



# HERITAGE HYTHE

HELD AUGUST 2021



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**The Book of the Posters**

**Vol 5. Red Lion Walk Trail**

**An E-book by**

**The Hythe Civic Society**





# **Heritage Hythe**

**Held August 2021**

## **The Book of the Posters**

### **Volume Five – Red Lion Walk Trail**

A piece of work by many society members; edited by Paul Naylor (HCS).

First published in 2022 by



Cover designs by Jessica Naylor and George Brooks.

Front cover: an illustration by Arthur Baker-Clack and reproduced with the kind permission of Hythe Town Council.

Rear cover: adapted from a postcard showing West Parade and the Four Winds Cafe.

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Dedicated to Molly Griggs

1929 - 2022



## Volume 5 – Red Lion Walk Trail

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**Heritage Hythe**  
**The Book of the Posters - in Five Volumes**

**Foreword**

**By the late Lord Boyce, Society Patron (2008-2022)**

Hythe has a proud and ancient history as a leading Cinque Port and the maintenance and nourishment of its heritage over the past 75 years owes much to the establishment in 1945 of the Hythe Citizens Union - later to become Hythe Civic Society (HCS).

As a way of recognizing the 75-year milestone, it is entirely appropriate that there should be some sort of marker laid down and this e-album across five volumes of 200+ images/cameos of the town over the past couple of centuries fulfils this requirement perfectly. Browsing through the volumes, which so well captures a very wide variety of aspects in the selected slices of Hythe's history, will give pleasure to anyone with a sense of heritage, local citizen or otherwise – as well as providing an informative guide for anyone wishing to explore the town.

As Patron of the Society, it has therefore been a pleasure to have been asked to write the foreword to this set of e-books which I heartily commend; and I congratulate Paul Naylor and all those from HCS - and others - who have worked so hard to contribute to this excellent and important record.

*Admiral of the Fleet the Lord Boyce, KG, GCB, OBE, DL*

Lord Boyce, who died in November 2022, had a distinguished naval career becoming Commander-in-Chief, Fleet, Commander-in-Chief Eastern Atlantic Area and Commander Naval Forces North Western Europe in the late 1990s and First Sea Lord from 1998 to 2001. He was then appointed Chief of the Defence Staff. He later became a crossbench peer in the House of Lords and was made an honorary Admiral of the Fleet in the Queen's Birthday Honours in 2014.

Admiral of the Fleet the Lord Boyce KG GCB OBE DL was appointed Lord Warden of the Cinque Ports in 2004. In that capacity he kindly accepted the position of Patron of Hythe Civic Society.

His foreword, prepared a few months before his death, is published posthumously as a tribute to a great man and friend of Hythe and the Society.

## Red Lion Walk Trail

This comparatively short trail nevertheless contains many interesting features.

The Red Lion public house, standing on the edge of Red Lion Square, is a very familiar feature of Hythe and one of the first older landmarks visitors to the town from the west will see. However, it has not always been known as Red Lion Square, as during the late 18<sup>th</sup> and the 19<sup>th</sup> centuries it was called Market Square, where a regular livestock market was held. The now Dymchurch Road then known as Market Street.

As for much of Hythe, this area contained a good number of public houses and of course on the northern side of Red Lion Square was dominated by the Hythe, latterly Mackeson Brewery. Between the Red Lion and the former Dukes Head stood the Old Portland Arms. Further down the Dymchurch Road stands the former Gate Inn (now a private residence). Between the former Duke's Head and the old Gate Inn stood another pub, the Nag's Head. Its precise location is uncertain, however. Another pub, the Ordnance Arms, once stood on part of the site of the petrol station in Military Road.

A high concentration of public houses in Hythe was in part due to the presence of the brewery and also the large military presence from the Napoleonic campaign times through to the 1960s. Hythe's barracks (the School of Musketry/Small Arms School) was situated on the north side of this trail, where you will now find the Sainsbury's supermarket store.

Before turning away from Dymchurch Road to cross Scanlon's Bridge you pass the former site of the town's gallows. This was most likely a temporary gallows erected from a large tree that stood roughly in the area of the Dymchurch Road traffic lights, this area being formerly known as Gallows Corner.

One of Hythe's biggest visitor attractions, the Romney Hythe and Dymchurch Railway is located on this trail and beside the Military Canal. Established in 1927, this year marks its 95<sup>th</sup> anniversary.

The Military Canal at this point runs through a park area known as Holman's Field. Here, barrack huts once stood. Stones marking the site of the huts are laid into the parkland.

Returning to Red Lion Square, the site that unfortunately remains behind hoardings once housed 'The Tramway Shed' (of the Folkestone, Hythe and Sandgate Tramway Co Ltd) then owned by the South Eastern Railway. The tramway was a significant venture and very popular during Victorian and Edwardian summer seasons, however it never ran to Folkestone, terminating at the old Sandgate railway station. Red Lion Square was then and remains a significant public transport hub.



# HERITAGE HYTHE

'KEEPING LOCAL HISTORY ALIVE'

12th - 22nd  
AUGUST  
2021



## Red Lion Walk

### Key

1. Tramsheds, Tramway and Trams
2. Red Lion / Three Mariners / Market Square
3. Old Portland Arms / Blackmans Fishmongers
4. Duke's Head
5. Gate Inn
6. RHDR
7. Barracks / School of Musketry
8. Ordnance Arms and Military Cottages
9. Drinking Fountain

**HERITAGE HYTHE 2021**

**'THE BOOK OF THE POSTERS'**

**Volume Five – Red Lion Walk Trail**

**CORRIGENDUM**

With over 200 display sheets produced covering a multitude of historical subjects, it was inevitable that some factual errors were discovered. This note provides corrections to those sheets where errors or mistakes are known.

**Hythe Barracks/School of Musketry - Red Lion Walk Trail**

The barracks were constructed between 1808 and 1810 following completion of the military canal and not in 1804 as stated on the display sheet.

During the canal's construction the Royal Staff Corps (mostly skilled engineers and mechanics) was barracked in Saltwood, but with the canal completed in 1809 the Saltwood the Hythe Barracks were built as a more suitable permanent depot.

The Hythe Barracks, became the School of Musketry and then the Small Arms School and remained in use until 1968-69.



# HERITAGE HYTHE

**On This Site...The Tramway Stables, Rampart Road  
Folkestone, Hythe and Sandgate Tramway**



*The Tramway and Sheds, Red Lion Square circa 1890s*

In 1870, when the Tramways Act was passed, towns began to provide a tram service for public transport. At first, these were horse-drawn, running on rails. Such was the service operated by Folkestone, Hythe and Sandgate Tramways between 1891 and 1921.

The tram ran from the Sandgate Hill lift, along the coast (via Princes Parade, South Road and Stade Street) to Red Lion Square and formed part of a network which included Hythe and Sandgate railway stations respectively.

It was in Red Lion Square that a tram shed and stables were built. The front of the building with its stone facia bearing the words 'S E R Folkestone Hythe and Sandgate Tramways' are still visible today, as are some of the original tram rails.

The service was suspended in 1914 and it resumed after the war, the tramway finally closed in 1921.<sup>1</sup>

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<sup>1</sup> Information from the Hythe History Group. Photograph from 'disused-stations.org.uk' © 2004-2015



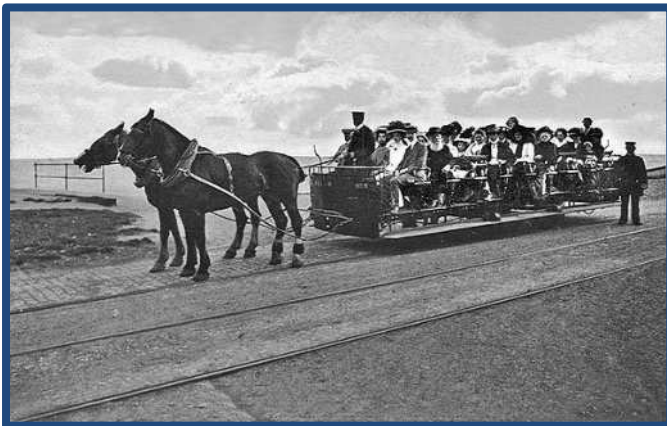


# HERITAGE HYTHE

## On This Site...Red Lion Square

### The Trams

In the early years, there were five trams and 25 horses operating three different types of vehicle. During fine weather open 'toast racks' were used; those for less clement weather had roofs with waterproof side curtains and in winter there was an enclosed glass-sided car with seats running lengthways. The service was half-hourly, increasing in summer to every 20 minutes on fine days. The fare was 'three pence'.



*Above: an enclosed tram-car used in winters.*

*Left: the 'Toast rack' tram car on Princes Parade, 1910.*

*Right: the 'Toast rack' tram waiting at the Red Lion Square terminus, established in 1892. A proposed extension to Pennypot never materialised.*





# HERITAGE HYTHE

On This Site...Red Lion Square

## The Trams



*Above: circa 1920-21, a covered tram on Princes Parade. The tramway was closed permanently in October 1921, the tramcars being broken up in 1923.*



Left: a tram-car at the Sandgate terminus heading west for Hythe.

Right: on Princes Parade, with the Hotel Imperial Golf Course to the left.

Sources: Information and photographs from 'The Hythe-Sandgate Tramway' - [disused\\_stations.com](http://disused_stations.com)





# HERITAGE HYTHE

On This Site...The Red Lion Hotel,  
formerly 'The Three Mariners'

There is a long history to the Red Lion Inn and Hotel, over 400 years potentially. From information derived from the local library, the first record of an owner, a Robert Finch, was made in 1622, though it is possible an inn was on this site or nearby in the early 1600s. It



stands on what was once known as 'Market Square' – during the 1800s the site of Hythe's cattle market. Above, we see Market Square in the 1890s, with the Red Lion on the left.

First newspaper records of a Cattle Market near the Red Lion appeared in August 1836, giving notice then of a fortnightly market. Right, is an 1838 report, describing the rapidly increasing importance of the market. The Red Lion was at its centre.

Buyers and sellers would meet in the 'Ordinary' (public bar) and as well as a drink or three would enjoy a two-course meal, no choice and also called 'the Ordinary'.

HYTHE CATTLE MARKET.—MONDAY, APRIL 23.	
Sheep and Lambs .....	468
Cows and Calves .....	6
Beasts .....	56
Pigs .....	88

A correspondent informs us that the cattle market at Hythe is rapidly increasing in importance as a market inasmuch as the constant supply of prime beef and excellent wether mutton, as also calves, pigs, horses, &c. induces those who prefer articles to attend. We also observe that it is likely to become a market for lean as well as fat stock, and the attendance of respectable farmers and graziers of the neighbourhood is considerable; indeed it has exceeded the most sanguine expectations of its promoters.





# HERITAGE HYTHE

## On This Site...The Red Lion Hotel, formerly 'The Three Mariners'

In 1801 when William and Henry Mackeson acquired the inn and hotel, the Red Lion was up to that point known as 'The Three Mariners'. It is said that for a period of time there were two inns of the same name in Hythe, though records do not confirm this. The other Three Mariners is still present today of



course, in Windmill Street across the canal. Records show the Red Lion name was adopted from 1801. Above, we see it in the late 1890s, with the then newly formed Hythe Cycle Club. Today's Hythe Cycling Club, was formed in 2015, and starts it rides on the promenade.

Given the location, which changed from Market Square to Red Lion Square in about 1914, the Red Lion was often a backdrop to many photographs. Here we see it as background to the horse-drawn 'toast rack' tram, which travelled between Hythe and Sandgate from this point. Parts of the old tram track and tram-shed are still visible behind the hoardings almost opposite.





# HERITAGE HYTHE

**On This Site...The Red Lion Hotel,  
formerly 'The Three Mariners'**

Formerly the Three Mariners until 1801, the Red Lion has been and remains a prominent Hythe feature. It is one of Hythe's largest public houses, and was Grade 2 Listed in 1973. It also features in Russell Thorndike's 'Doctor Syn' stories as a coaching inn, but not as a smugglers' haunt. In the period 1805-1830, the Red Lion housed the Coroner's Court, though it is not known whether the court was held in a separate space to the bar.



Above and below are images of the Red Lion circa 1934-1937. These are reproduced with the kind permission of Whitbread plc. Note, the Hotel and Inn were in separate parts of the building, the Hotel entrance being on the right.





# HERITAGE HYTHE

On This Site...The Red Lion Hotel,  
formerly 'The Three Mariners'

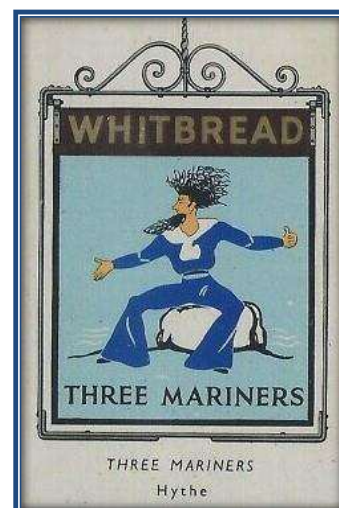


Here we see the Red Lion in 1961, and a more cluttered roadway than now. Hanging from the pub is a traditional Red Lion sign, which was used by Whitbread in one of its series of aluminium 'cards' issued at public houses from the late 1940s. These cards are now collectable items.

The Red Lion is the most common pub name in Britain, with over 500 recorded, second is The Royal Oak.



*Whitbread's Inn Sign metal cards  
Left: 'The Red Lion' and Right:  
'The Three Mariners' - the latter  
is displayed on the pub in  
Windmill Street.*







# HERITAGE HYTHE

**On This Site...Market Street/Market Square  
(now the Dymchurch Road)**

**The Old Portland Arms**



*Image courtesy of the Dover Kent Archive*

Above, we see Market Street (now the Dymchurch Road) looking towards Market Square (now Red Lion Square) from a photograph circa 1890-1900. A very different scene to how it is now.

On the right is the Old Portland Arms, another of the many Mackeson owned public houses in the town. Opposite are the buildings of the Mackeson Brewery.

The public house was licensed to sell beer only, not spirits or wine. It was classified as an '*ante 1869 Beerhouse*', a reference to the Beerhouse Act of that year.



# HERITAGE HYTHE

**On This Site...Market Street/Market Square  
(now the Dymchurch Road)**

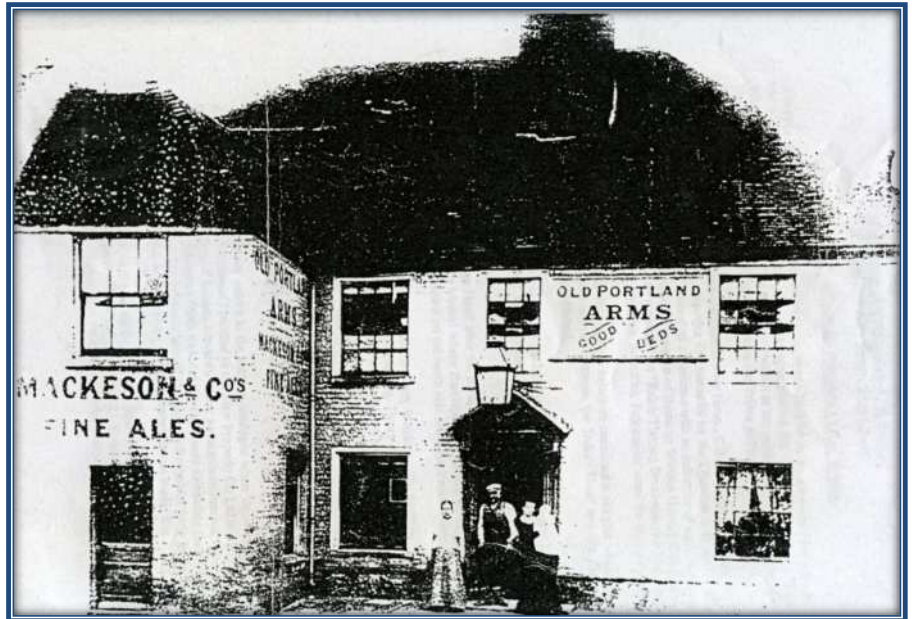
## **The Old Portland Arms**

This image (circa 1900s) of the Old Portland Arms was provided to the Civic Society by CR Childs, estate agents of Hythe.

In 1905 the Folkestone Herald reported on a case at the East Kent Justices where the

local police objected to the renewal of the licence. The objection was on the grounds the pub was run as an unregistered common lodging house, and was associated with anti-social behaviour.

Mr G.L. Mackeson spoke in support of the licensee. He stated the pub did a good trade of some 131 barrels and 254 dozen bottles of beer in 1904 - that was a good trade. The local police argued that its use as a lodging house presented difficulties, and with two other public houses either side in close proximity, continuing the license was not justified. The Justices agreed. Compensation was awarded to Mackeson and the licensee and the pub ceased trading. The property then became Blackman and Son's fishmongers - seen right.



*Image courtesy of Molly Griggs*



# HERITAGE HYTHE

On This Site...9 Dymchurch Road

## The Duke's Head

Closed as a public house in 2016 and now awaiting redevelopment, the Duke's Head was present on this site at least from the late C18th. It was Grade 2 Listed in 1950.

In 1798, the Kentish Weekly Post reported the death of Mrs Watcher, wife of Mr Leonard Watcher at the Duke's Head. It is not known if Mr Watcher was the licensee or a lodger at the time.



Along with other public houses in this part of Hythe, the Duke's Head prospered greatly from soldiers' and officers' patronage. Its location was close to the former 'Hythe Barracks' (created to house soldiers working to excavate the Military Canal) and then its successor the 'School of Musketry', both were situated on the site of the Sainsbury's supermarket.



The Duke's Head was also located close to the former Market Square (now Red Lion Square) making it popular with local farmers.

The public house was purchased by William and Henry Mackeson in 1801, along with many other Hythe public houses at that time. The two photographs show the Duke's Head circa 1934-1937 and are shown with the kind permission of Whitbread plc.





# HERITAGE HYTHE

On This Site...Nos. 67-71 Dymchurch Road,

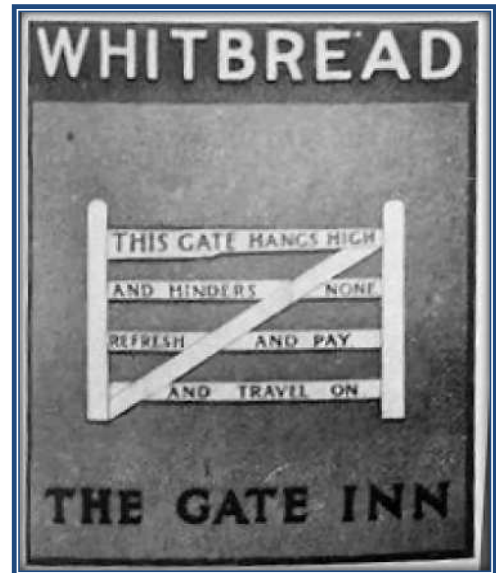
## The Gate Inn

Closed in 2011, the Gate Inn for some of its time occupied the entire block that comprises 67-71 Dymchurch Road. Its precise age as pub is uncertain, though the census of 1881 lists Frederick Smale, probably as the first licensee.

At that time the Gate Inn was a 'beerhouse' only. An 1884 'To Let' advertisement described the premises as having public and private bars, three other rooms, eight bedrooms, a large yard with stabling and a piggery. Like many other Hythe pubs, it was owned by the Hythe (Mackeson) Brewery.

Its name may be taken from a nearby Turnpike (or toll gate). It is also close to what was known as 'Gallows Corner' (where the traffic lights are now).

Above: an image of the pub's Inn Sign in the 1950s, containing the words: 'THIS GATE HANGS HIGH AND HINDERS NONE REFRESH AND PAY AND TRAVEL ON'.



*Right: the pub, circa 1934-1937 - photograph courtesy of Whitbread plc.*





# HERITAGE HYTHE

On This Site...Nos. 67-71 Dymchurch Road,

## The Gate Inn

*'The Tail of a Cat'*

In September 1882, the Folkestone and Hythe Advertiser reported an unfortunate fire at the Gate Inn - the pub then was the right hand property; the two smaller cottages on the left were private residences - when two boys from the adjoining cottages:

*'took it into their heads to tie some lighted substance to the tail of a cat. The animal ran from them and took refuge in a timber built building connected with the Gate Inn.'*

Fire from the cat's tail lit straw stored in the building and nothing could be saved. Mr Smale, the licensee was uninsured and the following March was declared bankrupt. It is not known if the two events were connected.



*Above: the Gate Inn in 1983.*

*Right: the pub in more recent colours and before its closure in 2011.*



*(photographs on this sheet and the Whitbread Inn Sign on the previous sheet are courtesy of the 'Dover Kent Archive')*



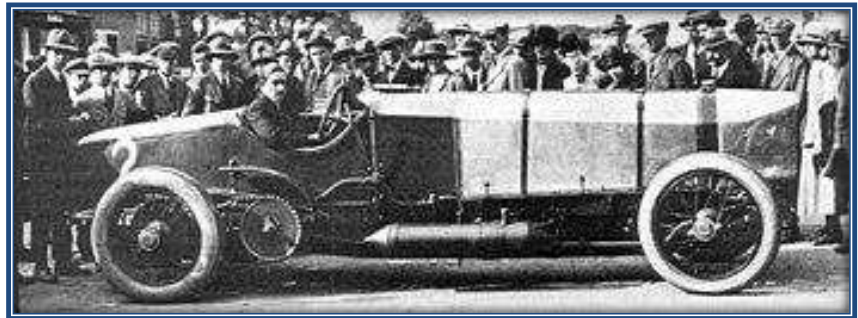
# HERITAGE HYTHE

On This Site...

## Romney, Hythe and Dymchurch Light Railway

(see also the RHDR Heritage Display inside)

The railway is the fulfilment of the dream of two millionaire racing drivers Captain 'Jack' Howey and Count Louis Zborowski. Zborowski owned and raced his '*Chitty Bang Bang*' Mercedes, but was killed while racing at Monza, in the Italian Grand Prix in 1924.



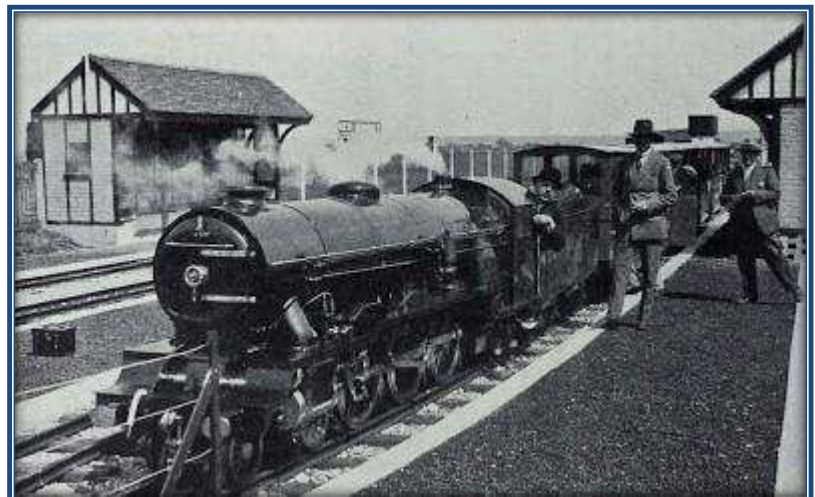
*Right: Zborowski at the wheel of his 'Chitty Bang Bang' Mercedes at Brooklands*

*- image from Wikipedia (courtesy of Ian Dunster)*

After Zborowski's death, Captain Howey continued searching for a suitable site for a small gauge railway. He commissioned the support of Henry Greenly who advised him about the Marsh. In 1925, he visited New Romney and knew at once he had found the right place.

Because the planned railway would cross public roads and private land, a lot of bureaucracy and a Public Inquiry were needed, but in May 1926, Captain Howey got the official go-ahead.

The 15 inch gauge railway was officially opened on 16 July 1927 by the Lord Warden of the Cinque Ports and ran from New Romney to Hythe. On that day the locomotive *Hercules* hauled the train, which carried the Mayors of both Hythe and New Romney.



Captain Howey - *seen standing beside 'Northern Chief' at New Romney Station* - was not satisfied with this eight-mile stretch of line and soon had plans to extend the service by another five miles of double line to Dungeness.





# HERITAGE HYTHE

On This Site...

## Romney, Hythe and Dymchurch Light Railway

(see also the RHDR Heritage Display inside)

The line between New Romney and Dungeness opened in 1928, laid directly onto the Dungeness shingle, which made it comparatively cheap to build. Named the 'Smallest Public Railway in the World' the railway became a popular tourist attraction and was often used for Sunday School outings – always followed by games and ice cream on Dymchurch beach – and on occasions for entertaining visiting dignitaries.



*Departure from Dungeness – source Wikimedia Commons*

The locomotive fleet was extended to nine main-line express engines, built to one-third scale. A fleet of luxurious coaches was built, many designed by Henry Greely, and the route was supplied with full signalling. At first, the services operated only from Easter to September, but in 1932 opening during Christmas week was found to be very popular, though frost on the rails could prove problematic. Dungeness became a favourite destination when the old lighthouse was opened to the public and the railway also served as public transport.



# HERITAGE HYTHE

On This Site...

## Romney, Hythe and Dymchurch Light Railway

(see also the RHDR Heritage Display inside)

During the Second World War, the line was requisitioned by the War Office. The military built the only miniature armoured train in the world. Armed with machine guns operated by soldiers, it patrolled the coast looking out for German raiders. The trains also transported ammunition and materials and equipment for the construction of concrete sound ranging detectors being trialled near Greatstone. They were also used to move troops and the station buffet at Hythe became a Forces canteen.



*Somerset Light Infantry troops man an armoured train, 1940*

*@Imperial War Museum H 4731*

Later, the line was used to support the building of PLUTO (Pipe Line Under the Ocean). After D-Day, the Allied troops in Europe needed petrol to maintain their advance towards Germany. This was supplied via PLUTO, which ran from Dungeness to Boulogne and could by 1945 deliver half a million litres of petrol a day. Unfortunately, considerable damage was caused to the track resulting in its reduction to a single track after the war.



# HERITAGE HYTHE

On This Site...

## Romney, Hythe and Dymchurch Light Railway

(see also the RHDR Heritage Display inside)

After the war, the line re-opened between Hythe and New Romney in 1946.

The New Romney to Dungeness section followed with a formal opening by comedians and film stars Laurel and Hardy on 21 March 1947 (*right and below - RHDR images*).



At New Romney, a museum was opened and a model railway built. It first ran for the public in May 1978 and has continued to run ever since – without the help of computerisation!



The railway's role as part of the local public transport network was extended in 1977 when school trains were provided to transport children to and from the Marsh Academy in New Romney. This lasted until 2015.

Although there is a dedicated permanent workforce, the railway depends heavily upon a large team of trained but unpaid volunteers to ensure that passengers are carried comfortably and safely. The RHDR carries over 150,000 passengers each year, celebrated its 80th birthday in 2007 and now looks forward to its centenary in 2027.





# HERITAGE HYTHE

**On This Site...Hythe Barracks/**

## **The School of Musketry/Small Arms School**

Hythe Barracks was created on this site in 1804 as home to the military (the Royal Staff Corps) engaged in the construction of the Military Canal from 1804-1809. The canal, supported by Martello Towers and three beach forts were the country's principal physical defences against the threat of invasion by Napoleon's forces.

*Below: two scenes of Hythe before and after construction of the barracks.*





# HERITAGE HYTHE

## On This Site...Hythe Barracks/

### The School of Musketry/Small Arms School

Although Napoleon was defeated and then exiled in 1815 the Royal Staff Corps remained at Hythe until 1837 when it was disbanded. The buildings remained and in 1853 became home to a new school (The School of Musketry) developed to train Officers (from far and wide) in the use of a new weapon - a rifle replacing the former musket.

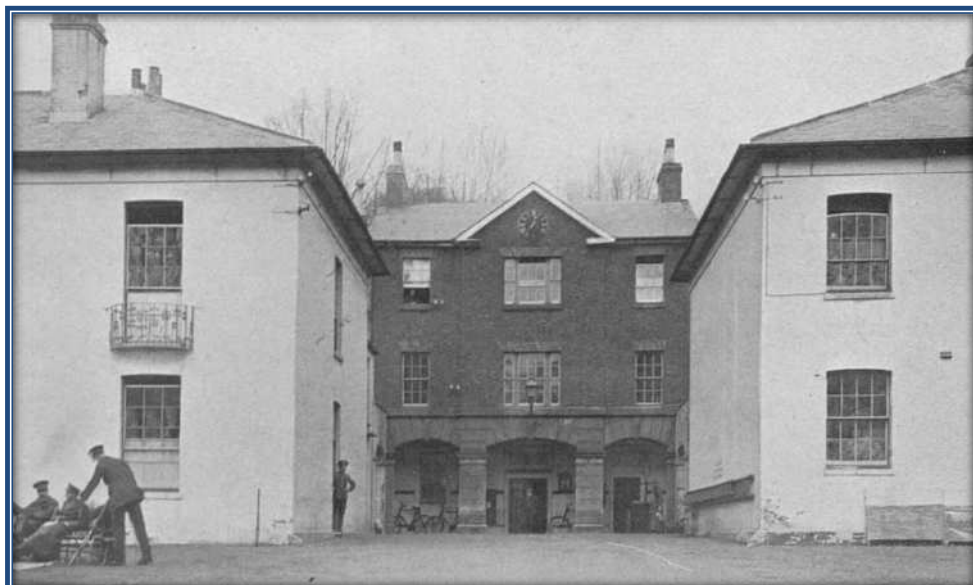
Out of respect for the Duke of Wellington, these new weapons were not brought into military use until after his death in 1852. Hythe became the

principal training ground, including the laying out of the beach firing ranges - still much in use today.



*Left: a postcard image of the School buildings taken from Military Road.*

*Below: the main entrance to the School buildings circa 1915*





# HERITAGE HYTHE

**On This Site...Hythe Barracks/**

## **The School of Musketry/Small Arms School**

Two rarely seen images of the School courtesy of the Great War Archive, held at the University of Oxford – recovered from a skip. They depict the exterior of the school buildings and officers relaxing inside at a time from 1903-1913. In the bottom picture, medals on a uniform sleeve relate to the Boer War campaign.



'The above item is from The Great War Archive, University of Oxford [www.oucs.ac.uk/wwlit/gwal](http://www.oucs.ac.uk/wwlit/gwal); ©  
[Stuart Lee on behalf of P Vainker]'





# HERITAGE HYTHE

On This Site...Hythe Barracks/

## The School of Musketry/Small Arms School

As a training school it had a lecture room and an internal firing range; supplemented by the extensive beach firing ranges.



*Left: the interior of the Lecture Room showing a fine display of rifle muskets (now held at the Small Arms Corp Museum, Warminster).*

*Right: Officers in training Jan 1915. This image is courtesy of the Imperial War Museum Collection*

*©IWM Q 53549*





# HERITAGE HYTHE

**On This Site...Hythe Barracks/**

## **The School of Musketry/Small Arms School**

During WW1 the School was used extensively for wartime military training. Below are two images from the Imperial War Museum Collection.

The first shows Officers being trained in the use of the Vickers machine gun Jan 1915 (©IWM Q 53550). Below that: Officers being trained in behind cover firing 1917 (©IWM Q 54112).







# HERITAGE HYTHE

**On This Site...Hythe Barracks/**

## **The School of Musketry/Small Arms School**

The School was renamed The Small Arms School in 1929. It remained present at Hythe until its removal to Warminster, Wiltshire in 1969.

*Below are further images of the former school.*



*Above: Lecture Room and Library Building*

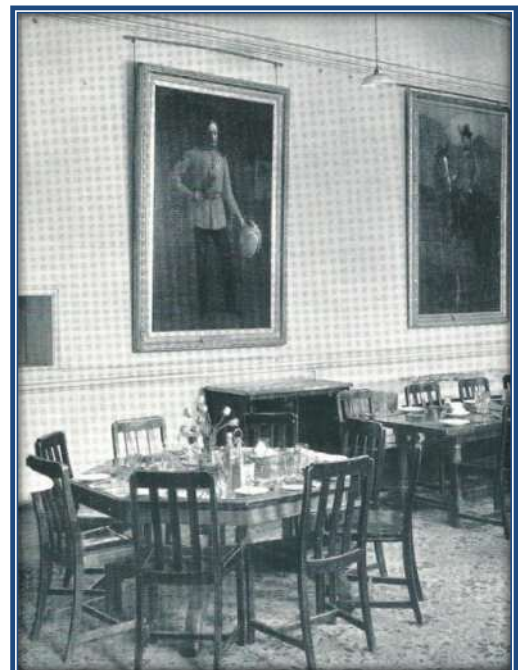


*Above: Officers' Mess*

*Below: Ante Room*



*Below: Dining Room, showing a painting of the first Commander - Colonel Hay*



## Reflections on Hythe

### A COURSE AT THE ARMY SCHOOL - a piece by Mike Umbers

An eight week Course at Hythe was mandatory for infantry officers. We learnt weapon handling and radio use, fieldcraft, shooting, teaching and coaching – the very tools of our trade. Most importantly we earned the qualification to conduct range work and field firing safely. A 'Hythe Qualification' was recognised world-wide and our instructors, members of the Small Arms School Corps, had world-wide respect (and still have).

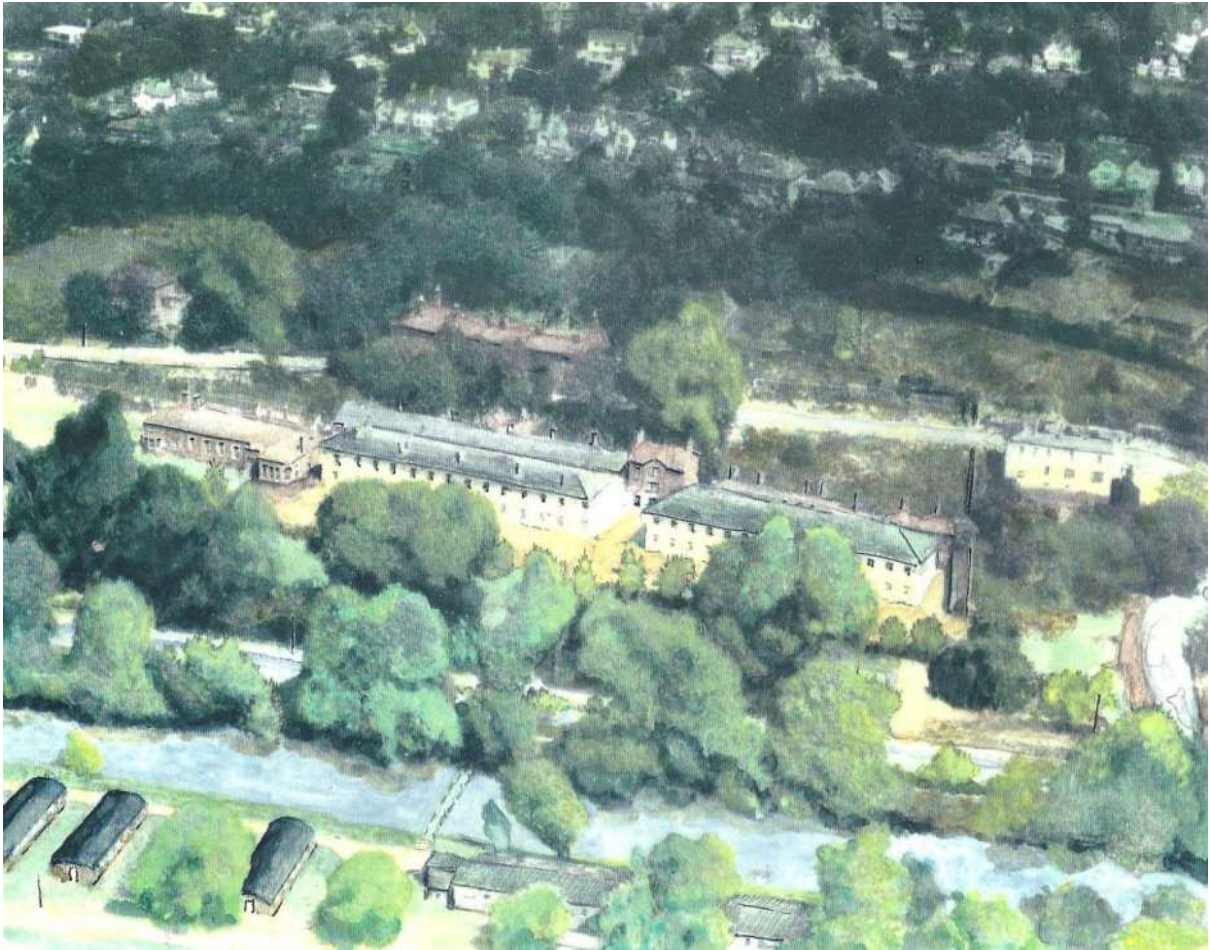
The Course began on a Monday morning. All Army courses begin on a Monday morning, meaning you lose half your weekend and have to travel on a Sunday, the worst day for train services. First impressions were not good.

On a chill October evening in 1960, fifteen or so young officers laden with kit got off the last Sunday train at 'Sandling for Hythe' junction and looked about us for transport. None appeared. The duty rail employee used a pole with a hook on the end to pull the chain on the gas-lamp, replaced the pole, locked the station door and disappeared on his bike without so much as a 'Goodnight', leaving us darkling. We looked about us.

A Smartphone would have been useful, but they were twenty years away. One enterprising gentleman climbed the lamp-post and pulled the other chain, so we had light on our predicament. Eventually a 4-ton truck did turn up and took us to the Mess – about where the Sainsbury trolleys are stacked today.

We were met by the Adjutant; we knew it was his fault we had not been met, and he knew we knew, but as a Captain he was not going to apologise to a bunch of youngsters and made up for his lapse by pretending it was our fault by arriving so late, curtly telling us to check the list on the notice board to find our allocated rooms, and to come quickly to get some food as the Mess kitchen was about to close. 'Oh, and don't unpack all your kit – if you fail your 'Passing-In Tests' tomorrow, you'll be on the next train back to wherever you came from' – the dreaded RTU (Returned to Unit – rejected, not good enough, explain that to your CO!)

There were two blocks, Hay and Halliday, named after former Commandants. I was in Halliday. My room contained a single bed (officer pattern), tables bedside, chests 5-drawer, tables 4 foot writing, with chairs upright, and an armchair. Oh that antique armchair: leather, padded arms, tiny brass wheels, worth a fortune today!



*Above: Aerial photograph of the School and the Canal Huts on Holman's Field (bottom foreground). The connecting footbridge over the Canal is still in situ. Beyond, the Officers' Mess and the two accommodation blocks, 'Hay' and 'Halliday'. Behind these is 'Radcliff' block in the trees, and far right, the Commandant's House, both still extant.*

I looked underneath – army furniture today has a NATO stock number; in 1960 it was labelled 'MOD' or in earlier times, 'WD'. My armchair read **VR!** It must have been there since the School was founded in 1853!

It stood before a fireplace containing a neatly laid fire, with sticks and coals ready to light, and a half-bucket of coal on the hearth. This was luxurious. And a 'batman' employed to lay it daily (mine was Mr Cross, a WW2 Veteran with a fund of army stories enlightening to a rookie). Only later did I discover that an evening and a night lasted a lot longer than the permitted ration of half a bucket of coal. I had just returned from Kenya, my blood thin and full of Paladrin (the anti-malaria drug). I should have volunteered for a summer course, but it was too late now.



Next morning we trooped across the footbridge (still there, and still in use) over the Canal to our Instructional Huts and the dreaded passing in tests. I was not 'Returned To Unit' and could unpack fully with relief. The training took place in these huts, the grass triangle around them (now Holman's Field), the Reachfields Training Area (now Hythe Football Team ground), and of course the firing Ranges.

It was an intensive course, needing a lot of evening preparation, and we earned our 'Hythe Qualification', though it would have been wrong entirely to neglect the attractions of the Red Lion, the White Hart et al. When it was over and the most unpopular student had been duly thrown into the Canal at Scanlons Bridge as tradition demanded, it was home for Christmas, then to reassemble at Warminster in January for the follow-on mandatory eight-week course, in infantry tactics.

Three years later (October 1963) I was posted back to Hythe as an Instructor. No one met the train! But I was a captain now, and took a taxi. My new room was in Radcliffe Block which survives still, overlooking the Sainsbury car park. I quickly went searching for Mr Cross in the hope of locating my chair, but the G-Plan age had taken over, and it had disappeared.

I did not know it then, but I was destined to return to Hythe Ranges in 1984, after a soldiering career in many countries and long after the School had closed, and I have lived here ever since.



*Above: Military Band performing during part of the School's closing ceremony (8<sup>th</sup> November 1968 – the School moved to Warminster early in 1969, where it remains today)*





# HERITAGE HYTHE

Sainsbury's

First Hythe Store – Opened November, 1935.



NOW OPEN

## SAINSBURY'S

NEW BRANCH

### 103, HIGH STREET

### HYTHE

THE NEW STORE has been opened to give residents of Hythe and the neighbouring district the opportunity to enjoy the advantages of personal shopping instead of making their purchases through the roundsmen of the Folkestone depot as hitherto.

HYGIENE and CLEANLINESS have been studied from every viewpoint in the construction of this splendid shop, which is well worth a visit.

DEPARTMENTS.

Provisions.	Groceries
Dairy Produce	Charcuterie
Poultry & Game	Fresh Meat

## J. SAINSBURY

Telephone — HYTHE 67293.

Prior to opening a store at 103, High Street - now JC Rook and Son - in November 1935, Hythe's Sainsbury's customers were served by a 'roundsman' from the Folkestone depot.

Top left and right are images from the 'shoppers leaflet' – HCS archive

Top right – the High Street store in the 1960s – courtesy of the Sainsbury's Archive



# HERITAGE HYTHE

**On This Site...1 Military Road,**

**The Ordnance Arms and Military Terrace**



*(photograph by kind permission of Whitbread plc)*

On the site of the BP Petrol Station, stood the attractive 'Ordnance Arms' public house, present from the 1840s. It is mentioned in Bagshaw's 1847 directory of Hythe, when Jas Smale was the landlord.

Its close proximity to the School of Musketry (later known as The Small Arms School) made this pub a popular venue with military officers.

To the left is 'Military Terrace', originally barrack staff cottages. The terrace was Grade 2 Listed in 1974.

The image is circa 1934-1937, when the landlord was a Mr William Beaton. To the right of the pub's car park was a motor garage.





# HERITAGE HYTHE

On this site...1 Military Road,

The Ordnance Arms and Military Terrace



*(photograph by kind permission of Whitbread plc)*

*Above: the Ordnance Arms showing its attractive facade circa 1934-1937.*

In April 1920, the 'Herald' reported that the local branch of the National Association of Discharged Soldiers and Sailors (which in 1921 became the British Legion) held a successful 'Smoking Concert' at the Ordnance Arms. Smoking concerts were popular men only musical events during the 1920s.

In January 1933, the local 'Herald' newspaper reported a burglary at the pub involving the theft of its safe. The empty safe was later found abandoned in Canongate Avenue (on the east of the town) - not a good time for the landlord, William Beaton.



# HERITAGE HYTHE

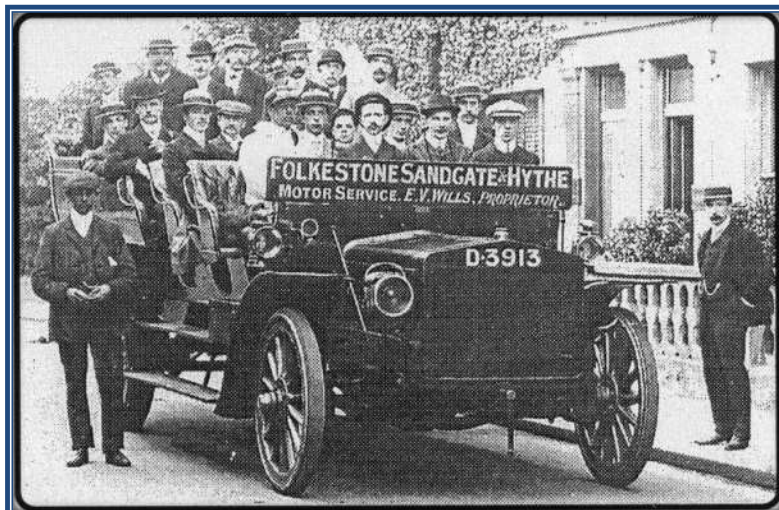
On This Site...1 Military Road,

The Ordnance Arms, and Military Terrace



Above: an earlier photograph of Military Road showing two Folkestone – Sandgate – Hythe route Maltby 30 seater charabancs parked outside the Ordnance Arms pub (behind the trees). These were built at Maltby's works in Sandgate.

The vehicle in the right foreground, Reg No D 3913, is also pictured below with an all-male outing on board (*image courtesy of Dover Kent Archive*).







# HERITAGE HYTHE

On This Site...1 Military Road,

## The Ordnance Arms, and Military Terrace

At a short distance west from the Ordnance Arms and Military Terrace, situated on what is now the Sainsbury's supermarket site, stood the School of Musketry, later to become the Small Arms School. The



school was established in 1853, on the site of the former Hythe Barracks, created for the Royal Staff Corps (RSC) in

1804-5. During 1804-1809, men of the RSC were used to construct the Royal Military Canal, as a strategic Napoleonic war defence under the supervision of Lt Colonel John Brown.



Hay House (left - constructed in 1804 and Grade 2 listed in 1974) is a short distance away along Sir John Moore Avenue, and was the Commander's residence. It is the only remaining building from the

Napoleonic period Hythe Barracks.

At the same time as establishing the musketry school, the Hythe Firing Ranges were set out on shingle land leading to the beach foreshore; these remain in regular use.



# HERITAGE HYTHE

## On This Site...The Drinking Fountain



*The fountain in an earlier colour scheme circa 2005 – courtesy of Chris Melchers*

In 1886, Thomas Judge, Hythe's Town Mayor and a respected local businessman, donated the drinking fountain to the people of Hythe. Originally, it was installed in the wall of Dr Fagge's house, next to the Town Hall in the High Street but, when the house was pulled down to make way for a new bank, it was relocated in the wall of what was then the Mackeson Brewery in Red Lion Square.

During the 1970s, it was the job of Hythe's Environmental Health Officer to test the water annually and it was always found to be satisfactory. However, the metal cup which was once attached was removed for hygiene reasons in 1965. The brewery was demolished in 1975 but the drinking fountain has remained in the wall ever since.<sup>1</sup> It is hoped that one day it might, once again, provide liquid refreshment.....?

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<sup>1</sup> Information for this poster based on 'memorial drinking fountains blog: Denise Rayner'



# HERITAGE HYTHE

**On This Site...No 1 High Street,  
Mackeson Brewery Buildings**



Mackeson House, decorated at the time of Q.E.II coronation in June 1953. Showing the off-licence at the northern end with ornamental pediment, now removed and the north end converted into a three-storey building.

*Below, a fleet of Mackeson Drays*

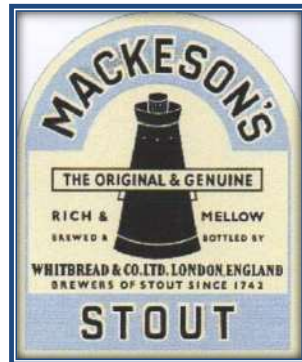






# HERITAGE HYTHE

On This Site...No 1 High Street,  
Mackeson Brewery Buildings



The Georgian building adjacent to this square was the Mackeson Brewery head office. The northern extremity of the building was of single-storey and housed an off-licence. The floor of the off-licence was it is believed, made up of a mosaic. The car park behind the head office building was the site of the brewery. The 'Maltings' or Malthouse, in part, still remain. They can be seen from this site on the opposite side of the road at the bottom of Malthouse Hill. The 'Malthouse Arcade' as it is now known is a popular antiques market on Fridays and Saturdays. Take a look inside.

***"IT LOOKS GOOD, TASTES GOOD, AND BY GOLLY, IT DOES YOU GOOD."***



*Minnie Coldwell, Ena Sharples, and milk stout at the 'Rovers Return'*

The advertisement caption featuring the late Bernard Miles was broadcast on television in the 1960s. It advertised Mackeson Milk Stout, first brewed in Hythe on this site in 1907. Milk Stout uses whey, lactose and hops. Believed to be nutritious, it was recommended to nursing mothers and also, dare we say, to Ena Sharples who made it her tippie in the snug bar of Coronation Street's 'Rovers Return'.





# HERITAGE HYTHE

On This Site...Mackeson Square

The Hythe Brewery



The Hythe Brewery was established in 1669 by James Pashley and in 1801 came into the hands of the Mackeson family. Early expansion resulted from the influx of British soldiers in the area who had located to combat the threat of a French invasion.

The brewery's most famous product, introduced around 1907, was Milk Stout, which later was produced under licence by other brewers. Whitbread acquired control of the brewery through Jude Hanbury & Co. Ltd., in 1929, but brewing continued at Hythe up to May, 1968.<sup>1</sup>

For more information about the brewery, see the display at the Malthouse Arcade

<sup>1</sup>Text for this display sheet is courtesy of Paul Skelton, [www.dover-kent.com](http://www.dover-kent.com) a specialist Kent pub history site



# HERITAGE HYTHE

**On This Site...Mackeson Square**

## **The Hythe Brewery**

Having acquired Mackeson and Co in 1929, Whitbread made Mackeson Milk Stout one of its most important products, with significant marketing to match. Its heydays were the post WW2 period and the 1950s, when the lactose content was at its greatest.

When the brewery closed in 1968, Whitbread transferred production of Mackeson Stout to Sheffield. In 2000, Whitbread sold its brewing operations to Interbrew of Belgium and also sold its pub operations. However, the Hythe legacy of Mackeson Stout continues as the mellow stout is still available and also produced internationally.

*Below: images of the last days of the brewery site before its sale and demolition in the 1970s.*



## ACKNOWLEDGEMENTS

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To all others who helped and contributed

And finally, a big thank you to residents, visitors and local businesses for all the great feedback and the encouragement given.



# The Book of the Posters Vol. 5

THE END

Other Volumes in the series

Vol 1 - The High Street

Vol 2 - Church Hill Trail

Vol 3 - Fisherman's Beach Trail

Vol 4 - Ladies' Walk Trail

