

The
Dover
Society

Newsletter

No. 67

March 2010



Restoration of Dover Castle, the main room



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, archaeology, natural history and architecture of the area
- to secure the preservation, protection, development and improvement of features of historic or public interest
- and commitment to the belief that a good environment is a good investment.

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. 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

The coming year will see some major events connected to our town, both with planning and leisure.

Dover Town Investment Zone (DTIZ)

The St James/Russell Street development seems to have stalled once again with the late withdrawal of ASDA from the project. Will this ever be completed?

Terminal 2

Dover Harbour Board has started the consultation process on the plans for Terminal 2 at the western end of the harbour. I hope that our views will be taken into consideration when the plans are forwarded to the Secretary of State. More details of the proposals and plans are available at www.doverport.co.uk

Sale of the Port of Dover

The Government has also raised the issue of a change in structure for the major Trust Ports in MTP 2. The major Trust Ports have been asked to review their corporate structure and present any proposals for restructuring by April 2010. The concern is that with the current state of the public finances the Government could exercise its right under the Ports Act 1991 to require full privatisation. They may undertake this without taking notice of local interests and solely to raise cash for the Government should the Trust Ports choose, either not to put forward their own proposals, or argue for preservation

of their current status. All representations had to be made to the Secretary of State, Department of Transport within 42 days from the 11th February 2010.

Sea Change money

On 3rd April 2008 the Culture Secretary named Dover along with Blackpool and Torbay as the coastal towns with most social and economic deprivation. Dover was awarded £3.8 million with the money used for projects such as improving high streets, promenades, harbours or gardens; constructing or converting buildings for use as cultural centres; or enhancing existing galleries, concert/dance halls, theatres and arts centres. None of this money has been spent within the town. It has gone to English Heritage, £2.4 million, on revamping the Keep and Dover Harbour Board, £1 million, on upgrading the sea front esplanade. This development is due to start this year so expect the concrete waves within the next two years. Equal funding for these projects have been provided by KCC, DDC, EH and DHB.

Rolls Celebrations

Following the Bleriot celebrations last year 2010 sees the centenary of Charles S Rolls of Rolls Royce fame. He was the first man to fly to France and back non-stop, for which the Ruinhart Champagne house of France presented him with a silver cup. This celebration will be on the weekend of 5th and 6th June. There should be a fly past by the Rolls Royce spitfire and on the Sunday a display of between 50 and 100 vintage Rolls Royce cars in front of the Rolls

statue on the sea front. It would be helpful if Dover District Council, the event organiser, released some details and advertised the event.

Housing

During March DDC have been holding exhibitions of the proposed new housing scheme at Whitfield. Expect some animosity to these plans from the local residents.

Society Events

Many thanks to the organisers and entertainers, Nicholas Harby and Madeline Mee who made the Christmas Feast such a success. With £80 donated towards the Crabble Corn Mill Trust the Wine and Wisdom night was also a resounding success Thanks to all involved including Clive Taylor and his quiz team.

Guided Tours of the Maison Dieu Hall

Our Chairman has been involved in meetings with the Mayor of Dover and Jon Iveson covering the restoration of the Maison Dieu. The Mayor said that she would like to see public guided tours of the Maison Dieu and suggested that our members might be prepared to act as guides, perhaps three or four times per year. A few problems exist and the Mayor will be contacting Thanet Leisure, who has the concession there, with the Society informed as to the outcome. It must be stressed this is only the initial planning stage. If anyone would like to be considered as a tour guide, please contact any of the committee.

Editor

Amendment

The editor would like to apologise for the following inaccuracies that appeared in the last newsletter.

Maureen Morris wrote Down House article, wrongly attributed to Pat Hooper, sorry Maureen. In the second paragraph, third sentence it should read 'At the age of twenty-two he had at last found his niche and his role in life for the next fifty years' (not sixty years).

* * * * *

DEADLINE for contributions

The last date for the receipt of copy for issue 68 will be Wednesday 2nd June 2010.

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 213668 to discuss details.

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The work of the
PLANNING
Sub-Committee

Report by JACK WOOLFORD,
 Chairman

We have reiterated to the Ombudsman our support for our members, Mr & Mrs Woolhouse, who assert Dover District Council (DDC) maladministration in permitting the building of two four-bed semi-detached houses in their neighbour's back garden in Maison Dieu (!) Road.

Planning Policy PPS1 "supports sustainable development and protection and enhancement of the quality of the natural environment in rural and urban areas ... places emphasis on good design and ... states that development which is inappropriate in its context should not be accepted". Q. E. D!

We asked DDC for the detailed costing and output of the Whitfield Wind Turbine after two years and learn that the potential return on the £90,000 installation is £1618 per annum plus the saving of 600 kg of CO₂. Admirable though this latter is, it will take fifty-five years to recover the cost, not to mention maintenance. The Performance Officer says that the installation was paid for by grants: but this was taxpayer's money, not a free gift...

No doubt the recession is partly to blame, but, without warning or

consultation, DDC has peremptorily shut down the public toilets at Maison Dieu and Buckland Bridge in our world-famous White Cliffs town - whose second economic basis is tourism. On the other hand, the handover of responsibility for tourism to Dover Town Council should guarantee us against another Market Square monstrosity. This will sensibly relocate the Tourist Office in the Market Square, in addition to its admirable and ongoing festivals, Christmas lights, sports and allotments achievements.

DDC has been given the go-ahead for the Core Strategy of the Local Development Framework as a growth point for the years to 2026 and beyond, with 14,000 new homes and 6,500 new jobs in prospect. Presumably current problems such as the relocation (if any) of our hospital, the privatization (or not) of Dover Harbour Board, the construction of Terminal 2 at the Western Docks and the demolition of Burlington House, etc, etc, etc, will be included.

Meanwhile, at least, for anything up to 30 years, we have the High Speed Rail Link, the new Morrisons to compete with our existing supermarkets (etc) and the excellent refurbishment of Payne's green grocery which shows that small shops in the town centre can improve, survive and prosper.

PS: DDC has accepted our advice not to put banner signs on the Big Screen...

Dover's Concerns

* * * by Jeremy Cope * * *

Regeneration

As you may be aware the Society has set up a sub-committee to promote improvements in our town in the face of very considerable neglect. Dover has so many assets with much that is special but has a rundown feel to it. Many of us feel that the town is being downgraded either through ignorance or sheer carelessness.

The sub-committee, via Pat Sherratt, has now written to Dover District Council to press the case for external upgrading of several premises, using powers available to the Council should they so wish to use them. These powers allow the Council to enforce repair orders upon the owners and we understand that where towns have used them around 90% of owners comply without any further action by the Council.

Premises included on our list are 10 King Street (the old Labour Exchange), the buildings along A20 from west of the Dour to York Street, three buildings in Biggin Street and Castle Street, the former YHA building in London Road (Dr Koettlitz the Arctic explorer was once resident there), the old Granada Cinema in Castle Street, an art deco building whose designer is famous enough to have a cinema in Tooting listed grade 1 and finally the old Crypt Restaurant in Bench Street left after destruction by fire for about 30 years.

We will keep you posted.

Loos and Tourism

With the current financial climate it is little wonder that local government services are under threat. Dover District Council is working on transferring some services such as tourism and floral displays to Dover Town Council by agreement. On 20th January a meeting was called to test Dover ratepayer opinion, required by local government rules.

But the matter and meeting took off. Shortly before the meeting the District Council had closed the Maison Dieu and Buckland toilets. Late last year they closed the Esplanade toilets. It is understood the District Council told the Town Council that unless they paid for the running costs (£90,000 per annum) then the toilets would remain closed. Loos were added to the agenda [together with a dose of anger] resulting in a rather lively meeting.

After the meeting Derek, our Chairman, wrote the following letter to Cllr Paul Watkins:-

You will not be surprised to hear that The Dover Society is most concerned about the abrupt closure of the public toilets at Buckland Bridge and by Biggin Hall. Whilst appreciating the need for Dover District Council to make cuts in spending it is regrettable that there has been no attempt to seek the views of the public over where and how such cuts should be made. Such consultation may have produced a quite different answer since public toilets would seem to be a basic prerequisite for

encouraging visitors to the town as well as an essential service for residents, particularly the elderly.

Whilst various stories are circulating about how and why the decision was made, if there were no meaningful discussions with Dover Town Council about the problem and how the toilets could remain open, it leaves much to be desired.

Any possible takeover by Dover Town Council would seem to require careful thought and possibly a transition period to enable the Town Council to produce an acceptable strategy, including possibly charging for upgraded facilities.

The Society hopes that the District Council will have constructive dialogue with the Town Council to find a solution that preserves and, if possible, improves existing toilets. Only by the district, town and parish councils working together can we hope to regenerate Dover. If the Society can help this process in any way, we are more than willing.

Another wait and see - at the time of writing the toilets remain closed.

Perhaps Dover will be renamed Clochemerle sur Dour.

Clochemerle is a 1934 French satirical novel by Gabriel Chevallier. It is set in a French village in Beaujolais inspired by Vaux-en-Beaujolais a commune in the Rhône department in eastern France and deals with the ramifications over plans to install a new pissoir, a gentleman's urinal, in the village square. Ed.

Dover's Hospital Services

Following a total lack of action on new hospital/clinic facilities it seems almost as if Buckland Hospital is being saved from what was apparently to be its fate (demolition). There is now more choice available for the location of hospital appointments. It is well worth asking if you can see a consultant or have treatment at Buckland Hospital or Maison Dieu Clinic rather than at Ashford, Canterbury or Thanet.

It is not something that is being advertised but worth a try.

River Dour

White Cliffs Countryside Working Parties

—————— Jeremy Cope ——————

Our last working party in 2009 took place in October but since then the litter has started to accumulate in and around the river. Winter is a no go time in the river - we must not disturb the spawning fish. Strange to think such beautiful creatures as trout and eels trust the shelter of our dirty rubbish for their breeding.

Working parties start again in April and anyone interested should contact White Cliffs Countryside Project on 01304 241806. The work does result in a much improved river environment and makes a very positive contribution to the town.



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MEMBERSHIP NEWS

Spring 2010

SUBSCRIPTIONS ARE NOW DUE

Subscriptions remain the same at £10 joint and £6 single. Please pay promptly and ask me for a standing order form if you wish to pay by this convenient method. I don't know how societies such as ours will manage when cheques are abolished. Personally I am hoping for a rethink on the subject. We have 424 members and have welcomed Miss D Russell, Mr W Johnson, Mr C Macsween and Mr C Elphicke.

One of our attempts to publicise the Society has been thwarted by swine flu. We had been hoping to place our newsletters in the waiting rooms of local surgeries but in many of them magazines have been banished for fear of cross-infection.

We offer our grateful thanks to Muriel Goulding who has faithfully delivered newsletters in central Dover for many years but must now resign due to ill health.

The following members have died recently and we offer our condolences to their families and friends: - Mr P Hargrave, Mrs J Hinton, Mr D Beecham, Dr R J Davis, Mr P Johnson, Mrs P Shaw and Mr Dick Whittamore.

SOCIETY PROJECTS

Report by Jeremy Cope

Oh dear! This winter the weather has been against us at the Cemetery. Rain in December, with the loss of a morning's work and then snow in January ensured that we didn't even get around to thinking about working parties. Very disappointing but I am optimistic that February onwards will be dry enough to enable us to get back to work.

We are always looking for volunteers. If you like fresh air, good company and doing a bit of good for Dover phone me on 01304 211348 for details.

Working party dates are as follows
9.00am to 12.30pm

Thursdays	Saturdays
6th May	15th May
3rd June	12th June
1st July	10th July
5th August	14th August
2nd September	11th September
7th October	16th October
4th November	13th November
2nd December	11th December

The following two articles published in Bygone Kent, March 1999 also appear in Mike Igglesden's book 1930-56. Mike is living in Perth, Western Australia and has been since 1956 but still follows all things Dovorian with great interest.

1944 RETURN TO DOVER

Harold Terrace and then 18 Frith Road

— by Mike Igglesden —

"You can't possibly live 'ere". The removal man, even after experiencing three years of housing conditions in wartime Britain, was aghast at the view which met his eyes upon arrival at our future home in Harold Terrace, Dover. It was a somewhat daunting sight. Our terraced house had lost its left-hand neighbour, which had been nearly removed by a bomb or shell, apparently a year or so before. The rubble and small sections of remaining walls of this casualty of war were already being claimed by a vigorous growth of tall green weeds and rambling plants of various species.

Spirits were not exactly buoyed by the climatic conditions of the day. It was early winter 1944. It was late afternoon. It was cold. It was raining hard. We were also tired from our journey from outer Western London where we had spent the war years until now.

But we were fortunate. There were many people of that era who also would have given anything to have been in the position of assuming possession of accommodation of any

standard. What to do? No decisions had to be made. We were home. We had left Dover in 1936 and were back.

Mother entered the downstairs door leading into the kitchen. One step into the room and crunch, her left foot disappeared under the floorboards. Dry rot. What a misnomer is that description of a reason for wood decay. Upon investigation, we discovered that there were few tiles remaining in place on the roof. Over a period of time the rain had descended from floor to floor, soaking and dislodging much of the lath and plaster ceilings and rendering portions of the floors very unsafe with this 'dry rot'.

There was a roll of old linoleum lying in the hall. Ever resourceful, Dad grabbed a hammer and a bag of flat headed nails from his tool box, carted, with help from his two sons, the lino upstairs and nailed it to the underside of the rafters in such a fashion as to direct most of the rain water out through the glassless 'window'. Meanwhile the furniture was unloaded into the first floor rooms and set down on builder's planks placed across the floor, to avoid the

repetition of Mother's unfortunate kitchen experience. Understandably, there were many months of builders coming and going before the house was in any way weatherproof, or remotely in a condition which could, today, be deemed acceptable for human habitation. But it was a place of our own. Many people in that era were not so fortunate.

This of course, was of no great concern to a 14 year old boy used to seeing such situations and worse, in London over the previous years. But - next morning there was an object of concern. In amongst the overgrown garden across the road was the outline of a boat. A boat of doubtful pedigree about 16 foot long, clinker built in very poor condition with grass,

brambles and stinging nettles growing knee high all around her and some even finding their way up through the bottom planking. It was love at first sight. The boat was instrumental in rekindling my infatuation with small boats, which was to endure for a lifetime.

In Dover we found preparations for D Day were well advanced. Boys with small boats not tolerated. Indeed, the sea front was still covered in barbed wire, concrete and steel anti tank landing devices all along the beaches. Trucks and guns rumbled through the town. All the corners of the main roads had previously been concreted to reduce damage, which turning track vehicles tended to impart on normal bitumen surfaces.

A History of the **MARKET SQUARE BUSINESS**

by Mike Igglesden

A building that escaped major damage was the shop in the Market Square. It had been in the family since 1788. In 1736 a certain John Igglesden was born in Tenterden, Kent. He became a Master Mariner, making many voyages to America, probably transporting migrants to the New World, but by the age of fifty-four he had had enough of the sea and retired to Dover where, amongst many other interests, he became a gunner at the castle. During this time he married Elizabeth Nash,

in 1760, and they had a family of five daughters and four sons. John was made a Deacon of the Baptist Church in 1781. He died in 1824 aged eighty eight years. Writing in his history of the Dover Church, the Reverend Benjamin Martin wrote: *'The above family form a very pleasant part of the congregation, most being either members or hearers.'*

I can imagine the excitement of those 'members and hearers' together with the other citizens of Dover four years

later, when in 1786, lifting off from the castle, the first successful hot air balloon crossing of the Channel was accomplished. The world was getting smaller.

It was John and Elizabeth Igglesden's eldest son John who in 1788, aged twenty one, opened the bakery business in the Market Place. This year, 1788 was also a year well established in British history as it was then that the 'First Fleet' of eleven ships sailed for Australia loaded with 770 men, women and children, deemed to be undesirables by English Society. The voyage lasted 251 days and it must have been a horrific journey for these convicts.

John married Amy Mash in 1791 and, like his father before him, was made a Deacon of the Baptist Church. Of their six children John Bourne and Benjamin were both to carry on the business. John Bourne was deeply involved in the Baptist Church and was, apparently, a very well respected member of the community. He was made a Freeman of the Borough as, in fact, were many Igglesdens over the years. Looking ahead to 1816 ten Igglesdens subscribed to a fund for building a new chapel in Adrian Street. It is now the Unitarian Church and was completed 1820. Plaques around the walls testify to the Igglesdens' many years of commitment to the Baptist faith. Ivan Green, in his book 'Dover Pictorial History', described it as 'a great treasure, being one of the few remaining early, almost unaltered, 19th century Preaching Houses'.

There is a preponderance of Benjamins, Johns and Marys in our branch of the family. Double checks on dates (where possible) have to be made to keep one on the research straight and narrow! We have a sampler sewn by a Jane Igglesden, aged 6, beautifully worked. It must have been hard on the eyes making such fine stitches. The Victoria and Albert Museum suggested it was done approximately 1790 to 1800.

John Bourne Igglesden died (at an early age of forty years) in 1836 and his brother Benjamin took over the bakery. He and his wife Mary (whose father, according to their marriage certificate, was a Master Miller) lived over the shop with their children, Jane, Benjamin, George, Frances and Clara. The 1861 census shows Benjamin as a Master Confectioner who remains 'head of the household' aged fifty six. Son Benjamin Alfred now aged twenty seven, baker, married his cousin Mary Bourne on 4th June of that year. George, the second son, now aged twenty three, was to become a watchmaker and jeweller with three shops in Snargate Street. The excellent article by Margaret Mustard entitled 'The Igglesdens of Dover and Ashford' ('Bygone Kent' Vol.5 No.5) mentioned the fact that when George Igglesden, watchmaker and jeweller, married, he and his family lived in the Dour House, River, Dover. When my family and I rented an old house in the same area in 1974 it was, and still is, named The Dour House. Until I read the

France, in 1917 and Sidney Dixon b.1894. That Melbourne had been pronounced a city thirty seven years before their arrival highlights the speed at which this new branch of the Empire was flourishing.

The remaining additions to the family were May who was born in 1896 (but she only lived for one day) my Auntie Kitty in 1898, my father 'Teddy' (Dad) in 1903 and Auntie Jessie in 1906.

By 1891 'Jimmy' Graves and his wife, Mary, were living over the shop and he had become a partner in the business which was then to be known as Igglesden and Graves until just before World War Two. Benjamin Alfred had retired by then and 'living on own means' at 23 Randolph Gardens.

It seems that after approximately six years in Melbourne, Robert's parents asked him to return to Dover to take over the business. From this distance in time it seems to have been a strange situation as Robert was trained as a grocer, not a confectioner;



also one would have thought someone a little closer to home could have done the job! Imagine that long journey with four very small children. They must have been stoic people in those days. The voyage would have been made at a time when the sailing vessel was being gradually supplanted by steam ships. I have yet to discover the mode of travel for Robert and family. Many passenger ships were steam powered but rigged for sail to be used as an auxiliary – the older sailors being sceptical of the reliability of this new-fangled steam engine. Even so, in 1902 the only five-masted full-rigged ship ever built – the Preussen- was launched. She was destined to be wrecked just off Dover. I remember seeing the outline of the remains of her hull at low water in the late 1940's.

The whole of the front of the shop was knocked down and rebuilt in mock-Tudor style in 1905 and the accommodation over the shop was converted to a tearoom, which became very popular with Dovorian over the next thirty years. Not long afterwards (1909) the French aviator, Bleriot, won the race to be the first man to fly the Channel. Mum tells me that a screen was erected around the aircraft, just north of the castle, and the public were charged to see this recently arrived piece of history. Entrepreneurs at work!

Lean financial times beset the bakery, due in part to some unwise placing of its profits in a religious organisation (not Baptist) and possibly because Robert, as before mentioned not being a confectioner by trade, lost interest in the business. Be that as it may, a certain irony exists in that Mary Igglesden, Robert's wife, had, years before, given my Auntie Lily's mother her very first job as a kitchen maid.

From humble beginnings of kitchen maid this lady was to come forward in this 'hour of need' and saved the business with the necessary funding. Harry's wife (my Aunt Lily) and my Dad (Teddy) took the place in hand and saved it from disaster. But how people worked in those days!

I hardly saw my father for years as he was always working in the bakehouse behind the shop. I believe this bakehouse is now a café. Igglesden and Graves used to do a great deal of catering. Cricket Week was always busy. My mother, Barbara, and Auntie Lily were run off their feet ensuring that supplies to various marquees were adequate, that the temporary waitresses were performing their functions in a satisfactory manner and generally overseeing all the aspects of the catering business.

In 1936 Grandfather Robert died. Dad sold the business and we left Dover. The Igglesden era in Dover Market Square was over. Uncle Harry, an esteemed Master Builder, and his wife Lily remained a few more years as the sole representatives of our family in

the town until (as previously described) we returned in 1944. The new Tea House, the 'Pharos', named after the Roman Lighthouse which stands on the cliffs above the town, was a great financial success.

The old shop, after some time as booksellers/stationers has reverted in part to its original role in the town. It is now named 'Dickens Corner' referring to the legend that the steps of the shop were where David Copperfield rested on his way to visit Aunt Betsy Trotwood. The upstairs restaurant has been refurbished in the 1920's style. Partaking of a meal there in 1997 the history of the place was over-whelming and I could almost expect to see one of my forebears, who had lived and worked there all those years ago, come up to the table and ask "Tea or coffee, Sir?"



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NOVEMBER MEETING

1st Talk

The Royal Pavilion at Folkestone

A talk by Ruth Parkinson reported by Terry Sutton

Secrets buried under the Grand Burstin hotel at Folkestone were revealed in words and screened photographs by artist Ruth Parkinson at our public meeting at St Mary's Parish Centre in November.

Miss Parkinson was listed to speak on the Lord Warden Hotel at Dover and the Royal Pavilion at Folkestone but our chairman Derek Leach explained that a problem had arisen about the talk on the Lord Warden Hotel, which many of us felt was a pity. It is understood this problem arose because the owners of the old Lord Warden Hotel demanded a fee to allow Miss Parkinson to tour the building, now known as Southern House. However, we were not

disappointed to hear about her research on the Royal Pavilion.

She told us the Royal Pavilion Hotel was a 400-bedroom establishment built near the harbour, on reclaimed land. She related how, when she first moved to Folkestone, she discovered a door at the back of the Burstin which made her investigate further. She was given the run of the hotel and made many finds in the cellars and elsewhere. Much of the Royal Pavilion was demolished to make way for the Burstin although, she said, sections of the old hotel were still "crudely attached."

Her investigations around the cellars and other parts of the Burstin persuaded her to undertake some



research looking at the guests who over the years stayed at the Royal Pavilion, which gained its "Royal" prefix following a visit in 1855 by Queen Victoria when she was inspecting troops at Shorncliffe.

Folkestone newspapers each week listed guests staying at the Pavilion and other Folkestone hotels, and these showed that members of the European financial Rothschild family were regular guests. Charlotte Rothschild wrote many letters from the Pavilion about fellow guests including how much luggage they had.

Other notable guests, many of whom

had just crossed the Channel from Boulogne to Folkestone, included Charles Dickens, William Makepeace Thackeray, the Punch cartoonist John Leach, Prince Albert, the Duke of Wellington, the King of Sardinia (1855) as well as a number of princes and counts. Dickens in one of his books wrote about the Royal Pavilion but disguised it as Pavilionstone.

Miss Parkinson said it was a great pity that the Royal Pavilion was demolished and, she understood, that at one stage the holiday camp pioneer Billy Butlin wanted to buy it. "It's a pity he didn't," commented Miss Parkinson.

2nd Talk

Mayor's Eye View

A talk by Right Worshipful the Town Mayor of Dover
Councillor Mrs Susan Jones reported by Alan Lee

In her talk to the Dover Society, her 198th engagement, the Mayor Councillor Susan Jones detailed the history, responsibilities and present day duties of the Town Mayor.

The Mayoral seal used today is the fourth different design and shows St. Martin sharing his cloak with a beggar at the gates of Amiens. Previous seals, all with a similar theme, were



instituted in the 13th century, 1495, and 1572. The Mayor's seal has always been different from that of the town.

The first recorded use of the title Mayor in Dover can be traced to a charter dated 1257. The mayor was acknowledged as the first citizen, had a council to assist him and was the custodian of the peace and a magistrate. Over the years the Mayor has held some interesting and

unusual powers. In Tudor times he could regulate the size of loaves, seize any that were the wrong size and pillory the baker. By the 17th century the Mayor was also the chairman of the council, chief magistrate, coroner, clerk of the market, keeper of the gaol, creator of freemen and admiral of the port. He could compel people into service and deal with dyers suspected of using logwood in dying and it was not until 1836 that his power to pass the death sentence was removed.

The council became an elected body with the municipal corporations Act of 1835. This gave every registered occupier of rated premises a vote.

At this time the office of Mayor was only open to men of means as all expenses of office were paid for by him including the Town Clerk's salary and any souvenirs he presented.

By the Victorian era he was relieved of many of his singular responsibilities and took on the more traditional roles of a chairman.

During the first half of the 20th century the role of Mayor slowly changed so that wealth and power were no longer the prime requirement. By 1960 Dover had its first lady mayor, and since then another ten, all still are officially addressed as Mister Mayor.

In 1974 with the creation of the District Council Dover as a Cinque Port and town lost its uniqueness. It was to be twenty-two years before Dover had a town council again.

The other office the mayor holds at present is Speaker of the Confederation of Cinque Ports. This non-elected post passes each year around the Head Ports only, from west to east. The title of this post dates from the 12th century and is older than its only other counterpart Speaker of the House of Commons.

Today the role of mayor acts as a focal point and a link for the town, its citizens and various local bodies. The authority of the Mayor and the town are recognised by the mace, chains, robes and other regalia of office. This also forms a connection between the past and the present.

Mrs Jones gave the audience her reasons why she was proud to have been chosen as Mayor, and then went on to describe some of the many engagements she had carried out. Some were very formal such as on Remembrance Sunday, the dedication of a further 22 names on the war memorial and her installation as Speaker of the Cinque Ports. More unusual for her was riding the dodgems with the Mayor of Margate, at their carnival, and racing the Mayoress on space hoppers at the launch of the Girl Guides Centenary Celebrations.

Summing up her role Mrs Jones said that there was no room for armchair critics. Nevertheless there are many groups and individuals who are ready and willing to help in the regeneration of Dover with the Mayor acting as the catalyst in bringing them all together.

The Future of Roman Dover

• • • by Derek Leach • • •

There appears to be a strong emphasis in the well-intentioned efforts to regenerate Dover by 'cashing in' on the popularity of Dover Castle by improving communication, possibly a cable car, between the town and the castle in the hope that castle visitors will also make the effort to visit the town centre and spend some money in our few remaining shops.

I wonder whether this strategy to attract tourists should be supplemented by better promotion and access to the town's own incredible heritage. There are a number of medieval buildings in Dover that any town would be proud to possess, including the Maison Dieu, St Edmund's Chapel, St. Mary's Church and the remains of St. Martin's Priory. In any other town I am sure that the Western Heights fortifications, including the unique Grand Shaft Staircase, would be a major tourist attraction.

But Dover could offer so much more. What of its extensive Roman remains, which are perhaps only famous in the archaeology world? Evidence above ground is the Roman Pharos (lighthouse) adjoining St. Mary in Castro and the small, sad remnant of its counterpart on the Western Heights known as the Bredenstone. Much more has been found underground triggered initially by a number of discoveries in the 1950's largely due to preparations for rebuilding on war-damaged sites and followed from 1970 by the largest programme of excavation in any British town.

Dover was important to the Romans as a port and since Victorian times it has been

known that a harbour wall and possibly baths were buried in the vicinity of the town centre. Bavington Jones' 'Perambulation of Dover', published in 1907, mentions a tessellated Roman pavement some ten feet under the market place.

Towards the end of the Second World War the Dover Excavation Committee was formed with the aim of examining some of the razed sites before rebuilding in an attempt to discover more about the town in the Roman period. As early as 1946 the foundations of chalk built dwellings and a Roman road were unearthed between Queen Street and Market Street.



Excavations on other blitzed sites revealed evidence of Roman and medieval buildings. Roman evidence was found in the Market Square in 1949 and later portions of a Roman building were uncovered on the west side of Market Square.

Excavations for the new National Union of Seamen offices in Snargate Street (Maritime House) revealed portions of

two Roman buildings. Both had walls of dressed chalk blocks lined with tufa. The larger had flint foundations overlaid with tiles but covered in a thick layer of soot, whilst the smaller was on a bed of chalk covered by a layer of reddish concrete containing broken tiles. All this is now hidden behind a concrete wall.

Plans for the dual carriageway, now called York Street plus town centre redevelopment was seen by some as a major threat to Roman and other remains. Fortunately, Dover Corporation and the New Dover Group invited the Kent Archaeological Rescue Unit (KARU), led by Brian Philp, to dig on the line of the new road, construction of which involved the destruction of dozens of houses, shops, schools and pubs. An intensive crash programme of excavation and recording, covering some eight acres, was launched in 1970. It also resulted in the level of the new York Street being raised six feet in a last minute battle to avoid damaging the Roman remains below. This was followed by excavating three acres of the ancient town centre ahead of development.

The rewards were more than 50 major structures of varying periods, 100,000 significant objects from 4,000 years of domestic rubbish, a fine collection of coins, tiles, brooches, metal fittings, glass and pottery – as well as the most complete Roman fort ever found in southern Britain. Before 1970 none of the archaeological excavation in Dover had really indicated the grand scale and completeness of acres of fine Roman buildings. Many walls still stand, deeply buried, to a height of four to six feet with three major buildings of about nine feet.

By 1973 Brian Philp could say, 'No other Romano-British town can match the

completeness of the upstanding civil and military structures such as survive at Dover.' This work went on non-stop until the end of the century with most of the discoveries saved for posterity.

The naval fort covered two acres and included 14 major buildings such as a granary and barrack blocks, metalled roads, dozens of drains, sewers and water mains. It was enclosed by a high defensive wall of chalk and tufa fronted by a ditch. Five hundred tile fragments stamped 'CLBR' proved it to be the base of the Romano-British fleet, which used the safe haven of the Dour estuary between the cliffs where Roman lighthouses were built. Evidence of a Roman harbour, comprising substantial timbers, had been found in 1855 under what was, until recently, the East Kent bus garage plus the small Roman quay found in the 1950's in Stembrook. Eventually this Roman harbour was blocked by silt and sand dunes. The Roman fleet left Dover soon after 200AD and the naval fort was abandoned.

A derelict site on the north side of Market Street, designated for a multi-storey car park, which was never built, was excavated, revealing traces not only of a late Roman fort wall, but also the painted wall of a Roman house. Over the next few years the fort wall, the bastion, the defensive ditch to the west and the rooms of the house were revealed. The existence of this fort had been predicted by Sir Mortimer Wheeler in 1929, based on observations by a local man named Amos but it could not be found at that time. In 1970 it was discovered after just two hours only seven feet from Sir Mortimer's predicted line. He celebrated by going out to buy a new hat and from then on was a regular visitor to the excavations. Three

hundred feet of the south and west walls were traced, comprising a defensive wall 10 feet thick and 15 feet high, reinforced by great stone bastions at intervals and by a ditch nearly 40 feet wide and ten feet deep.

This fort was built at the end of the third century AD by the Roman army, centred on Market Street and ignoring the site where the ruins of the second century naval fort stood. It was built to combat the ever-increasing Saxon raids.

What we now know as The Roman Painted House, off New Street, was one of several found later between the north gate of the Classis Britannica naval fort and the Roman harbour. It proved to be a fine, large house of brick and flint comprising at least six rooms. The large rooms had under-floor heating and the internal walls were plastered and painted in bright colours. Walls in two rooms had survived to six feet high complete with painted plaster. The red mortar floors of the Roman house were only 12 feet below present ground level. In addition the walls of an earlier, smaller Roman building consisting of at least three rooms was found underneath.

The Painted House was erected about 200AD as part of a high quality building, possibly a 'hotel' for notables passing through Dover. With other buildings it formed part of the civil area outside the North Gate of the great Roman naval fort. In about 270AD the Romans constructed the new (anti-Saxon) shore fort across the area containing the Painted House to replace the old naval fort. The upper section of the house was demolished, a large defensive wall built through two rooms and the rest buried beneath demolition rubble. This catastrophe enabled the paintings to survive. The fort

wall and a large bastion are now on display in the Painted House.

Today parts of five important rooms can be seen with thick flint and tile walls, strong concrete floors and under-floor heating. Of special interest are some 400 square feet of finely painted wall plaster, the best-preserved in situ Roman plaster north of the Alps.

Once excavated the Painted House was reburied, but in 1975 it was unearthed and opened for public viewing. With so much public interest a preservation scheme was launched, the Painted House Trust was set up and work began on a building to cover the site. It opened in May 1977 and the scheme soon attracted four national awards.

25,000 fragments of Roman wall were painstakingly put together, resulting in wall paintings to ceiling level. By 2000 570,000 visitors from all over the world had visited the Painted House including Queen Elizabeth the Queen Mother. The house is open to the public from April to September each year.

In 1979 one of the biggest and most complete Roman military bathhouses in southern Britain was discovered by the KARU, which was opened to public view temporarily. It was 60 feet by 120 feet with at least 10 rooms and with walls, in a remarkable state of preservation, surviving up to 14 feet high. Part of the south gateway to the Classis Britannica fort was found in Albany Place. In 1983 another large Roman building comprising four rooms with a substantially complete hypocaust system was found and thought to be possibly an extension of the Painted House. Excavations under the derelict Market Hall in the Market Square revealed more Roman remains including

a 15 feet high wall presumably built to repel Saxon invaders. An exciting find in 1984 consisted of seven signet ring Roman gemstones, known as intaglios, in a large drain carrying wastewater from the bathhouse. Four more were found the next year, possibly lost by soldiers during their ablutions.

During the 1980's there were exciting plans to extend the Painted House scheme to include the adjacent Roman military bathhouse and the Saxon and Norman churches under a proposed shopping precinct. Planning consent was granted in 1988, but the scheme was overtaken by the plans for the White Cliffs Experience. This created difficulties between the Painted House Trust and KARU on the one hand and the District Council on the other. Despite counter proposals for a more modest Roman Heritage Centre, the grandiose and expensive White Cliffs Experience was built with its foundations penetrating Roman remains.

1994 saw a fine example of continued instant rescue work by KARU. Workmen were digging a new soakaway outside the north door of St. Mary's Church. Joe Harman kept a close eye because he knew that in 1778 Roman walls had been found under the west end of the church. As soon as the ancient remains came to light he alerted staff in the Painted House who arrived within five minutes. Subsequent excavation revealed part of a major Roman building in the churchyard, probably comprising at least three rooms with an elaborate underfloor heating system in the main room. A massive mortared wall with many courses composed of Roman tiles, chalk blocks and flints still stood five feet high. Fragments of painted wall plaster are on display in The Painted House.



From 1991 two archaeology groups worked in Dover. KARU continued its valuable work (finding, for instance, the home of the Commandant of Classis Britannica at Albany Place, comprising two rooms richly decorated with painted walls and the remains of a heating system).

In 1994 the Canterbury Archaeological Trust worked in advance of the construction of the new A20 from Folkestone to Dover. In Bench Street at its junction with Townwall Street, in addition to medieval finds, were the remains of a massive Roman timber harbour wall.

Whilst some of these finds must inevitably remain underground, surely there is scope for a Roman heritage and interpretation centre, linking the Painted House with the Discovery Centre (with its underground remains). Or is this another opportunity that Dover will pass by?

JANUARY MEETING

1st Talk

Mr Rolls, Mr Royce and Mr Johnson

A talk by Christine Waterman reported by Terry Sutton

The early links of the famous Rolls-Royce Company with the Dover and Deal area have been highlighted as a result of research for this year's centenary celebrations of the first "there and back" aircraft flight of the English Channel.

The Honourable Charles Rolls flew from Swingate to France and back again to Swingate in June 1910.

Miss Christine Waterman, a Vice President of The Dover Society, is the District Council's Director of Housing, Tourism and Culture, and as such is responsible for local celebrations recalling Rolls' flight. Miss Waterman MBE, the speaker at our January meeting at St Mary's parish centre, has carried out detailed research into the life of Charles S. Rolls and his association with the Rolls-Royce Company. Her talk was entitled Mr Rolls, Mr Royce and Mr Johnson and their connections with White Cliffs Country. Mr Claude Johnson, a managing director of Rolls-Royce, lived at one stage at Kingsdown. Miss Waterman revealed that

Henry Royce at one time lived, with the help of his nurse, in Granville Road, St Margaret's Bay, while his engineers stayed at Sea Street at St Margaret's.

Further more it was at St Margaret's that the first Rolls-Royce aero engine, The Eagle, was designed. More than 4,000 were made. Rolls-Royce engines are now being used in the aircraft industry throughout the world.

There was one story, said Miss Waterman, that Royce was not interested in flight, only motor cars. He declined to make engines for aircraft until one day he was shown an airship battling against the wind to cross the Channel.

His companion asked Royce could he not make a better engine than that on



Henry Royce at Claude Johnson's house. Courtesy of Christine Waterman.

the airship. The challenge was too much and so Rolls-Royce aero engines were born.

The main subject of Miss Waterman's talk was on the life and times of Charles Rolls, the son of a wealthy Monmouthshire family. She traced his education, his degree in engineering, his great interest in speed-first on bicycles, tricycles, motor cars, balloons, and eventually flight.

It was possible, she said, that he was in Dover to await the first flight of the English Channel by Louis Bleriot, a year before his own epic crossing. While waiting and preparing for his flight at Swingate, Rolls stayed with the governor of the military prison then at Langdon Cliffs. It is likely that Rolls initially never intended to fly to France and back but once over France, where he dropped a letter of greetings to French aviators, he decided to turn round and head back to Dover where his ground crew were surprised by his return.

Miss Waterman told of Rolls' earlier visit to Dover, in 1899, when he and one of his cars took part in a car show at Crabble Athletic Ground and a race around the perimeter circuit. There was a car procession marshalled by Sir Henry Crundall.

Looking ahead to this summer's celebrations, to be held on 5th and 6th June, Miss Waterman said she hoped to organise a re-enactment of the Crabble event.

Talks were in progress to get up to 100 Rolls-Royce motor cars lined up on the sea front at Dover while the Rolls' memorial statue would be refurbished. It was not meant to be green, she said! There would also be an exhibition at Dover Museum.

Dover is not the only place celebrating Rolls. His home town of Monmouth will be recalling his birth, the Isle of Sheppey will be remembering the earliest days of flight in the UK while Bournemouth will be commemorating his death in an air show accident 40 days after his Channel flight.

Rolls, who held the second UK pilots' licence, was the first Briton to die in an air crash.



2nd Talk

Dover Castle Renewed

A talk by Steve Lang, English Heritage,
Head of Visitor Operations, Dover Castle reported by Alan Lee

In the second talk of the evening Steve Lang, Head of Visitor Operations, Dover Castle outlined the reasons for the converting of the Keep into the Great Tower experience.

Henry II, born at Le Mans 5th March 1133, was one of the most powerful kings to rule England but not one of the most famous. He was nineteen when he married Eleanor of Aquitaine, the greatest heiress in Western Europe. They had eight children, the most famous being Richard I, Coeur de Lion [Lionheart] and King John of Magna Carta fame. At Westminster Abbey on 19th December 1154 Henry became the first King of England. Before that the title was King of the English. Henry died at Chinon on 6th July 1189.

The catalyst for improving Dover Castle came in 1179 when he met the

King of France, Louis VII, on Shakespeare Beach, one of the first state visits. Having nowhere locally to entertain Louis he decided he had to show his importance and if pilgrims and dignitaries from across the Channel were to be more frequent he needed to be able to receive them in the proper fashion. He therefore built the castle tower as a royal residence.

The Keep Tower built in 1181 is the largest in Britain and the last example of an Anglo-Norman domicile. Very old fashioned for the time when it was built it was not for defence but as a showpiece for Henry's power and influence. The Keep is four storeys high, it contains the basement cooking area and the second floor, spanning two storeys, form the royal accommodation. There are two chapels, both with eye-catching stained glass windows. The lower



chapel is in Gothic style, the upper or Thomas Becket's Chapel of Norman style, richly decorated. This is unique to Dover Castle.

The restoration cost almost £2.45 million, involved two years of research and took 140 artists and craftsmen about 18 months to complete. They spent thousands of hours on the design and making 80 pieces of furniture, dozens of embroidered textiles and 140 metres of wall hangings. They crafted 21 new oak doors and more than 1,000 other objects. Clever use of projected virtual reality figures, including the King, add a further impact to the completed work.

The furniture and furnishings contain a surprising amount of colour. The beds seem unusual and are small by today's standards. In Henry's reign people would not lie down to sleep. They were afraid that if they fell asleep and their mouths opened the devil would enter their bodies. With a shorter bed they could sleep in more of a sitting position and this would not happen.

One of the fine 180-foot long wall hangings, inspired by the Bayeux Tapestry, depicts the Norman Conquest and another the story of 30 people





who lived in the Great Tower. Major challenges were the limit on the type of stitches, the use of crewel wools and silk floss and the deliberate use of imperfect stitches to replicate those of the period.

Steve then mentioned some of the little known facts that had come to light in the research of the period. A great favourite at the castle was Roland the Farter. He so entertained the king over the years that when he retired he was given 30 acres of land. There were very few men accompanied by their wives at the castle. This led to the employment of a Marshal of the Court Whores who was in charge of the prostitutes.

Alys, Countess of Vexin had, in 1169, become betrothed to Henry's son Richard the Lionheart. Whilst Richard was away in the Holy Land Henry took her for his mistress and by 1177 this had become an open scandal at court. After Richard came to the throne he terminated their engagement in 1191 on the grounds that she had borne a child by his father. She went back to France in 1195.

Steve Lang finished by outlining future plans for Dover Castle and answering questions about his talk from members of the audience.

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Register of Parks and Gardens of Special Historic Interest in England

by Alan Lee

For the last year one of our members, Mr Martyn Webster, has been attempting to have the four cemeteries at Copt Hill, Old Charlton Road included on the above register. In January this year he received the news that the application had been turned down. The Heritage Protection Co-ordinator, South Team, Dolores Keane, replied, *"The Register is a selective list of designed ornamental landscapes which are considered to be of 'special historic interest' in the national context, and is compiled with reference to exacting criteria. We have considered all representations made, and completed the assessment of the site, English Heritage has decided that the site falls short of being of national importance and does not merit inclusion on the Register."*

With the Burials Act of 1853 and the population of Dover over 20,000 the Burial Board of St James's Parish, in 1854, decided to build a new cemetery at Copt Hill. At the cost of £1,200, six acres of Crown lands were purchased and two receiving chapels and a superintendent's lodge were erected. All are now demolished. The cemetery opened on 29th January 1855; later, special sections were set

aside for military burials and for Roman Catholics.

The Hebrew Congregation of Dover, though counting amongst the earliest in the United Kingdom did not have a burial ground in Dover until 1868. Donated by the Wardens of Dover Harbour Board it is set in a walled enclosure south-west of St James's Cemetery. The ohel (prayer hall at burial ground) burnt down sometime after 1937.

Ten acres of land, to the south-west, purchased at a cost of about £2,000, opened on 21st May 1870 to become the new St Mary's Cemetery. This had separate Anglican and Nonconformist mortuary chapels, both later demolished, a lodge and entrance gates by Stacey and Sons of Dover.

Charlton Cemetery located on the opposite side of Old Charlton Road opened on 10th October 1872 on ten acres of land purchased from the Crown for £2500. This included twin Mortuary Chapels designed by T Talbot Bury of Dover, now a private residence (Grade II), a lodge and ornamental iron gates, by Mr R W Pierce.



St James is laid out with curved paths and has mature trees including Douglas firs, Irish yews and Copper Beeches. The memorials are typical examples of monumental masons' craft and include several to notable Dovorians. There is a memorial to those who died in the Zeebrugge Raid of 1917 and an individual memorial to Sir Roger Keyes, later Lord Keyes, 1872-1945, who led the raid and chose to be buried with his men. There is a Portland stone catafalque-shaped Dunkirk Memorial and rows of memorials to men who perished in the Dunkirk landing. Other war graves of the First and Second World Wars are located in spaces throughout the cemetery.

The rectangular Jewish Cemetery is bounded by a six feet high stone wall and entered through gate piers and

iron railings by way of Old Charlton Road. Most of the marked graves are at the top of the hill. There is a memorial to six victims of the sinking of the Netherlands American Steam Nav. Co. ss W. A. Scholten in 1887. This disaster produced the largest burial of shipwreck victims in Dover in peacetime by that date, many of the victims emigrant Jews bound from Eastern Europe to America. Wall tablets, re-located from the Dover Synagogue and attached to the west wall, include one to the Rev Raphael I Cohen, Minister to the Dover Synagogue and founder circa 1848 of Sussex House, a Jewish Boarding School in Dover. A single chest tomb in the centre of the site is to Blooma Cohen, wife of the Rev. Cohen.

At St Mary's the lodge survives. The cemetery is set with undulating paths,



circular plateaus mark the sites of the two mortuary chapels and there are some attractive mature trees. The memorials are typical of the monumental masons' craft from the 1870s. There is an unusual memorial, erected in 1916 by the P&O line, and partly inscribed in Arabic to twenty-two Lascar Seamen who lost their lives in the sinking of the 12,000-ton liner *Maloja* while on its way from Gravesend to Bombay. In total 155 lives were lost of which 58 bodies were brought ashore at Dover.

Charlton Cemetery is entered through elaborate Gothic style brick and stone piers and iron gates at the foot of the hill. Behind is the original brick cemetery lodge. There are specimens of mature trees but generally the memorials are typical and representative of their date. Re-sited here from the old St Martin's churchyard in York Street is the memorial to the poet Charles Churchill (1732-1764). The cemetery also contains the Cross of Sacrifice, usually present in Commonwealth

war cemeteries containing 40 or more graves, although most graves are in St James' Cemetery. Designed by Sir Reginald Blomfield it is a simple four point Latin cross mounted on an octagonal base. On the face of the cross is embedded a bronze sword, blade down, to represent the military character of the cemetery.

The cross represents the faith of the majority of the dead.

English Heritage has identified over 100 cemeteries thought to include the majority of the key examples of cemetery design. The Copt Hill assessment carried out against the six criteria for cemeteries laid out between 1852 and 1914 threw up the following points:

The first of the criteria is that the landscape should be of particular historic interest in its own right. A number of earlier examples than Copt Hill exist of Loudon's garden type landscapes, for example, Old Southampton Cemetery of 1843.

The second is that the layout offers a good example of the work of a designer of national renown. There is no record of the designer of any of the Copt Hill Cemeteries.

The third is that the site includes a pioneering example of a landscape feature particularly associated with cemeteries. Copt Hill does not have claims to such a landscape feature.

The fourth is that the cemetery has structural planting of exceptional quality. Copt Hill contains a number of good quality mature trees, and is located in an attractive downland setting with borrowed views but overall is not of exceptional quality.

The fifth is that there is strong social context of particular value which is reflected in the landscape. Certainly there is a local social context as many of Dover's citizens after 1855 were buried in these cemeteries. However, many other cemeteries of the period survive where the memorials are of finer quality or which contain more memorials to the deceased who are of national importance.

The sixth is that the structural elements such as chapel(s), lodge(s), means of enclosure, are, as a group, of exceptional quality (these usually being Listed as buildings of special architectural or historic interest, with the main elements

Listed at Grade I). Here both St James's Cemetery and St Mary's Cemetery have lost their cemetery chapels and the Jewish Cemetery has lost its ohel. The conjoined pair of Church of England and Nonconformist Mortuary Chapels at Charlton Cemetery are now converted into a Grade II listed residence.

Conclusion

The Copt Hill Cemeteries, Dover, comprising St James's Cemetery opened in 1855, the Jewish Cemetery opened in 1868, St Mary's Cemetery opened in 1870 and Charlton Cemetery opened in 1872 are not recommended for designation. However, although they do not meet the national standards for registration, individual cemetery structures and memorials may qualify for statutory designation and the cemeteries may be suitable for the Local Planning Authority to consider as a Conservation Area.

Case UID: 165657



Annual Open Weekend

Celebrating the 10th Anniversary of The Western Heights Preservation Society



Discover Dover's **hidden secret** you'd be a **fool** to miss it
The Drop Redoubt, Drop Redoubt Road on Saturday 5th & Sunday 6th June 2010 in 10am (15pm



More info : www.doverwesternheights.org
or visit Dover's Tourist Information Centre



WESTERN HEIGHTS
Preservation Society

The Western Heights Preservation Society

Barry Stewart

Membership Secretary, Western Heights Preservation Society

2010 is going to be a busy one for the society; it is our tenth anniversary and we are planning new events and an even bigger Open Weekend!

On Saturday 5th and Sunday 6th June 2010 the Western Heights Preservation Society will be holding its annual Open Days. The Drop Redoubt will be open to the public, along with the Grand Shaft. There will be displays and stalls and groups of Napoleonic re-enactors will carry out drills and skirmishes to bring the past back to life.

Marshals will be on hand across the site to answer any questions you may have about the Western Heights, its past and its future.

Please find below a list of dates for workdays 2010. We will meet each time at 10.30am along Drop Redoubt Road. Please do not hesitate to ask if you have any questions.

Sunday 18th April
 Sunday 16th May
 Sunday 30th May (extra for Open Days)
 Sunday 20th June
 Sunday 18th July
 Sunday 15th August
 Sunday 19th September
 Sunday 17th October
 Sunday 21st November
 Sunday 19th December

As ever your help and support is very much needed and appreciated and you are very welcome to come along and help at any of the workdays. We made a tremendous difference last year, and we've got to keep it up to make sure those weeds don't get the better of us again!

Don't forget to keep an eye on the website for any extra workdays and to see what we have been up to recently. www.dover-western-heights.org

Also check out the forum, the password is kilroy11, then all you need to is register, kilroy11 is the password you need to use each time you visit the forum.

At the AGM the following officers were elected:

Chair	Mike Eddy <i>(No change)</i>
Vice chair	Jon Iveson <i>(No change)</i>
Treasurer	Paul Wells <i>(No change)</i>
Secretary	Tracy Stewart <i>(No change)</i>
Membership Secretary	Barry Stewart <i>(New office)</i>
Publications	Debbie McKinnon <i>(New office)</i>
EH Liaison	John Guy <i>(No change)</i>

St Nicholas Day Celebration

Fr. Peter Sherred

SecAmb Ambulance Chaplain, Dover Station

The biannual Celebration and Thanksgiving in word and song for the life and work of the Emergency Services took place on the Feast of St Nicholas, December 6th; at the Church of Our Lady of Dover on the Buckland Estate by kind permission of the Catholic priest Fr John Panario. Attended by the Chairman of Dover District Council Councillor Bernard Butcher, the High Sheriff of Kent Mrs Jane Rogers, a Deputy Lieutenant of Kent The Lady Pender DL, the Right Worshipful the Town Mayor of Dover, Councillor Mrs Sue Jones (also in her capacity as Speaker of the Cinque Ports), with her Mayoress Councillor Mrs Ronnie Philpott and other civic dignitaries, including Dover and Deal MP Gwyn Prosser.

The musical talent of The Fortuners, a brass quartet from the Canterbury area, as well as Dover's own chamber choir - the Pharos Choir - entertained the packed church and all participated in a selection of well known Advent songs and Christmas carols. The most important people attending were those from the Emergency Services themselves, and a representative of the Emergency Services gave each of the readings, which combined both the sacred and the secular. Such representatives were drawn from the Police, the

Ambulance Service, the Fire and Rescue Services, Kent Air Ambulance, Dover Lifeboat, the Coastguard and Maritime Agency, Kent County Council Emergency Services, Dover Counselling services, the Salvation Army, Church in Society and the St John Ambulance among others.

The Town Mayor symbolically made the first cut of a magnificent cake, made especially for the occasion by Chrissie Whitnall this time round with a lifeboat theme, with the lifeboat coxswain present at the cutting ceremony. The Prime Minister's wife, Sarah Brown, sent a message to be included in the Programme in which she said, "The British emergency services are some of the greatest in the world and I'm delighted that this special celebration is being held to honour those who put their lives at risk for others day after day. Gordon and I have been humbled by all the emergency services workers we have met this year and they and their colleagues will be in our thoughts and prayers as they show their devotion to duty throughout the festive season. Their skills, dedication and courage are one of the things that make our country great and I'm pleased to send our very warmest wishes to you and your families this Christmas".

St Nicholas also made an appearance at the event dispensing goodies in the form of chocolate coins to many of those attending. The Pianist for the event was Graham Tutthill and the Narrator was Terry Sutton MBE. The event also remembered the deaths of the last three veterans of the Great War who lived in the United Kingdom.

A retiring collection was taken and the magnificent sum of £400 was raised to send to the widow and four children of PC Bill Barker the police constable who was so tragically swept away by the dreadful floods in Cumbria that occurred in November. In 2007, a similar collection resulted in payments being made to the families of each of the fire fighters killed in the Atherstone on Stour warehouse fire.

Members of the Emergency Services expressed their appreciation for this celebration which, once again, brought them altogether under one roof albeit for a relatively short period of time. The purpose of the event is to raise and maintain public awareness of the role the Emergency Services play in all our lives and especially the work of the personnel of those services. It is also a modest way of saying 'Thank You' to the personnel of the services for all they do on our behalf. As was explained at the event the members are available twenty-four hours a day three hundred and sixty five days a year and they never know what each shift will present to them. It could be a serious Road Traffic Accident, unexplained deaths,

hangings, suicides, infernos or whatever but when the call is received, these people respond immediately often putting their own lives in danger in the process. As the Programme said *"There when you need us; Free at the point of service"*. We should never take the members of the Emergency Services for granted nor abuse the system they represent. We should feel privileged to live in a country where we are blessed with remarkable people who provide round the clock cover for us in our times of utmost need. They are, in short, the understated heroes and heroines of our age.

2011 should be the next scheduled occasion for such event and appreciation is given to Fr John Panario and the members of the church of Our Lady of Dover for hosting the last two of these events. To ring the changes a new venue will be considered for any future event of this nature. It is hoped a DVD of the latest event will be available shortly.



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☺ The Lydden Environment Group ☺

by Ray Newsam



One of the early Dover Society projects in 1993 was the restoration of Lydden pond. This was historically a watering hole for carriage horses and later steam engines on the route between Dover and Canterbury, with a steady slope from one end to allow access. Long-time residents claim that problems with drying out of the pond started with either the duelling of the Lydden Hill carriageway in the late 60's or the construction of the A2 bypass soon after. The pond is consequently now the responsibility of Kent Highways Department and regarded as a soakaway.

The Society's project aimed to get around this classification by building a bund about half way across the pond, and then lining the end nearest Lydden Hill with clay from a building site, plus siting of a bench on the lawn nearby and the planting a willow tree with the help of

children from the local primary school. This worked well for several years but recently for unknown reasons the pond has started leaking very rapidly after filling.

A group of local people, known formally as Lydden Environment Group, has now taken on restoration of the pond as a community project. This started last summer with clearing of weeds, painting of the railings and bench, and siting of flower boxes in conjunction with an Open Gardens day organised by Lydden parish church. We have held several fund raising events - an all day music event with local talent, bat and bird box building, carol singing, quiz nights at The Lydden Bell, and a Christmas craft fair. We hope to have raised enough funds to complete the restoration by the summer. By then the pond should have dried out completely. The plan is to install a butyl

liner and underlay in the previously clay-lined part of the pond and plant reeds and other indigenous water plants to encourage wildlife.

One positive side effect of this project has been a greatly increased sense of community in a village that has no central focus like a shop and has a strange triangular layout.

We are hoping to put on several events over the summer months, which will be great fun in themselves as well as fundraisers for the pond project and other ideas we have in the pipeline.

LATEST EVENT NEWS

24th APRIL 7.30pm VILLAGE HALL

Lydden's Got Talent, talent show and photo competition

12th MAY (TBC) 7.30pm LYDDEN BELL
Quiz Night at the Lydden Bell
(tel 01304 830296 to confirm)

5th JUNE AROUND THE VILLAGE

Garage Safari - this will be like a boot fair but held in a few members garages or gardens, no charge to buyers.

7th AUGUST 3pm-11pm
VILLAGE HALL

Music Event

Any Dover Society members who would like more information can email raynewsam@btinternet.com or tel: 01304 820713. The quiz nights are £5 including a supper, other prices are yet to be decided but on previous history will be free entrance, we like to make money from raffles, sales, teas etc.

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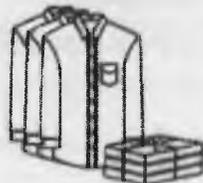


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Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary, Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD

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

Social events Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise

PROGRAMME 2010

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

APRIL 19

Monday 7.30

Annual General Meeting

Speaker: Mike Krayenbrink: "Dover Harbour Board and the Future"

MAY 26

Wednesday

£20.00

Refreshments

not included

Legal London

Morning: A guided walk visiting Round Church, Middle Temple Hall and the Royal Courts of Justice.

Lunch: At your leisure (not provided) on Fleet Street where you will find cafes and pubs.

Afternoon: A short coach tour and a walk through Lincolns Inn.

Tour finishing at around 4.30pm.

Pick-ups: Frith Road, Girls Grammar 0800; Brook House Car Park 08.15;

Railway Bell, Kearsney 08.30. Please note bus pick-up changes.

To book please contact:

Dover Society c/o Mrs Georgette Rapley,

29 Queen's Gardens, Dover CT17 9AH

Tel: 01304 204514

Great interest has already been shown in this tour and as this is the only trip for this year please book early to avoid disappointment.

OCTOBER 18

Monday 7.30

Speakers: Wendi Atherton: "12th Century Life in the

Constables Tower"

Alistair Gould: "Renewable Energy at St Margaret's"

NOVEMBER 15

Monday 7.30

Speaker: Awaiting confirmation

Brainstorming Session

DECEMBER 18

Saturday

7.00 for 7.30

£22.00

Christmas Feast

This year will be a cold buffet. As usual the Christmas Feast will be held in the Refectory at Dover College. The entertainment will be Quodlibet. Price includes a sherry reception, wine, soft drinks.

To book please contact:

Dover Society c/o Mrs Patricia Hooper-Sherratt,

Castle Lea, Taswell Street, Dover CT16 1SG

Tel: 01304 228129

All indoor meetings are held at St Mary's Parish Centre

Please book as early as possible. Non-members are welcome on all Society outings.

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