A VISIT TO SOUTHWOLD

CONTAINING OVER
150 PHOTOGRAPHS
OF
HISTORIC INTEREST
Introduction

In England it is the small country towns, like Southwold, which contribute so greatly to the English scene that charms alike the foreigner and the native sightseer.

A main thoroughfare, lined with old residences or old houses converted into shops; a stately church, a little removed from the bustle of the street; a market cross or parish pump; some ancient inn; a river or the sea nearby, typical of Southwold.

The visitor wants to find out something of the place he is in — its principal sights — and its local background. He can hardly miss the Parish Church, Town Hall and local Museum, but what was the town like in the past century or two?

It is not generally known that until comparatively recent times the town of Southwold was situated almost entirely to the south side of the Church.

As late as 1884 Field Stile Road was literally a “Field Stile” lane, and the only buildings were those of the Town Farm, a small Brewery and a Windmill, Baggot’s Mill.

Southwold was lucky in having its own Historians — especially Thomas Gardner and Robert Wake.


Nearer the present, in 1948, Mr. F. Jenkins published the Story of Southwold containing 155 pages of history and photographs.

In 1931 a visitor to Southwold gave the following description of Southwold:-

At least five very good hotels supply their guests and other patrons with a glass of good “Bitter” for 3d, or a good bottle of Ale for 4d, and both are guaranteed to be produced from English barley.

But one of Southwold’s greatest assets, not controlled by the Mayor, 4 Aldermen and 12 Councillors, is its bracing pure air, plenitude of Sunshine, and its magnificent ocean tides and 100 mile outlook towards Holland, from whence de Ruyter sailed in 1672 and fought the Allied Fleets of England and France in Southwold Bay, then known as Sole Bay.
The title is based on a set of Lantern Slides prepared by my father, Frederick Jenkins, who came to Southwold as a photographer at the beginning of the twentieth century. This set of slides together with a description of Southwold was often loaned out to speakers in various parts of the country to advertise the then little known watering place in Suffolk, which had been connected to the network of railways by the narrow gauge line from Halesworth to Southwold.

These lantern slides together with many others which were made in the early part of the Century formed the basis of a lecture which my Father gave on many occasions while I acted as projectionist.

After my Father died in 1954 I was persuaded to revise this Lecture and for many years I have been showing these slides for visitors to Southwold.

Since 1980 I have been constantly pressed by family and others to produce a pictorial record of these early slides together with others of past Southwold, but the difficulty has been in deciding which to reproduce and which to leave out. In doing so I hope to give some idea of what it was like in Southwold during the early part of the twentieth century for both residents and visitors.
The Battle of Sole Bay.

On the 7th June 1672 there took place one of the most important and interesting events in the history of Southwold, the battle of Sole Bay, fought between the English and the Dutch.
James II Charter 1685
Initial Portrait: James II
3 Skins 2 feet 4½ inches wide, 1 foot 11 inches deep
James II head in Oval, 6 inches by 5 inches.

William and Mary Charter 1689.
Initial Portraits: William and Mary.
4 Skins 2 feet 8½ inches wide, 2 feet ¾ inch deep.
Mary’s Head in Oval 3½ by 3¾ inches.
Picture of a castle on one of the panels of the Screen in the Church dating about 1260. It is said that Richard de Clare, Earl of Gloucester, on exchanging his Manor of Mildenhall with the Abbot of Bury St. Edmunds for that of Southwold, obtained in 1259 licence to fortify his Manor house and "to enclose his towne of Southwold with a wall". In after years the property passed to one Skilman, and the site of the Castle is said to have been on that part now called Skilman's Hill.

A page from Gardner's History dated 1754.
The Southwold Seals. Silver and Brass.

The Silver Seal. Two arrows in saltire enframed with a ducal coronet or crest, a bust of a man coupled at the breast, vested and regally crowned, at the base of the Seal is the letter S reversed.

The brass Seal has the addition of a dolphin in chief and the letters E. S. Southwold.
The Town Sign.
Depicting the Town Coat of Arms
and the Battle of Sole Bay.

The Mayor's Chair.
Made of bog oak from the ancient
forest of Easton Bavents.
Made by a local craftsman for
Alderman F. Jenkins when Mayor, who
presented it to the town.
Three early engravings of Southwold.

View from Reydon 1826 showing the Bear Inn at Reydon Corner.

View of Gun Hill from Ferry Road in 1826 showing the Casino, also the Salt Works and Bath House in Ferry Road.

View of Southwold from Walberswick showing the River Blyth at Blackshore and the early White Mill on the Common belonging to the Corporation.
Early bridge into Southwold, known as Mights Bridge, built in 1783 at the cost of £198 to replace a ‘Cause’ or Causeway which was shown on a map in 1588 in connection with the proposed sea defences against the Armada. This view shows few buildings north of the Church.

The replacement bridge of 1898. At the opening the Mayor attired in his official robe, was accompanied by the Mayoress on the “Box” seat of a carriage, with the Town Servant with the ancient mace. A new bridge was built in 1926 being 40 feet wide.
Sole Bay Brewery about 1872 when George and Ernest Adnams arrived from Berkshire to take over from the previous owner Samuel Hayden Fitch. This partnership was later succeeded by that of Adnams and Sergeant and finally by the incorporation of Adnams and Co Ltd in 1890, registered as Adnams and Co PLC in 1981. From small beginnings as an extremely local brewery, the company prospered and expanded, taking over breweries at Orford in 1890, Aldeburgh in 1924 and Eye in 1937 and its operations now cover much of Suffolk, Norfolk and parts of Essex, Cambridgeshire, Hertfordshire and Bedfordshire, with a large free trade in addition to Adnams' many tied houses.

There is a strong family tradition in the management of the brewery. John Adnams is the Chairman and Joint Managing Director and his son Jonathan Adnams is the Distribution Manager. One of the executive Directors is Simon Loftus whose grandfather and father both filled the post of Managing Director following the acquisition of a substantial shareholding in 1902. Adnams now remains one of the few independent breweries in the region.
The Southwold Railway was the only three foot gauge public railway in England. The Company was incorporated by Act of Parliament dated 24th July, 1876 for the construction of a line between Halesworth and Southwold, a distance of nearly nine miles. The line opened on 24th September, 1879 and closed on 11th April, 1929 after fifty years of service.

Showing some of the crowds who travelled on the train during the summer. The journey from Halesworth took thirty-seven minutes, calling at Wenhaston, Blythburgh and Walberswick. There were four trains daily each way and there was a speed restriction of sixteen miles per hour imposed by Board of Trade regulations.
The Great Eastern Railway commenced a Bus Service between Southwold and Lowestoft in July, 1904. This photograph is of the G.E.R. Bus No. 1, (BJ203) just leaving Southwold.

Another Bus (BJ206) in the Market Place. These buses seated sixteen inside, eighteen outside, and two beside the driver.
The old Guildhall, first mentioned as being used for meetings in May, 1806. This building stood on Bartholomew Green between the entrance to the Churchyard and the western end of the church wall near where the stocks stood. This building was taken down in 1815. The new Guildhall and Admiralty warehouse was then built where the present school now stands.

The National School which was built on the site of the second Guildhall, which was purchased for £315 in 1841. The school was later replaced by the modern building.
A drawing of the Market Place prior to 1819, showing the gaol on the right on the corner of Queen Street where there is now a greengrocers shop.

A photograph of the Market Place in 1890, showing East Street on the left and Queen Street on the right.
Market Place about 1890 showing Hanner the Chemist, Canova the Watchmaker with shop adjoining which were later converted into one shop. Next to Childs Yard is a barbers shop and a refreshment room.

Another view of the Market Place about the same time, showing the Town Hall and Swan Hotel. The building on the right at the corner of Queen Street was the old Borough gaol, erected in 1819 and comprises only a small airing yard, two cells, and an upper chamber. Extracts from the book kept for persons admitted showed in 1822 'Four men for smuggling', and in 1824 'A Tinker for striking Sarah Julians with a pair of bellows, the which bellows did belong to her'. In 1835 John Gillings escaped from gaol by jumping over the brick wall.
The Market Place in 1890 on a Market Day, showing Lloyds Bank on the left, then Hanner the Chemist, Canova Watchmaker, and Denny and Son, Tailors. The stalls were of uniform size and belonged to the Corporation.

Another view of the Market Place showing the town pump also the Town Hall the ground floor of which housed the fire engine which at that time was horse drawn. Next to the Town Hall is the General Stores which was burnt down on 3rd April, 1930 allowing Church Street to be widened.
Early view of High Street looking towards the Market Place showing cobbled area in front of houses and shops. On the left is the Crown Hotel showing the shops on either side before they were modernised.

High Street showing shops No. 94 and 96 High Street about 1880. The gateway was later replaced by living accommodation and a Tailor's shop, then by a photographic shop and studio before being taken over in the 1970s by the Crown Hotel as a dining room.
The Old Vicarage in the High Street showing the cellar entrance surrounded by railings. This building was later converted into shops and a Club, but the front elevation was restored to the original in 1982 and the interior converted into offices.

In this photograph the Fire Station was situated at the rear of the newsagents shop with a notice saying “Key next door”.

The same building showing the shops with the Eastern Bus Company at extreme right in 1938.
A row of houses in High Street before the ground floors were converted into shops. In numbers 55-57 there is an oak beam carved with a text from the Tyndale's Bible of 1525: "But when thou prayerst enter in (to thy) Chamber and shut thy doore to the (e) & praye to the Father which is in secrete & thy Father which seyth in secret shall (reward thee openly)."

Showing a part of the carved beam. The commencement of the sentence and the last words are in adjoining houses, but part of this beam can be seen in one of the shops. Tradition has it that this beam belonged to the old Chapel or Church which was burned down in the 13th Century before the erection of the present Church.
Sutherland House in High Street showing the house next door which was converted into a confectionery shop and later the Electricity Showrooms. The old cottages below were demolished to widen the entrance to Victoria Street which was earlier named Camels Lane.

The interior of Sutherland House. The deeds of this house commencing from the thirteenth Century were unfortunately lost about 1880. In a deed of the seventeenth century the fact that the ceilings were prepared for the stay of the Duke of York (afterwards James II) is mentioned.
High Street in 1890 showing the Southwold Arms and Sutherland House on the right. On the left can be seen the bay windows of Wymering House before it was altered to a doctor's surgery. There was a building plot between Wymering House and 49 High Street.

Eastaugh's bread delivery cart in front of their earlier shop near the Southwold Arms in High Street before 1903. The new building was later converted into two shops.
Archway over High Street entrance to Woodleys Yard demolished in 1881.
United Reformed Church on left and Barclays Bank on right.

Poster advertising the Public Omnibus which met the trains from Darsham Station before the Southwold Railway opened in 1879.
Rutland House next to Bank Alley in the High Street. Part of this was the main Southwold Post Office before it moved to its present site. Later the whole ground floor was converted into shops.

The Gas Works were situated in Station Road on the site of Crick Court. The town was first lit by gas on 21st September, 1848 when each lamp was lit by hand. Later there were 'clockwork' time switches. The gas street lighting gave way to electricity in 1958. For many years the Fire Station was situated next to the Gas Works.
Fishermen's cottages in Church Street which have been modernised in recent years. In 1584 Church Street was a "Bierway" to the Church, and was so narrow that "little children have been put in jeopardy of their lives" by the passage of a cart, and so muddy that people often went up to their ankles in the mire.

It was once ordered that the way should be stopped by posts to prevent further trouble in the lane.

The High Street entrance to Church Street was very narrow until the fire which destroyed the general store owned by Mr. W. Denny. The new building was set back a few feet so widening the street. The Brickmakers Arms is on the left.
Corner of the Market Place and East Street when the premises were used as a grocery and drapery store, and at one time the Post Office.

East Street looking towards the Market Place during the Queen Victoria Jubilee, showing a garden on the left before the building of a shop. The Lord Nelson is on the right.
Row of old houses on Barnaby Green in 1913. These were later demolished and replaced by a modern house and shop.

Mr. R. J. Allen's Stonemasons Yard opposite the Kings Head, High Street, later converted into modern houses.
Flour Mills, North Green in 1903, later Fordux Mattress Factory then converted into Flats and named St. Edmunds Court.

Derelict cottages at the junction of North Green and Field Stile Road which are covered by a preservation order.
A street musician with his accordion and monkey collecting pennies from children outside the Crown Hotel in the High Street in 1908. The author is the centre child standing on the road.

A common sight before the 1914-18 war was the performing Russian Bear which used to visit many towns. This photograph was taken outside Barclays Bank in the High Street.
Southwold's Private Zoo belonged to Mr. F. Hill, an undertaker and cabinet maker. His Menagerie contained over the years, jackdaws, monkeys, rabbits, guinea pigs, gulls, ravens, ducks, budgerigars, bantams, doves, owls, and baboons, also a tortoise which was 109 in 1934. Many of these animals were trained to do remarkable things.

Mr. Button, who lost a leg during the construction of the pier in 1900, earned a few coppers during the summer months by exhibiting a model of the pier head, and sometimes a model of the Church which he had made.
View from the Church Tower about 1900 looking North, showing the Town Farm and Cottage Hospital, with a few houses in Cautley Road but no buildings in Hotson Road and only a few early houses in Pier Avenue.

A view of the Church from the Lighthouse showing the houses in Hollyhock Square in lower left hand corner which were bombed during the raid on 15th May, 1943.
Interior of the Church showing the beautiful angel hammer beam roof which extends continuously the whole length of the Church, being plain over the nave, and coloured over the choir.

There is also the Mediaeval Screen stretching right across the whole width of the Church. In 1930 the accumulation of dust and dirt of centuries was removed which brought back the original colouring to fine effect. On the centre of the Screen are represented the Twelve Apostles.

Southwold Jack

For many years this little figure had performed the duty of striking a bell to notify the hour to the congregation. It was attached by mechanism to a clock in the Belfry, but when the organ, presented to the Church by Solomon Grout, was put in the gallery, which at that time went across the west end of the Church, "Jack" was taken down and set up in the arch on the North side of the Chancel, so that some official could pull a cord attached to it and cause it to strike the bell to announce to the organist that the clergymen were ready for public worship. In the latter years it was placed at the West end by the tower.
The Corporation in the Borough days consisted of the Mayor, four Aldermen, and twelve Councillors, together with the Town Clerk, Borough Surveyor, Bellman, Sergeant-at-Mace, the Vicar and Medical Officer of Health. This picture shows a group in 1932.

The old open "Dust Carts" in the early days outside the Town Hall before the balcony was erected.
Honorary Freemen of the Borough of Southwold

During the period from 1910 there were eleven who attained this Honour. This photograph was taken in 1927 and shows the Honour being conferred on Mr. H. E. Smith of Kessingland for the bravest deed of heroism performed in 1926. The two Aldermen on the left, A. J. Critten and F. Jenkins, were made Honorary Freemen later on.

The names of those who attained the high Honour appear on a special board in the Council Chamber in the Town Hall.

Andrew Matthews 1910 Andrew James Critten 1945
Edgar Pipe 1920 Frederick Jenkins 1951
Thomas Meakin Farmiloe 1920 Mabel Josephine Critten 1954
Henry Winslow Woollett 1920 John Burlong Denny 1960
Henry Edward Smith 1927 Georgina Fanny Julia Foster 1971
Ernest George Naunton 1937

31
On this occasion in 1934 the local firemen wearing their brass helmets are being presented with their long service medals by the Mayor, Mr. Edgar Pipe, in the Market Place.

The first Council Houses or Municipal Dwellings were opened on 17th July, 1905 in St. Edmunds Road in the presence of members of the Town Council.
On 13th March 1869, resolved on the occasion of holding the Fair on Trinity Monday, the booths and other
amenities be placed in High Street, Queen Street, and Market Place, also on Bartholomew Green if required. It
was the custom for the Mayor and Corporation at the Opening of the Fair to have the first ride on the
roundabout in the early days. Now they ride in the dodgems.

Before the opening of the Fair the Mayor and Mayoress distributed money to the school children. On this
occasion it was 6d per child to spend at the Fair. The author was Mayor on both these occasions.
The custom of beating the bounds goes back, it is said, to the year A.D. 452, and its purpose was to impress upon the inhabitants the boundaries of their native town. Two verses from an ancient poem:

For having driven a post,
Battered B.S.R.,
They took a little vulgar boy,
And then a liberty.

They raised his little shirt tail up,
And dropped his knickers down,
And then they twigged him round about
On the — Bounds of Southwold Town.

A welcome break for refreshments at the Harbour Inn.

And there two cases of beer abide
The coming of the boats
And all too soon that British beer
Splashed down those British throats.
The early existence of a ferry across the Blyth is established by the evidence in an inquisition taken at Dunwich in 1236, when Margery De Cressy, Lady of the Manor of Blythburgh and Walberswick was enjoined to keep a ferry boat on her side of the river, as Dunwich did, and exact the same customs — one halfpenny for man and horse.

Until the formation of the River Blyth Ferry Company in 1885, and the provision of a ferry worked by a hand wheel on a chain, and then converted to steam in 1899 the crossing was accomplished by open rowing boat. One early recorded tragedy was the capsizing of an overloaded vessel. Its twenty-one occupants, all coming home on a July evening in 1616 from St. James’s Fair at Dunwich were drowned, including Elizabeth Yonges, the Vicar’s daughter. The Ferry closed in 1941.
The Harbour entrance about 1900 showing the wooden jetties before the concrete quay was built.

The River Blyth showing the Steam Ferry and the footbridge over the entrance to Salt Creek about 1900 before being replaced by roadway. This bridge was removed in 1907.
Southwold Harbour quay wall was constructed in 1906. This picture shows the fishing activities in 1910. The busiest times were before the 1914-18 war.

During the fishing season the Scots girls were kept busy gutting and packing herring. All this came to an end at the outbreak of the 1914-18 war. The fish market building stood derelict for many years.
The Salt Works were situated at the head of Salt Creek, up which sea water flowed into a well, over which stood a small windmill with cloth sails and an open-top pump. Water was pumped along open troughs and over the road to the salt pans. As far as can be ascertained, the Southwold Salt Works were the last to operate in Suffolk.

An early drawing of salt this Compan which, in its l

The Bath House where hot salt water baths could be enjoyed by visitors and local people alike. Also shown is the wind pump and trough over the road to the salt pans.
An early drawing of the salt pans. Apparently it was possible to make a profit on fine table salt, but for coarse salt this Company could not compete with the big firms, and this led to the gradual decay of the industry which, in its heyday, was capable of filling the British Free Fisheries' warehouse with a thousand tons of coarse salt for the Iceland fishing boats.

ESTABLISHED 1660

TRADE MARK

THE CELEBRATED SOUTHWOLD CRYSTALIZED SEA SALT

The Salt Works' Trade Mark.

A popular song among Southwold fishermen and children as they played on the banks of the river began:

'Twas Friday morn when we set sail
And our ship not far from the land,
When we espied a fair mermaid
With a comb and a glass in her hand.
Model yacht regattas were held regularly every year on the pond beside Ferry Road, opposite the Lifeboat shed which stood on the beach. Later on they were held on the new pond by the Boating Lake near the pier. Photograph 1930.

Yacht Regattas were regularly held in the Harbour before the 1914-18 War as shown in this photograph taken in 1911. The Fish Market can be seen in the distance.
A quiet game of dominoes in the Sailors' Reading Room which has a fine record of maritime pictures and relics. Visitors are welcome at all times.

A common sight on the Southwold beach during the spratting season. Sprats were always served at the Mayor's Dinner when the Mayor's year used to commence in November.
Arbor Day held on St. Edmund's Day was started in 1908 with the planting of trees on St. Edmund's Green opposite the Hospital.

A procession was formed in the Market Place, consisting of the Mayor and Corporation, the Boys' Brigade, the Vicar, and members of the Traders Union with banners. They marched to St. Edmund's Green where three trees were planted, one by the Mayor E. W. Moore, the second by the Vicar Rev. C. H. Sutton, and the third by Mr. E. Pipe, Chairman of the Traders Union.

From a photograph of the Arbor Day procession leaving the Market Place for St. Edmund's Green.
Whit Monday Sports on Southwold Common were a great attraction for many years when many championship races took place.
This picture shows the grandstand in 1909, the whole area being completely surrounded by a canvas screen.
The sports began in 1902 and finished in the early twenties.

On 30th October, 1906 H.R.H. Princess of Wales paid a visit to Southwold, arriving on the ferry from Walberswick.
Gun Hill about 1905. These guns were last fired in 1842 as a loyal salute in honour of the Birthday of the Prince of Wales, when one charge exploded in the bore killing James Martin.

August Bank Holiday on Gun Hill about 1905 showing the crowds watching the lifeboat launching and display which took place annually.
View from Gun Hill looking towards the Harbour showing the building on the beach where the early lifeboats were housed.

Gun Hill showing the Casino which was erected in 1810 and occupied as a Subscription News Room, and later as the Coast Guard Station. The well known lifeboat coxswain Sam May is seen standing by his bathing plot shed.
This building on South Green which was generally known as the Town Hall had a carved stone over the doorway. The upper part being the Arms of Southwold and the lower ones of Strickland and Chapman. The initials R.M. are of Robert Milbourne one of the Bailiffs in 1673.
The Red Lion Inn on South Green in 1855, showing the wine shop at the corner of Pinkneys Lane and a part of Queen Street.

The house on the right on South Green in 1865 was the Old Customs House which was formerly a Public House called the "Nor Sea Boat". Acton House now stands on the site.
South Green from the Gun Hill in 1870 showing the old houses on the right before rebuilding.

A later view between the two World Wars showing railings across the green leading to Gun Hill, and the roadway then closer to the houses.
Early scene below Centre Cliff and the Sailors’ Reading Room in 1860 when there were many fishing boats and sheds on the beach in the days before groynes and sea defence works.

The same scene not long before the pier was built showing groynes and early wooden breast works for the protection of the cliffs. At this time there were fewer fishermen’s boats and sheds in front of the town centre.
Centre Cliff in 1885 before the Hotel was built; showing the Sailors' Reading Room, the wide path and also the first groyne which was named Adnams folly. Most of the path and score were washed away. The Camera Obscura was a popular attraction in the early days, a prism in the roof reflected a panoramic view onto a table in the darkened interior.

In the distance can be seen the original Lighthouse which was a wooden structure on the beach at the foot of the Gun Hill.

This picture was taken from the beach below Centre Cliff before 1892.
Long Island Cliff near the Sailors' Reading Room showing the wide path in front of the cottages and the fishermen's buildings on the beach below.

The same path after a severe storm on 13th March, 1906 when part of the cliff was washed away and damage done to the sea defences.
North Parade about 1879 when only fields stretched behind the Guardship. There was a lower path, later known as Ladies’ Walk. Near this point was the site of two small nine pounder guns on carriages which were removed in 1811.

Later view showing North Parade with road made up and houses built. Note how the road was lowered to give access from St. James Green to the score down to the beach which was much used by fishermen.
1870 view of the beach below North Parade showing fishermen’s sheds and two bathing machines by Splash Point which was just South of where the pier was built, and which was washed away during storms. Behind are the cliffs at Easton Bavents, much of which has since been washed away.

A much later view of North Parade showing the sunken garden and part of Splash Point, before the Grand Hotel was built and before railings were erected.
The fishermen's outlook on Kilcock Cliff in 1910 after the pier was built. At a later date this building was replaced by toilets.

The fishermen's lookout below the Sailor's Reading Room. It was washed away in the gales of 1906.
The beach in 1895 showing the great number of fishing boats and sheds. In the foreground can be seen the forty-nine foot Yawl *Bittern* which was used to carry Pilots out to vessels. The crew totalled twenty to twenty-five and the Yawl was used to save lives in the early days before lifeboats.

The same part of the beach showing the *Idun* which came ashore during a gale on 17th January, 1912. During the late 1800s there were many sailings ships wrecked off Southwold, and many gallant rescues carried out by the local lifeboats.
A view of one of the scores leading to the beach, showing fishermen's sheds for storing their nets and gear; also showing two of the winches for hauling the boats up the beach.

Another view showing the great number of fishermen's sheds and boats which used to line the shore. Many of these sheds were lost during violent gales along the shore.
The beach before the groynes were built showing the wooden breastwork for protecting the cliff. These bathing machines were moved into and out of the sea according to the tides and were entered by walking along a narrow plank.

According to an early advertisement in 1910 mixed bathing was allowed. The attendants of the bathing plots also supplied a raft for diving and a boat was always afloat to keep a watchful eye on the bathers.
Among the houses which were rebuilt after the Great Fire of Southwold in 1659 was probably the one known as “Dutch Cottage” situated in that part of Victoria Street then called “Camel’s Lane” which is supposed to have been a Weaver’s Cottage. The building was converted into a Museum in 1933 and extended in 1958 and 1962, with a Library extension in 1968.

The Museum contains many items of local interest including a section devoted to relics of the Southwold Railway which opened in 1879 and closed in 1929.

The Museum is usually open during the afternoon from the Spring Bank Holiday to the end of September.
Coast Guards at the Guardship, North Parade, during cutlass drill. They also had flag signalling drill, while pistol drill was held on the beach.

Critten's boat building shed was situated under North Cliff and like many other buildings and sheds on the beach was destroyed by rough seas and gales.
Black Mill stood where Mill House now stands on the Common. Built in 1798 it was let for a yearly rent of £10 to a Mr. Edwards who agreed at all times to grind corn for the poor inhabitants of the Town at a price of 1/- per coom, and “will not take toll therefrom.” In 1842 the Mill was sold for £2,900 and again in 1845 for £1,400. It was finally sold in 1865 for £50. The remains were pulled down in 1894 and houses erected on the site.

The Fish Offices stood by the York Road entrance to the Common. They were later converted into the Assembly Rooms and the Cinema opened there in 1912, showing the first sound film in 1930.

The Herring Packers Oath:-

You shall make Oath that you will well and truly execute your office of a packer of herrings within the Town of Southwold and mind the laying of herrings and that they shall be merchantable, and that the vessels or casks shall be full and equally packed in every part. So help me God.
Baggotts Mill which was situated near the end of Blyth Terrace, to the North of the Church. Erected in 1841 by Rev. Henry Rous Birch, Vicar of Reydon and Curate of Southwold, the Mill was burnt down on 2nd February 1876.

The vane from the old Market Cross or Market Hall which was pulled down in 1809. The Vane is now in the local Museum. The initials TP-JW are probably those of Thomas Pattle and John Wigg who may have been Chamberlains in 1661. The 'petty' business of the borough was done in the Market Cross till the transfer to the Guildhall.
The Lighthouse was built in 1892 to replace a wooden structure on the beach at the foot of Gun Hill, 120 feet above high water and originally illuminated with paraffin, it was converted to electricity with a 3,000 Watt lamp, in 1938. There are ninety-two steps up to the switch room, and another twenty steps to the lantern.

The first water tower was built in 1886 with a capacity of 40,000 gallons. The new replacement tower was built in 1937 with a capacity of 150,000 gallons. The top of this tank was covered with three inches of ballast to keep the water cool during the summer.
Dunwich Road in 1895 before being made up and paved and showing North Parade before the erection of railings.

East Green about 1880 showing the old cottages before the Methodist Church Hall was built. The Greens were later railed in for a number of years.
This sixty-four pounder Gun stood on the Common for many years during the early part of the twentieth century before being melted down for scrap.

The same gun being fired during practice at Easton Bavents which must have been about 1900 as the picture shows the lighthouse which was built in 1892.
In the days before the First World War it was common practice on wash days to spread the linen over the gorse bushes on the Common near Skilmans Hill to dry and bleach.

The Ferry Path Marshes showing the old Cricket Pavilion, which was also used by the town band for practice, situated at the foot of Gardner Road about 1910.
Southwold Pier was built in 1901 and included a Concert Hall at the entrance. During severe gales in 1934 the head of the pier was washed away, further damage being done in the 1939-45 war, since which the remainder has been destroyed by gales.

The Belle Steamers commenced running between London and Great Yarmouth in June 1900 calling at Southwold Pier from the end of June to the middle of September. The fare from London to Southwold in 1919 was 5/6 single and 7/6 return. Before the Pier was built passengers were rowed ashore.
Grand Hotel, situated near to the Pier. Used by troops during the Second World War, and later demolished and replaced by bungalows.

Marlborough Hotel, situated at the corner of Marlborough Road and Dunwich Road, and later destroyed by a bomb during the Second World War.
Centre Cliff Hotel which was later used by St. Felix School for Juniors. After the 1939-45 War it was partly demolished and converted into separate properties.

Denny & Son, Tailors shop in Lorne Road before the firm moved to the Market Place.
Lifeboat Day was held on August Bank Holiday when the Lifeboat was paraded through the town on a wagon drawn by horses and manned by the gallant crew wearing their red caps and cork lifebelts. On at least one occasion Mr. E. R. Cooper the Town Clerk led the way on horseback preceded by the Town Band.

On this occasion in 1900 the procession was preceded by the local fire engine. The man on the left has a pole with a tin on top to collect money from people watching from upper windows.
The Lifeboat, having just been launched from the beach, sets sail through the waves. The Lifeboat shed was on the beach opposite the Model Yacht Pond, Ferry Road.

The 'Mary Scott', a new motor Lifeboat, was dedicated in 1926 and was stationed in the Harbour. She left Southwold during the Second World War to assist in the evacuation at Dunkirk.
Rope Walk was situated partly on the Common from near Spinners Lane stretching in the old days across the railway track as far as the marshes, but the coming of the Railway in 1879 shortened this particular walk. Just before this closed down Mr. George Button set up on his own account, and used his garden path of between forty and fifty yards as a walk for spinning twine. He devised a machine so that as he walked backwards, it gave him sufficient 'turn' without the aid of a boy.

T. Land, Bellman and Charles Moore, Sergeant-at-Mace in the 1920's. In 1889 four applicants were received for the position of Bellman. Two names were proposed whereupon Mr. W. Doddington was sent into the Market Place to try his strength, which caused much amusement. The voting was six to four for Doddington at £1 p.a. and in 1900 the Town Council determined to put him into livery. In 1935 new cocked hats were purchased for the Bellman and the Sergeant-at-Mace.
The Town Stocks were last used in 1850 for the offence of stealing eggs from a farm. The punishment lasted for four consecutive Sundays, the day chosen adding to the number of those who would see him. What remained of the Stocks was removed in 1907 and is now in the Museum.

The first aeroplane to arrive at Southwold was on 9th May, 1913, ready for display for the Whit Monday Sports, an annual event for many years since 1902. This aeroplane was a 60hp. Deperdussin Monoplane. While in the district some very successful flights were made, notably that from Southwold to Lowestoft which took thirty-eight minutes, coming back over the sea the twelve miles journey only occupied twelve minutes.
The celebrations for the Coronation of King George V started off by beating the bounds followed by a procession from the Gun Hill to the Church; then a sit down dinner in the High Street when over 1000 men, women and children were served by forty carvers each with four assistants. There were prizes for the best decorated house and fancy cycle parade, and the Mayoress presented a mug to each child. The day's festivities finished with an illuminated procession and huge bonfire.

The Town Band played in the Market Place during the Coronation celebrations. This picture also shows both the Town Hall when the ground floor was used as the Fire Station, and Denny's general store which was later burnt down. The author is standing by the pump with his brother.
The Duke of Yorks Camp held at Southwold annually in August from 1931 to 1938 for 400 boys from Public Schools and factories in all parts of the country attended by the Duke (from 1937 as King George VI).

King George VI being rowed ashore from the Royal Yacht by two local fishermen to visit the Camp in 1938. During this visit he went bathing with the boys from the beach.
H.R.H. Princess Royal leaving the Church after the dedication of the replacement East Window which was destroyed during the air raid on 15th May, 1943. She was accompanied by Lord Stradbroke, Lord Lieutenant of Suffolk.

Later the same day the Princess Royal planted a tree at the entrance to the Common and is seen here autographing the spade used, which is preserved in the Town Hall.
The Duke of Westminster's Armoured Cars parked in High Street during the early part of the 1914-18 War. Many famous Regiments were billeted in Southwold during this time including the Royal Sussex Cyclists. During the night of 26th January, 1917, the town experienced a short bombardment from a submarine when about 60 shells were fired, mostly falling on the marshes. Three houses only were struck, Balmore, Iona Cottage, and the Police Station.

Crowds awaiting the latest war news which were received by telegrams and posted in the newsagents shop window. On many nights the Zeppelins could be heard as they crossed the coast on their way to London. The nearest bombs were two which fell at Reydon.
During the 1939-45 War Southwold had 2046 Red alerts, thirteen civilians being killed and forty-nine injured. A total of seventy-seven properties were damaged. This picture shows the results of a 1000lb. bomb which fell on Lorne Road at 1.35 p.m. on 21st August, 1940 when three houses were demolished and 100 to 150 houses and shops damaged.

At 10.43 p.m. on 9th February, 1943 an enemy plane dived out of the clouds without warning and dropped a 1000lb. bomb towards the Pier end of Pier Avenue. This left a crater 60' x 30' deep, destroying one house and partly demolishing seven others, also slightly damaging many others as far as Stradbroke Road.
Bomb damage on Bartholomew Green in front of the Church at 10 p.m. on 15th May, 1943 when Hollyhock Square was destroyed, and several people killed.

During the same raid two bombs fell in Marlborough Road demolishing houses on both sides and causing more casualties.

Being on the coast Southwold was often bombed before the red alert could be sounded. On one occasion a V1 doodlebug was shot down over the town causing many house and shop windows to be blown out.
Publications

1964  Memories of Southwold Railway
1983  A Visit to Southwold
1984  Reminiscences of Southwold During the Two World Wars
1985  A Photographic Collection of Bygones and Local Characters of Southwold
1986  Poems, Ghost and Smuggling Stories Connected with Southwold
1990  Video Tape 'Barrett Jenkins Southwold'
1990  Video Tape 'Rails to Southwold'
1993  Barrett Jenkins Southwold 1904–1992

A Barrett Jenkins died on 16th April 1992
His publications are still available (either original or reprint) and can be obtained from
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