

LONDON TOPOGRAPHICAL SOCIETY

Newsletter

Number 60
May 2005

Notice of the Annual General Meeting 2005 Wednesday, 6th July 2005

The one hundred and fifth Annual General Meeting of the London Topographical Society will be held on Wednesday, 6th July 2005, at the Dutch Church, Austin Friars, London EC2. Refreshments will be served from about 5.30pm and the meeting will start at 6.30pm. Afterwards, we will have a talk about the Bomb Damage Maps from Robin Woolven who has written the introduction to our publication. We are also hoping for a talk by the church's archivist. From about 7.30pm there will be a modest celebration to mark our 125th anniversary.

Members may bring a guest to the AGM, but no more than one please, as space is quite limited.

The Dutch Church is conveniently close to Bank, Moorgate and Liverpool Street stations, giving a wide choice of underground and mainline routes and buses Nos 11 and 23 stop near the junction of Broad Street and Throgmorton Street.

The annual publication will be distributed to members at the meeting. Those who cannot attend will be sent theirs by post, probably in August or September.

Please write to the Hon. Secretary if you would like to nominate anyone as an officer of the Society or as a member of the Council, or if you wish to raise any matter under item 6 of the agenda.

AGENDA

- 1 Minutes of the 104th Annual General Meeting
- 2 Annual Report of the Council for 2004
- 3 Accounts for 2004
- 4 Hon. Editor's report
- 5 Election of officers and members of Council
- 6 Proposals by members
- 7 Any other business

Items 1-3 are all published in this *Newsletter*.

105th Annual Report of the Council of the London Topographical Society for 2004, incorporating the Minutes of the 2004 AGM

The publication for 2004 was *Old St Paul's: The Society of Antiquaries' Diptych, 1616*, by Pamela Tudor-Craig, with an additional contribution from Christopher Whittick. Members were able to collect their copies at the annual general meeting; copies were sent to other members later in the year.

After a deficit of nearly £6,000 in 2003, much-reduced printing costs and a gift aid tax repayment allowed the Society to record a surplus of about £6,000 for the year, in spite of making a £25,000 provision against the exceptionally heavy expenses anticipated in 2005. Profits from the sale of past publications were lower, but still represented an important source of income. The Society's liquid resources at the end of 2004 were of about £140,000, equivalent to about four years of normal operating expenditure.

Membership numbers increased slightly during the year, giving an end-year total of about 1,010 fully paid up members and four honorary members.

The *Newsletter* was published in May and November. Articles included the second part of Stephen Croad's *Traditional Craft on the Thames*, Tony Aldous on Simon Bradley's revision of Pevsner's *Westminster*, John Ansell on *The Restoration of Temple Bar to the City of London* and an edited version of Hermione Hobhouse's talk at the AGM on *South Kensington: the Estate of the Commissioners for the 1851 Exhibition*, as well as extensive notices, news, notes and book reviews.

Council meetings were held in January, April and September to discuss the Society's publication programme, membership and finances, and other administrative matters.

– Patrick Frazer, Hon. Secretary

Minutes of the Annual General Meeting of the London Topographical Society 2004

The one hundred and fourth Annual General Meeting of the Society was held in the Concert Hall of the Royal College of Music at 6.30pm on 13th July 2004, following refreshments and home cooking organised by Joyce and Donald Cumming. The chairman, Dr Penelope Hunting, welcomed about 310 members and guests who attended. The Annual Report of the Council and the Minutes of the 2003 Annual General Meeting, which had been previously circulated, were approved. The Annual Accounts were adopted after an introduction by Mr Roger Cline, who reported that the deficit had been caused by heavier-than-normal printing costs. Dr Ann Saunders spoke about the annual publication and future publication plans.

All the officers were re-elected, viz: Penelope Hunting as Chairman, Roger Cline as Hon. Treasurer, Ann Saunders as Hon. Editor, Simon Morris as Publications Secretary, Denise Silvester-Carr as Newsletter Editor, Patrick Frazer as Hon. Secretary and Hugh Cleaver as Hon. Auditor. All Council members were also re-elected.

After the business part of the meeting, there were talks by Pamela Tudor-Craig on the St Paul's Diptych, by Christopher Whittick on Henry Farley, who commissioned it, and by Hermione Hobhouse on the development of Albertopolis, the area around the Royal College of Music.

– Patrick Frazer, Hon. Secretary

Bomb Damage Maps

London emerged from the Second World War bombed and scarred in 1945 but nonetheless triumphant. The sixtieth anniversary of the end of the war in Europe is being remembered this month. The year 2005 also commemorates the 125th anniversary of the inaugural meeting of the Topographical Society of London at the Mansion House in 1880. We have taken the opportunity to mark both events with an ambitious publication: the Bomb Damage Maps of London 1939-1945 will be launched at the AGM in the Dutch Church in Austin Friars on July 6th. This church has been at the heart of the Dutch Protestant community in London since the 1550s. It was destroyed by a direct hit in 1940, and rebuilt to designs by Arthur Bailey in the 1950s.

The Bomb Damage Maps record the impact of the aerial bombardment of London during the Second World War, building by building, site by site. The story of damage and destruction is a gripping one, reminding us that the determination of the inhabitants of

London matched the courage of servicemen. As the bombs fell and houses were hit, docks and railways blitzed, a dedicated team in the London County Council's Architect's Department recorded this painful episode in London's history, an episode that altered the face of the capital and dictated its future development.

Dr Robin Woolven's text combines detail with clarity, background with insight; the photographs and maps speak for themselves. There could hardly be a more appropriate publication for this year, nor a more fitting location for the AGM. Come, collect and celebrate!

– Penelope Hunting

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Bringing home the Atlas

As we will celebrate our 125th anniversary at the AGM, we hope you will make a special effort to attend and collect your publication, unless of course you do not qualify for one by virtue of joining in 2005 or were a late renewal for 2005. To protect the publication we have organised some strong plastic carrier bags – complete with our logo – for you to carry the atlas home. Those of you who do not attend can collect from the Hon. Treasurer or Hon. Secretary by appointment provided you let either know before the AGM; otherwise if you have a home or office in Central London you will receive your copy by personal delivery; the rest will go by post. You should contact the Hon. Treasurer by 30th September 2005 if you have not received your copy because we shall have very few spare copies to cover losses, due to the special print run restrictions imposed on us by the LMA, and the LMA require us to surrender unused copies soon after that date.

Joyce Cumming will again provide cakes for the tea before the AGM and as increasing numbers seem to attend nowadays, it is always appreciated if members are able to contribute delicious samples of their home baking.

– Roger Cline



The Dutch Church, Austin Friars, which was completely destroyed by a parachute mine at 2.40am on 16th October 1940.

Conundrums Underground

by Gregory Jensen

Members of the London Topographical Society ought to be ideally placed to solve some of the puzzles and conundrums of the famous map of the London Underground. For instance, why is Eastcote in the west and Southgate in the north? Since Southfields is properly in the south, why is Northfields in the west? Why are all the noblemen (earls, barons and knights) on the Piccadilly Line when the royals are simply everywhere – especially on the Docklands Light Railway (DLR) where three out of four consecutive stations are regal – Royal Albert, Prince Regent and Royal Victoria? Kings(bury) and Queens(bury) rule adjacent stations on the (royally named) Victoria Line. King's Cross, Queensway, Park Royal, Victoria, Royal Oak – crowned heads are all over the map.

There are more than four saints on the Underground – John, James, Pancras and Paul, of course, but where are the rest and how many? Even without them, the tube is a singularly religious network. We have friars (black) and sisters (seven), a Temple, a chapel (white) and Parsons (green) to preach in them. Perhaps an Angel perches in the Gospel Oak. And for good measure, we have Bow and Horn churches.

Aldgate and Moorgate obviously were gates in the old City wall. But what about the other gates – Notting Hill, High, South, New Cross, Lancaster?

Many underground stations are named for localities but some localities are luckier than others. Two give their names to four stations. Two name five stations. And one – if the North London rail line is included – names six. (To put you out of your misery: four stations – Ealing and Kensington; five stations – Ruislip and Harrow; six – Acton.)

Which is the only station to serve six tube lines? (Baker Street serves only five.)†

Two lines have two branches which each cross the River Thames. Which line, without branches, crosses the river four times?††

Perhaps the most baffling conundrum is the fact that judging from the tube map, London is one vast leafy glade.

Four consecutive stations on the District Line are park, brook, green and park. Start from Cockfosters and the next five stations include a wood, a grove, a green and another green (and two stations later, another park). No less than twenty-six stations include the word 'park', and there are ten greens (not counting two Greenwiches), four woods, three gardens, two commons, two groves. A heath. A brook. And a bush. The seven 'hills' don't count since they are not necessarily leafy.

Apart from Island Gardens, the tube is singularly short of islands. Although how Cyprus gets on to the map is another matter. Incidentally, some of these statements and numbers above may not be entirely accurate. Are they? Prove me wrong!

* Countless numbers at All Saints on the DLR.

† King's Cross. †† Jubilee Line.

The London Loop

by Tony Aldous

For anyone interested in both country walks and the topography of outer London, the London Loop is a 'must'. A 150-mile walking route around London, comfortably inside the M25 and almost all of it within the boundaries of Greater London, the Loop has the great advantage of linking up with tube and over-ground rail lines so that you can nibble away at it in manageable sections using public transport with travelcards or, in some cases, the Freedom Pass.

The London Loop starts at Erith, on the south bank of a wide Thames tideway with the pylons of the Queen Elizabeth II Bridge at Dartford well in view. Erith's recently restored Deep Water Wharf is a good vantage point for viewing the tideway. The Loop follows the Thames downstream before heading up the River Darent, its mouth guarded by one of those guillotine-type flood barriers which protect tributaries of the Thames from tidal surge in support of the main Thames Barrier at Woolwich.

The route follows the Darent and the little River Cray through Crayford, skirting Hall Place, a sixteenth- and seventeenth-century house originally built for Sir John Champeneis, Lord Mayor of London in 1534. It stands in fine landscaped grounds, only a little spoiled by the roar of traffic from the nearby A2. Soon the Loop reaches a series of woodlands – Scadbury Park with its memorial to William Willett, pioneer of daylight saving; the National Trust-owned Petts Wood and the High Elms estate, former home of the Lubbock family. John Lubbock, first Baron Avebury, gave Britain its bank holidays and its first significant piece of conservation legislation, the 1882 Ancient Monuments Act.

Farther on, near Keston, stands the shattered remains of Wilberforce's Oak, under which the anti-slavery campaigner told his neighbour Pitt the Younger of his resolve to bring in a bill to end the slave trade. Hereabouts we come across black notice-boards of impressive size bearing the arms of the City of London Corporation but only just big enough for their reverse side to carry a stupefying array of regulations and prohibitions – no sermons, for instance, and positively no political speeches. So what is the City doing here, so far from the Square mile? It is here because an 1878 Act of Parliament empowered it to buy and preserve local beauty spots in the country way beyond its boundaries. The Loop passes through several: West Wickham, Kenley and Coulsdon Commons, Riddlesdown and, outstandingly, Farthing Downs which, with Croydon Council's Devilsden Wood and Happy Valley, form an idyllic green promontory between the invading suburbs.

Here we also find Kenley airfield, which helped to defend London in both World Wars but is now only used to train glider pilots. This section of the route takes in Addington Hills, from whose principal viewing point you can see the Gherkin, the Eye, Canary

Wharf and sometimes, it is claimed, even Epping Forest and Windsor Castle. Coming out of the trees here, you almost stumble on railway lines in the grass. Beware! Croydon's new articulated trams are fast, frequent, and surprisingly silent.

As the south-west section of the Loop heads towards Kingston, points of interest include the Little Woodcote estate, established by Surrey County Council in the 1920s to give returning ex-servicemen the chance to become farmers, or at least smallholders. The distinctive black weather-boarded houses are still there and in good repair, but 'farming' is no longer much in evidence. At Nonsuch Park, near Cheam, you can explore the excavated ruins of Henry VIII's great palace. To make room for it he swept away a whole village, Cuddington, including its church. The most notable building still standing in what is now a public park is the Georgian gothic Nonsuch Mansion of 1808 by Wyattville.

In Ewell (part of an odd Surrey wedge sticking into Greater London) is Bourne Hall Park, its splendid lion-topped gateway now leading not to eighteenth-century Bourne Hall – "disgracefully demolished", said Nikolaus Pevsner, and as late as 1962 – but to the municipal flying saucer of a building which replaced it. From here to Kingston the Loop largely follows the Hogsmill River, which used to support dozens of watermills, producing both flour and gunpowder. One of the latter, Upper Mill, survives – but without explosives.

Kingston, of course, has the Coronation stone on which seven Saxon kings are supposed to have been crowned, and other historic structures include the twelfth-century, three-arched Clattern Bridge. But it is over the nineteenth-century

Kingston Bridge that we gain the Middlesex bank and enter Bushey Park, acquired with Hampton Court Park by Cardinal Wolsey in 1514 and later 'given' to Henry VIII who enclosed them as a hunting reserve. With public access re-established soon after Henry's death, Bushey Park's delights include its elaborate and somewhat mystifying system of waterworks, fed by the artificial River Longford, which Charles I commissioned to supply his lakes and fountains. Another curiosity is Cobblers Walk, a footpath whose name celebrates a determined campaign by Timothy Bennet, shoemaker of Hampton Wick, to establish a right of way across the park.

The western and eastern sections of the Loop include some of its direst environments – wildlife seems to thrive under Heathrow's flight path, but that humans survive there is difficult to credit. Hounslow Heath was once a 4,000-acre waste stretching to Staines. Britain's first civil airport (daily flights to Paris) opened there in 1919. Unfortunately, unlike Croydon, it survived and grew, though since at least the 1960s it has been clear that this was a quite unsuitable location for an airport. The little River Crane (more gunpowder mills) softens the impact for walkers on the Loop but real relief comes only at Bulls Bridge. Here the Grand Union Canal forks: one way south to the Thames at Brentford, the other east towards Paddington and the Thames at Limehouse. The Loop follows it westwards, out of London, then north along the valley of the Colne. There is a brief diversion at Stockley Park, an imaginatively designed office park which, out of derelict land, funded the creation of the much larger and beautifully landscaped country park.

The north-western section of the Loop is dotted with reminders of local millers' fears that the canal would steal their water supply. West of Uxbridge, the canal's Slough arm is raised above the valley floor so that there could be no possibility of this; and farther on the huge Aldenham reservoir, built in 1796 by French prisoners-of-war, is there not because the canal needed it, but to placate mill-owning objectors to the bill empowering its construction. The canal towpath, with its locks, weirs,



Walkers on the London Loop pause at Wilberforce's Oak near Keston.

Credit: Tony Aldus

lock-keepers' cottages, and canal-side pubs, as well as the odd diversion into the Colne Valley regional park, make this an attractive section of the route. So, too, is the succeeding section through the woods and fields of a remarkable surviving stretch of rural Middlesex. Its self-styled 'last surviving village', Harefield, has working farms as well as its famous hospital.

Soon rural Middlesex merges into Metroland and we come upon two notable houses. Grimsdyke House, close to a surviving stretch of the ancient earthworks of that name, dates from 1872 and is recognisably the work of Richard Norman Shaw. It was owned in the 1880s by W. S. Gilbert, who loved its gardens and expressed a wish to die there. This wish was tragically granted in 1890 when he drowned in the lake (which the Loop passes) trying to save a young guest. The house is now a hotel. Sir John Soane's Bentley Priory of 1777 was home to the nineteenth-century prime minister Lord Aberdeen, but achieved more recent renown as headquarters of RAF Fighter Command during the Battle of Britain. Still occupied by the RAF and surrounded by tight security, it is barely visible from the adjoining Bentley Priory open space.

The 'north central' section of the Loop must have set tough challenges for London Walking Forum members searching in the early 1990s for a halfways decent walking route here. Too many motorways and major highways! – so it is a relief to leave the A1 behind and follow the infant Dollis Brook across green landscapes to Barnet. Monken Hadley offers many architectural delights, including its fourteenth-century church, its tower topped by a rare copper 'armada' beacon, and Sir Roger Wilbraham's almshouses, founded in 1612 to shelter 'six decayed housekeepers'.

Now comes Enfield Chase, once a vast royal hunting forest, but later a place of grand houses and landscaped private parks. One, Trent Park, set in public country park, serves as a campus of Middlesex University. Walkers on the Loop glimpse across the lake the grand neo-Georgian mansion created in the 1920s for Sir Philip Sassoon by architect Philip Tilden. This northern part of Enfield borough is another remnant of old rural Middlesex – green belt farmland, much of it owned by Enfield Chase Estate. The estate co-operated with Enfield Preservation Society on a project for the Queen's 1977 jubilee, creating a new footpath through attractive countryside along the Salmon Brook to the Ridgeway. A few miles on stands seventeenth-century Forty Hall, built – perhaps by Inigo Jones – for Sir Nicholas Raynton, a wealthy London haberdasher and sometime Lord Mayor.

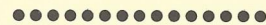
From here the Loop heads down into the Lee Valley, with the River Lee, the Lee Navigation and what was the Royal Small Arms factory, which manufactured that old faithful of the British infantry, the Lee Enfield rifle. The works have now been converted and redeveloped for housing amid some controversy over the adequacy of the methods used to deal with toxic substances. But what a con-

trast when the route heads over the Sewardstone Hills towards Epping Forest, with spectacular views back over the chain of huge reservoirs that lines the valley. On the forest edge near Chingford, the sixteenth-century Queen Elizabeth's Hunting Lodge was built by Henry VIII – not so much as a place to stay as a grandstand (originally open on one side) from which to view the hunt. But whereas parliament entrusted the Corporation of London with the task of conserving Epping Forest, it authorised the clearance of another royal hunting forest a few miles east – Hainault, where 100,000 trees were felled to make way for agriculture. The surviving country park is a welcome but comparatively tiny remnant of that great, vanished forest.

The east side of the Loop includes less of obvious topographical note. Havering-atte-Bower, the green-belt village which gave its name to the present London borough, has charm but scarcely hints that it was the site of a royal palace from before the Norman Conquest. Much of the route follows the little River Ingrebourne – a green way through both farmland and suburban housing – to Rainham, whose creek runs into the Thames. This village has its attractions – eighteenth-century Rainham Hall, a Norman church, and three imposing if somewhat faded pubs. But this end of the Loop is mostly pretty dire – dirty, old style industry and rubbish tips. As the path nears its end at the tideway, however, land reclamation is creating some alluring green hills to match those across on the Kentish side. There used to be a ferry from here to Erith, at the Loop's other end. All that is now on offer is the rail line to Fenchurch Street.

Further Reading

A pocket size *Recreational Path Guide: the London Loop*, with 1:25 000 Ordnance Survey mapping, has been published by Arum Press, price £12.99. Its author, David Sharpe, was one of those who, with footpath officers from the local authorities, pioneered the London Loop. The route is generally well signed, but sometimes waymarks are missing where you most need them. To be sure of the route, the 'Looper' really needs Sharpe's guide or the relevant 1:25 000 maps themselves.



Danson House

Danson House in Bexley is a small eighteenth-century country villa in mellow Oxford stone. For decades it has lain neglected in a 200-acre public park that was bought by the local council eighty years ago. The dereliction was so bad in the early 1990s that a small aircraft could have landed in the gaping hole on the upper floor. But all is now repaired. English Heritage has recently completed a £4 million restoration and at Easter the Grade I-listed Palladian villa opened to the public.

Danson House was built in the 1760s for John Boyd, a director of the East India Company, whose personal wealth came from his family's sugar plantations in the West Indies. Robert Taylor, then engaged on the Bank of England, was employed as his architect, and the interior features were the work of William Chambers, whose pattern book 'Designs of Villas, Temples and Gates, Doors and Chimneypieces' had not long been published. Boyd's wife Mary died just as plans for the house were being drawn up, leaving him with five children, but in 1766 he remarried. Catherine Chapone, his bride, was almost twenty years his junior and in the dining room of the new house Charles Pavillon, a French artist, painted colourful panels with fruit and flowers that alternated with allegorical scenes telling the story of the elderly Vertimus's love for the young Pomona. Fashionable chinoiserie wallpaper was put up in the salon and an organ was installed in the library. Nathaniel Richmond, a pupil of Lancelot 'Capability' Brown, landscaped the parkland. He created a lake, which extended into a river, where the children – Boyd had three more by Catherine – were able to sail and a gravel path was laid down for riding. Trees were planted and a ha-ha cut out at the back of the house.

Danson remained in the Boyd family until 1807 when it was sold to John Johnson, a soldier, whose daughter left a legacy that has enabled English Heritage to carry out a faithful restoration. Sarah

Jane Johnson was a good amateur artist and her watercolours of the reception rooms have been used to recreate many of the features. Large gilded mirrors, which had long disappeared, have been fashioned for the recesses in the dining room, carpets have been rewoven and chinoiserie wallpaper specially made. And by a stroke of good fortune the Chambers friezes, mantelpieces, columns and door pediments are back in place. These had been torn out in the early 1990s shortly after Bexley Council had leased the house to a company that was prepared to restore the house. A director intended to live there and run a renovation business from the stables. But acrimonious rows over grants ensued and an inspection revealed that breezeblock walls had been installed to 'protect' the fixtures. In fact they had been ripped out and were found by the police in a container in Tilbury Docks about to be shipped to the Caribbean, where the by now missing director was said to be living in comparative poverty!

Fortunately, the painted panels had been taken into safekeeping by English Heritage 30 years ago and the organ transferred to nearby Hall Place. The furniture had long since gone but settles, tables and lavishly gilded chairs that were sold in a famous sale in Paris in 1816 have been taken out of store in Brighton Pavilion and brought to Danson House. They were part of the collection of Cardinal Fesch, Napoleon Bonaparte's uncle.

Danson House in its new finery probably looks grander today than it did when the Boyds first arrived, and with the restoration of the parkland – when the ha-ha will be put back – due to begin shortly its enhancement will soon be complete.

– Denise Silvester-Carr

Danson House, Danson Road, Bexleyheath (tel: 020 8303 6699) is managed by Bexley Heritage Trust. It is open on Wednesday, Thursday, Sunday and Bank Holiday Monday from 11am-5pm until 30th October. Admission: adults £5, seniors £4.50, accompanied children free; EH members and students 25% discount.



Danson House before and after the recent restoration.



Credit: English Heritage

News and Notes

John Virtue

For the past two years the artist John Virtue has been perched high on the roofs of several London buildings as well as on the hill outside the Royal Observatory in Greenwich Park. From the National Gallery, Somerset House and the Oxo Tower he has filled sketchbooks with studies and topographical observations of the city. The bridges, the proliferating tall towers and ships on the Thames have been captured in minute detail and later transferred to the massive canvases he created his studio in the bowels of the National Gallery.

The drawings, almost a hundred, plus one enormous view across Greenwich to Canary Wharf are on view in the Courtauld Institute of Art Gallery in Somerset House on the Strand. The monumental paintings in black ink and shellac are on show in the Sunley Room in the National Gallery, both exhibitions running until June 5th. The latter is free but there is an admission charge of £5 (concessions £4) to the Courtauld.

Historic London photographs

An important new photographic resource for anyone studying the history of London in the last 135 years recently went online on www.english-heritage.org.uk/viewfinder. The images – more than 3,700 – come from two sources held by the National Monument Record: the York & Son collection of 2,400 photographs and the S.W. Rawlings collection of 1,300 images.



Temple Bar in the 1870s shortly before its removal from Fleet Street.
Credit: Reproduced by permission of English Heritage. NMR

York & Son, founded in 1870, was one of the largest English producers of lantern slides in the late nineteenth century. The collection almost exclusively covers London, particularly Westminster, and records a wide variety of street views, events, people and public buildings. Few of the photographs are individually dated but most were taken between 1870 and 1900.

Stanley W. Rawlings worked for the Port of London Authority, and was for a period a photographer in the Information Office. He was interested in life on and around the Thames and between 1945 and 1965 he photographed dock and harbour installations and shipping. The images are particularly interesting in the years immediately after the Second World War when the docks were at their peak.

The NMR has also recently purchased forty-seven photographs of the Crystal Palace, taken probably in 1854 by Philip Henry Delamotte. These, too, are available for study purposes on Viewfinder.

Paddington Waterside

In the last issue the exciting new developments alongside the Paddington Basin and the entrance to the Grand Union Canal were mentioned briefly. Paul Taylor, an architect, member of the society and a guide lecturer in London, will be leading tours of the area each Thursday morning during July. Starting in Little Venice, the ninety-minute walk will end in Paddington Basin, which is now being called Paddington Waterside. The meeting point will be Warwick Avenue Underground Station at 11am and the cost is £4. No booking is necessary (unless it is a large group). For further details telephone or fax 020 7625 9163.

Nelson and Napoleon

In October the 200th anniversary of Nelson's death will be commemorated in the annual dinner in the Old Royal Naval College, Greenwich, when the toast to the 'immortal memory' is drunk. And until early next year there is a small exhibition in the Painted Hall devoted to Nelson's lying-in-state there in January 1806. The displays are being shown in the room leading from the Upper Hall that is now known as the Nelson Room. Originally this recently restored room, with a high vaulted and domed circular ceiling and original stone floors, was a smoking room and from around 1780 it housed the records of the Royal Hospital. Shortly after Nelson's body arrived in Greenwich on Christmas Eve in 1805 it was taken into this small room (which has been closed for more than seventy years) to be prepared for the three-day public viewing in the Painted Hall.

A far bigger commemoration will take place on the other side Romney Road in Greenwich from July 7th when the National Maritime Museum mounts Nelson and Napoleon, an exhibition that will show the impact of the French Revolution and Napoleon's ambitions on Britain. It will challenge some of the

myths about the Battle of Trafalgar, and offer some new insights based on the latest research.

A number of recent discoveries of rare and unseen material will be included among the exhibits, many being lent by museums and private collections throughout Europe. Admission to the exhibition, which runs until November 13th, will be £9 for adults; £6 for concessions and £3 for children. Details: 020 8858 4422 or www.nmm.ac.uk

Putting Transport on the Map

While the LTS is known for its historical maps, enclosed with this issue you will find a map of the future. It comes from Transport for London (TfL) and shows proposed transport routes in London ten years hence. Whether all the predicted routes materialise remains to be seen and there is already considerable debate over the tram routes from King's Cross to Brixton and along the Uxbridge Road.

Putting Transport on the Map – proposed changes to the Network for 2016 – was prepared without the benefit of LTS editorial input; one detected error is that the tram stop adjacent to our Treasurer's address has appeared as Tavistock Street (the nearest such street being more than a mile away near the Strand!).

Books for sale

Timothy Wilson, one of our former members, has a collection of London books that he is offering for sale to current members. Highlights include the set of five London volumes published by the Royal Commission on Historical Monuments (£160) and the actual copy of Charles Booth's *Labour and Life of the People* (two volumes plus map appendix) that was chosen as the best available for making the LTS facsimile in 1984 (£150). Delivery free of charge in central London.

Many other titles, including several on the history of London docks, are also available. Members who would like details should contact Mr Wilson at Balliol College, Oxford OX1 3BJ; email timothy.wilson@ashmus.ox.ac.uk

South-West London Maps

Wandsworth Historical Society has recently published reproductions from Stanford's 1862 maps of South-West London. The south section extends from Mitcham to Balham and on the east-west line from Streatham to Wimbledon. The map of the north continues across the river and extends as far as Brompton, and encompasses parts of Hammersmith and Putney and to the east Lambeth and Stockwell. The distinctive hand-colouring quickly identifies railway station, open spaces and even bus routes.

Copies are available for £4 each plus 50p p&p from Hilary Sims of

the Wandsworth Historical Society, 112 Putney Bridge Road, London SW18 1NJ.

T R Way exhibition at Guildhall Library

Neatly overlapping the hugely-popular Turner Whistler Monet exhibition, the Guildhall Library print room is currently mounting an exhibition devoted to lithographs by Thomas Robert Way. Way was a close associate of Whistler and arguably the most important single force in the late nineteenth-century revival of artistic lithography in England. He was also a prodigiously productive artist in his own right, drawing over 600 attractive lithographs, mainly of London and the Thames. These were published in his books and portfolios of proofs, as well as in the form of postcards and London Underground posters, and as individual prints.

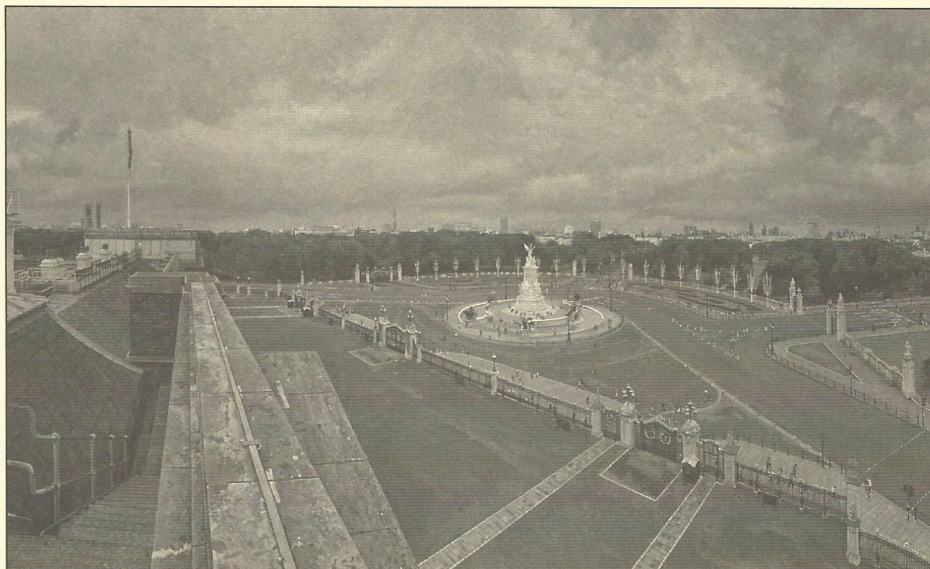
Our secretary, Patrick Frazer, is currently working on a book about T.R. Way and will be giving a lecture about him in the Lecture Theatre at Guildhall Library at 1.05pm on Wednesday, June 15th.

The exhibition, T.R. Way (1861-1913): Lithographs of London by Whistler's assistant, is open Mon-Sat 9.30am-5pm until September 16th. Admission is free.

London from a Royal Viewpoint

A new panorama of London, seen from the parapet of Buckingham Palace, was unveiled in March at the Museum of London. Commissioned by the museum for its permanent collection, the oil painting is the work of Clive Head, an artist who has exhibited widely in London and New York. Perched on the palace parapet you travel from Park Lane to Westminster across the treetops of St James's Park. Most intriguing is the roof of the palace with a jumble of slates, chimneys and fire escapes. There's a satellite dish and a brilliant green copper lightning conductor that leads the eye to the flagpole where the royal standard hangs.

The panorama, commissioned to commemorate the Queen's Golden Jubilee, will eventually hang in the planned galleries of Modern London which are due to open in 2009.



A section of Clive Head's panorama from the roof of Buckingham Palace.

Credit: The Museum of London

Last chance to see...

The wonderful Turner Whistler Monet exhibition at Tate Britain is of particular interest to Londoners. There is only a short time left to see it, however, as it ends on May 15th. Besides the large selection of paintings of the Thames (not to mention the Seine and Venice) by all three artists, there are some delightful Whistler's etchings of the docks and the river, and a number of amusing sketches. For his last view of the Thames in 1896 – a lithotint showing the Lambeth Lead Works and the Lion Brewery – he worked directly onto a stone supplied by Thomas Way. As the majority of these views are held in collections in America, this is a rare chance to see them. The booking line for the Tate is 020 7887 8888 or www.tate.org.uk/tickets

Book & CD Reviews

The Buildings of England, London 5: East

By Bridget Cherry, Charles O'Brien* and Nikolaus Pevsner. Yale University Press. ISBN 0 300 10701 3. 864 pages. 56 illustrations, 25 maps, 128 colour photographs; glossary, indexes. £29.95.

At last, London's revision is complete. This last of the six expanded and updated Pevsner volumes for London is – with 864 pages full of information and insights on East London and 128 colour photographs – a worthy final volume. The 'East End' is, however, despite Canary Wharf and the Thames Gateway project, a part of the capital still misunderstood and underrated by most Londoners. The Victorian myth of a place too squalid and brutal for respectable folk to penetrate had, of course, some substance, but for a whole century after Victoria it has prevented us from seeing the reality, which includes so much of importance and interest both historically and architecturally.

How many readers, for instance, know that Havering-atte-Bower, the pretty little green belt village which gave its name to the borough, took its name from a palace or hunting lodge "in continuous use as a royal residence from the twelfth century to the time of Henry VIII"? Nothing to be seen of it now, but the village is worth a visit with several interesting buildings, notably an 1870s church by Arts and Crafts architect Basil Champneys, as well as a village green with "stocks and whipping post, quite a rarity, restored 1966", and long green views towards the Thames estuary.

Rivers, as Cherry and O'Brien point out, are "fundamental to the character of East London" – the Thames and two tributaries, Lea

and Roding. They – especially the Thames and the Lea – are the setting for the huge transformation that has been taking place in the east and which this volume charts. In the 1980s and '90s developers belatedly rediscovered water as a magic ingredient in regeneration – and east London has water in plenty, from the wide expanses of the tidal Thames to the giant vistas of the Royal Docks, from the huge chain of early twentieth-century reservoirs in the Lea Valley to the unexpected vista from Canary Wharf south to Millwall outer dock.

Canary Wharf and neighbouring developments in the Isle of Dogs and Poplar-Blackwall constitute the most dramatic of these east London transformations, and the authors justifiably give them almost seventy pages.

Canary Wharf itself is dealt with in one of a series of 'perambulations' – the term used by Nikolaus Pevsner to wrap up a string of buildings interesting but not justifying separate treatment in their own right – which some people would judge about right for the Wharf. The text here is cool and factual vis-à-vis most buildings, warmer towards landscape and new bridges. The present authors have updated the device of perambulations by making many of them circuits from or between DLR stations, which makes them more accessible and tempting.

Cherry and O'Brien pinpoint some enthralling new buildings – Edward Cullinan Architects' twin-drum student residences for the University of East London on the Royal Albert Dock waterside; on the Isle of Dogs, Cascades (CZGW); John Outram's colourful and idiosyncratic pumping station at Stewart Street; and Nicholas Lacey's workspace buildings at Heron Quays. Lacey's deep red and purple offices two- and three-storey buildings with their dramatic roofscapes seemed to many in the early 1980s a shade too bold for down-at-heel Docklands. Who would want up-market office space in the Isle of Dogs? Now they are dwarfed by Cesar Pelli's No 1 Canada Square and the cluster of other towers which followed. Bigger but not bonnier.



The steel frieze at Prince Regent station on the DLR by Brian Yale.

Credit: English Heritage Photo Library

East London is rich in architectural treasures: churches (many medieval; three by Hawksmoor); a mosque that has been in turn Huguenot chapel, Methodist church and synagogue; music halls (Wilton's off Cable Street and Brick Lane, which is reusing a Teulon church in, confusingly, Silvertown); water power at Three Mills (eighteenth-century tide mills), and sewage disposal past and present in Bazalgette's Abbey Mills pumping station with its exotic skyline, and the sleek silver armadillo that replaced it. And much interesting housing, from weavers' houses in Spitalfields to former country seats, their parks now public, and east London's answer to Hampstead Garden Suburb, Gidea Park in Romford, with many of the Hampstead architects designing the 1911 'Exhibition of Houses and Cottages'.

London 5: East covers six boroughs: Barking & Dagenham, Havering, Newham, Redbridge, Tower Hamlets, and Waltham Forest. This is London east of the Lea, plus Tower Hamlets, which is so rich in buildings that it takes up 230 pages (more than a third) of the gazetteer section. It brings the reader almost up-to-date on east London, though with such a moving target it will (despite references to developments in the pipeline) soon in places seem out of date.

The Pevsner guides are such a Forth Bridge challenge, so unflinchingly faced by Cherry and her colleagues, that it seems cruel to urge them to fresh labours instead of well-earned repose. But *London 2: South* is now twenty-one years old and very out of date: no Dome, no Eye, no wobbly bridge, no Tate Modern, no Laban Centre, no Royal Naval College splendidly converted to university. Now that East has had its updating, surely South's cannot be much longer delayed.

– Tony Aldous

**Bridget Cherry and Charles O'Brien will be talking about the Hidden excitement in East London to be found in the new Pevsner Architectural Guide at the Museum of London on Friday, 20th May at 1.10pm. Dr Cherry is a member of the LTS Council.*

East End Past

By Richard Tames. Historical Publications Ltd. 2004. ISBN 0 948667 94 X. 184 pages; 181 black and white illustrations. £15.95.

East Ham & West Ham Past

By Dr Jim Lewis. Historical Publications Ltd. 2004. ISBN 0 948667 93 1. 144 pages. 163 black and white illustrations. £15.95.

Historical Publications' series of illustrated histories of individual London areas and boroughs has now been in progress for more than twenty years. Each runs to a formula – around 200 pages crammed with historical text competing with the same number of illustrations, both full or half page. Of these Richard Tames has written at least a

dozen covering everywhere from Bloomsbury to Barking and Clerkenwell to Camberwell. A quick trawl through the British Library catalogue online reveals a further seventy or so titles on an enormous variety of subjects, most of them loosely historical, stretching back almost forty years.

In his new volume on the East End, Tames has to cover a larger area than usual, not just one borough but the three old ones – Bethnal Green, Poplar and Stepney – that roughly make up the modern Tower Hamlets. As a result, and with the pressure on space for illustrations, he ends up with a gallop through East End history with little more than a paragraph or two on most buildings, events and personalities. The first thousand years are dealt with in barely a dozen pages; thereafter the pace lessens but the area increases. One page manages to include a few words on Bryant and May, Jamrach, Perkin and Yarrow, plus two photographs.

If the reader manages to stand the pace, he will end up with London's 2012 Olympic bid by way of the London Docklands and Development Corporation and Monica Ali's *Brick Lane*. A useful seven-page chronology rounds off the breathless account and there is a brief bibliography with a list of helpful websites. The indefatigable Tames also supplied the bulk of the illustrations, which would have benefited from one or two Victorian maps, such as an extract from the Booth's poverty survey. As a brief bird's-eye view of the East End, this is a readable textbook – schools would find it useful, especially as Kerrigan's history is long out of print – but for more depth Alan Palmer's *The East End* (2000) is recommended.

Jim Lewis covers a larger area in a much smaller space, with a higher ration of illustrations to the text. This is much more of a hurtle through Newham's history than Tames's gallop. The emphasis is on the industrial development of the area during the last century and a half, with a final chapter dealing with the lives of a family of 'Real EastEnders'. Much of this reflects Lewis's interests as shown in his books on the Lea Valley, and accounts for the substantial sections on Tate and Lyle and the Gasworkers; but at least Lewis includes a couple of pages on West Ham Football Club. Each chapter has a brief bibliography at the end.

Recently Historical Publications have been re-packaging some of the volumes in their London series as encyclopaedias, and this would appear to be a possible clue as to the direction this sort of publication will take in the next decade.

– David Webb

A History of Pinner

By Patricia A. Clarke. Phillimore & Co Ltd. 2004. ISBN 1 86077 287 0. 216 pages; 103 illustrations. £16.99.

Pinner was long a portion of the manor of Harrow, with nebulous boundaries. The earliest reference to

its chapel is in the 1230s, and it did not become a distinct parish until 1766. But the lord of the manor of Harrow was the Archbishop of Canterbury until 1545, and the manorial rolls provide valuable material about medieval Pinner. Few serious crimes were brought before the court, and from 1315 to 1470 only one murder was reported. In 1423 Joan Webb of the High Street drowned in a large bowl of mead, which was duly confiscated by the court bailiff as a deodand.

In 1547, the manor was purchased for £7,670 by a government official, Sir Edward North, whose survey discovered twenty-seven freeholders and twenty-one copyholders in Pinner (seven being in both classes). A series of period chapters follows, each of a broadly similar pattern: agriculture/farms, Pinner society (local large houses and inhabitants, shops and keepers, trouble-makers, the poor), schools, Church and Dissent. Farms and gentry houses give way to housing estates; roads and railways bring an end to village isolation. An enclosure act in 1803 led to the award of 1817, by which 940 acres of open fields and 250 acres of common were distributed among eighty-two claimants. Old verges used as common pasture were enclosed, so that the Bell inn was no longer on the roadside, and had to be rebuilt.

A population of 761 in the first census, 1801, increased to 1270 in 1831 (accompanied by a proliferation of shops, two bow-fronts still surviving in the High Street), with another 500 added in each of the two successive decades. The London-Birmingham line opened a station at Hatch End in 1842, and the nearby Woodridings estate was developed gradually from 1855, with forty-four substantial Italianate-style semis by 1891, renting at between £50 and £65, accommodating early commuters. In 1891 of a population of 2,350, only one-third had been born in Pinner.

Commuting became a life-pattern in Pinner. The Metropolitan Railway opened a station in 1885, with trains to Baker Street every half-hour. The Royston Park estate was developed in the 1890s by William Tebb, with generously-proportioned, vernacular revival houses; and from 1905 the Pinner Land Company built Avenue Road, Leighton Avenue and Barrow Point Avenue, the nomenclature indicative of the desired clientele. Telephone exchanges were built at Hatch End in 1903 and Pinner Village in 1910. Among the early commuters, lawyers were notable, some rather grand, becoming resident gentry, like Arthur Tooke who bought up several large houses and erected the eclectic Gothic Woodhall Towers in 1864 (demolished in 1962). Ambrose Heal of the furniture store acquired Nower Hill House (date not given), employing Smith and Brewer to reconstruct it in Arts and Crafts fashion. To meet the needs of the new inhabitants, clubs, friendly societies and sports proliferated, schools multiplied, new parishes were created.

Housing development raced ahead between the wars, with some 300 new roads. Albert Cutler

emerged as a major builder, erecting many three-bedroomed houses in North Harrow (where the Metropolitan Railway opened a new station in 1915) for the lower end of the market. T.E. Nash Ltd bought Tithe Farm from Christ Church, Oxford (its enclosure act portion in compensation for rectorial tithes), and constructed some forty roads of short terraces of houses all equipped either with garages or adequate space that sold at between £595 and £750. Council housing appeared: 285 houses in Pinner Hill Road; while a different sort of resident was sought for luxury Art Deco flats (green pan-tiled) in Elm Park Court and Pinner Court.

The period since 1939 is treated more cursorily. The distinguished war records of some residents are mentioned, and the North Harrow British Restaurant (I remember the spam fritters) is pictured, a rare survival of its type. A feature of post-war life has been the emergence of conservationist groups that have scored some successes in Pinner. Mrs Clarke points out that the expansion of the 1930s has, somewhat paradoxically, resulted in a shrinking of 'Pinner' – Hatch End, North Harrow, Rayners Lane thinking of themselves as distinct places. "This smaller Pinner tries to guard its image." The many complex changes of the later years of the twentieth century the author does not examine, viewing them as a matter of social rather than local history.

This book bears out Mrs Clarke's distinguished record as a local historian: an effective, thoroughly-researched and wide-ranging history of a locality that covering four square miles has possessed little sense of unity: part of a larger unit, or a diffusion of hamlets. The publishers have not assisted by failing to provide adequate maps, though the well-chosen illustrations make a valuable contribution. The chronological framework entails a repetition of topics century by century, but provides a firm basis for one's understanding of the development of one of London's more select suburbs.

– M. H. Port

Lost Elysium? The Transformation of Middlesex from Countryside to suburbia as seen by Eye-Witnesses

By Richard Piper. The Book Guild Ltd. 2005. ISBN 1 85776 889 2. 146 pages. 16 illustrations. £15.95.

Selling rural Middlesex as arcadia was always something of a con, a prime example of the 'enjoy to destroy' effect. The march of bricks and mortar, if it proceeded unchecked, was bound to obliterate the very rural delights the developers were selling. Fortunately the creation of the green belt, the presence of some landowners who did not choose to build or sell, and strategic purchases by enlightened local authorities have meant that many green prospects survive in Metroland to please a jaded twenty-first century eye.

For it is essentially Metroland this author is writing about and not (as his long title might imply) other survivals of rural Middlesex such as Enfield

Chase. His approach is a promising one: to look at what selected publications from 1876 to 1951 had to say about various districts of north-west Middlesex before, during and after their absorption into Greater London; then to explore for himself the selected suburbs and reach a judgement on whether, or to what extent, the 'Elysium' the builders promised exists. The short answer, predictably, is that in outer suburbs like Pinner and Ickenham (where Piper himself now lives) the promised combination of fast trains to town and open fields beyond the back fence is indeed present for those who can afford it.

But whereas the extracts from sources such as Thorne's *Handbook to the Environs of London* (1876), promotional Metroland publications of the 1920s and '30s, and Harold P. Clunn's *The Face of London* (1935), offer fascinating glimpses of how things were, people's perceptions of change and their expectations, plus the author's own depictions of each district in 2005 are disappointing – they lack structure and are often self-indulgently subjective. The reader hopes for some insight into how present-day Pinner functions as a community; what he gets is fulminations against a diligent parking warden. Lost Elysium? A missed opportunity.

– Tony Aldous

Gin and Hell-Fire. Henry Batchelor's memoirs of a working class childhood in Crouch End 1823-1837

Compiled and edited by Peter Barber. Hornsey Historical Society, 2004. ISBN 0 905794 34 6. 68 pages, 42 illustrations, map end-papers, index. £8.95.

This is a most attractively presented booklet, with a wide range of illustrations of various kinds, including early photographs, chiefly of the locality of Crouch End in Hornsey parish in the nineteenth century.

Henry Batchelor was one of the six children of the coachman to John Gillyat Booth, of the gin distillers, who had lived in Crouch End for some years before he decided to rebuild Crouch Hall as his residence in the late 1820s. Nearly £100,000 was said to have been spent on the estate, which was landscaped in the height of fashion, with a series of eight lakes, plantations and gardens, preserved for us in two paintings by Dean Wolstenholme the younger, reproduced here in colour, that the editor dates to 1832. The stables of the new house provided the Batchelors with a 'palatial' residence, compared with the tiny cottage in which they had lived previously. Booth was a generous employer, paying his coachman £90 a year, and even continuing this sum as an annuity when he retired.

Henry Batchelor's father was a strict Methodist, who despite having £1,200 in the funds believed his children should go into the world at age nine or ten, and make their own way. His mother, however, sheltered her two younger boys, and it was not

until he was fourteen that Henry was apprenticed, at his own desire, to a tailor who maintained a sweatshop at the back of his relatively genteel residence in Gloucester Street, Queen Square.

Despite attending the Hornsey National (Anglican) School from the age of five until eleven, and then a year at the fee-paying Crouch End Academy (thanks to a favour his father had obtained for the headmaster from his employer), Henry had acquired only minimal accomplishments in the three Rs. He presents himself, however, as a boy full of curiosity and ambitious to improve himself, as well as having a keen appreciation of nature. He spent much of his time wandering the fields of Hornsey, but also poked about in the old church, and in the clock tower of the new stables, where he began 'imitative clock-making' – though the appearance of clock-menders, 'so dirty and greasy', put him off that occupation for life. It was the arrival of the cheap illustrated educational periodicals of the 1830s – the *Penny Magazine* and the *Saturday Magazine* – that presented him with a means of further education, and it is hardly surprising that towards the end of his apprenticeship his thoughts had turned to higher things. He became a Congregationalist, and determined to become a minister.

His memoirs, recollections of childhood penned between 1898 and 1902, are of a conventional character, but Peter Barber's editorial labours have transformed them into a work of distinguished topographical interest.

– M. H. Port

Highgate Past

By John Richardson. Revised edition. Historical Publications Ltd. 1989 and 2004. ISBN 0 948667 98 2. 144 pages. 173 black and white illustrations. £15.95.

Highgate in past centuries has been blessed with a great number of grand houses, a few of which still exist, though as John Richardson points out in this updated version of his 1989 book, there was cause for concern in the year 2000 about Witanhurst on Highgate West Hill and in the early 1990s about Cromwell House, when this early seventeenth-century mansion was bought by the Ghanaian High Commission. However, he fails to divulge what has happened to them subsequently.

The village on the hilltop, despite the steep incline, has always had a social cachet, attracting prosperous City merchants and, in 1849, Angela Burdett Coutts, the richest woman in England after Queen Victoria. A fair sprinkling of eccentrics also lived in the area, though the very odd William Powell, a Treasury official who won £500 on a lottery, was but a daily visitor: every morning the Highgate Prophet – as a contemporary print described him after his death in 1803 – walked from Sloane Street to the foot of Highgate Hill and "started up in a run and never stopped or looked back until he reached the top...". If he was hindered he

returned to the bottom and began again. His reason? He claimed if he ceased the world would end!

Highgate Cemetery, the Literary and Scientific Institution, the schools, pubs, shops and sporting activities of this busy north London district all receive due mention in this well-illustrated book, which, thankfully, like all Historical Publications books, has an excellent index.

– Denise Silvester-Carr

The Chiswick Book

By Gillian Clegg. Historical Publications Ltd. 2004. ISBN 0 948667 96 6. 136 pages. 181 illustrations. £14.50.

London, says the cliché, is a collection of villages. But there can be few areas of the city which began as not one village but four. One such is Chiswick.

As local historian Gillian Clegg notes, one haunting remnant still remains of the oldest, 'Old Chiswick', first mentioned about AD 1000. There is still a distinct village feel to Church Street as it winds from the Hogarth Roundabout to the river, passing the delightful enclave of Page's Yard, several notable houses including a sixteenth-century half-timbered one and the village church with its fifteenth-century tower.

But even without the reminders of Old Chiswick and its 1680s manor house (Boston House), this residential area cupped by a loop of the Thames is a place of surprises. Ms Clegg, author of three other books on Chiswick and its neighbours, details them in her new comprehensive encyclopaedia of Chiswick's 'past and present'.

Linoleum was invented here. So was Cherry Blossom boot polish. The first torpedo boat for the Royal Navy was built and launched here. The first gardens of the Royal Horticultural Society, and the forerunners of the Chelsea Flower Show, were in Chiswick. A major export today is beer. The new Russian Orthodox Cathedral is here. The first V2 rocket of World War II killed three people and destroyed or damaged 684 houses in Chiswick.

"From the sixteenth century," Ms Clegg writes, "Chiswick's 'sweet air and situation' made it a desirable place to live." Even today its chief glory is in domestic architecture. From Bedford Park – "the prototype of later garden suburbs" – in the north-east to Strand-on-the-Green – another of the four original villages – in the south-west, enclaves of distinguished housing stand out. Among them is Chiswick Mall, lined with a variety of important houses, one the former home of the Redgrave family of actors.

Most notable of all is Chiswick House, the Palladian villa designed like an oversized doll's house by the Earl of Burlington between 1725 and 1729. Equally delightful is its park, still with eighteenth-century features like crinkle-crankle walks and an artificial cascade.

Like any encyclopaedia, *The Chiswick Book* is a compendium of brief entries arranged alphabetically. This is easy to locate information – as Ms Clegg

puts it – "about Chiswick's famous and not so famous residents, its streets and roads, buildings, businesses, shops, pubs, churches, transport facilities and other amenities."

A surprising number of the famous were artists. William Hogarth is the most renowned: his house has been a museum for a hundred years and he is buried in St Nicholas churchyard (with a tomb inscription by David Garrick). In the same churchyard is the American painter James MacNeill Whistler. Ms Clegg pinpoints the one-time home of Johann Zoffany, Philip de Loutherbourg, Lucien Pissarro and many others, plus poets like Alexander Pope and W.B. Yeats.

There is, in fact, a long list of notables who lived in or were associated with Chiswick: Vincent van Gogh, Barbara Villiers, Joseph Paxton (designer of the Crystal Palace), Stephen Potter (author of *Gamesmanship*), Oliver Cromwell, novelist E.M. Forster, William Morris, Nigel Playfair and dozens more.

But besides its exhaustive details about this area of London, *The Chiswick Book* is a delight for its unexpected sidelights, often included almost as afterthoughts. Like the tale of the theft of the stone topee from the tomb of Frederick Hitch, hero of Rorke's Drift. Or the note, about a resident of an odd house called The Turrets, which says: "[Jake] Riviera was responsible for signing Elvis Costello as a solo singer for his record label Stiff."

– Gregory Jensen

London's Victoria Embankment:

A history of the Embankment and its bridges

by Robert J. Harley. Capital History, an imprint of Capital Transport Publishing, P.O. Box 250, Harrow, Middlesex. 2005. ISBN 185414 284 4. 120 pages, 148 illustrations and photographs. £16.95.

Among many excellent illustrations devoted to the road that runs between Blackfriars and Westminster bridges are four watercolours showing possible designs for landing piers and one of the east section of Colonel Richard Trench's 1825 proposal for a raised roadway in the river. Four are credited to Guildhall Library but no artist is named and, irritatingly, there is no indication of who devised the schemes or when. The incorrigible Colonel Trench never rates a mention. Ogilby and Morgan's 'New Key' of 1676 and the quays proposed a century later by John Gwynn are ignored. John Nash's overall plan is missing and the dazzling Grand Sewer and three-level quay that the history painter and planner John Martin drew up for the *Report of Select Committees on Metropolitan Improvements*, published in 1838, is also ignored – though Wren's post-Fire plan merits mention. Harley skims over the many ideas suggested once the Metropolitan Improvement Commission had lobbied Parliament in 1840 to create an embankment. He cuts straight to Sir Joseph Bazalgette and the grand project that began in 1864 and was completed four years later.

The author then 'walks' us along the Embankment, pointing out the sights and sounds of times past and present. He notes that G.J. Vulliamy's sphinxes at Cleopatra's Needle face the wrong way, possibly without realising that when they were first erected they looked away from pink granite obelisk (York & Son – see page 7 – photographed them in 1881!), though no one seems to know why the contractor subsequently turned them around. Sharp modern photographs capture details of the sphinxes and of street furniture.

Harley then takes to the water and discusses river traffic and the historic vessels that have occupied berths along the Embankment in the past, such as Captain Scott's *Discovery* – she sailed off to Dundee in 1986, and those that are still there like the *Tattershall Castle* and the *R.S. Hispaniola*.

Transport occupies three chapters. There are the trains that shuttle across Hungerford Bridge, arriving nowadays beneath Terry Farrell's nine-storey office block of 1992. The bridge itself took on a new and more elegant look last year with the completion of the Golden Jubilee Walkway on either side of the bridge. Beneath the Embankment there are London Underground routes, and until 1952 passengers could get trams to far distant suburbs above ground. Today the only public transport on the Embankment are tourist buses.

One chapter is devoted to each of the four bridges that cross the river here, each amply supported by historic photographs and engravings. But oh – how I longed for a decent index and more information about the architects responsible for some of the buildings described.

– Denise Silvester-Carr

Find your way round early Georgian London (1720). The Ward and Parish maps in Strype's 1720 editor of Stow's Survey of London and Westminster. £22.50.

Find your way round mid-Georgian London (1746) John Rocque's 26-inch to the mile Map of London, Westminster & Southwark 1746. £22.50.

Find your way round mid-Victorian London (1862). Stanford's 6-inch to the mile Library Map of London and its Suburbs, 1862. £27.50.

15 Miles Round London in 1786. John Cary's 50 page, one-inch to the mile pocket atlas with a 4,000 name index of places and owners. £12.00.

Harben's Dictionary of (the City of) London 1910. £10.00.

All published by Motco Enterprises Ltd, The Court House, Shamley Green, Surrey GU5 0UB. Tel: 07966 210062. Email: enquiries@motco.com. www.motco.com

This series of CD-roms grew from an ambitious and ongoing project, masterminded by Patrick Mannix and assisted on the academic side by our own Ralph Hyde, to scan the major maps and views of London. At the time this was far in advance of what most major libraries throughout the world were able to undertake, despite the wealth of their own

holdings, and they have since struggled to emulate Motco's achievement, in its admittedly restricted field, as far as their usually precarious finances and corporate restraints permit. These CDs go a significant step further. The novel 'yellow circle navigation' pioneered by Motco enables particular locations to be zoomed into very easily and speedily thereby making it possible for users to pinpoint locations in bygone London in the style of an automated A-Z.

Henry Harben's scarce Dictionary of London published posthumously in 1918 but completed in 1910 does not include a map. It does, though, provide background information for the City of London elements of the other CDs, including the date of a road or lane's first appearance on a map (if, indeed, it ever was recorded cartographically). The CDs proceed chronologically from Strype's ward maps of the 1720s, Rocque's great map of London and Westminster of 1746, Cary's one-inch to the mile pocket atlas of the country fifteen miles round London of 1786, and finally Stanford's superb Library Map of London and its suburbs of 1862. Each CD is accompanied by excellent introductions by Ralph Hyde and by indexes of place names, supplemented in the case of Cary by an index of landowners and in most other cases by subject indexes enabling the user to identify particular types of building.

I found the CDs easy to use. You can find your way to the areas of interest either by clicking repeatedly on the (necessarily very much reduced) image of the whole map or by clicking on the place names lists in the left-hand columns. In all cases the quality of the images is superb.

The CDs cannot reproduce the spaciousness of the original sheet maps. There are fewer chances for serendipitous discovery. On the other hand they enable atlases such as Cary's or disparate maps such as Strype's to be interrogated as though they were a single sheet map so as to produce the efficient finding aid that Motco proclaims that it sets out to provide "for historians, genealogists, researchers, authors and producers". Users of Macs need not complain of being excluded since Motco is producing a new series of versions for them as well as PC users.

All in all these CDs can be strongly recommended for computer-literate members as an automated supplement to our own popular series of published A-Zs.

– Peter Barber

LONDON TOPOGRAPHICAL SOCIETY

INCOME & EXPENDITURE ACCOUNT 2004

Income	2004 £	2003 £	Expenditure	2004 £	2003 £
Subscriptions paid by members	18,926	18,753	Members' subscription publications		
Subscriptions from earlier years	20	78	Cost of Printing	4,459	31,571
Income Tax from Gift Aid (4 years)	10,859	463	Cost of Distribution	1,097	2,413
			Provision for next year's publication	25,000	
Total subscription income	29,805	19,294	Total cost of members' publications	30,556	33,984
Profit from sales of Publications	7,380	10,475	Newsletter	2,633	2,396
Interest received	3,981	3,032	AGM	903	1,272
Grants: Scouloudi Foundation	1,000	1,000	Administration	637	619
Sundry donations	193	184	Publications Storage and Service	1,490	1,424
Total Income for the year	42,359	33,985	Total Administration Costs	5,663	5,711
			Total expenditure for the year	36,219	39,695
			Surplus/Deficit for the year	6,140	-5,710

BALANCE SHEET 31 December 2004

Assets	2004 £	2003 £	Liabilities	2004 £	2003 £
Money in bank & Nat. Savings	139,661	101,714	Overseas members' postage in advance	185	60
Value of Society's stock of publications			Subscriptions paid in advance	4,620	4,136
Stock at end of previous year	12,896	22,729	Unexpended provision for 2005 publication	16,579	-
Additions to stock	143	11,116	Total Liabilities	21,384	4,196
Value of publications sold	14,761	-20,949	Net Worth of the Society	136,555	110,414
Revaluation of stock	20,000	-			
Value of stock at year end	18,277	12,896	Change in net worth		
Total assets	157,939	114,610	Previous year's net worth	110,414	116,124
			Deficit/Surplus for the year	6,141	-5,710
			Revaluation of stock	20,000	-
			End of year net worth	136,555	110,414

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New membership enquiries should be addressed to the Hon Secretary, Patrick Frazer. Correspondence about existing membership including renewal payments, requests for standing orders and gift-aid forms and the non-receipt of publications (after September) also any change of address should be addressed to the Hon Treasurer, Roger Cline. The Honorary Editor, Ann Saunders, deals with proposals for new publications.

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