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A BRIEF HISTORY OF DRAGØR

DRAGØR'S TOWN CENTRE, with its narrow streets and low houses from the 18th and 19th centuries, is one of the best preserved old towns in Denmark and thus an attractive tourist destination.

Dragør was already well known in the Middle Ages. It was an international marketplace for Hanseatic merchants who came here every year from August to October to trade and buy herring which was plentiful in the Sound. It was said that the herring could be scooped up by the bucketful. This attracted people from near and far. Among those who flocked to Dragør every year, were fishermen, women who gilled and cleaned fish, women who laid them in barrels, and Hanseatic merchants who bought the herring and transported them southwards where salted herring was in great demand among Catholics during the forty days of Lent. The Hanseatic cities had each its own demarcated area, the so-called *fed* (lea), where all these people traded and lived in tents and simple wooden huts.

However, the herring adventure and thereby also trading ceased somewhat into the 16th century. The reason was not so much that the herring disappeared from the Sound, but rather a result of changes in trade policy brought about by an attempt to break the Hanseatic League's trade monopoly in favour of Denmark's own interests. Besides, there was a wish to avoid competition for the nearby royal city of Copenhagen. At the same time, the Reformation also reduced the demand for herring as Lenten fare.

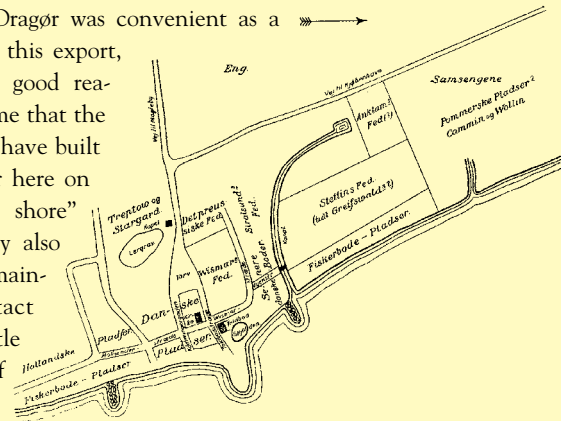
A quiet period in Dragør's history began.

Only a few fishermen who were settled in small mud-built houses along the beach were left. However, important events took place in the village of Store Magleby, a few kilometres away. Here, a group of Dutch peasants had settled around 1520. They had been invited by King Christian II (r.1513-1523), who had ideas of reforming Danish society according to Dutch ideals. The Dutch were awarded many favourable conditions giving them higher status than the other peasants on the island of Amager, where Dragør is situated.

These Dutch immigrants were talented and very hardworking, and were capable of far more than mere market gardening. Their privileges also encompassed eel fishing rights around the island of Amager and south to Køge Bay. Moreover, back home they had been skilled in sailing in small crafts, and they carried on this tradition here. They exported salted eel to Holland and England and horses to Northern Germany. Dragør was convenient as a

harbour for this export, so there is good reason to assume that the Dutch may have built the harbour here on "the gravel shore" (øret). They also needed to maintain contact with the little island of Saltholm, where they grazed their cattle in the summer, and from where milk products were transported over to the marketplace in Copenhagen.

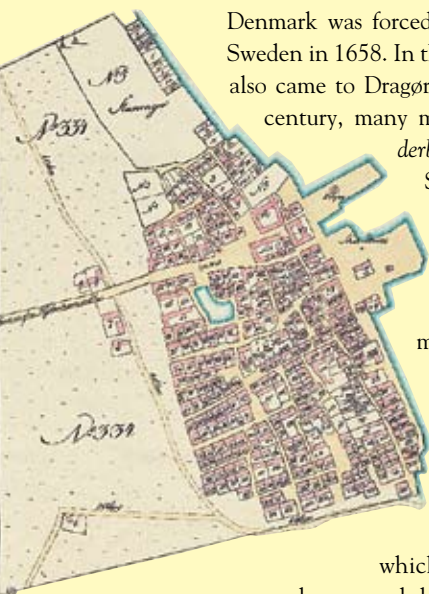
An outline of Dragør hamlet in the Middle Ages



The Dutch immigrants also brought Dragør under their administration, which was heavily influenced by the Dutch language, legal system and culture. Two families from Store Magleby resided in the two farms in Dragør, and it was mainly from here that the town's bailiffs were recruited. It was only from around 1700, that Dragør's own inhabitants gradually managed to gain control over their own affairs.

In 1611, there were 26 houses in Dragør; by 1677, the number had grown to 53; and around 1700, the town consisted of approx. 135 families. People flocked in, and Dragør began to expand. The many immigrants who moved across from Scania (Skåne in present-day Sweden) - especially after the war between Denmark and Sweden in the 1670s - left their stamp on the town. They were people who were dissatisfied with conditions at home after Denmark was forced to hand over Scania to Sweden in 1658. In the meantime other groups also came to Dragør. At the end of the 17th century, many moved here from *Hollænderbyen* (the Dutch town) as

A map of Dragør, 1811



Store Magleby had come to be called. During this period, the high birth rate of the Dutch community in Amager meant that a large number of young people had to move out as there were not enough farms for them all. These young people often brought some capital with them which they could invest in houses and ships.

From the end of the 17th century, Dragør grew steadily and developed over the next two hundred years to become an active shipping town. The entire 18th century was a long period of stability and progress. In 1710, there were 6 small cutters here, and by mid-century, the number had grown to 66 ships, mainly galiots, ketch rigs, and cutters. It was especially sailing within Danish inland waters with cargoes of firewood and grain to Copenhagen, which was the basis of this growth, even though there were also some who sailed overseas. At the end of the 1720s, the harbour had to be completely enlarged. Thus the fishing business was no longer of consequence, and only first livened up again at the end of the 19th century.

The Skipper era, as this period in Dragør is called was a consequence of the general progress in trade and shipping in Denmark. In the second half of the 18th century, Dragør was Denmark's largest shipping town after Copenhagen. In 1771, it was the home port of 92 ships – a larger number than the harbour could manage. However, the naval war with England (1807-1814) put an end to this era of greatness, as a large part of the Dragør fleet was destroyed. It was held that Dragør was the Danish town to suffer the most from this war. The war however provided a whole new opportunity. As a countermeasure to British dominance, armed privateers were rigged out, and given permission to capture British merchant ships. Many seamen from Dragør participated in this privateering venture and earned good money, but those earnings that had not been invested in real estate lost their value in the national bankruptcy of 1813, and the economic depression that followed.

Slowly the shipping business began to develop again, but just as in the 18th century, it was based on transporting firewood to Copenhagen, even though this was no longer such a profitable undertaking. So the town lagged behind in comparison to other areas like Svendborg and Fanø, and many sailors from Dragør sailed from other provincial harbours or from Copenhagen.



***Dragør seen
from the North
Mole. Painted
by Henrik
Sømberg
c. 1950***

In the mid-19th century, many sailing ships were sold cheaply as a result of increasing competition from the new steamships. At the same time, there was an upturn in the overseas cargo market, especially in connection with coal deliveries to the new railways and iron foundries. Some of Dragør's skippers recognized the new possibilities and the town now entered its final flowering period as a shipping town. In the 1870s, Dragør was the third largest after Copenhagen and Elsinore (Helsingør) in terms of tonnage. It was a brief, but hectic period and ebbed away in the course of the 1880s.

The period of decline arrived suddenly and mercilessly. It was exacerbated by the fact that the businesses of the entire town were geared towards the maritime industry.

Not only was shipping itself, but also the other maritime businesses such as pilotage and salvage operations were affected.

In 1684, six men from Dragør had obtained the privilege of piloting warships (men-of-war) through the Sound. Thus Dragør had the first organized pilot station in the land. The rights also extended to the piloting of other ships. In the mid-18th century, there were 24 pilots here, and by the 1870s, the number had increased to over 50. Thereafter a noticeable decline occurred, as pilotage was influenced by the development of steamships and improved buoying facilities. By 1906, there were only seven pilots left. Since then things have improved again. In 1984, shortly after its 300 years' anniversary, Dragør's piloting service was merged with those of Elsinore and Copenhagen.

The other of Dragør's maritime businesses was the salvaging of ships that had run aground. This was an obvious business for the town, situated as it is on one of the most heavily used waterways in the world. The special conditions here, with narrow fairways surrounded by shallow waters and often strong currents with varying water levels, have always carried the risk of stranding and going aground. From around 1700, the contours of an organized, communal Dragør salvage service may be glimpsed. The service was in operation until 1910, after which salvaging completely lost its significance. The salvaging service consisted chiefly of piloting the ship that had gone aground so it could be freed again. In order to do this, organized help in the form of men and vessels were needed, something that the inhabitants of Dragør were able to supply.

Everyone in the town could assist in the salvaging. When a ship was seen to have run aground, a customs official, called the town or tide waiter rushed around the town sounding a horn and shouting “to the ship”, and people streamed out to register themselves as participants. All who had signed up were allowed a share of the salvage fee, whether or not the disabled vessel was refloated before the entire salvage team had managed to join in the work. The salvage fee was shared out according to very strict rules. A certain percentage was taken out first of all for the town, harbour and school funds. The rest was divided among the participants of the salvage team and the salvage boats. The income for the town from salvaging was often very large, and all its inhabitants benefited, as the poor and the widowed were also given a portion according to special regulations. Throughout the 18th century and for the major part of the 19th, Dragør’s public expenses were financed in this way.

At the end of the 19th century, the income decreased markedly, and again it was caused by developments in shipping. Steamships did not run aground as often as sailing-ships. Moreover, the large vessels needed more sophisticated material than the Dragør salvage service could muster. In the meantime in 1833, E. Z. Svitzer’s Salvage Enterprise was founded in the nearby town of Kastруп. It was a firm which boasted the very latest equipment in the form of pumps, winches and diving gear. In 1866, Dragør Salvage Service was forced by circumstances to enter into a contract with Svitzer – a contract, which with each renewal, ended in unfavourable conditions for the Dragør salvagers.

*Old skippers
enjoying life on
the wharf at damp-
skibsmolen
c. 1910*



At the end of 1909, the cooperation between Svitzer and Dragør municipality ended. The salvage service was taken over by the private “Dragør Bjergerlav” (Dragør Salvage Company) with whom Svitzer made a cooperation agreement.

Apart from sailing, piloting and salvaging, there were very few other sources of income in Dragør. The few small tradesmen and craftsmen were of no economic consequence. Among the craftsmen, however, was a group who stood out. They were the bleachers. Dragør with its proximity to water had ideal conditions for operating a bleaching facility. There was enough sunshine, fresh air, water and meadows. On the meadows south of the town, the long pieces of cloth boiled in lye were stretched out in the sun to turn them into fine white linen. Around 1900, Copenhagen firms would proudly advertise: “Sun-bleached in Dragør”. Bleaching was a business that was handed down through the generations in certain families. The first known bleaching enterprise in Dragør is from the mid-18th century. The last length of linen was bleached in 1939.



***Linen stretched
out for bleaching
on Dragør's
meadows, 1938***

This tradition for bleaching should perhaps be seen in connection with another important business for Dragør, namely weaving. Since the beginning of the 18th century, sailors' wives had received special permission to weave and sell their products. This permission was used to its fullest extent. In 1743, there were thus 166 looms in the town, and in the beginning of the 19th century there was nearly one loom per household, that is to say about 300. The extra income was sorely needed for the wives whose husbands were often away from home for long periods.

Several attempts were made to make use of this weaving expertise in factories. Thus in 1834, a large weaving mill was built at the corner of Kirkevej and Stationsvej, but it lasted only briefly. Yet another weaving mill was established in 1865 on Store Magleby's fields just west of Dragør. This was more successful. It developed into a medium-sized industrial undertaking and was in operation until 1982. The building was torn down except for the oldest factory building and the firm's barrel-shaped boiler house (Kedelhus). These are an integral part of – Wiedergården, the Senior Centre that was built on the site.

The sudden demise of the shipping business began a new period in Dragør's history. Of course the town stagnated, but at the same time there occurred other events which were of future significance. In 1907, the Amager Railway was inaugurated. This meant that Dragør's inhabitants could now go to work in Copenhagen, but also – which was even more important – that Copenhageners could come to Dragør on trips and on holiday. Dragør thus became a summer resort. However, it was not the wealthy citizens of Copenhagen who came here. They preferred the North Zealand fishing villages surrounded by hills and bountiful cornfields. South Amager could never offer such scenery. It was rather the ordinary, solid Copenhageners, who moved here. They rented rooms from Dragør families and were given the sitting room, while the family itself moved into the attic or to outbuildings. They were people who did not make great demands for luxury hotels, rooms with a sea view, or other services. This situation is something to be thankful for today. It meant that the appearance of the town did not change very much, even though the number of inhabitants almost doubled every summer.

Changes occurred however. Some summer visitors chose to build their own summer houses. Gradually these summer houses were replaced by permanent year-round housing and became the residential area to the north and west of the old town.



***Sunday trippers
by the railway
kiosk, 1910***

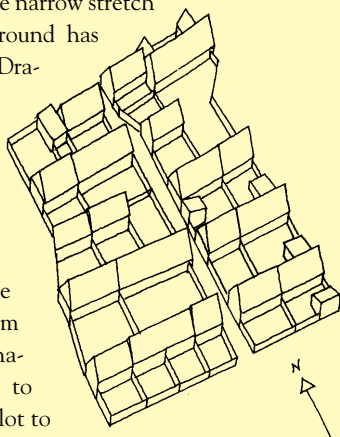
In the mid-20th century, both the residential area and the town's population were extended enormously by a large-scale public housing project in the previously uninhabited coastal edge to the south of the old town centre. This area – Dragør's meadows – had been bought from Store Magleby in 1810, and until the Second World War it had been used by Dragør's inhabitants for grazing and the bleaching of linen. Store Magleby municipality had placed the area under an easement clause prohibiting buildings, and it was with great difficulty that the restriction was lifted in 1905, which explains why such a huge area was allowed to be left unbuilt for so long.

Dragør thus exceeded the town limits within which it had lived for several centuries.

As of 1st January 1997, the old town was inhabited by 852 people, amounting to about 7% of Dragør municipality's inhabitants. It is a characteristic of the old town, that, here there is a predominance of older people and thus not so many small children and young persons in relation to the average in Dragør as a whole. Many of the present inhabitants have roots in the town, as they are the descendents of the original inhabitants. In 1982, a rough census showed that about 60% of the inhabitants in the old town were those whose families had lived there for generations. This figure has become lower since then, as the attractive old town area has drawn more and more outsiders to Dragør, thus driving up house prices.

BUILDINGS IN OLD DRAGØR

OLD DRAGØR'S TOWN plan is characterized by single houses built together in rows going in an east-west direction with gardens facing south along the width of each house. In the southern boundary, the next row of houses lies with south-facing gardens. This pattern gives the streets an east-west direction with the fences to the north and rows of houses to the south. The streets are bisected with alleys running in a north-south direction, with the gable ends connected by wooden fencing. This concentrated building pattern has its origins in the town's location on the narrow stretch of coastline. Building ground has been at a premium for Dragør's population. The surrounding land belonged to the farmers who owned the town's two farms, and was jealously guarded. Especially during the period 1730-1760, from time to time Dragør's inhabitants had to struggle to obtain a small building plot to build houses for themselves.



***Typical squares
in a north-south
direction***

Dragør's buildings were specially characterized by a simple style in both building traditions and construction. In the first half of the 18th century, when the town grew in earnest, the houses were half-timbered, wattle and daub with thatched roofs, but towards the end of the century and the beginning of the 19th century, many houses were converted to brick and provided with tiled roofs. At the same time, another type of housing that looked completely different, and later referred to as skipper houses was built.



No. 1
Jens Eyberts
Plads

Built by master builder J. H. Blichmann, these houses are characterized by being brick-built, tiled, two-storied buildings, often built at right angles to a one-storey building. This building period coincided with the economically successful era of Dragør's shipping during the entire second half of the 18th century. However, as mentioned earlier, this ended with the Napoleonic Wars against England in 1807-1814, and the national bankruptcy of 1813. The building stoppage which occurred lasted until the 1830s, when Dragør began its final prosperous period as a shipping town. A



The north end
of Lodsstræde

number of houses were rebuilt or renovated - the half-timbering was replaced by brick walls, and tiles replaced thatch. Two large fires in 1842 and 1852, that burned down 18 houses each time, also gave an opportunity for a substantial renewal of the town. Around 1890, the golden era was again at an end. As mentioned earlier, Dragør did not manage the transition from sailing ships to steamships, and as the town's business structure was geared towards sailing ships to such a degree, this led to a general demise. From then on, no new building work was undertaken, apart from necessary maintenance. Dragør went into hibernation. This is why the town has an "old-fashioned" appearance today.

It was this old-fashioned look and its untouched state that fascinated the town's young medical practitioner, Poul Dich at the end of the 1920s. In order to protect this outstanding environment he encouraged the formation of a preservation committee.

Dragør Fredningsnævn (Preservation Board) was established in 1934. Representatives of the town council's political groups, societies that supported the cause of preservation and administrative experts sat on this board. All building matters in Dragør's old town fell within the Board's competence. The cooperation between politicians and citizens interested in preserving the old town led to Dragør, in 1964, becoming the first town in Denmark to have a town plan that included preservation by-laws. Since then these have been revised several times until the current local preservation plan No. 25. The municipality's preservation plans have been used as a model for other towns. The Board functions today as the Dragør Bevaringsnævn and has the same advisory function.



A Blichmann door, at the corner of Strandgade and Magstræde

In the conservation work, a great deal of emphasis is laid on carrying on the custom of building simply and strengthening the traditions of the local artisans. From the overall effect, to the town plan, and to the details of the individual houses, all are fashioned according to the town's historic qualities. On a day to day basis, the preservation work involves the municipal administration's advice in connection with building matters and with questions of maintenance, e.g. urging the traditional yellow-washing of outer walls and the usage of oil-based paint on the wooden structures.

The old town includes 76 properties with preservation orders, with another five in the harbour area, thus making it the largest concentration of preserved properties in a small town here in Denmark. In 1940, a very special preservation order placed 39 houses under preservation. On this occasion it had been decided to place a preservation order on complete stretches of streets in order to maintain a unified whole from a town planning point of view.

Characteristic for the average Dragør house is the black-tarred base, above which lie the rough rendered and yellow-washed outer walls finished off with white cornices. The red-tiled roofs have wedge-formed pieces of wood on the rafters underneath the roof so as to give a curved effect, and white-washed ridges. In addition, they have traditional windows with gridded windowpanes, painted with oil-based paint.

***House with
traditionally
gridded window-
panes***



STREET NAMES

Dragør's street names are not as old as we may perhaps think. They originate from around 1930; a time when people wanted to emphasize the town's historic past. The chosen names were related to the period of the herring markets and the Hanseatic cities which had been active here in Dragør: Stettinstræde (Szczecin Alley), Lybækstræde (Lübeck Alley), Wismarstræde, Stralsundstræde in the northern part of the town. In the southern end Kampensgade, Deventergade, Zytffensgade and Hollandsfed show Dutch influence. A *fed* as mentioned earlier is a lea or small demarcated area where the various Hanseatic merchants had the right to trade.

Furthermore some street names were chosen to reflect local businesses and official posts: Skipperstræde (Skipper Alley), Lodsstræde (Pilot Alley), Vægterstræde (Watchman's Alley), Bjergerlav (Salvage Guild), Bagergangen (Baker's Path), and Bymandsgade (Townsmen's Street), Byskriverstræde (Town Clerk's Alley) and Fogdens Plads (Bailiff's Square). Other names related to people with a connection to Dragør: von Ostensgade (a judge in the District of Amager), Chr. Mølstedsgade (Christian Mølsted, a painter) Jens Eyberts Plads (a sea captain) and Jan Timanns Plads (a bailiff and farmer).



Vægterstræde No. 4

***Bymandsgade
seen from the
west***



Street names existing prior to 1930 were those that had been introduced at the beginning of the 19th century. This was most likely as a result of a demand from higher authorities. Then some street names from Copenhagen were incorporated, as perhaps they were the only street names known to Dragør inhabitants, and as such completely satisfactory. Thus Dragør has had street names such as St. Kongensgade (Great King's St.), Gothersgade (Goths' St.), Pilestræde (Willow St.), Store Brøndstræde (Great Well Alley) and Badstuestræde (Bath Alley). Some of these names were not changed in 1930: Magstræde (Privy Alley), Nørregade (North St.), Vartovslængen (Vartov's Wing), Stormgade (Storm St.), Strandgade (Strand St.) and Slippen (The Alleyway). Store Strandstræde changed its name to Strandstræde (Strand Alley), and Badstuestræde (also called Baststræde) was changed to Badstuevælen (Bath Pool). Furthermore Vognmagergade (Coach-builder's Street) was changed to Vognmandsgade (Carrier St.), as for hundred years there had been carriers living in the street (at No. 4).

AROUND DRAGØR





AROUND DRAGØR

THE NATURAL STARTING POINT for a walking tour of Dragør is the harbour, which has been the town's lifeline throughout the centuries. The harbour and the life that went on around it was the foundation of the town's existence. It was the source of its income, and it was here that people gathered together when a ship was stored up for the winter or when their sailing days were finally over. Even today, there is life and movement in the harbour area, although people mainly potter about with pleasure boats, and now and then, old Dragør inhabitants meet by the harbour for a little chat.

1. HAVNEPLADSEN

Here in the Harbour Square lie several buildings with connections to Dragør's past as a maritime town. At the centre is the little, mid-18th century, pitch-house where pitch and tar were boiled, or – in connection to foreign ships – where food was cooked. Having open fires on board ships, when they lay in harbour, was too dangerous and therefore forbidden.

*Houses on
Nordre Mole*





Lodstårnet
– the pilots’
look-out tower

North of the harbour at the start of Nordre Mole (the North Mole) lies the “Cholera-building”, built by the Danish Navy during the war with England in 1807-1814 for the use of the flotilla stationed here in Dragør. Over the years, the building has been used variously as a cook house, a place of quarantine, a smithy and is now used as a clubhouse by a kayak and rowing club.

The next house in the row, Karantænehuset (the quarantine-house) was built in 1831 when there was a threat of a cholera epidemic from the south. Ships that came from the Baltic Sea ports, which were thought to have been struck by the epidemic, had to put their crews in quarantine here. The same applied to the local pilots, who had been in contact with the foreign vessels that had come from infected ports. Later in the century, the building was used for more peaceful purposes, as it was made habitable as the official residence of the town’s customs officer. It is no longer used as such, but Dragør’s local authority that owns the building now permits it to be used as premises for a couple of societies.

The furthest property on Nordre Mole was built in 1863 as a warehouse. Today, it houses Dragør Sejlklub (Dragør Sailing Club). In the small garden between the two houses there is a memorial stone for the flotilla’s sea-battle on the 20th October 1808. On that day, 12 open gunboats that were stationed in Dragør attacked the British ship of the line HMS *Africa*, which lay becalmed between Malmø and Falsterbro. The battle was hard and bloody. HMS *Africa* was struck by 70 canon balls leaving nine dead and 53 wounded. The

badly damaged large ship was only saved by a breeze which allowed it to sail away. The canon that lies here in the park had exploded during the battle in which five Danish sailors were killed. In this action, the flotilla lost 28 men in all and had 36 wounded. On the 24th October, 25 of the fallen Danish sailors were buried in the churchyard in Store Magleby, where later a sandstone column was raised in commemoration.



The large anchor, which rests over the memorial plaque and the canon, was fished out of Køge Bay and comes from a 19th-century Swedish ship. It is placed there to commemorate Dragør's glorious sea-faring past. It could also however be a memorial for the many seamen from Dragør who fished for random anchors out in the Sound. They were anchors that passing ships had lost when the cable for some reason or other had snapped. These fished-up anchors were not allowed to be sold before they had first been offered to the Danish Navy to determine their worth. However, Dragør seamen were sometimes tempted to sell them illegally to others, because they could often get a higher price than the Navy offered. Over the years a number of fines have been imposed as a result.

Dragør harbour with the Strandhotel in the background

The narrow middle mole, which curves out into the basin of the harbour to the south of the Nordre Mole is called Dampskibsmolen (the Steamship mole). Here the tourist steamer *Langeland* would berth in the summer of the 1890's and Copenhageners on day trips could enjoy their afternoon coffee in the town's various establishments. The steamer sailed from Copenhagen harbour, from near Børsbroen (the Stock Exchange Bridge), and also called in at Kastrup harbour on the way.



Dragør Museum

The large half-timbered building that lies on the south side of the harbour area today houses the Dragør Museum. The house was built by the town in 1753. Then it was used as a smithy with living quarters in the eastern end, and as a storehouse for the harbour at the western end. Here the salvage operations service could keep its equipment. In the attic, there was a sail-making workshop for a period. It was also here that people met to register for salvage work after the tide waiter (also called the town waiter) had gone around with his bugle proclaiming that a ship had gone aground. In the 19th century, there was also a meeting house here used by the town council. This lasted until 1914, when a new town hall was built north-west of the old town at Stationsvej (Station Rd.) No. 5. The twisted chimney on the rooftop is from the end of the 19th century.

The building was turned into a museum in 1932. Here the history of Dragør's shipping, piloting and salvage services and other businesses such as weaving and bleaching is recounted.

The pilot house to the east of the museum, housed Denmark's oldest piloting service established in 1684. Constructed in 1820, the building had an open lookout tower on its rooftop, so that the pilots could keep an eye on the ship traffic in the Sound. The building of Dragør Fort, begun around 1910, blocked the view to the sea. Therefore, the 16-meter high pilot tower was built. With modern communications means, it no longer has any practical significance, but is preserved as a landmark for the town. The building was closed down as a pilot station in 2006.

Dragør Strandhotel lies on Strandlinien in the middle of the harbour area. It is one of the oldest establishments providing food and beverages in Denmark, and was earlier called Gamle Kro (The Old Inn). It was here that the herring market's inn lay in the Middle Ages. In the mid-17th century, the innkeeper was called Svend Hansen Gynge, and the place was a privileged inn with the right to brew beer and distil spirits. Svend Hansen was on good terms with King Frederik III (r. 1648-1670) and arranged large swan hunting parties along the coast of Amager for the court. His descendents owned the inn until 1788. When the Amager Railway opened in 1907, the name was changed to Dragør Strandhotel.

2. STRANDGADE

From the Strandlinien we can walk up along Strandgade (Strand Street). The red-brick house at the corner on the left-hand side (Strandgade No. 35) is Kejserlodsens hus (the

“Emperor” pilot’s house). Here lived F. W. Møller, the chief provincial pilot, who, at the end of the 19th century had the permanent assignment as pilot of the *Nordstjerne* (the North Star) - the Russian Tsar’s ship - whenever the Tsar’s family made family visits to Fredensborg Castle, on the Danish island of Zealand. Tsar Alexander III, who was married to the



The entrance to the former Dragør Inn on Strandgade

Danish-born tsarina Dagmar, presented pilot Møller with a gift of a gold watch decorated in enamel with the Russian Eagle.

A little further up along the street by Magtsræde (Privy Alley), lay Dragør’s former inn. It is a fine construction which can be credited to the town’s great master builder Johan Henrich Blichmann. The building complex, which in the back stretches all the way to Kongevejen, was renovated and rebuilt at the end of the 18th century and the first half of the 19th century. At the entrance to the corner of Strandgade and Magtsræde, we can see the distinctive and beautiful type of door created by Blichmann, which he used in most of his buildings. A number of these doors are still to be found in their original places, and they are all surprisingly uniform in appearance. At the end of 2004, Dragør Inn was closed down. The entire building complex was made over into condominiums.

3. STRANDSTRÆDE AND HOLLANDSFED

When we walk southwards from the inn, we come to Strandstræde (Strand Alley) which is the old medieval main thoroughfare. By Kampensgade there is a gap from where we can cast a glance at the modest little place on the north corner of Kampensgade and Strandlinie, where master-builder Blichmann had his accommodation. He also had a larger property which functioned as his workshop in Stralsundstræde.

Further along Strandstræde we come to No. 8 which is an impressive building, also built by J. H. Blichman. The three-winged complex was built in 1784 as a baker's yard for baker Peter Trockmann, whose initials are engraved on the façade. There was probably also a bakery on the premises in the mid-1700s. In any case, until 1976 there was a bakery on the premises, popularly called På Trappen (On the Steps). Originally, the entire second floor was fitted out as a flour attic where the flour containers were raised up with the help of a hoisting apparatus in the hatchway of the garet. Today the property has been made over into living premises and divided up as a block of flats and sold as individual units.

***Bagergården
while there
still was a
bakery***



**Hollandsfed
No. 2**



To experience one of Dragør's small picturesque places, we can walk up along Hollandsfed (Holland's Lea) past Vægterstræde. There is not much to say about the history of the square we come to, but it is both cosy and beautiful. In the corner (to the left of No. 4 Hollandsfed) we can catch a glimpse of Trein Jylmands Gang (Trein Jylmand's Walk), one of Dragør's tiny paths. It allows the inhabitants of the southern part of the town to take a short cut over to the shops in Kongevej. The woman, after whom the path was named, lived here at No. 4 during the last half of the 19th century.

Back over the square and to the left along von Ostensgade we come to Strandstræde.



A little further along on Strandstræde's east side are houses that incorporate elements that are of much older origin. This is the case e.g. of the houses on the south side of Deventergade (Deventer St.). Generally, it can be said that the buildings here have their origins in the beginning of the 18th century or perhaps even earlier, when they had been thatched, mud-built, half-timbered buildings that in the course of time have been gradually rebuilt to their present state.

**Trein Jylmands
Gang seen from
Hollandsfed**

Outside No. 2 Deventergade, in 1942, a cache of 220 small silver coins originating from a number of north German cities was found. They had been minted in the 14th to 15th centuries and were a reminder from the era of the herring markets when Hanseatic merchants came to Dragør every year to trade.

Strandstræde is moreover typical for the alleys going in a north-south direction, where all the houses lie with their gable ends facing the street, with wooden fences connecting them.

The east side of Strandstræde is dominated by several small narrow passages or paths – originally wheel-barrow paths, where people could come down to the beach with their equipment. Only Zyftensgade is wide enough to accommodate a horse and wagon to the beach and back. Passage along the edge of the beach – the present day Strandlinien, was not possible more than two hundred years ago.



Strandgangen

A glance down Zyftensgade shows a large Blichmann building at No. 4 and No. 6, built at the end of the 18th century for a skipper family, but which is now divided into two residences. Over on the other side is “Tulipanhuset” (the Tulip House), that is so-named because the street was once called Tulip Street. Notice the winter door of the house, which is situated in front of the real front door.

The west side of Strandstræde (Nos. 25-31) deviates from the aforementioned old Dragør building custom of situating gable ends facing the street. These houses were built on a previously unbuilt garden area in the 1870s when accuracy was not taken so seriously. The next house, No. 33A, built in 1961 is however closer to the original tradition.

No. 33B Strandstræde is on the other hand a good example of 18th-century building traditions with thatched roofs, wooden gables, half timbering and some small sections of the original wattle and daub. Several small houses on the opposite side of the street are examples of dwellings for the not so few fishermen's families, who lived here earlier. In Nr. 28, there was a dance hall at the end of the 19th century – the discotheque of the times, where Dragør's youth enjoyed themselves and swung to the tune of Lars Ols' violin. He was a sailor who lived here with his wife and nine children. When there was a dance, the furniture was put away in the attic, and it was said that the wall hangings were removed to make more space.



*The southern end
of Strandstræde*



*The east side
of Fogdens
Plads*

4. FOGDENS PLADS

From Strandstræde we can turn up along the narrow Bymandsgade and come to Fogdens Plads (The Bailiff's Square) – one of the town's small and pretty squares. The house at No. 2 is yet another of Blichmann's buildings – one of the so-called skipper houses from the end of the 18th century. It is a two-storey building with the façade facing the square and with a long one-storey wing at right angles to it. Directly next door – Lodsstræde No. 8 – is a house built around 1960, where there has been an attempt to recreate a modern version of the style.



*The west side of
Fogdens Plads*

The last but one bailiff in Dragør – Isbrandt P. Schmidt who worked from 1870-1901 – lived in the house at No. 7 Fogdens Plads, and thereby gave the name to the square. The town's four night watchmen met here in the late evenings to begin their work. During the night's tour, the watchmen sang every hour on the hour, but when Dragør became a summer resort, some of the summer visitors complained about the night singing, and therefore this practice was discontinued.

The watchmen could be hired to wake up seamen who had to be up very early, and they furthermore could report on the wind direction. By day, they swept the town's gutters.

Notice the ring on the wall. Here horses could be tied, when one had an errand at the bailiff's.

5. LODSSTRÆDE

When we come into Lodsstræde (Pilot Alley) from Fogdens Plads, on the left we can see – No. 15 – a large house from the end of the 18th century. On the rooftop, is a tiny gazebo built probably around 1880. These tiny rooftop gazebos can be found in other parts of the town and all stem from the period around 1870 to the beginning of the 20th century. Also known from other Danish maritime towns, the tiny gazebo functioned as a small lookout tower where one could sit with a telescope and follow activity in the harbour and the ships passing through the Sound. At the beginning of the 20th century, there was a private high school in this building.



***Tiny gazebo,
Lodsstræde
No. 15***

Where Lodsstræde curves, there to the right lie the buildings which made up the farmhouse Pedersminde – not one of the two original farms, but a large skipper house built in the 18th century. Originally the farmland that belonged to it was in Maglebylille, a village to the north-west of Dragør, which now has been swallowed up by Copenhagen Airport. The owners of the farm have thus lived partly off the land, and partly from shipping, with the emphasis on the latter. The stables and the barn were rebuilt after a fire in 1936. Of the original farm, there remains only the farmhouse to the left of the gateway. On the gatehouse, there is a plaque with the year 1764 and the owners' initials "PS LJD", which stand for skipper Pieter Simonsen and his wife Leudo Jansdatter. The present owners are descendents of Leudo Jansdatter, so it is the same family that has owned this farm for over two hundred years.



The plaque is also decorated with King Frederik V (r. 1746-1766)'s monogram surrounded by two soaring cherubs.

Plaque on the gateway of Lodsstræde No. 4, 1973

6. SKIPPERGANG AND SKIPPERSTRÆDE

Coming back from Lodsstræde to Fogdens Plads we go directly to the right. In the north-western corner of the square we can go into Skippergang (Skipper's Walk) and end over in Skipperstræde (Skipper Alley).

About a hundred years ago, this little passage was an open sewer. It connected the deep main gutter that ran through the northern end of Skipperstræde to a corresponding gutter along the west side of Fogdens Plads.



The open sewer in Skipperstræde c. 1900

***Honking geese
at the end of
Sønderstræde,
1900***



Along this ran a considerable amount of the town's domestic waste water, which then continued southwards to Rønne Allé, where it joined another sewer to at last flow into the beach. These open waterways were the haunts of the town's honking geese and quacking ducks. In the heat of the summer the sewers did not just smell of roses and lavender, and in rainy weather they overflowed.

From Skippergang we can go southwards to Bymandsgade. Here on Skipperstræde we can see a beautiful example of Dragør's old building traditions, where the houses lie gable to gable, attached to each other by wooden fencing.



***Karrebæks's pump in
Sønderstræde***

7. SØNDERSTRÆDE AND RØNNE ALLÉ

Continuing to the right along Bymandsgade, we come to the crossing at Bymandsgade/Sønderstræde. Here we find Karrebæk's pump, the last of the nine old iron pumps, which provided water for the inhabitants until 1907. It is named after the pork butcher Niels Mortensen Karrebæk, who lived at No.11 Sønderstræde (Southern Lane) at the end of the 19th century.



*Sailing ships pass
by Dragør, 1937*



If we go a few steps to the left along Sønderstræde, we come to Rønne Allé (Rowan Avenue), which until the beginning of the 20th century formed the town's southern border. Then it was called Sydgrønningen (the South Green). On the other side lay the meadows that Dragør had bought from St. Magleby in 1810. This gave the town's inhabitants the possibility of keeping cows and horses, as well as the many geese for which the town had gradually become renowned.

Here was a wide open view, and just as boys in the mid-1900s could stand and count passing cars, Dragør's boys would stand here in the 1800s and count ships sailing past in the Sound. One boy would count barques or three-masted vessels; a second brigs; and a third schooners. They were often able to tell the nationality of the vessels from small variations in the hull and rigging.

*Dragør seen
from the west,
1890*

On either side of Søndertræde – from the corner of Fogdens Plads to the corner of Blegerstræde – lie a row of four large Dragør houses facing Rønne Allé. They were all built in the 1750s for Dragør sea captains. Over the years both large and small changes have been made, but the traces of the original half-timbering may still be seen on the north side of several of the houses – most clearly on No. 13 Sønderstræde.

If we continue westwards on Rønne Allé, we come to Blegerstræde.

Blegerstræde



8. BLEGERSTRÆDE

The house at No. 9 on the western corner was built in 1860 as a schoolhouse, which explains the edifying verse on its eastern gable.

Blegerstræde (Bleach Alley) was earlier marked by the special business of linen bleaching, and housed several families connected to this business – at Nos. 5, 12 and 16. The outbuilding to No. 12 on the corner of Bymandsgade is a characteristic bleaching house for treating linen. The house was built high in order to accommodate the huge barrels in which the unbleached linen – either home-woven or delivered from Copenhagen firms – was boiled in lye.

Afterwards, the linen was driven over to the beach and rinsed, whereupon the long fabric lengths were stretched out to bleach in the sun on the meadows to the south of the town. This process had to be repeated several times and was very hard work.

Further along to the north, Blegerstræde opens out into a little square, which was recently named Dr. Dichs plads (Dr. Dich's Square). It was named after the town's old doctor and honorary citizen, Poul Dich (1895-1990), who established Dragør Museum and was the originator of Dragør Bygningsfredningsnævn, the town conservancy board.

However, there has not always been a square here. Earlier there were two private plots here which were taken over by the local authority and turned into a street area. The original roadway is still mirrored in the paving. In the corner, with its back to the square, lies a tiny, modest, mud-built, half-timbered house. It has not been changed much on the outside – apart from the attic – since it was built, most likely in the first half of the 18th century. It is, without a doubt, the first building on this site.

In the property at No. 2 Dr. Dichs Plads there was a goose farm until a few years ago.



Goose-stepping in Blegerstræde, 1950



Dr. Dichs Plads seen from Blegerstræde



***Dragør's
"national bird"***

The little hatch in the bottom right corner is meant for the geese to freely come in and out of the house. The geese spent the entire summer on the nearby island of Saltholm and first returned to Dragør in August.

The marine artist Christian Mølsted (1862-1930) was born and lived his entire life in the house at the corner of Dr. Dichts Plads and Chr. Mølstedsgade (No. 1 Dr. Dichts Plads). His studio was in the little house next door, where today there is a museum housing his paintings. Here he painted his well-known historical seascapes, many of which hang in the Museum of Frederiksborg Castle.

9. JENS EYBERTS PLADS

A few steps along we come to Jens Eyberts Plads (Jens Eybert's Square). It is a picturesque square, its old buildings giving it a harmonious quality. The square is dominated by two well preserved 18th-century properties at No. 3 and No. 6. The latter was owned by skipper Jens Eybert (1756-1811). The half-timbered attic is equipped with a hatch and hoisting apparatus. Jens Eybert had a cutter, *Rosen* (The Rose) with which he transported firewood from the provinces to Copenhagen.

***The west
side of Jens
Eyberts Plads***



One of his rooms with its contents has been transferred over to the Dragør Museum. The property was badly damaged in a fire on New Year's Eve 1975-1976, but has been repaired. The outbuilding along the square had earlier been a cowshed.

10. VON OSTENSGADE

No. 1 Jens Eyberts Plads at the corner of von Ostensgade (von Osten's Street) is a Blichmann house, built at the end of the 18th century. At the time, there was a grocery store here run by skipper's wife Sidse Hans Svane on a licence which she had overtaken from her mother, Bodil Jacobsdatter.

This beautiful property was only partly damaged by the terrible fire, which in May 1842 destroyed the entire western end of von Ostensgade. A mentally ill woman, who lived at No. 3 Slippen on the opposite corner, set fire to her house. A strong east north-easterly wind caused the fire to spread quickly, and 18 houses in von Ostensgade and the north side of Chr. Mølstedsgade were reduced to ashes. A collection on behalf of those affected by the fire was supported by high and low in the land. The King contributed 200 rix-dollars, the Queen and Dowager Queen 100 rix-dollars each and Niels Nielsen from Rødovre sent 3 shillings.

“Volmerhus”, the large house with a character of its own at the corner of Slippen was built a few years after the fire. Until 1972, there was a small general goods and grocery store here.



*von Ostensgade
seen from the
west*

11. BJERGERLAV

If we continue along Slippen, we come to the little street, Bjergerlav (Salvage Guild), which also burned down due to arson, not so very long ago. In April 1988, ten thatched houses in Dragør were set on fire. Especially badly affected were the row of houses at nos. 5, 7, 9 & 11 Bjergerlav – four small houses from the mid-18th century that had mainly housed craftsmen's families. The houses have been rebuilt in their original style.



Bjergerlav

Bjergerlav used to be called Sladregaden (Gossip Street) in earlier times, because Dragør's women often gathered together in Vestgrønningen, where they would keep an eye on their geese, which grassed there – and, they could just as well while away the time by exchanging news on what went on in the town. The artist Carl Wentorf has portrayed this in a genre painting from the 1880s.

"Gossip street". Painted by Carl Wentorf c. 1895



12. VESTGRØNNINGEN

The boulevardlike width of Vestgrønningen (the West Green) is not a result of foresight on the part of Dragør's inhabitants concerning future traffic conditions, but rather due to a huge demand by the town's pilots in the 18th and 19th centuries. They wanted the nearest land west of Dragør to be left empty so that they could navigate unhindered by using some willow trees growing in an enclosed field north of the town. In the 1780s the trees were blown down and were replaced by two new landmarks which were referred to as "Pilemærkene" (the "willow" or "arrow" markers, pile being a synonym of both). The western landmark was replaced in 1878 by the tall lighthouse, which lies a few hundred metres north of the old part of the town, while the eastern one first disappeared in the beginning of the 1900s. The two landmarks were popularly called the "husband" and the "wife".

Sadolins Hus, the large property at Vestgrønningen 18-20 – between Bjergerlav and Strandgade – houses the town library. The southern end by Bjergerlav and the middle section were built in 1934 for Director G. A. Sadolin, while the northern end with a wing out to Strandgade is an old Blichmann house which has been included in the building complex. It has to be admitted, that despite an age difference of about one and a half centuries, the old and the new sections of the complex harmonize beautifully. The entrance to No. 18 has a characteristic Blichmann door, which can be found in several places. On the façade over it is inscribed in wrought iron: "CJ 1811 SJ", that refers to the ship owner Carl Jansen Jans, who had the house built in 1811, and "ES 1934 GS" the initials of Director Sadolin and his wife.



Break at Vestgrønningen, with the “old yellow school” in the background, c. 1900

Here at the corner of Vestgrønningen and Strandgade we can easily look across to the west side of Vestgrønningen. Here lie the three buildings – each in its own style – which constitute Dragør School. Dragør’s educational authority has, ever since the beginning of the 18th century and right up to today, long had problems with too little teaching space for its many children. The two older buildings are “the little red school” from 1891 and “the grey school” from 1920. The large red-brick school building is from 1955, and the wing out to the street near the bus stop lies on the exact spot, where in 1741, the town built a new, and in its time, very large school. However, this “old yellow school” was demolished in 1954 – as it was in the way of progress.

13. NYBY AND BLUSHØJ

If there is time to extend the tour a little, we can pop over to Nyby (New Town). If we go through the narrow passage south of the little red school, we come to the area called Nyby that was built after the previously mentioned fire in 1842. Those who suffered from the fire were offered free building area here outside the town, and some people chose to build on the empty field, while others preferred instead to rebuild on the site which had burned down.

To the south along Nyby we pass, on the corner of Kastanie Allé (Chestnut Avenue), a previous old people's home built by Dragør Borgerforening (Dragør Citizens' Association) in 1911. Directly across, on the south-western corner of Kastanie Allé lies "Elisenborg", which today is a youth club. The house may have been built by master builder Blichmann in 1776 for ropemaker Andreas Nielsen, after his earlier ropemaking establishment had burned down. Dragør's inhabitants subsequently demanded that he moved outside the town. The property has since functioned for many years as the home of Dragør's customs officer. During the period 1847-1910, it was owned by Dragør's big ship owner, H. N. Jeppesen and his widow, who were grandparents to the ship owners A. P. Møller (founder of the Maersk Line) and Hans Isbrandtsen. There was a restaurant here in the first half of the 20th century.



Southwest of Elisenborg lies Blushøj (Bonfire mound), which is an old Bronze Age mound. It is most likely here that, in 1558, Rasmus Olufsen, a citizen of Copenhagen obtained the rights to upkeep the fire. He had to keep a fire burning on the mound to help fishermen at the annual harvest time fishing.

***Nyby seen from
the southeast,
1890***

**Dragør
Sangforening
on Blushøj**



On Easter Sunday morning, Blushøj fills with the lively voices of children. An old tradition of rolling Easter eggs still continues. Beautifully decorated hard-boiled eggs are rolled down from the mound, collected, and rolled down again and again until they are no longer usable. The children enjoy themselves, while the accompanying parents and grandparents look on.

At 7 a.m. on Whit Sunday, the mound resounds to splendid choir singing. On the top of Blushøj, the Dragør Sangforening (Dragør Glee Club) holds an annual small concert that is attended by a large audience. The Danish hymn “I Østen stiger Solen op” is among the male choir’s most popular numbers.



**The barrel
queen, 1998**

On Quinquagesima, the Sunday before Lent, the annual Shrovetide riding competition takes place at 4 p.m. on Engvej in front of Blushøj. After beating the barrel on horseback, the annual “barrel king” or “barrel queen” is chosen. It is only in Dragør that women are allowed to ride in the competition; while in Store Magleby women are not allowed to participate in the annual Shrove Monday riding competition held at 4 p.m.

Many traditions are still going strong around Blushøj. It was also here, that in 1887, Dragørs Fremme (Dragør Promotion Society), an association of far-sighted citizens – began to plant trees and to establish a park to beautify the town, so as to attract tourist income to Dragør.

The society has set up a plaque beside Blushøj to commemorate this initiative. For many

years, the area provided the background for the annual *anlægsgfester* (garden parties), that raised money for the association's continuous attempts to beautify the town and its surroundings. A section of this park was incorporated into the churchyard when the grounds of Dragør Church were extended in the 1940s.

To the northwest we can get a glimpse of Dragør Church which was consecrated in 1885 in the presence of the entire Royal family. Before that, the inhabitants of Dragør had to go to Store Magleby to attend church.

Now let us turn back to where we came from the library building at the corner of Vestgrønningen and Strandgade.

14. BADSTUEVÆLEN

If we continue back along Strandgade and turn left at the building belonging to Dragør Borgerforening, we come to Badstuevælen (Bath Pool) – another of the town's pretty squares.

Badstuevælen has its irregular shape, because there was once a clay pit here. It was from here that the inhabitants fetched building material for their mud-built houses, and it functioned as such long into the 19th century. The word "væl" is an old Dutch term for a pool.



Badstuevælen

The circle with the granite boulders in the south-western corner of the square is not a *tingsted* (an ancient meeting place). It was established in the 1920s by the association Dragørs Fremme as an attempt to beautify the town.



*The milestone in
Kongevejen, 1981*

No. 6 Badstuevælen was newly built in 1864 by the recently returned gold miner Svend Jensen Kjæmpe. He had the house built for his two sisters, and in order to mark the good deed, they had the name of the house, “Broders Gave” (Brother’s gift) engraved on a glass pane over the door. The pane no longer exists. The houses at No. 8 and No. 12 were built in the 1790s by master builder J. H. Blichmann.

15. KONGEVEJEN

At the end of the square we come to the town’s old main thoroughfare – Kongevejen (the King’s Road). It was paved in 1790. Here lies an old milestone which bears King Christian VII (r.1766-1808)’s monogram. It indicates that there were 1½ miles to Copenhagen (a Danish mile corresponds to 4.68 statute miles). That was the distance, at least, in 1789 when it was erected.

Kommandørboligen, the Commander’s house, at No. 11 Kongevejen that today contains a pharmacy and a glazier’s, is decorated with a relief of the national coat of arms on its façade. This pompous name derives from a time in the 19th century when the property functioned as a building for the Inspector of Customs and Pilots.

Several years ago, the little square in front of Brugsen (the co-operative store) was named Neels Torv (Neel’s market), after the first known owner of the farm that until 1960 lay where the store lies today. Neel, who was most likely born in Holland and came to Denmark as a little girl, was a widow in 1574, and handed over this farm – later called Kongevejsgård



– to her son-in-law. She and her family thus constituted the beginning of a line of Dutch owners of the farms Kongevejsgård and Dragørgård on the other side of Toldergade. They were all more or less related to one another, and in this way, they were close representatives of the Dutch Administration in Store Magleby, which the inhabitants of Dragør were subjected to for several centuries.

***Kongevejsgård
c. 1920***

In the Middle Ages, a church building belonging to the Franciscan monastery of Copenhagen lay here.

16. JAN TIMANNS PLADS

A few steps away from Neels Torv lies Jan Timann's Square, named after the bailiff Jan Pedersen Timann (1683-1749), who owned the farm Kongevejsgård. Here in this square, lay the farm buildings belonging to the second of the two Dutch farms, Dragørgård. In 1929, what was once its cowshed was turned into Dragør Bio, the local cinema.

17. STAKHAVEN

If we continue along Lybækstræde, we come to a raised area on the right-hand side called Stakhaven. This area has remained unbuilt for several centuries. The National Museum of Denmark undertook an archaeological survey here in 1973-1975, and found five building periods dated from c. 1350 to c. 1620. Among the finds were the remains of three houses with their gable ends facing a paved alley that may be identical to the Nyenstræde, mentioned in 1561, when King Frederik II (1559-1588) presented castellan Christoffer Mogensen with three building sites here.

One of the houses has been a large stately half-timbered house with a cellar, brilliantly decorated with painted walls, grisaille stained-glass windows, and glazed tiled-stoves. We can guess that this distinguished house was used by the castellan to receive foreign aristocrats, who had sailed over to Denmark and landed in Dragør. Here they could rest in comfort after an arduous sea journey, before their more official welcome could take place in Copenhagen city.



The local archivist Svend Jans and curator N.-K. Liebgott at the dig in Stakhaven, 1973

Lybækstræde was devastated by fire in 1852. All the houses in the street burned down, and the fire spread to houses in Wismarstræde and Stettinstræde.

Behind the row of houses in Vartovslængen at the end of Stakhaven, there was a canal from the time of the herring markets, later named "Løkkerenden" (Loop Channel). Along this canal, flat-bottomed barges would transport the large hauls of herring onto land, to the booths and tents where the herring was cleaned and salted. As recently as a hundred years ago, this canal could still be seen as a narrow ditch. It has been filled up since then. In the residential area north of the old town, a number of objects from the time of the herring markets have been found, e.g. beer barrels and Rhenish ceramic beer beakers. In the 1890s, the National Museum of Denmark conducted an archaeological dig in this area.



Lybækstræde

We can go back along Stettinstræde – earlier called Nyenstræde – over to Jan Timanns Plads and Toldergade.

18. TOLDEGADE

Down along Toldergade (Customs Officer's Street) we pass by the cinema – previously, Dragørgård's farm building, whose walls are reinforced by supporting columns. Further along we can glimpse the farmhouse which dates from 1872.

Eastern end of Toldergade

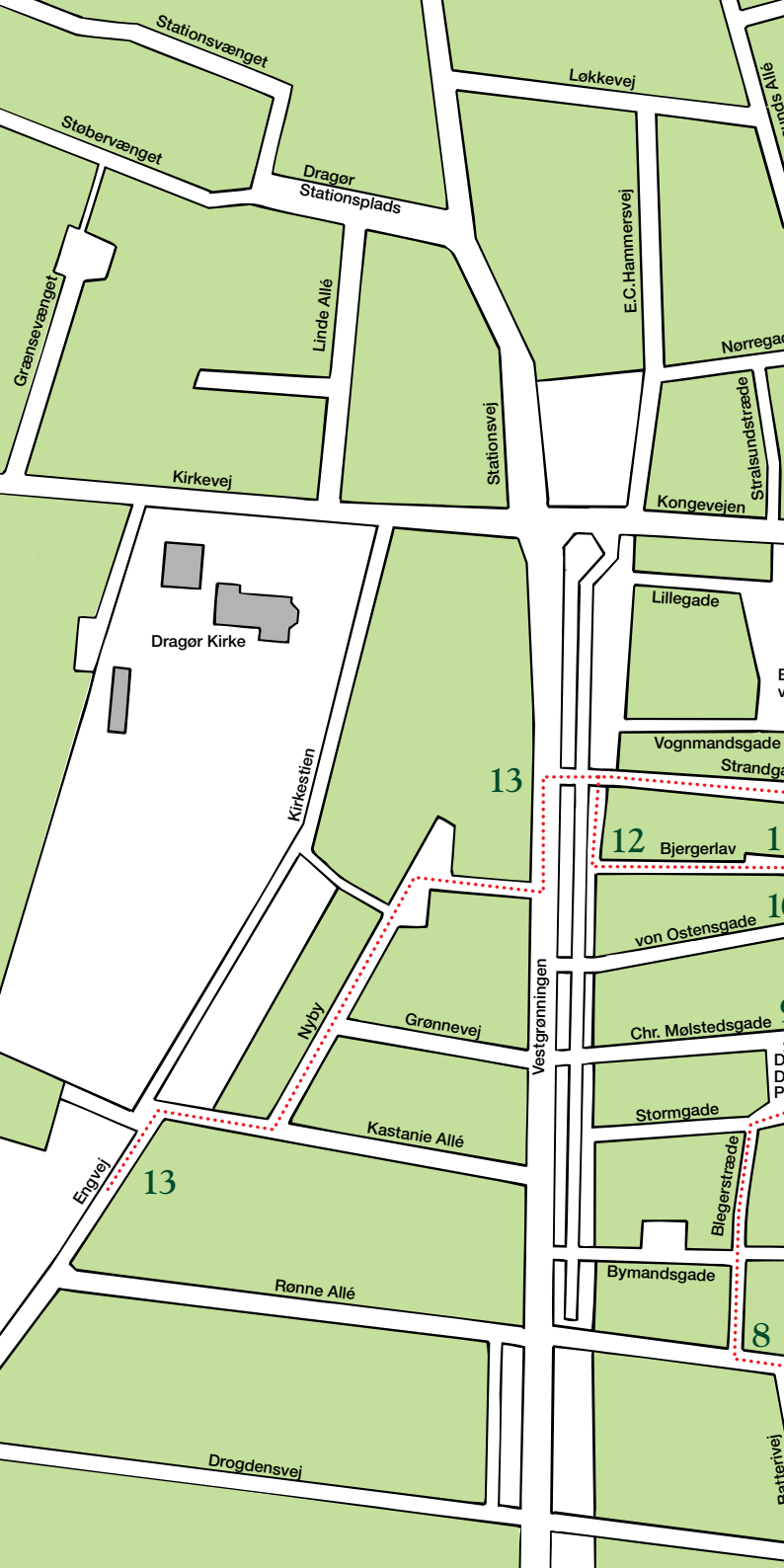


The property named Blå Hane (Blue Cock) lies at No. 6 Toldergade. Until the beginning of the 17th century, it housed Dragør's Customs office, where the income from the large herring markets was collected. In 1651, when the heyday of the herring markets was gone forever, the customs office with its premises was handed over to the earlier mentioned Svend Hansen Gyngé, the innkeeper from across the road. In his application he stated that he would build on the land, so that “when His Majesty went hunting, His Majesty could lodge there”. As mentioned earlier, he was on good terms with King Frederik III.

So we are back again at Dragør harbour's north mole, where the whole story began in the Middle Ages. Here on the “øret” or the gravel beach, where ships could be “dragged” or pulled ashore, and where the Dutch immigrants built a harbour, around which most of the town's history has taken place.

KEY MAP

1. Havnepladsen
2. Strandgade
3. Strandstræde and Hollandsfed
4. Fogdens Plads
5. Lodsstræde
6. Skippergangen and Skipperstræde
7. Sønderstræde and Rønne Allé
8. Blegerstræde
9. Jens Eyberts Plads
10. von Ostensgade
11. Bjergelav
12. Vestgrønningen
13. Nyby and Blushøj
14. Badstuevælen
15. Kongevejen
16. Jan Timanns Plads
17. Stakhaven
18. Toldergade



Stationsvænget

Støbervænget

Grænsevænget

Dragør Stationsplads

Linde Allé

Kirkevej

Stationsvej

Løkkevej

E.C. Hammersvej

Nørregade

Stralsundstræde
Kongevejen

Dragør Kirke

Kirkestien

13

Lillegade

Vognmandsgade
Strandgade

12 Bjergelav 1

von Ostensgade 1

Chr. Mølstedsgade

Stormgade

Blegerstræde

Bymandsgade

8

13

Rønne Allé

Kastanie Allé

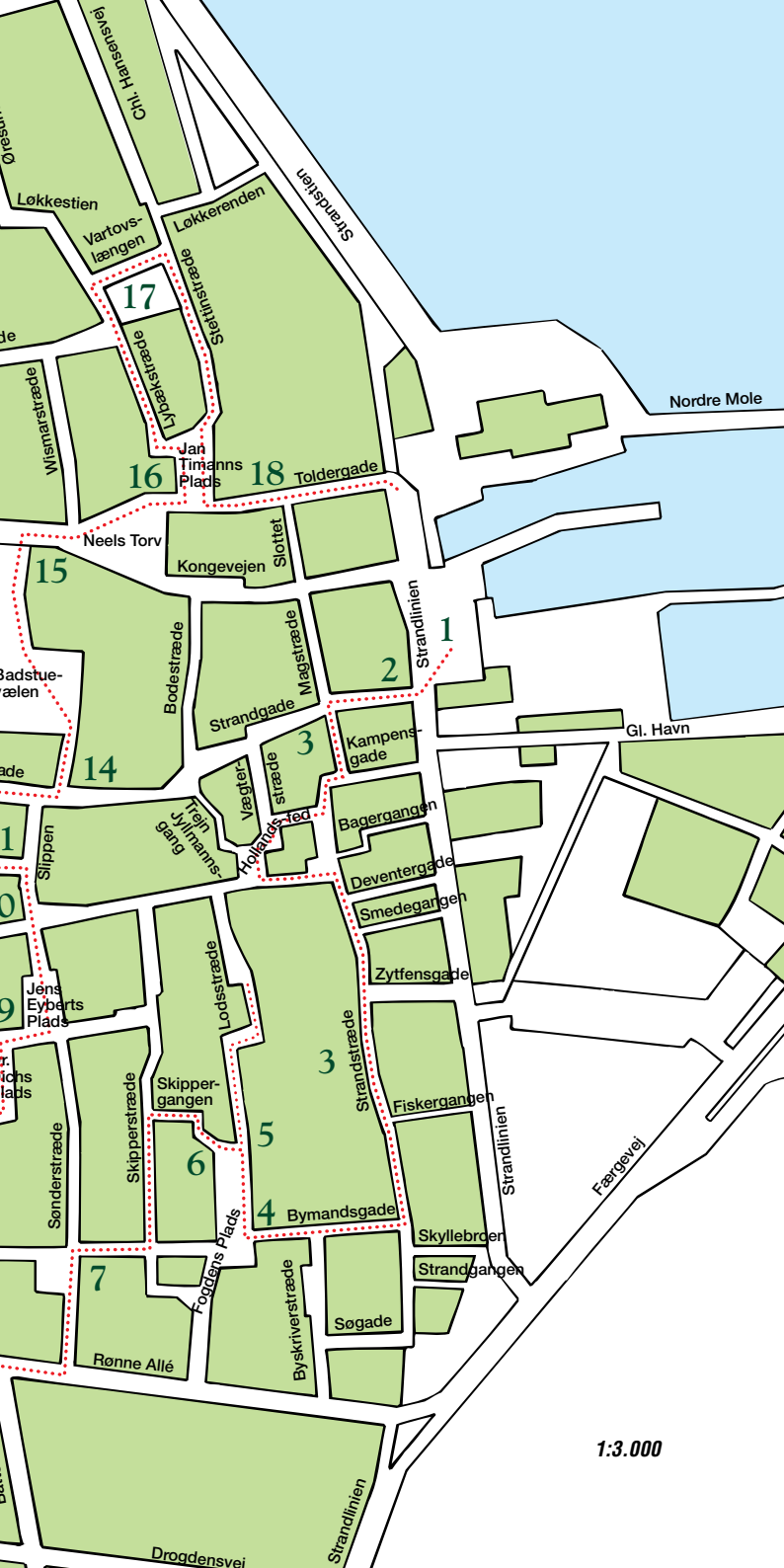
Grønnevej

Nyby

Engvej

Vestgrønningen

Drogdalsvej



17

16

18

15

14

2

3

1

0

9

6

3

5

4

7

Løkkestien

Vartovslængen

Løkkerenden

Stettstræde

Lybekstræde

Jan Timmanns Plads

Toldergade

Neels Torv

Kongevejen

Slottet

Bodestræde

Strandgade

Magstræde

Badstueælen

gade

Slippen

Trejfn Jyllmannsgang

Vægtstræde

Hollands fæd

Kampensgade

Bagergangen

Deventergade

Smedegangen

Zyffensgade

r. ichts plads

Jens Eyberts Plads

Sønderstræde

Skipperstræde

Skippergangen

Lodsstræde

Hollands fæd

Strandstræde

Fiskergangen

Bymandsgade

Skillebroen

Strandgangen

Rønne Allé

Byskriverstræde

Søgade

Strandlinien

Strandstien

Nordre Mole

Gl. Havn

Færgevej

Strandlinien

Drogdensvej

1:3.000

A GUIDE TO OLD DRAGØR

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BY BIRTE HJORTH

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