



Newsletter

No.3 January 1989

Registered with the Civic Trust

Affiliated to the Kent Federation of Amenity Societies

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EDITORIAL

The presentation of its first AWARDS by THE DOVER SOCIETY on 4 October was a popular occasion with both recipients and audience. The framed Award certificates are obviously prized possessions of the General Manager of Wiggins Teape Buckland Paper Mill and of the Kent County Council Planning Authority Architect responsible for the Magistrates' Court. A report appears later.

THE CHRISTMAS GATHERING WITH MUSIC on 9 December in the beautiful Norman Refectory of Dover College, by kind permission of the Headmaster, was an undoubted success with the seventy guests. Leo Wright has contributed an article on it.

On 12 December the Committee was pleased to be invited to a special presentation by John Clayton, Director of Planning and Technical Services about THE WHITE CLIFFS EXPERIENCE and found it interesting and informative.

On 20 December the Committee is to be given a presentation on his proposals by Brian Philp, the Director of the Kent Archaeological Rescue Unit

An invitation, as you will know from the letter sent to you, is extended to all members of the Society and their personal guests, for Tuesday, 10 January at the Council Offices. Please be there as we want a large audience for this presentation of THE WHITE CLIFFS EXPERIENCE. As numbers are limited to 150 please send in the slip provided on the letter immediately if you can come. If you are not sure how to get there see p.

The Dover Society is, of course, very interested in the proposed HERITAGE CENTRE and very concerned that Dover should have the best possible complex. We consider it is both desirable and necessary for the town and the district, although the time allowed for consultation is regrettably short. We hope for a tourist-oriented scheme which is archaeologically and historically sound. The excellent work of K.A.R.U. has established the centre of Dover as a place of the greatest archaeological importance. The graphics - Sidney the Seagull, Corporal Crab etc - give cause for concern; the drawings seen at the Town Hall display are very poor, those seen at the presentation better but we hope that the concept of cartoon characters will not cheapen the whole thing.

Parking in the vicinity, especially for coaches, is obviously vital to the success of the centre and we await the Council's detailed plans for it.

The Committee of The Dover Society feels strongly that the design of MULTI-STOREY CAR PARKS must be improved. They do not have to be user-UNfriendly concrete mazes, dark, smelly and threatening. It is time that designers realised that when people are not in their vehicles they become pedestrians who need safe walkways to and from exits. Stairways should not instil anxiety as they so often do. Multi-purpose buildings are obviously possible and the design of the exterior is very important.

Do you know which parts of Dover are designated CONSERVATION AREAS? If not, please see p.15.

A member, who lives in St Margaret's, strongly recommends that everyone should keep a careful watch on PLANNING PROPOSALS in their locality to ensure that the density of housing by infilling does not become too great. Once Planning Permission has been given it is too late to object. There is particular concern in St Margaret's Bay about the activities of a developer.

Despite a certain reluctance on the part of many members to offer suggestions for the 1989 PROGRAMME OF EVENTS we think that you will enjoy what we have arranged. Please note the dates.

A section of wall, which may well be part of the MEDIEVAL TOWN WALL, has been brought to my notice. It is visible from the car park in front of the Painted House as one looks towards the rear of the Cannon Street properties.

MEMBERSHIP continues to increase but it is obvious that many more people would join if given the necessary information. Please try to introduce at least one new member. There is a membership form on the last page of this Newsletter.

Best Wishes for 1989

Philomena Kennedy

PRESIDENT *The Rt. Hon. The Countess of Guilford.*

VICE-PRESIDENTS: The Rt. Hon. The Lord Ennals, the Rt. Hon. The Lord Rees, Brigadier Maurice Atherton, Mr. 'Budge' Adams, Mr. Ivan Green, Mrs Sylvia Corrall, Mrs. Marion Horsfield, Mr. Jack Ind, Mr. Peter Johnson, Miss Lillian Kay, Mr. Jonathan Sloggett, Mr. Ray Warner.

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CHAIRMAN: Jack Woolford, 1066 Green Lane, Temple Ewell, Dover CT16 3AR.
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CHAIRMAN OF PLANNING SUB-COMMITTEE: Ken Wraight. Tel.823356.

*Ken Berry, Phyllis Dobbins, Jeremy Cope, Adrian Galley, Peter Johnson,
Terry Khambatta, Leo Wright. Advisory members: Michael Foad, Mike McFarnall.*

KENT FEDERATION OF AMENITY SOCIETIES

16th Annual Conference of Amenity Societies & Local Government held at Withersdane Hall, Wye College, September 24 & 25

KENT: INVICTA! OR VICTIM?

KENT IN EUROPE *SANS FRONTIÈRES*

COUNCILLOR MRS STREETEN of TUNBRIDGE WELLS COUNCIL who represents Kent's District Councils (and is known as the Boadicea who defends them) on the S.E. Regional Planning Conference placed Kent in its regional context. DR ROGER VICKERMAN, SENIOR LECTURER in ECONOMICS from the UNIVERSITY OF KENT AT CANTERBURY, placed Kent in its even larger Western European setting.

Fifty per cent of our trade is already with the Economic Community although the common market concept works only for some goods. Customs clearance, notably in France and even more in Italy, involves hours if not days and horrific volumes of documentation. German regulation (dating from the 17th century) of the purity of beer manages to exclude all foreign competition. The position of banking, insurance and other services is even worse and these restraints add from 5 - 10% to prices. Removing them, emphasised Dr Vickerman, *was more important than the construction of the new transport corridor, the Channel Tunnel and M25 etc.* Only this would make London a part of the Golden Triangle with Paris and Frankfurt.

Nevertheless, road transport further reinforces these barriers: only 10 motorways cross international frontiers whilst 36 finish 30 km short of them. In comparison, high-speed railways, despite differing voltages, are truly international and, in addition, environmentally friendly! Trains are nicer than cars or planes and the tracks need only 14 metre-wide strips of land, not 40. High speed trains for passengers only also release capacity on other lines for freight. In this context Kent is inaccessible and the difficulties of cross-country contact, eg with Cambridge or Hull, daunting. British Rail underestimates potential. If we want a larger cut from a bigger cake the remedy is obvious.

NEW AGRICULTURE AND THE KENT COUNTRYSIDE

DR PAUL BURNHAM, SENIOR LECTURER ON LAND RESOURCES, WYE COLLEGE.

The pattern of land use is largely controlled by geology. It is increasingly difficult with traditionally-produced crops such as orchard fruits and hops to compete in the international market. Newer crops such as rapeseed and linseed have increased.

Since the Second World War increased mechanisation and use of chemicals, together with improved plant breeding techniques have increased yields. Intensive farming has also led to environmental losses in wildlife habitats such as hedges, woodland and wetland, from destruction and from the effects of chemicals, soil degradation, erosion and water pollution.

Overproduction is now a problem. Schemes which encourage the use of the best land only are environmentally advantageous since the marginal land is likely to be more diverse and of greater conservation value. Only two farms in the county currently have a conservation plan.

The pressure on land for building purposes continues to increase. Redundant farm buildings, such as barns, are being lost to residential conversions which do not always retain their special character.

This talk was followed by a farm tour which illustrated the topics covered.

THE NEW COUNTY STRUCTURE PLAN

BRIAN BRISCOE, THE NEW COUNTY PLANNING OFFICER, speaking on the Revision of the County Structure Plan, said that the Federation is an important client of the County Council and that there should be a symbiotic relationship between us(!) Our view of the M25, the Channel Tunnel, the high-speed rail link, the abolition of EC barriers in 1992 and changes in local government organisation and finance was unnecessarily gloomy. The one fifth of the designated as Green Belt would survive as such.

Kent does need development because the existing community would generate 55,000 new households by 2001. New forms of industry need new-style premises but the countryside is not about to be handed over to the developers.

The real issue is the absence of local plans. Less energy should be spent on obtaining planning consent and more in competition between designs of quality as in the USA. Local planning decisions should be made locally. He mentioned the success of the KCC Impact Projects, already in Gravesham and prospectively in Ramsgate.

Mr Briscoe noted with approval that negotiation with Trans-Manche Link meant that 81% of Channel Tunnel material was delivered by rail. Attitudes to the proposed high-speed rail link should be governed by consideration of the environmental effects of *not* having it.

SHOPPING CENTRES

Mr A.J. CHADWICK, SENIOR PLANNING OFFICER of GRAVESHAM BOROUGH COUNCIL and SECRETARY of the S.E. REGION of the ROYAL TOWN PLANNING INSTITUTE began by emphasising that shopping, whether in village shops, town or by television was a dynamic and fast-changing activity and the starting point is always out-of-date.

Increasing wealth has changed patterns of spending. Food is less important compared with housing and transport. Car and home ownership mean dispersed dwellings and smaller family units.

The traditional High Street is now a conflict of vehicles and pedestrians. Car and fridge have replaced the traditional grocer and ^{brought} the change to out-of-town shopping in big sheds. DIY, with the warehouse it requires for bulky goods, has also benefitted from spacious display areas.

How will the traditional town centre cope? With its historic fabric it is more than a mere retail centre and may fight back with the refurbishment of shopping malls and speciality shopping. The multi-storey department store is unpopular and (like the village shop) declining. The United States precedent of ever-widening circles of urban expansion and decay is socially horrendous.

NEW DIRECTIONS IN CONSERVATION

Speaking on this theme MARTIN BRADSHAW, DIRECTOR OF THE CIVIC TRUST, also stressed the benefits of community involvement in conservation. He agreed with his former colleague Mr Briscoe that concentration on control procedures had meant that design and aesthetics were neglected.

Respect for the past could ossify. The heritage industry (*sic*) must not only embody romantic nostalgia. Various combinations of private and public enterprise and funding had produced other popular successes - Covent Garden and

Dockland in London, the Albert Dock in Liverpool, the Bradford Alhambra. It is possible that the release of pressures on town centres by out-of-town shopping developments might be beneficial. There is a case to be made against the preservation of architectural facades only.

It is desirable to be good at new design as well as restoration.

Ken Wraight & Jack Woolford

Jack is also Chairman of the Kent Federation of Amenity Societies.



EASTERN DOCKS

VISIT

Phyllis Dobbins

Our grateful thanks go to John Gerrard and Dover Harbour Board staff for a well-organised tour that took 35 members from top to bottom, inside and out, under, over and through most of the buildings and other works in their part of the harbour.

We met at 3.00 p.m. on Saturday 17 September inside the Passenger Terminal building and were soon taken up to the sixth floor of the recently modernised Terminal Control Centre for a bird's-eye view of the whole harbour. Those who had known the terminal in the early post-war period were astonished by the enormous expansion of the working area since 1965, achieved by reclamation of the whole Camber area, in order to provide increased vehicle assembly areas and car parking. The original Nos 1 and 2 berths have disappeared to be replaced by new Nos 2 and 3 berths capable of taking the new 'Pride' class ferries. No 1 berth is now in the Eastern Arm and is designed to handle a wide variety of vessels. Thought is also being given to facilities for an even larger future class of ferries.

For many of us the highlight of the tour was the opportunity to visit the 'five cathedrals of Dover'. These are gigantic man-made caverns excavated before the war in 1938 to hold a total of 3 million gallons of fuel oil, enough, it is said, to keep the navy going for a week! They are reached through an inconspicuous wooden door at ground level. Armed with torches we climbed up 187 steps, then deeper into the cliff along a corridor about 10 feet wide we could enter No 4 cavern, situated, we were told, beneath the ice-cream stand on Langdon Cliff. Even when our eyes had adjusted to the darkness the torchlight only gave glimpses of the dimensions which appeared to be about 150 feet in length and 40 to 50 feet in height. Suggestions made for possible future use ranged from storage of wine (in a constant temperature of about 50 degrees Fahrenheit) to an alternative site for the Heritage Centre.

Few people can say they have walked on the Goodwin Sands, but those of us who made a detour to see the 'submarine pens' crossed the sandy area of the Camber reclaimed by infill dredged from the Goodwins. The pens were very solidly constructed of concrete eight feet thick to form bomb-proof housing for motor torpedo-boats. They are one of the few structures likely to survive indefinitely as the cost of demolition is prohibitive.

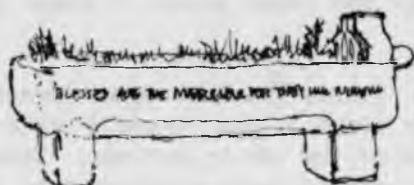
Most of the buildings and other structures at Eastern Docks are considered old if they have existed for 15 years or so. Demolition and reconstruction are

happening almost continually in order to keep pace with the increase in passenger and vehicular traffic. A new overhead carriageway to separate incoming and outgoing traffic is nearing completion; a new immigration and customs hall (strange to walk through without passports or anything to declare) was recently opened, and a new office block for freight-forwarding firms is well under way. The good functional design and cleanliness of these DHB buildings contrasted very strongly with the grubbiness of Barnacles.

Our tour concluded with a visit to lorry drivers' territory - the Wheelhouse restaurant and lounge, customs examination area and associated offices. By now we had covered everything, and we left feeling we had seen a very well planned and efficient system in operation. Some visual improvement might perhaps be made by tree planting to screen the parking areas and flower beds to delineate pedestrian areas.

Have members any constructive ideas for use of the huge caverns under Langdon Cliff? Please note that next year's programme includes a tour of the Western Docks conducted by John Gerrard. Don't miss it!

Editor



THE TROUGH

While looking through old copies of the "Dover Express" for 1884 I discovered the story of the Horse Trough which is now in the Market Square. In the issue of June 27th of that year I noticed in the Dover Town Council minutes the offer of a trough from Mr and Mrs Johnson. They had sold the "People's Café" in Snargate Street and were offering the sum of one hundred pounds to provide a drinking fountain.

The first idea was to place it just beyond Buckland Bridge and it was suggested by Alderman Stiff that it should be near the "Gate Inn". In the next week's paper Alderman Finnis proposed a position on the town side of the Priory Station. By August 8th Councillor Dickeson felt that it should be placed near the Old Crabble Toll Gate. On consulting the issue of August 22nd I note that there was an objection from Mr A. Leney (who lived in Buckland House) to the site opposite the "Three Cups". On September 12th Councillor Birch suggested siting it near the Museum. There had been another suggestion to place it below the terrace at Buckland opposite Councillor Frye's House, but he countered with a proposal to put it outside the "Prince Albert". Finally we read that Mr Murray Lawes of Old Park had vetoed the site at Buckland. The report on October 10th agreed that it should be put near the Elms Vale junction and the Surveyor promised to have it placed within a week. He must have kept his fingers crossed hoping that there would be no more change of heart. The Trough spent some time in the nursery at Connaught Park after its removal from Elms Vale corner, but the spot is still known as "The Trough"!

Joe Harman

Buckland House, beautifully restored, is now part of Buckland Paper Mill. Ed.

LETTER TO THE EDITOR

Dear Philomena,

I should like to reply to Mr. Warren's letter, published in the September newsletter regarding a Secret Tunnel between Dover Castle and the Market Square. We have been involved in a lengthy correspondence with Mr. Warren for some time regarding the existence of this tunnel and have followed up every lead that he has provided. Unfortunately, no-one has actually come forward who has seen this tunnel. We wrote to his brother, who now questions that it was in fact a tunnel that he fell into and thinks that it was more likely to have been a vault or cellar. We have also corresponded with several people who claimed to know of the tunnel's existence, and in each case none was actually a first-hand account, only second or even third hand information or hearsay or in one case, anonymous.

Finally, we also requested assistance from our Technical colleagues in the Council, who confirmed our belief that the Market Square area was covered with alluvial deposits and therefore was a poor if not impossible medium for tunnelling. This view has also recently been supported by the Kent Underground Research Group.

These then are our reasons for discounting Mr. Warren's tunnel theories. However, as I have written to Mr. Warren, if anyone can provide us with some more tangible information, we would be more than willing to follow the matter up once again.

Yours sincerely,

Christine Waterman (MISS) BA AMA
CURATOR
For Chief Executive

KEEPING DOVER TIDY

A group of four fourteen year old schoolboys, from Astor School, Dover, known - amongst other things - as the "Astor Grime Squad", volunteered to tackle some of the town's problem spots during their summer vacation.

I was pleased to accompany them and look after their interests, and it gives me pleasure now to say that all the tasks allotted to them were efficiently completed.

As a secondary consideration we anticipated that appreciative audiences or recipients of their labour might wish to reward the boys for their efforts. We therefore agreed beforehand that any gratuities received would go to the National Children's Home. That part of the operation was left in the capable hands of Mike McFarnell.

For those of you who have not met him I can introduce him as the Projects Officer of Dover District Council. His job was to designate our

tasks, to organise the various tools necessary for their completion, and most important, to squeeze money from his employers to cover the out-of-pocket expenses incurred by the boys. Perhaps of interest, one came from Folkestone and one from Whitfield.

Mike allowed us the use of his car, which we thought was above and beyond the call of duty. It could have been no bunch of violets at the close of operations.

On different days we were active in Folkestone Road, Maison Dieu Road, Fencester Road, the rear of Biggin Street, New Street and Castle Street. We also spent several days clearing mud and weeds from the river at Charlton Green. Let me briefly introduce that stretch of river to the uninitiated.

From the path one gazes down at the river bed (on a clear day) covered with perhaps eighteen inches of water. Set foot in it however and you have the doubtful pleasure of sinking immediately through eighteen inches of mud; much more as you move from the road. Waist deep in the middle and too deep to venture at all on the far side. By removing a dam we could lower the level of the water but it meant that our home made raft then grounded. Also it proved time-consuming rebuilding the dam again.

Any mud or weed which escaped down river before we could contain it obviously created problems in the lower reaches. As we scraped away, with sticks and rakes, I must confess that our thoughts dwelt on suction cleaners and mechanical grabs which would have filled a dozen skips in a matter of hours. And, practically of course, one would visualize starting the operation at Townwall Street and working inland. Our limited operation at Charlton proved that the mud island in the centre of the river acted as a magnet to all the other silt and rubbish finding its way downstream.

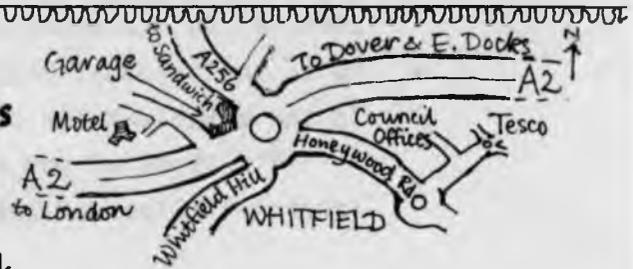
The only way these theories could be tested was for the boys to strip and wade in, which they did without hesitation. Perhaps too late now to offer thanks to Dover Engineering Works but, for the record, they did not hesitate to allow us the use of their leg waders, and more important, because I cannot conceive how we would have managed otherwise, they allowed us the use of their premises for washing and cleaning purposes.

Be warned. No washing machine can beat that mud. Well done Astor!

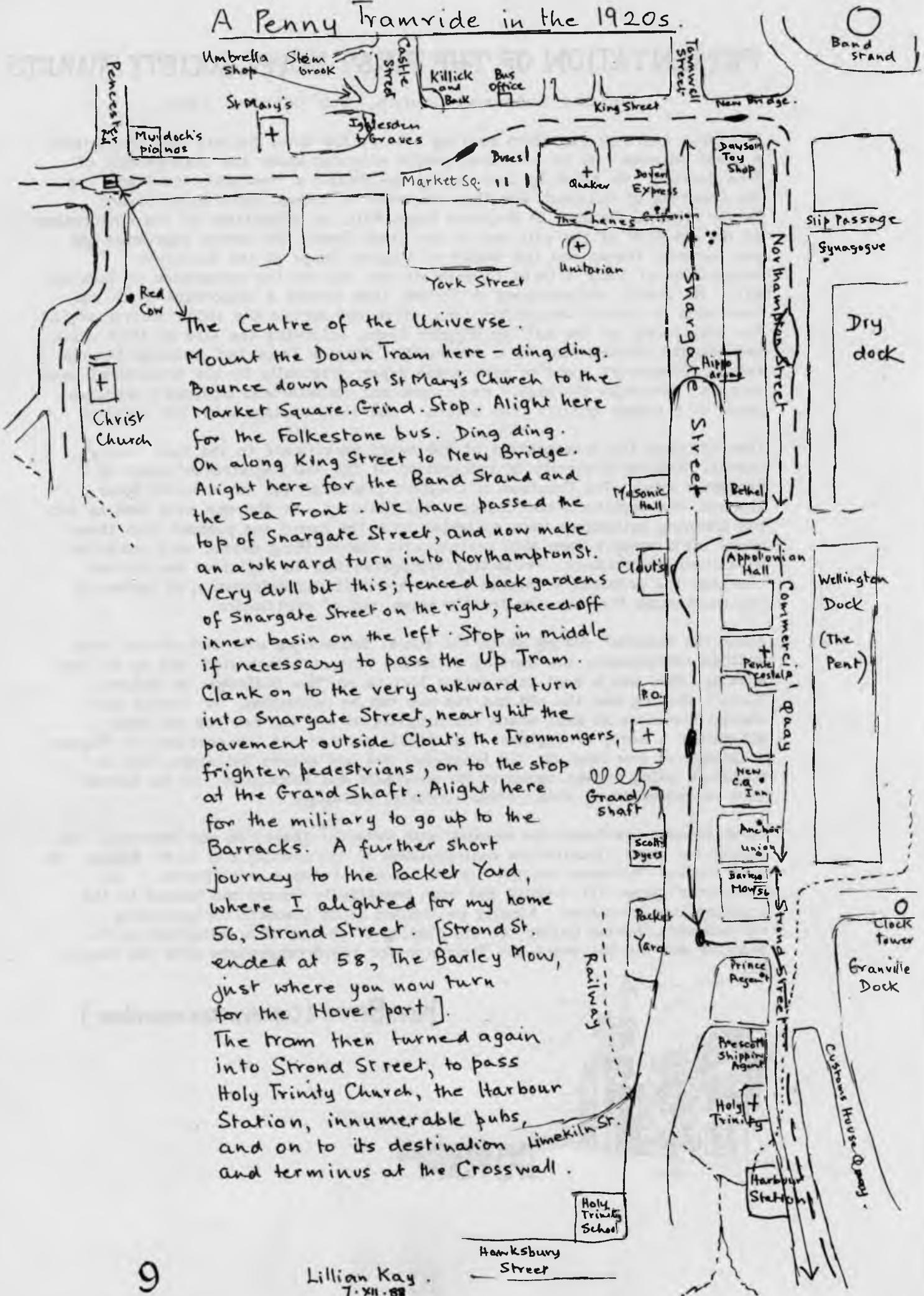
Barry Smith (Secretary)

*** URGENT REMINDER ***

Members of the Society and their personal guests are invited to a **WHITE CLIFFS EXPERIENCE** Presentation by Dover District Council on 10 Jan. 7.00 at the Council Offices. Please fill in the slip on the letter you have received & return immediately. Please come & ensure a large audience.



A Penny Tramride in the 1920s.



The Centre of the Universe.
 Mount the Down Tram here - ding ding.
 Bounce down past St Mary's Church to the Market Square. Grind. Stop. Alight here for the Folkestone bus. Ding ding.
 On along King Street to New Bridge. Alight here for the Band Stand and the Sea Front. We have passed the top of Snargate Street, and now make an awkward turn into Northampton St. Very dull but this; fenced back gardens of Snargate Street on the right, fenced-off inner basin on the left. Stop in middle if necessary to pass the Up Tram. Clank on to the very awkward turn into Snargate Street, nearly hit the pavement outside Clout's the Ironmongers, frighten pedestrians, on to the stop at the Grand Shaft. Alight here for the military to go up to the Barracks. A further short journey to the Packet Yard, where I alighted for my home 56, Strond Street. [Strond St. ended at 58, The Barley Mow, just where you now turn for the Hover port].
 The tram then turned again into Strond Street, to pass Holy Trinity Church, the Harbour Station, innumerable pubs, and on to its destination Limekiln St. and terminus at the Crosswall.

PRESENTATION OF THE FIRST DOVER SOCIETY AWARDS

United Reformed Church, 4th October 1988

The first Award presentation meeting held by the Dover Society was undoubtedly a great success. Up to a hundred people attended under the chairmanship of John Gerrard. He began by introducing the Society's President, the Right. Hon. the Countess of Guilford, who then presented a framed Award to Mr Stuart Carver, General Manager of Buckland Paper Mill, in recognition of the restoration of the exterior of the mill and of the Clock Tower. Mr Carver expressed his own personal thanks and the thanks of Wiggins Teape at the Society's recognition of their efforts to maintain and improve the appearance of Buckland Mill. Mr Stuart, accompanying Mr Carver, then showed a video-tape which had been made to record the celebrations, which had marked the 100th anniversary of the taking-over of the mill by Wiggins Teape, following the fire of 1887 which had brought paper-making to a standstill. Wiggins Teape had produced the now famous "Conqueror" brand of high-grade paper, originally by the traditional hand process. Nowadays the highly mechanised and computerised machinery produces paper of a higher quality than before - and still employs over 300 workers!

Then followed the presentation of the Award Certificate to the Kent County Council Planning Authority in recognition of the new Magistrates' Court on Pencester Road. The Countess of Guilford presented the Award to Mr Peter Sharman, the architect, who designed the building. Mr Sharman said that he and his planning colleagues were delighted with the Award and pleased that those whose work brought them into contact with the building seemed very satisfied with their environment. Projecting transparencies, he explained how he had overcome the problems of access for both public and defendants, of screening the courtrooms from outside traffic noise, and of ventilation.

After the interval, during which the Social Secretary's wine bar offered very welcome refreshment, the meeting continued with an illustrated talk by Mr Tony Wimble. This was a most informative lecture on "New Buildings in Historic Towns", showing how the old and the new can be reconciled. Mr Wimble also showed instances in Kent where the mingling of old and new has not been altogether a happy arrangement. Mr Wimble pointed out the problems of "façade building", of new uses for old buildings, and how modern buildings, that is buildings using modern construction materials and techniques, can be slotted into vacancies among older, often historic, buildings.

Peter Johnson concluded the evening with votes of thanks to the President, the guests for their illustrative contributions to the evening and to Mr Wimble. He also thanked Philomena Kennedy for her excellent Award certificates - on "Conqueror" paper (!) - which had been beautifully framed and handed to the organisations concerned. Finally he thanked Linda Clackett for providing refreshments, Adrian Galley for his display of photos of architecture in the locality and the Secretary and Treasurer for the arrangements with the Church Hall.



Ken Berry (Committee member)

**W WIGGINS
TEAPE**

DOVER BETWEEN THE WARS



REGATTAS

Immigration Customs, Harbour Board, British Rail. They all took part. In the evening all rowing boats and motor boats left the Prince of Wales pier, all decorated up with lights and sailed right along the beach. Fireworks from the pier at night. The beach was thronged all day with people. It brought trade to the town. It lasted all day until Midnight.

HOSPITAL FETE

Pencester Gardens, that was the day for Dover and all around, that was. It was for the Victoria Hospital, because the people of Dover kept the Hospital going. It was up to us. It was a wonderful day. The main prize was a car and every shop in Dover from Snargate Street up to Buckland had a number on a prize in the window. If you had this on your programme, which was sold months before you got the prize. It brought trade to the town and the highlight of the Fete was the Tattoo in the evening performed by the Duke of York Boys' School, all dressed as wooden soldiers. The highlight of it all was when they were shot and they all went down as one man. It was wonderful, there was a battle next.

Summertime, every Wednesday evening there was a Beating of the Retreat on the seafront, Sunday bands in the Granville Gardens, it was something for the Dover people. We had no vandalism in those days. There were 5 picture houses, 1 musical hall and 2 dance halls. On Sunday the military, with bands playing, marched to the Church, then everyone went to the shaft barracks to hear the bands for the Officers and their wives. Then there was the covered market, where you could get anything you wanted. We had a good Council in those days, all Dover business men wanted trade and kept the money in Dover. The Fur and Feather show every year was a great thing. It brought the miners in. Nearly everyone kept chickens and rabbits and dogs. It was trade for Dover.

THE THREE DAYS SPORT AT THE ATHLETIC GROUND

Immigration, Customs, British Rail, Harbour Board.

It included children for 1 day. Cycle racing, all sports were included. More trade for Dover. I was on the Committee when it closed down for 2 years. What about Dover cricket week. That brought trade to the town, that was a lovely week. A festival of songs and country dancing in the Town Hall.

Where is the shopping week, the dancing and bands in the streets. Where has it gone, what has happened to us?

I was born and bred in Dover, I have been here all my life. I am 76.

E.G. Matthews

BACK NUMBERS OF NEWSLETTER. We regret that in future it will not usually be possible to supply back numbers to new members. They may be seen in the Dover Reference Library (which has photocopying facilities). If you are not a member join now and make sure of your copy!

FIRST IMPRESSIONS OF DOVER

We moved to Dover in May 1987. We came for family reasons and because we had been lucky enough to obtain a flat on the front. We had been to Dover as visitors many times before but this time we moved to the town to live there. My wife and I are retired so we looked at Dover simply as a place in which to live.

Since the flat is on the front one might as well start there. The Dover Harbour Board section is well maintained and, particularly in summer, very popular. The DHB section of the promenade is cleaned daily by their men, but in spite of their efforts, there is still much fouling of promenade and beach but this is caused by dogs. The pier, too, is often grubby but this is caused by the careless behaviour of the anglers who allow newspapers containing unwanted bait and scraps of food to blow about the place.

Whilst the Dover Harbour Board section of the front is generally clean and tidy the Dover District Council Section is grubby. Railings are rusty, shingle lies on the tarmac for days on end. It is disappointing and dirty looking and, unfortunately, it is the first part of the prom seen by visitors coming through the Eastern Docks.

Moving townwards via Bench Street into the Market Square one moved into a dingy and overparked area. Cars and vans parked on both sides of the road often caused jams. The gap in the buildings by the side of Doyle's the butcher was dreadful, but it has now been covered over and is the site for the "Three Day Market" which, although a "cheap-jack" pattern, is certainly better than a neglected site covered in litter. The Market Square did not inspire one whilst Cannon St. and Biggin St. were, and still are, a peculiar mix of empty rundown shops and active businesses. From some shops "pop" music screamed at one whilst everywhere vans and lorries, intermingled with parked cars, obstructed pedestrians. The old, the infirm, mothers with prams and young children, all faced the hazards of swinging van doors and laden trolleys. The problem continues right through to the High Street and beyond. One can only hope that the plans for pedestrianisation will, as in Canterbury, keep all traffic out from at least 9.30 a.m. to about 5.00 p.m. daily.

Empty shops do not help the town's appearance and fly-posting of advertisements for pop-groups, boot-fairs, jumble sales, strikers' meetings and so on only detract further from its appearance, adding to the general feeling of a declining environment. It is to be hoped that the local authority intends to control this type of activity.

The Town Centre, of course, has its attractions - the Maison Dieu, St Mary's Church - but it is certainly not an attractive or welcoming shopping centre. We soon understand why we were told by friends and acquaintances: "Go to Canterbury, Folkestone or Deal - they are all much more pleasant for shopping". This "advice" from Doverians was certainly an indictment of the shopping centre of the home town.

Away from the town centre we found Kearsney Abbey, Russell Gardens and Bushy Ruff to be delightful places but poor old Connaught Park looked rather neglected. It appeared that it had been a first class ornamental park in its day but now it appears "tired". Surely, situated as it is on such a slope it could once again become a most attractive garden site which would attract both locals and visitors. Perhaps it lacks a car park. It might be worthwhile sacrificing some space near the cemetery end for parking so that citizens would come once more to this amenity.

We have also enjoyed walking over the Western Heights and ascending the Grand Shaft. We have climbed Shakespeare Cliff and, in the other direction, walked along the Langdon Cliffs to St Margaret's-at-Cliffe. Socially we found a welcome in several societies - the History Society, the Dover Film Society, the Men of Kent and I was transferred to the Dover branch of Probus. My wife, a chorister all her life, soon discovered the Dover Choral. Our neighbours have been kind and extremely helpful.

The problems of Dover seem to reside in the town centre. Over the last year however, the authorities, urged on by the Dover Society, seem to be doing something, and doing it quite promisingly. No one as yet, however, seems to have considered a concert hall. Surely Dover, Folkestone, Canterbury and Deal can get together and build one in one of the towns. Is this another item to be added to the list in the Society's contribution to the Dover Local Plan?

Ken Berry Member of Committee

More articles for this series requested. Ed.

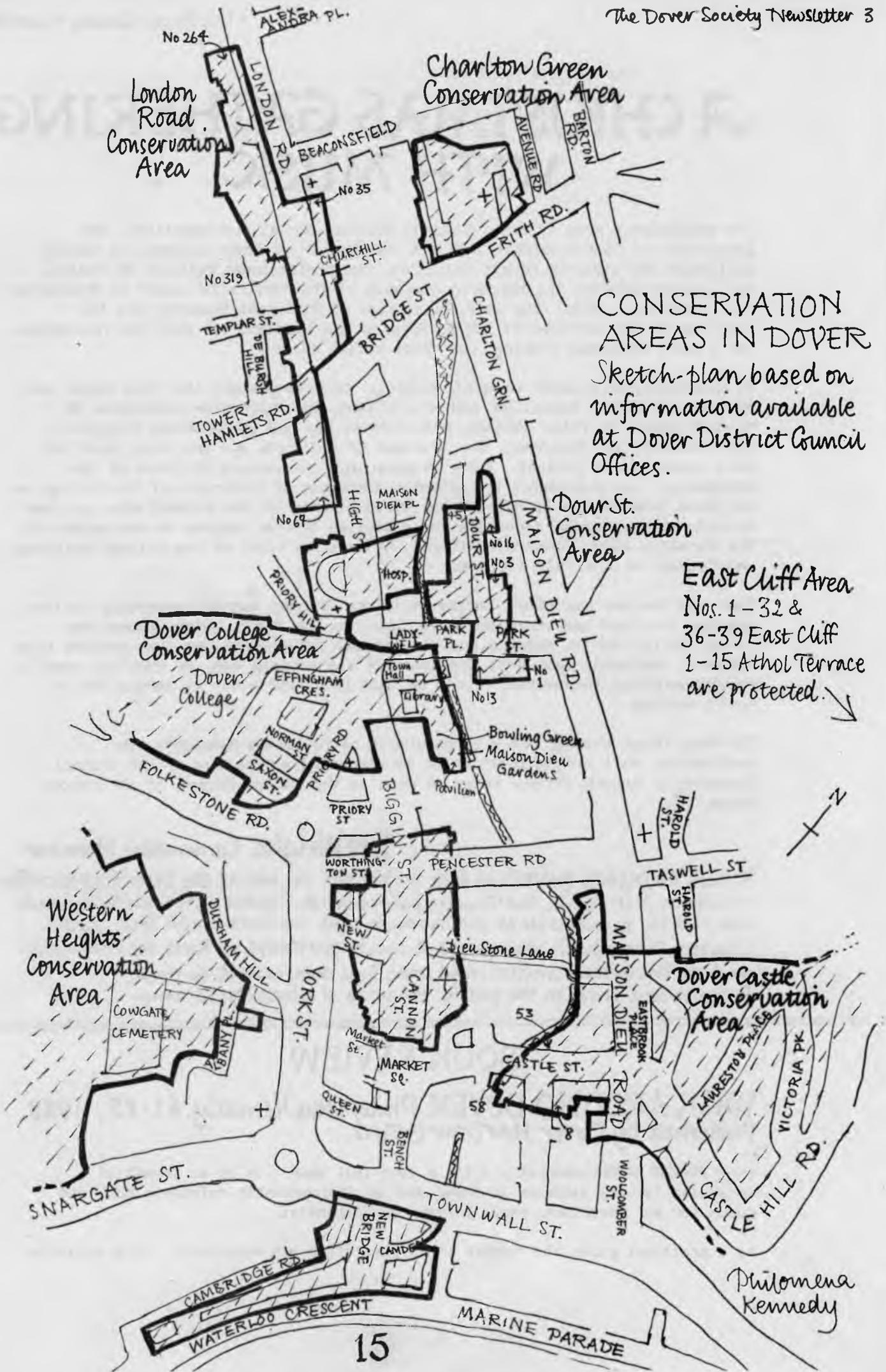
THE ERA OF THE PRIVATE SCHOOL IN DOVER

Among a number of small private schools in Dover before the last war one of the oldest was Minerva College in Folkestone Road (now WERU International: Doors & Windows) run by the two Miss Harts and Miss Whatplate which catered mainly for Jewish girls, and mostly boarders but, according to an old guide book of Dover, the school originally belonged to the Rev. M. Koettlitz. The College moved to Leicester in 1915 and closed in 1932. Almost opposite was the Junior Dover College, "Westmount", still an educational establishment. A number of our senior citizens in Dover would have started their education at Miss Burfield's school for small boys in Maison Dieu road near the Roman Catholic Church, opposite the red brick building of the Dover High School for Girls, later the County School; and a little further along the road was the "Oakleigh House" of which Miss Lindsey was Principal.

Miss Roberts had a small school at the bottom of Ladywell, and on the corner of Park Avenue Miss Hill and Miss Lazenbury catered for the "the daughters of Professional people"; no tradesmen's daughters here! In Godwyn Road "Glenmount" Principal Miss Annie Moore assisted by Miss Doris Honeyball survived until 1917. Miss Croockewitt and her sister catered for young boys and girls at a small school at the corner of Leyburne Road while up the hill was Godwynhurst College. St Ursula's Convent in Park Avenue has only recently closed. Girls from France, Spain and Italy joined local people for their education. Mother Bernardine was a much loved headmistress, and many girls will have memories of beautiful sewing and pillow-lace made by the nuns. I spent two terms there in 1917 and have memories of a scrambled "Lord's Prayer" recited before every session and at the monthly class ratings when all pupils had to wear white gloves!

The Misses Falloon ran a happy little school at Temple Ewell, just opposite the Parish Hall, called "Coolderry", and there may be others I have forgotten. The principals and staff of these small schools might not have had letters after their names, but they did endeavour to instil a sense of "Esprit de Corps" among their charges, words hardly known these days.

May Bradley formerly Prescott, née Wilde



A CHRISTMAS GATHERING WITH MUSIC

The preliminary work by Linda Clackett and her social sub-committee, the generosity of vice-president Jack Ind, Headmaster of Dover College, in making available the historic Norman Refectory, the professional skill of Mr Hatton, the College caterer, the Mandarin elegance of the "invitation card" in Newsletter No 2, and the tickets (the work, of course, of Philomena Kennedy) and the securing of the services of Adrian Boynton and his Band all laid the foundations for a most enjoyable evening, our first social event.

Of distinguished guests: we were delighted to have present the Town Mayor and Mayoress of Dover, Councillor and Mrs R. Tant, and four vice-presidents; Mr "Budge" Adams, Mr Peter Johnson, Miss Lillian Kay and Mr Jonathan Sloggett. Unfortunately our President, the Countess of Guilford, and our host, Jack Ind, were unable to be present. Peter Johnson did the honours in place of the Headmaster. As a Governor and previous Chairman of Governors of the College he did more, treating us to a brief but vivid history of the ancient site and the modern school, thereby focussing the attention of the company on one aspect of the Society's remit: Dover's heritage. (A detailed visit of the College buildings may feature in our 1989 fixtures).

That was the serious side. For the rest, the company warmed seasonally to the evening: the food and wine and, after that, to the music. Some ladies even danced to it! Adrian Boynton and his Grammar School Boys are like pennies from heaven - certainly they were the stars of the evening and, as they too were visibly enjoying themselves, it can be said that four score of people had a super evening.

The only thing missing was a large supply of Philomena Kennedy's new publication, *Walk Around Dover* which we are impatient to buy at the Channel Bookshop in Russell Street, Books... & More in the Market Square, or at Harbour House.

Leo Wright Committee Member

WALK AROUND DOVER is also at present on sale at the Dover Express office 25 High St., W.H. Smith, the Tourist Information Centre in Townwall St. and will shortly be available at the Museum and the Dover Health Food Centre, Charlton Centre. In St. Margaret's it can be purchased at Roses, the Newsagent and the Post Offices. I understand some Deal shops have it in stock. It can be sent through the post for the price of a first class stamp.

BOOK REVIEW

WALK AROUND DOVER Philomena Kennedy. £1.85. 1988.
Published by Dover Harbour Board.

WALK AROUND DOVER admirably fills a long felt need. It is an essential companion for all visitors to Dover and an indispensable reference book and guide for all Doverians, past, present and potential.

As a practical guide the format and presentation are admirable. Of a suitable

size for pocket or handbag, substantial enough to be held unobtrusively open and with a double page spread showing clearly road names, page references, recommended routes and even toilets and disabled facilities, it encourages both systematic study and sampling as any good reference book should. With 34 closely packed pages Philomena Kennedy's immaculate calligraphy and with her beautifully drawn and spaced illustrations throughout, it forms an integral whole in a way the printed page seldom achieves. Judicious use of red splits up the text for ease of reference and gives pleasure to the eye. The only criticism is of the size of the text, too small for visual ease although always crystal clear. Perhaps in the next edition, for there must surely be one, an extra page could be added without changing the present quality or format.

WALK AROUND DOVER makes an admirable companion to exploration of the present town. Philomena Kennedy encourages her reader to see through her own perceptive and artistic eye. How many of us know where to see a model lighthouse as we walk, or the head of Mercury or the musical angel? Do we know the significance of the arches on the Maison Dieu tower above the pavement, even if we know they are there? Philomena Kennedy reminds us, too, to visit the new Town Hall Gaol audio-visual display, to explore the Grand Shaft and to enjoy the detail of the buildings.

However this is a guide to much more than historic buildings and monuments or even than their architecture and past associations. The medievalist can contemplate the sites of walls and gates, the classicist mentally reconstruct the western pharos from the Bredenstone, or gaze entranced at the bus depot under which were found the possible remains of the Roman Harbour. From the Swing Bridge in Union Street with guide in hand you can find not only the Wellington and Granville Docks but imagination will take you to Paradise or enable you to see in the mind's eye the whole array of the mid-19th century harbour.

And since imagination can sometimes serve better when not confronted with modern developments, this guide is also ideal armchair reading. For those with longer memories, too, or recollections of tales passed on, the trams, the bathing machines, the splendours of Burlington Hotel or of the Hippodrome (a tablet, now, in Snargate Street) can all be recreated. In the armchair too, the extracts from writers through the centuries from Lambarde to Bavington-Jones, come into their own. We can visualise the scene in the harbour in the 1820s when "horses suspended from gigantic chains, are reluctantly swung from or to the vessel, while their heads, hung down, and their extended limbs, betray their terror..."; or the celebrations for the Armistice in 1918 when "aeroplanes did wild capers in the sky".

In short, WALK AROUND DOVER is compelling reading for everyone connected with the town. Philomena Kennedy is to be congratulated on her fascinating and meticulous account; and our thanks are also due to Dover Harbour Board for having the foresight to sponsor it. They are not likely to regret it.



Joan Hasler

So far the following errata have come to light:

the caption on p.12 should read '.... decorated windows...'

p.18 the Burlington Hotel was a Teachers' Training College in the late 1920s.

p.26 I hope there will not be too many confused people looking for Wellington Crescent. I can't blame the typesetter! Please contact Editor if you spot any more. Ed.

The 1989 PROGRAMME

JANUARY 10, Tuesday 7 p.m. The WHITE CLIFFS COUNTRY EXPERIENCE. Presentation for members of The Dover Society and their personal guests at Dover District Council Offices. Please make every effort to be there (after sending in slip on letter sent to you).

MARCH 13, Monday evening. Details will be sent to you. Ken Scott, representative of English Heritage responsible for Dover, Deal & Walmer Castles, formerly Director of Tourism for the city of Bath. We hope that the meeting will be in Dover Castle. MEMBERS ONLY

APRIL 17, Monday, 7.30 p.m. St. Mary's Parish Hall, Cannon St. (parking in Stembrook car park). Annual General Meeting followed approx. 8.30 by a presentation by Christine Waterman, Curator of Dover Museum. OPEN MEETING

MAY 30, Tuesday 7.30 p.m. St. Mary's Parish Hall. Subject to be announced in next Newsletter. OPEN MEETING

JUNE 10, Saturday. Visit to Rochester by coach at the invitation of the local civic society. The renewal of the city centre has many parallels with Dover. Details and application form in next Newsletter. MEMBERS ONLY

JULY probably Saturday. Conducted tour of the ancient and very interesting Priory of St. Martin Newark, now Dover College, followed by refreshments. Details later. MEMBERS ONLY

SEPTEMBER 16, Saturday. Tour of Western Docks led by John Gerrard, Chief Engineer of Dover Harbour Board & our Vice-Chairman. Details later. (Those who visited the E. Docks in 1988 will know how interesting this is likely to be). MEMBERS ONLY

OCTOBER 16, Monday, 7.30 p.m. St. Mary's Parish Hall. Presentation of The Dover Society Awards. OPEN MEETING

NOVEMBER Dates to be announced. Tour of Buckland Paper Mill. Two groups of not more than 25. Details and application form. Later. MEMBERS ONLY

DECEMBER Date and venue to be arranged. Details later. Christmas Event. MEMBERS & GUESTS

N.B. It only costs £2.50 to join The Dover Society (at present). It's very good value as well as a way of contributing to the betterment of Dover and the surrounding villages.

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

Aims & objects of the Society are on page 26.

Please cut on line

APPLICATION FOR MEMBERSHIP OF

THE DOVER SOCIETY

NAME (Please Print)

Mr/Mrs/Miss/Ms

ADDRESS (Please Print)

.....

POST CODE TELEPHONE

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

Signed Dated

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

MEMBERSHIP CATEGORY - tick as appropriate:

One year: £2.50

Five years: £10

Please make cheques payable to The Dover Society and send to the Membership Secretary: Barry Smith, 51 Glenfield Road, Dover CT16 2AL (Telephone 214049).

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

Special Interests:

Can you offer any expert knowledge or experience?:

Do you belong to other relevant organisations?:

Look at the Shopfronts !

In 1988 The Dover Society introduced its first Awards of merit for new buildings and refurbishment projects which the Society consider contribute to the enhancement of the town's environment.

In 1989 an additional award is to be introduced for the best shop-front. The Chamber of Commerce has been invited to cooperate in this and it is also hoped to give the people of Dover and the villages we represent an opportunity to be involved.

Further details will be announced in the next Newsletter. Meanwhile don't just look in the windows — look at the shop fronts !

Newsletter

50p.

THE OBJECTS OF THE DOVER SOCIETY ARE:-

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

We wish to explore constructive solutions to problems in our area and to encourage public involvement, not to act merely as a protest group. The Dover Society is totally non party-political and aims to represent a broad cross-section of interests. We are convinced that we can do more in partnership than we can separately and welcome links with other groups.