributed articles for the Newsletter in the last eight years about their memories of Dover. All these may be collected together in 2000 in a book, which would explore various themes: early childhood memories, recollections of the First World War, the years between the wars, the Second World War, the closing of the Marine Station, and so on. If you have already written on any of these subjects your article would be included.

If any members wish to submit further memories to add to those we already have, please send them to the Editor.

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PUB OF THE YEAR AWARD

Peacelight Lantern Procession and the 2nd Millennium Clock New Year's Eve 1999, 6-8pm



In the early evening of New Year's Eve hundreds of hand-made lanterns are lit from the Bethlehem Peace Light following a short service of reflection in the grounds of Dover College. This procession of community, drawn together by the light of their lanterns and the infectious rhythms of the Busker Du streetband, make their way to Dover seafront, where a large sculptural bonfire of the Clock of the 2nd Millennium stands creaking through the final movements of its ancient workings... The weight of centuries of human experience drives the clock into its final celebratory moments in a blaze of sound, projections, pyrotechnic effects and fire!



Carnival of the Planets and the 3rd Millennium Clock New Year's Day 2000, 6-8pm

On New Year's Day the Carnival of the Planets forms up in the grounds of Dover College. Ten sections, each representing one of the planets of the solar system led by the Sun, will combine illuminated sculptural costumes music and dance, creating a vibrant and joyous procession to the seafront in Dover..

On the beach the Clock of the 3rd Millennium has risen out of the ashes of the old clock and stands poised to start. Inspired by the heavens this large mechanical sculpture is gently brought to life by the arrival of the Carnival of the Planets, until it reveals its full majesty in a spectacle of sound, lights and pyrotechnic effects.

The event will be followed by a fireworks display at 8pm from Dover Castle by Frontier Fireworks. (Best viewed from Dover seafront).

A. Simmonds

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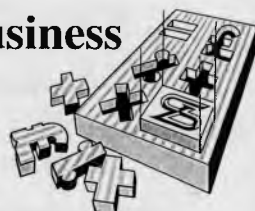
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I/We agree to abide by the Constitution of the Dover Society.

Signed (1)..... (2).....

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

MEMBERSHIP: Individually - £6 annually. Joint Membership - £10 annually.

Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary, Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would please complete this section.

I/We could sometimes give practical help with the following. (please tick boxes)

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** Please give details on a separate sheet of paper*

If you have changed your address since your last subscription payment please tick this box and please tick the next box if you are willing to assist, occasionally, with the distribution of the *Newsletter*.

PROGRAMME

Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.

1999

DECEMBER 18

Saturday 7.30

CHRISTMAS FEAST £17.50

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JANUARY 17

Monday 7.30

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FEBRUARY

Monday 7.30

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MARCH 13

Monday 7.30

MIKE DIXON 'THE YMCA'

LORRAINE SENSICLE 'DICKENS AND DOVER'

APRIL 17

Monday 7.30

ANNUAL GENERAL MEETING

DONALD SYKES 'THE ZEEBRUGGE FILM'

MAY 27

Saturday

TRIP TO LOSELEY PARK AND GARDENS

Including visit to a craft fair

JUNE

VISIT TO THE MARLOWE THEATRE, CANTERBURY

More details in April Newsletter

JULY

AN EVENING AT RICHBOROUGH CASTLE, TALK AND
TOUR

Details in next Newsletter

SEPTEMBER

French Trip

Including train journey to Arques in the Valley de L'Aa.

More details later

OCTOBER 16

Meeting

NOVEMBER 20

Meeting

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