The Annual General Meeting
and 125th Birthday Party

The 105th Annual General Meeting was held on 6th July 2005 at the Dutch Church in Austin Friars. This was chosen as a suitable place to launch the publication of the Bomb Damage maps as it had been completely demolished by an air raid in 1940.

Yet another record attendance, estimated at 325 members and guests, enjoyed our traditional pre-meeting tea of sandwiches and home-made cakes. As usual, this had been organised and provided by Joyce and Donald Cumming, with valuable additional contributions from several other members.

There was just about sufficient room in the church for everybody to find a seat and they were welcomed by the Society's chairman, Dr Penelope Hunting. The minutes of the 104th AGM and the annual report for 2004 were approved and the annual accounts were accepted, subject to audit.

In her report, Ann Saunders said that Council had been determined to publish something special for the Society's 125th anniversary. The bomb damage maps had been suggested by Simon Morris more than a dozen years ago, but it took time to get permission to reproduce them and they were expensive to produce, costing twice the annual subscription. Next year's publication, the twenty-ninth volume of the London Topographical Record, would be much more modest, but she hoped also to produce a book by Simon Thurley on the early history of Somerset House.

To hugely enthusiastic applause, Penny Hunting mentioned that Ann had been editing the Society's publications with patience and good humour for thirty years, having taken over as Hon. Editor in 1975.

The officers and members of Council were all re-elected with the exception of Stephen Croad, who has moved far from London and decided not to stand again. The officers remain Penelope Hunting as Chairman, Roger Cline as Hon. Treasurer, Ann Saunders as Hon. Editor, Denise Silvester-Carr as Newsletter Editor, Simon Morris as Publications Secretary, Patrick Frazer as Hon. Secretary and Hugh Cleaver as Hon. Auditor.

Next, Penny Hunting introduced Dr Robin Woolven, a former RAF intelligence officer, who had written the text of the bomb damage publication. He said that the maps were among the London Metropolitan Archives' most frequently used holdings and he had no doubt that they would be a valuable addition to members' libraries.

The maps had been produced by a special war damage survey section set up within the London County Council architects' department to reflect the opportunities for major rebuilding presented by the bombing. He described the information recorded on the maps and highlighted some potential pit-falls for users.

After the meeting, the Society's anniversary was celebrated with sparkling wine and an astonishing display of seven birthday cakes, each carrying the name of one of the Society's chairmen. The cakes, which were decorated with images of old London buildings printed in edible ink, were the brainchild of Valerie Jackson who had organised their production and transported them safely to the meeting.

This extended AGM report will obviate the need for the separate minutes that normally appear in the May newsletter.
Reactions

Press reaction to the Bomb Damage Maps was not as widely covered as anticipated. This was due in no small measure to the devastation caused by the four bombs detonated in London on 7th July, the morning after our publication was launched. The Evening Standard carried a laudatory half-page article with a picture in its first edition but understandably all space was then cleared for up-to-the-minute reports on the tragedy. The Daily Telegraph, Metro, and BBC Online mentioned the publication as did a number of trade journals, notably Surveyor, Structural News and Planning, and Mayfair & St James’s Life had a short piece accompanied by a photograph of Jermyn Street strewn with wreckage.

Two letters received are worth noting: Marshal of the Royal Air Force Sir Michael Beetham wrote to Robin Woolven to say he was finding the atlas “absolutely fascinating and, of course, it is a historical document of immense importance. Particularly pleasing for me was the photograph you had chosen for the front cover of the 35 Squadron fly-past in 1946”. Sir Michael, who had participated in commemoration of the end of the Second World War noted that “The 60th Anniversary fly-past on 10 July went marvellously and, as you can imagine, brought back to me many memories. The weather this time was perfect and, running in from the East, you could see Canary Wharf and then St Paul’s from about 20 miles. It was not difficult to drop the poppies on target!!!”

The second letter came from Brigadier Sir Miles Hunt-Davis, Private Secretary to our President. He wrote that “The Duke of Edinburgh has asked me to thank you for your kind thought in sending His Royal Highness a copy of the London Topographical Society’s publication, The London County Council Bomb Damage Maps – 1939-1945”.

“Prince Philip looks forward to studying this book during the coming weeks, after which it will become a welcome addition to His Royal Highness’s Library.”

In a handwritten postscript the Brigadier comments: “Glancing through the book it is amazing to see how much damage was!”

2005 Publication

Members who paid for 2005 by 1st February 2005 should by now have received their copy of the Bomb Damage Maps, and members who joined after that date should have received their alternative publications. If you did not, please contact the Treasurer immediately since only a few copies of the 2005 publication remain.

2006 Subscriptions

Subscriptions for 2006 will fall due on 1st January. Most members have to take no action because you have been kind to the harassed Treasurer and set up a standing order or have paid in advance.

Those who have to take action should receive an invoice with this newsletter. It gives those with British bank accounts the option of paying by standing order (with a consequent saving to you) and also of including the payment under the Gift Aid scheme which will benefit the Society if you pay UK tax.

Institutional members who pay direct should ensure the invoice is authorised and passed to the accounts department for payment by the due date.

Notification of address changes

A significant number of the 2005 publication were returned by the courier with the message that the addressee was no longer at that address. It is important that you give the Treasurer – NOT any other officer – as much notice as possible of an address change: if necessary we can hold despatch of your publication until you are safely ensconced in your new abode since printers can never be pinned down to despatching on a definite date. Parcels are not covered by Royal Mail forwarding schemes.

Please check the envelope which brought this newsletter to ensure it was correctly addressed – even minor errors can abort a delivery if the postman is feeling unhelpful.
London 2012: the Olympic effect by Cathy Ross

London’s Olympic plans fit snugly into the current branding of the East End. What was in Victorian times a stagnant pool of poverty is now a place where global breezes blow. “Where the local is global” is Tower Hamlets council’s current favourite catch phrase and the Olympics will make this wish come true with a vengeance. In 2012 the names Stratford, Lea Valley, Hackney Marshes and Bromley-by-Bow will be familiar to television viewers around the world. Journalists from far flung countries will find themselves in Bethnal Green or Walthamstow puzzling over a plate of eel, pie and mash. What will this spectacular global event mean for the local life of London?

The London Development Agency (LDA) has no doubts that the Olympics is a good thing. The Games will provide a “lasting legacy for future generations – in health, homes and jobs and, of course, sport”. Chief among its “legacy benefits” is physical regeneration. The games will “improve the social, physical and economic landscape in the poorest and most deprived areas of London”. It will also “create a major new urban park, the biggest created in Europe in 150 years”. These are not just empty words. Indeed the Olympic effect will ripple over London as a whole, and not just the East End. If the regeneration is as sustainable as its promoters promise, the Games will be a significant factor in the process of shifting London towards the east: a process that began in the 1980s with the regeneration of Docklands and which is now being doggedly pursued by planners through a succession of “Thames Gateway” projects.

The most dramatic effects will, of course, be seen in the East. The 300-acre main Olympic Park will occupy a patch of London extraordinarily under-developed in terms of the usual human activities carried on in cities. This is the Lower Lea Valley, the territory broadly known as Stratford Marsh, located between the A11 flyover, which crosses the marshland at roughly the same spot as the old medieval bridge from Stratford to Bow; and, to the north, the A12 carrying long-distance traffic across the southern edge of Hackney Marshes. Within these boundaries the land at pre-

sent is a strangely isolated place dominated by a spaghetti junction of waterways which twist and turn confusingly. Thus we have the Three Mills Wall River flowing into both the Waterworks River and the City Mill River; the Channelsea River appearing in two places at once and the Pudding Mill River, apparently leading nowhere. At the heart is the old River Lea itself and its most importantoppelganger the River Lea Navigation. “Bow, the Lea and Stratford are tricky for strangers” noted the Batsford guide to East London in 1950: “All three seem to be in two places at once – and they are. The traveller who has crossed the Lea by a bridge will find that he comes to a second bridge which is also over the Lea... it is never safe to ask a native ‘Which side of the Lea am I on?’.”

Anyone who has cycled along the Greenway, the path along the top of Bazelgette’s Northern outfall sewer which cuts across the site, will know that Stratford Marsh today is not only a confusing place but a deserted one with a slightly malignant feel. It is a place of transition through which water and sewage pass, scrap metal is dumped, but people do not linger. When the bid was announced several journalists ventured into Marshgate Lane, one of the few roads, and came back with tales of alien territory. “The landscape has a strange foreign feel. The grass has shrivelled, and the dust coats the parked cars and stings the eyes. Flies cluster round piles of rubbish. On one side there is a narrow gut feeding the Lee Valley Navigation Canal. Nothing has navigated its way in there in a long time, except vast quantities of weed, what looks like half a motorcycle and (according to rumour) the odd murder victim. The parched street has the feel of summer in Asia rather than Europe, but without the people, I never saw another soul on the street. Not one.” (Matthew Engel, Financial Times, 16th July 2005.)
Technically, the Marsh is an "industrial area" containing a number of small trading estates, depots and factory sheds. Cycling up and down Marshgate Lane today, one sees that several of the larger businesses have hung banners on their security fences urging the 2012 promoters to "stop killing local jobs". All face the prospect of compulsory purchase orders and forcible relocation elsewhere, a prospect opposed by many, notably H. Forman & Sons, high-class fish-smokers who only arrived on the Marsh three years ago, lured there by the very same LDA which is now pushing them out. Forman's are typical of the Marsh firms only in their small scale. Among their neighbours are scrap metal merchants, car marts, glass benders, plastics manufacturers and unspecified "depots". There are cold stores, lorry parks, a bus garage and a large expanse of railway sidings built in the 1870s and now extended to include a container terminal. In the 1960s Marshgate Lane also housed an experimental nuclear reactor built for Queen Mary College. Urban myths abound on the subject of the nuclear reactor, as they do about the River Lea generally. Not only do the murky depths hide the remains of gangland victims, the Euston Arch and Skylon, the river is now supposed to be home to a large crocodile – no doubt mutated to ferocious size thanks to the nuclear waste.

So what is this deserted place going to look like in 2012? If everything develops according to the Olympic masterplan, it will indeed be transformed. Stratford Marsh will be a place of bright lights, moving crowds, restaurants, shops and world-class sports facilities. The overgrown canals will become "enhanced waterway corridors", crossed by over a hundred new bridges. People will stroll along brightly lit paths and any trace of malignant marshiness will disappear beneath information kiosks, signage, flowerbeds and public art. Of the nine major new buildings proposed for the Olympic Park, the most prominent will be the Olympic Stadium designed by Zaha Hadid. This mammoth structure will seat 80,000 people, and will dominate the site visually, thanks to its distinctive segmented design based on the musculature of the human body. Other new structures will include an Aquatics Centre with two fifty-metre pools, a Velodrome with a seating capacity of 12,000, and a complex of four "multi-sport" arenas for hockey, hand ball and all-weather tennis. The Olympics Village complex, at the northern end, will accommodate 17,000 athletes from around the world. To the south, the press and broadcasting centre will buzz day and night.

Transport will also be transformed. At present the Marsh is not a pedestrian-friendly place, although it does have a DLR station at Pudding Mill Lane, as eerily deserted as its surroundings. Come 2012, spectators will arrive at a new Cross Rail station from which "Javelin" trains will ferry people back and forth to central London – the journey taking only seven minutes. Cars are not mentioned much in the Olympic publicity, partly because it is a touchy subject for locals. One of the main casualties of the Olympic masterplan is the Sunday football pitches at the southern end of Hackney Marshes, which will be tarmac’d over to form a car park. Although the LDA promise that the land will be restored after the games, the irony of destroying an existing local sports facility in the name of providing new ones has not gone unnoticed. The neighbouring Eastway cycle racing circuit is also to go, but London's cyclists have been mollified with the promise of the new Velodrome that the Games will leave behind.

This brings us to the land after the Games have been and gone. Ten years further on, Stratford Marsh of 2022 will look different again. According to the masterplan, this is when the land relaxes back into something nearer its marshy nature. Most of the Lower Lea Valley will be given over to "one of the largest urban parks created in Europe in more than 150 years... the natural river system of the valley will be restored, canals would be dredged and waterways widened. Birdwatchers and ecologists will be able to enjoy hectares of new wetland habitat". The Marsh of 2022 will be ecologically harmonious and a massive programme of tree planting will
provide "a home for wildlife in the middle of the city".

Not everything will be quite so bucolic. Some of the structures will remain, notably the Velodrome, and two of the multi-sports arenas (the other two are designed to allow for dismantling and relocation elsewhere in Britain). The Olympic village housing will remain and revert to being part of "Stratford City", a separate but connected regeneration project going ahead with or without the Games. Stratford City is arguably more important than Stratford Olympics in terms of its long term effect on the area. The project will transform fifty-three hectares of former railway sidings to the north east of the Olympic site into a new mini-city with five million square feet of new office space, new shopping streets, 2,000 new hotel rooms, 5,000 new homes and a 900-pupil secondary school. There will be new tower blocks designed by Richard Rodgers, some thirty and fifty storeys high. This mammoth development was given planning permission last February, apparently the largest planning application ever seen in Britain. Its effects will be immense. The consortium behind the project aim to make it "the third most important retail centre in London after the West End and Knightsbridge".

And, of course, Stratford City is not the only other regeneration project in town. There is also Stratford International, the station at which Eurostar trains will stop before completing their journey at St Pancras. The station is due to open in 2007 and the road signs are already in place. Newham Council are doubtless already printing leaflets branding Stratford as the gateway to Europe.

London's past includes many spectacular events which left a legacy of change. In 1924 the British Empire Exhibition at Wembley brought new life to north west London. In 1951 the Festival of Britain transformed Waterloo from a place of dirty industry to a cultural precinct. East London has not had a big event of this type but it has had its fair share of grands projects pursued with social improvement in mind. In the nineteenth century Victoria Park was carved out of heathland between Hackney and Bethnal Green. In the 1920s the London County Council built a housing estate the size of Brighton at Becontree above Dagenham. Nearer to our own time, the massive regeneration off the Isle of Dogs and Beckton has seen private money pour into the East End as never before. All these projects altered the shape and character of London as a whole, and there is no reason to doubt that the Olympics will not also do the same, particularly as part of the regeneration triple whammy of Stratford City, Stratford Olympics and Stratford International. The metropolis is heading east, a ponderous but relentless march across brownfields and marshland, doubling land values as it goes and reminding us that great cities never ever stand still.

Dr Ross is Head of the Later Department at the Museum of London.

T. R. Way’s lithographs of London and the Thames by Patrick Frazer

Thomas Robert Way was a professional lithographic printer and semi-professional artist, born in 1861. As well as oils, pastels and watercolours, his substantial artistic legacy includes over 600 lithographs, mostly of London and Thames-side scenes. They were published in books and limited-edition portfolios, and as posters, postcards and individual lithographs.

T. R. Way’s father was Thomas Way (1837–1915), the owner of an important lithographic printing business based in Wellington Street, off the Strand. Old Way had artistic friends and was determined to revive lithography as an artistic medium. His big break came in 1877 when he was introduced to James McNeill Whistler, the most exciting and innovative artist of the day.

Whistler was the first artist of his generation working in England who was prepared to take lithography seriously as a medium for printmaking. In fact Whistler was the ideal pupil, keen to experiment with all the techniques that Way taught him. In return, Way was a willing slave, as another artist described him, who provided workmen to carry around the heavy stones and arranged night-time boat trips so Whistler could draw his atmospheric Thames views.

Young T. R. Way became a close friend and confidant of Whistler and may have hoped to become a professional artist like him. He certainly trained at what is now the Royal College of Art after he left school, but the records have been lost so it is impossible to know how long he was there or how well he did. However, he did win a couple of prizes in the students’ holiday sketching competition.

A few years later, he went to study for a short time at the Académie Julian in Paris, at Whistler’s suggestion. He returned to England in 1886, and the following year was undoubtedly his annus mirabilis as an artist. His work was shown at five major public exhibitions, including the Royal Academy.

However, Way seems to have given up exhibiting oils and watercolours when he was in his mid-thirties—possibly they simply did not sell and he now had a wife and growing family to support. Instead, he worked full time for his father’s firm where he appears to have been badly paid and kept in what one contemporary called "rigid subservience".

Nevertheless, in his free time he kept up his artistic credentials by drawing pastels—more than 100 still survive—and publishing lithographs. His first significant publication was an attractive portfolio of ten lithographs of the Lower Thames, half drawn by him and half by the well-established artist Charles Edward Holloway.

Perhaps encouraged by the very positive critical reception to this portfolio, the following year Way embarked on his most substantial achievement—a series of eight books of London views. The first
book was called Reliques of Old London and the next three, published at yearly intervals, covered the reliques of other parts of London.

Each book consisted of twenty-four original lithographs with simple supporting text by Henry B. Wheatley, who effectively ran the London Topographical Society from its foundation until 1917. They were published in limited editions of less than 300 copies, together with twenty-five portfolios of signed proofs. The books cost one guinea each – equivalent to about £70 in today's money – so they weren't cheap – and the proofs were considerably more expensive.

As befits a member of the Art Workers' Guild, Way's books were beautifully produced. He designed the inventive and ornamental covers himself and both text and lithographs were printed on fine, watermarked, uncut paper. The quality utterly outclasses other books of London views at the time.

After the four London books he moved on to produce Architectural Remains of Old Richmond Twickenham Kew Petersham and Mortlake and Ancient Royal Palaces in and near London. All the first six books sold well and it seemed as though Way had a winning formula, but the next, on Ancient Halls of the City Guilds, was full of gloomy interiors. With not enough subscribers to cover its costs, it was almost certainly a financial disaster for both publisher and artist.

But his last book – The Thames from Chelsea to the Nore – is surely his masterpiece and he wrote to his publisher, "I have put all I know into it". As well as ordinary lithographs, he introduced three innovations: lithographs with tint stones, several colour plates and also lithotints (a wash process that his father had rediscovered).

During this period he also wrote and illustrated several other books and compiled the definitive catalogue of Whistler's lithographs, which has only recently been superseded. Unfortunately, after initially agreeing to collaborate, Whistler tried to hijack the catalogue to fight his own battles. Coupled with various other strains on their relationship, the result was a final and extremely acrimonious break between the Ways and Whistler after twenty years of close working partnership.

However, Way got a sort of revenge in the end, using his insider's knowledge to become part of the Whistler industry which flourished following the artist's death in 1903. As well as writing two biographies of the artist, he drew many lithographic reproductions of the Whistler pictures owned by his father, which were published in books and magazines.

In his last five years T. R. Way gave up producing books of lithographs altogether but found other outlets for his lithographs. Starting in 1908, he produced twenty-nine sets of postcards – always in sets of six in their own envelopes – about half in colour and half in black and white. They are all genuine lithographs, while most other cards being sold at the time were just photographic reproductions. Most are of London or the Thames, but he also drew several other historic towns and cities, including Canterbury and Oxford.

His first poster was published by London Underground in 1910, just two years after Frank Pick started placing direct commissions with artists. In the next three years he produced at least thirty-eight Underground posters. It is doubtful whether any other artist produced as many Underground posters in such a short time – and, unlike most other artists, T. R. Way drew the actual lithographs, not just the designs. The average commuter of the time would have become quite familiar with Way's work.

As well as everything else, T. R. Way had taken over his father's heroic and single-handed efforts to popularise lithography among artists. He frequently gave lectures and demonstrations, and organised exhibitions. In the end, the Ways did succeed in re-establishing lithography as a legitimate medium for artistic printmaking. The Senefelder Club, founded in 1909 to provide a platform for exhibiting and selling artistic lithographs, was an important milestone in this process. Way was a member of the Club and started producing large and ambitious one-off lithographs, mostly nocturnal views on the Thames, to sell at its exhibitions.

T. R. Way died in 1913 at his house in Regent's Park Road, aged only fifty-one. The family printing business did not survive his death for long – his widow's plans to keep it going were thwarted when her sons enlisted at the outbreak of the First World War – and old Thomas Way sold it in 1914. Within a year he too was dead.

This article is based on a talk given by Patrick Frazer at the Guildhall Library in June 2005.
News and Notes

Medieval London Gallery

Presenting a thousand years of London history in one large gallery is a daunting task, but it is one that Hedley Swain and his team at the Museum of London have faced with equanimity. They have been planning the new Medieval Gallery, which opens on 25th November, for some years. Given the fact that many visitors spend little more than five minutes in a gallery they realise that showstoppers and eye-catching displays are needed to capture the imagination. They have concentrated on big themes that Swain, the Head of Early London History and Collections, hopes will entice visitors to look more closely at the development of London from the departure of the Romans in 410 to the accession of Elizabeth I in 1558.

After a preamble outlining the concept and a timeline, visitors will be introduced to Saxon London, complete with a replica house and Saxon games. Trade and industry will be explored and the external influences of immigrants investigated. Weapons recovered from the Thames illustrate the savage nature of the Viking invaders, and a large section on the river will have ships timbers and revetments recently recovered.

The influence and power of the church will be looked at in the Early Medieval section and returned to again in the sixteenth century during the Reformation when the monasteries were dissolved by Henry VIII. There is a model of Old St Paul's and one spectacular item is stone tracery from a window at Merton Priory, which has been mounted against a sheet of etched glass. The City Guilds also come under scrutiny in the same periods, with a glimpse at the life of an apprentice in the early section and information and exhibits to illustrate their power and wealth in Tudor times.

Items of clothing, shoes with pointy toes that look entirely modern, children’s toys, jewellery and all manner of household goods recovered on archaeological digs should spark imaginations and conjure up the lifestyles of ordinary Londoners long ago.

An audio-visual display on the Black Death will envelop visitors in the words of the people who experienced the horrors of the disease when it struck. The catastrophe wiped out half the city’s population and had a greater effect on Londoners than the Great Fire of 1666 (which only killed a handful of people) or the two World Wars.

Walks from the Museum to what appetites for the new gallery will visit places with medieval associations on 19th November and 3rd December (66) and there will be tours of the new gallery on 29th November and again on the 3rd, 11th, 15th and 21st December at 3pm.

Derain’s London Paintings

Twelve of the finest examples of the large-scale paintings of London produced by André Derain (1880-1954) a hundred years ago have been brought together in one room at the Courtauld Institute of Art Gallery at Somerset House. Derain, a young French artist, had revealed a new exuberant approach to painting in a groundbreaking exhibition in Paris in 1905, his use of bright colour and daring brushwork prompting the critic Louis Vauxcelles to brand him and Henri Matisse Fauves, or wild beasts. The following March Derain was despatched to London by the Parisian dealer Ambroise Vollard who wanted a series of paintings in the new style to rival Monet’s celebrated views.

Derain chose to paint historical sights such as the Palace of Westminster as well as street scenes and activity in the parks. He concentrated on the Thames, pronouncing it “immense”, and produced six views of Tower Bridge. He found river life particularly attractive, especially in the Pool of London, and several of these remarkable paintings, including Barges on the Thames, are in the exhibition.

In all he painted a total of thirty canvases on his three visits between March 1906 and February 1907. The whereabouts of twenty-nine are known today, the majority scattered throughout the world in museums such as the Metropolitan in New York, the National Gallery in Washington, the Musée d’Orsay, Paris, and the Museo Thyssen-Bornemisza in Madrid, all of which have lent works to the Courtauld, where they can be seen until 22nd January.

Nelson Exhibitions

Although there are only a few days left to catch the large Nelson and Napoleon exhibition at the National Maritime Museum in Greenwich – it ends on 13th November – there is plenty of time to catch two complementary exhibitions at Guildhall. Paintings, prints and ephemera produced at the time of the great funeral procession on the Thames and from the Admiralty to St Paul’s can be seen in Death and Glory: the Funeral of Lord Nelson in the Print Room in Guildhall Library until the end of January. Across the courtyard in the Guildhall Art Gallery Lloyd’s of London’s remarkable collection of Nelson memorabilia is on public show for the first
time. It includes silver, letters and personal effects. This exhibition runs until 2nd January.

At the Greenwich Heritage Centre in the Royal Arsenal in Woolwich, a new exhibition looks at the role Greenwich and the local area – particularly the docks yards at Woolwich and Deptford – played in the build-up to the Battle of Trafalgar, and it examines the local legacy of the battle. Trafalgar: Nelson, the Navy and Greenwich is open Mon-Sat 10am-5pm until 28th January.

**York & Son**

The last Newsletter (No. 60, May 2005) mentioned the historic photographs of London by the firm of York & Son that have been made available online from the National Monuments Record (now under the auspices of English Heritage). Stephen Croad has written to say that members may be interested to know that the collection of negatives had been acquired by the NMR through the foresight and generosity of our late Chairman Peter Jackson, and he has also supplied some additional information about the firm.

York & Son were one of the largest producers of lantern slides in England in the second half of the nineteenth century. The firm was founded by Frederick York, born in 1823 and apprenticed to a chemist in Bristol, who moved to London in 1861. He began as a photographic publisher, producing stereo-cards and lantern slides, which proved hugely successful. By the end of the century the company was selling some 100,000 slides per year. Frederick York died in 1903 and the business was continued by his son William. In 1912, the firm, then a limited company, was taken over by another successful photographic business, Newton & Co, but continued to trade under the name of York & Son until the late 1940s. Newton & Co were then taken over by Associated Electrical Industries, which disposed of most of the assets. Unfortunately many of the negatives were destroyed at this time, but Peter Jackson managed to rescue most of the London views. There are some 2,400 glass negatives dating from the last quarter of the nineteenth century. In 1995 Peter gave the collection to the NMR.

**Sainsbury’s Archive**

A new purpose-designed Study Centre has been created at the Museum in Docklands through an innovative partnership between the Museum and the Sainsbury Archive Trust. It may seem strange to find the archive of one of our major food retailers in Docklands but the dairy that started life in Drury Lane in 1869 has had a long association with the area. Not only were food items from around the world imported into the Docks but dockworkers formed the customer base of the branch established in Watney Street, Stepney in 1881.

The Sainsbury Archive contains more than 16,000 items, essentially documents of a business nature, but there are also artefacts such as tiles and glass panel advertisements, ephemera, audio visual material and countless photographs. The photographic collection is especially rich in London scenes: there are pictures of crowds milling around market stalls in Chapel Street in Islington in 1895 when Sainsbury’s had as many as four branches in the street, atmospheric shots of Drury Lane and evocative pictures of hundreds of Christmas poultry hanging beneath the massive shop fascia in the Forest Hill branch before the First World War.

The archive is a valuable research tool into areas such as business and retail history, shopping and eating habits, architecture and planning, advertising and design. It is, as Professor David Cannadine said at the opening in October, a showcase for an important part of London’s heritage, and it is suitably housed in an area which was at the heart of Thames-based trade during the nineteenth and early twentieth centuries.

The Information Zone is open daily and Search Room appointments can be made in person, by telephoning 0870 444 3855 or by e-mailing info@museumindocklands.org.uk.

**Thirty Years On**

The London Topographical Society Newsletter was first published in November 1975 – exactly thirty years ago. It was a single sheet issued by Stephen Marks, then our Hon. Secretary, and it gave details of our forthcoming publication Cities of London and Westminster (1800), and announced that it would be available to members at the next Annual General Meeting, which was to be held in the Chapter Hall, St John’s Gate, Clerkenwell.

Ten years later the Newsletter, still edited by Stephen Marks, had expanded to four pages. When Dr Penelope Hunting took over the editorship on Stephen’s retirement in 1989 she doubled the number of pages, adopted the present format and introduced photographs. By the time she became Chairman the number of pages of the Newsletter frequently stretched to sixteen.

Sincere and grateful thanks must go to a hard-core of faithful contributors who regularly submit articles, news, book reviews and items of interest about exhibitions and lectures. To ensure a continuous flow of material, I would like to encourage members to step forward and suggest any ideas for articles for future issues.

**Books Wanted**

Giles Quarwe, one of our members, and the head of an architectural practice that specialises in the restoration of historic buildings, is keen to purchase old copies of the Survey of London.

He can be contacted at Giles Quarwe & Associates, 41 Cardigan Street, London SE11 5PF. Tel: 020 7582 0748 Fax: 020 7587 3678 Website: www.quarwe.com.
There are, one gathers, even in London those who question whether Islington had any history before that celebrated Blair-Brown meeting in a restaurant called Granita. For such doubters, Mary Cosh’s book is the comprehensive and definitive answer. It is primarily about Islington parish, though Clerkenwell and Finsbury, those other ingredients of the modern borough, are dealt with more summarily (they require a book of their own, says Cosh). But then Islington has long been one of the largest districts in London. Its last complete history, she tells us, was Samuel Lewis’s of 1842, so she can scarcely be accused of indecent haste in producing this worthy successor.

After a brief foray into pre-history, she leads us through the Normans and the Knights Hospitaller to pinpoint some of the reasons why Islington was important to the City of London across the fields to its south: healthy high ground where merchants, lawyers and men of substance could acquire reasonably accessible country homes; taverns and pleasure gardens for the delectation of less exalted citizens; a welcoming habitat for artisans forced out by the stringent regimes of City guilds; and, of course, water supply. Hugh Myddelton’s New River flows in and out of the narrative from 1606 onwards, but the New River Company does not always emerge with honour. When in 1809 one George Pocock began exploiting artesian wells to supply Islington with water much purer than the New River’s, the company hit back, laid competing pipes and drove him out of business.

Those who have lambasted recent Labour and Lib-Dem councils for their alleged ineptitude may find Cosh’s coverage of vestry and workhouse administration illuminating. Anything the twentieth and twenty-first centuries have to offer pales into inconsequence beside the sheer bumbledom, dilatoriness and rampant corruption of the eighteenth century. The vestry either did nothing or repeatedly gave orders which were repeatedly ignored. Masters and mistresses of the workhouse never seemed to last more than two years: they were typically either good and died in office, or incompetent or corrupt and were sacked.

But for many the most fascinating chapters will be those that record the rise and fall, and rise again of Islington: Georgian to mid-Victorian boom; late-Victorian into twentieth-century decline; late-twentieth-century boom again. My own grandparents lived in Liverpool Road and Union Square; my parents married in Holy Trinity, Cloudesley Square; then both sides of the family, seeing multi-occupation, poverty and social malaise growing about them, moved up and out, to Highgate and Muswell Hill respectively. When my surviving Highgate aunt died her solicitor sent me some 1950s’ correspondence in which she instructed an estate agent to sell a pair of cottages in Barnsbury for £150. They were rent controlled and for years outgoings had exceeded income. By the 1980s, when my Muswell Hill aunts – after the death of my grandmother, aged 101 – went back to their Suffolk roots, those cottages must already have been worth a cool million, but the aunts resolutely refused to credit that grumpy, slummy Islington’s Victorian terraces were now both fashionable and expensive.

One of the delights of this book is the several chapters on “characters” with local connections – Goldsmith, the Lambs, Washington Irving, Cruikshank (his The March of Bricks and Mortar is very relevant to Islington), Joe Grimaldi and many more. Altogether this book is like a rich fruit cake, full of unexpected goodies waiting to be discovered. It merits dipping into again and again. If I have one complaint it is that coverage of late twentieth-century and twenty-first-century Islington is confined to an all-too-brief Envoi. Its five pages are so shrewd and penetrating that one wishes Mary Cosh had been able to do full justice to Islington’s more recent history. Nonetheless for the period it does cover, it is a full, fascinating and lively account.

Images of the City of London. The Square Mile Revealed

The appetite for books of historic photographs appears to be undiminished. More encouragingly, we have come a long way from earlier forays into the genre. For instance, your reviewer well remembers a volume which reproduced an excellent early photograph of York Minster with the less than helpful caption: “York was founded by the Romans”. There need be no such qualms about this collection on the City of London by Warren Grynberg. Although the City has had its fair share of photographic publications, there are many unfamiliar as well as some well known images within these covers, all with highly informative captions.

The author divides the book into ten chapters, each with a brief introduction pursuing a theme, for example, The Vanished City and The Working City. The first chapter, The Streets of the City, includes some main thoroughfares – crowded with people and horse or motor traffic – and a small selection of obscure alleys, which are even more enthralling for a modern audience. Grynberg is keen to illustrate incidents, both great and small – from the first parcel post in 1883 to a policeman escorting a family across the street. There is a fascination in each and every example. Events also receive their share of illustrations: the Royal and Civic to the siege of Sidney Street in 1910 and the funeral procession of Nurse Edith Cavell in 1919. There are two chapters devoted to law and order.
one on Newgate Gaol and the other on the police. The author obviously has an eye for the bizarre and the intriguing, such as "a caring officer on traffic duty seeing a black cat across the busy street" – it is salutary to consider that "traffic duty" will be unknown to modern generations. One of the most amusing is a photograph of three decidedly portly Port of London Authority policemen, trying out new life-jackets, leaping energetically into the Thames.

However, readers should not be misled into thinking that there is a preponderance of the flip-pant. There are also considered sections on particular buildings, for instance Temple Bar. Wren's arch is shown on its original site c.1870, in the process of being dismantled in 1878, re-erected at Theobalds Park, then looking very forlorn. There is an informal photograph of Sir Henry Meux, of the brewing family to whose estate in Hertfordshire it was removed, and his wife Valerie "a banjo playing barmaid and former chorus girl". The section ends with the resplendent Temple Bar restored to the City in Paternoster Square. Grynberg's final chapter, The City at War, obviously has to include the famous view of St Paul's wreathed in smoke and flames on the night of 29th December 1940, but he has searched out a good number of far less familiar images. One view is especially arresting, showing a burnt-out Metropolitan line train standing on the tracks into Moorgate Station. The chapter concludes with the memorial erected in 1991 to the 1,027 fire-fighters who gave their lives in the Second World War.

Although there are numerous books of historic photographs of the City of London, this volume is a worthy addition, as it includes many unknown images, all very well reproduced.

Stephen Croad

The Notting Hill & Holland Park Book past and present

Notting Hill is an exuberant place. Perhaps rivalled only by the West End of Glasgow as the country's best-preserved Victorian suburb, its layout is a beguiling mixture of smart stucco houses laid out in squares, crescents and serpentine terraces winding up the hill, offering glimpses of sylvan groves private to all except the fortunate residents. The story of Notting Hill combines the highs and lows of mid-nineteenth century speculation: the racecourse that failed, the builders that went bankrupt and the grand houses that became flats no sooner than the mortar was dry. And all of this is complemented by some very twentieth-century low life; indeed, among the best that London has to offer with mass murder at 10 Rillington Place, unpleasant race riots and that epitome of extortionate slum landlords, the celebrated Mr Rachman.

Curiously, though, books on Notting Hill are few and far between. In recent years we have had the North Kensington volume of the Survey of London, replete with architectural detail yet with room for numerous sociological insights and, some ten years ago, the present publisher's Notting Hill & Holland Park Past – a Visual History by Barbara Denny. So what has the book under review got to offer us? It comprises a two-page introduction and then some 300 alphabetically arranged entries. It is, like all offerings from Historical Publications, well produced and generously illustrated. The entries range from the obvious – Holland House, Hospitals and Kensal Green Cemetery – to the unexpected, such as Indian Ink, Roy Jenkins and Zandra Rhodes (can you guess their link with Notting Hill?) and the serendipity that results from casual dipping can only delight.

Sadly, despite these strengths, the book disappoints. Yes, to adopt the advertising slogan, it does what it says on the tin – it is, indeed, a book on the author's chosen area and presentation in dictionary form is a well-established way of conveying topographical information. But the flaw lies in the concept and the book falls between the proverbial stools. On the one hand, a dictionary should aspire to be encyclopaedic – to include more-or-less everything there is to know on the topic. However, the book does not aim to do this and lacks the comprehensive approach that alone would entitle it to be the "A to Z of Notting Hill". The alternative would be to offer a straightforward narrative constructed on a chronological

Harry Cameron, "The Great Carmo", brings "Baby June" the elephant, and "Punch" his teddy bear, on a day-trip to the City in the late 1920s. Mr Cameron, an illusionist and magician, often appeared on the West End stage with his menagerie of exotic animals. He is standing at the road junction of Princes Street and Gresham Street, with the Bank of England's Tivoli Corner in the background.
or thematic basis, but presenting newspaper-length articles in alphabetical form produces a series of fragmented mini-essays lacking any overall structure.

So buy this for the fun of it but, to grasp anything about the area, add Barbara Denny's book to your trolley.

– Simon Morris

Greenwich: A History and Celebration


Being asked to review a book written by our Newsletter editor seemed a little daunting, but your reviewer need not have been apprehensive. Denise Silvester-Carr's latest publication on Greenwich is much more than another volume of old and new photographs, although it comes from the Francis Frith stable. She has produced a succinct and highly readable history of the borough coinciding with SeaBritain 2005, as Greenwich has a long maritime history as well as being home to the National Maritime Museum. The earliest Royal Naval Dockyards were at Deptford and Woolwich, founded by Henry VIII, who was born at the riverside palace where the former Greenwich Hospital now stands. The author reproduces a modern reconstruction of Greenwich Palace based on contemporary engravings. Also at Deptford, Henry VIII founded the Corporation of Trinity House, which still exists to maintain lighthouses, light vessels and sea marks. Greenwich's most famous connection with the Royal Navy began with the foundation by William and Mary of the Royal Hospital, later the Royal Naval College. Silvester-Carr gives due regard to the commemoration of Nelson in this anniversary year, as his body was brought from Trafalgar to lie in state in the Painted Hall of the Royal Hospital prior to the sombre procession up the Thames for the state funeral in St Paul's on 9th January 1806. Continuing the maritime thread, it is good to see that the author is right up to date with a photograph of Dame Ellen MacArthur visiting the Cutty Sark after her record-breaking voyage in 2005.

The full story of Greenwich from the time of the Romans to the present is sketched with sufficient detail and numerous fascinating asides. As the author explains, she has concentrated on Greenwich's heritage and social history, but this is set in the context of the history of the nation. The layout also affords space for vignettes on varied related topics and personalities. These range from the little-known Nicolaus Kratzner, who devised an astronomical clock for Henry VIII, via Peter the Great and General James Wolfe to Greenwich Fair, described by Dickens as a "three day fever", and the world's only Fan Museum on Crooms Hill. There is a wealth of illustration, including drawings, engravings and photographs, both historic and modern, the aerial views being among the most fascinating. Altogether it is a pleasure to be able to recommend this History and Celebration.

– Stephen Croad

Saturday Morning, Farringdon Road

By one who was there (published privately in a limited edition of 500: no date but 2005), 20 pages. Photographs with captions, minimal text. £15 plus £1 p&p. Available from C. White, Flat 4, 79 St Helen's Gardens, London W10 6LJ. Tel: 07986 351054.

For over one hundred years the market in the Farringdon Road was well known as the premier site for the purchase of second hand books, manuscripts and related materials. For much of this time continuity was provided by the Jeffery family and four successive George Jefferys organised and ran the business from before 1914. In 1893 there were thirty-three barrows from which books and prints were sold and this sort of number was sustained, at least until the Second World War. When George Jeffery III, who appears in characteristic form on the cover of this work, took over in 1957 the system of street bookselling was beginning to decline. Various factors were at work, increasing controls, more traffic, a slow and then rapid reduction in the amount of available books among others. By the 1980s Farringdon Road and the Jeffery barrows were just about the only game in town. It attracted a wild-eyed collection of customers,
drawn from all walks of life, who turned up on Saturday morning to take advantage of the regular and almost total change in the stock of some 2,000 books. Initially, the process was a leisurely one. George J. set up the barrows and from about 9.00am waited for the buyers to appear. They did in all weathers as did George. I remember standing at the curb in deep snow with a cross-section of other fanatics anxiously awaiting the appearance of the blue van with its load of miscellaneous cultural artefacts. We were not disappointed and George J. doled out the material with his usual good humour. As time passed, the pressure of demand and limited availability of materials increased the pressure and George J. introduced an intricate ritual of access which continued until he retired and his son, “young George”, decided that the barrows had had their day in 1994.

How much of the street life of London has slipped beyond view. I spent about twenty-five years of Saturday mornings in the Farringdon Road crouched over the Jeffery barrows and yet it was an ephemeral experience. Nothing at all would remain except the books were it not for the stylish publication under review in which the reality of those delicious though often conflicted mornings is recreated. The whole panorama of events is laid out in the masterly series of photographs taken from the life. From the sequential removal of the tarpaulins to reveal the books, through the piling up of purchases against what used to be the railway wall, to the auction, all human life is there. There is a strong sense of the urgency of the process, the struggle for survival which could lead to some sharp exchanges. But there is also the sense of interest and discovery which along with the sometimes edgy banter formed part of the process. Those days are over, the game, it might well be said, is up.

The author, photographer and publisher of this work has done us all a favour and preserved one special element of London street life for posterity. The commentary is laconic and the meaning of each picture not always certain but it is a remarkable record and one not to be missed by anyone with an interest in London life.

- Michael Harris

**Early Planemakers of London – recent discoveries in the Tallow Chandler's and JOINERS' Companies**

By Don and Ann Wing. Mechanick's Workbench, PO Box 420, Marion, Mass 02738, USA. 86 pages, including 84 references and an index of names; card covers; no price quoted.

Having overcome an initial disappointment that he was not going to learn about Mr Graham-White's aeronautics over the fields of Hendon, your reviewer was soon intrigued by the wood-scraping activities of the Tallow Chandlers and Joiners (the Ironmongers did not seem to be concerned with tools such as planes). The research has been done, of necessity, among the records in London of the various traders, but the American publication means that the planes studied are mainly those in collections in the USA, mostly exported to the colonies at the time of manufacture. The planes which have survived best are the little-used moulding planes rather than the more common smoothing versions. There is fair amount of topography in the book, involving the location of plane-making (derived from makers' names which were stamped on the planes as guarantee of quality) and shops in and around the City around 1700.

The book is attractively produced with wide margins and many illustrations inserted in the text (mostly in sepia), with folding charts and maps bound in and a folded chronology of plane-makers loose inside the back cover.

- Roger Cline

**The Buildings of Clapham**


This title goes back many years, based on early editions of the work of our late member E.E.F. Smith but now under the editorship of Alyson Wilson. The area is divided into nine regions, each of which has a map, a short historical introduction followed by an architectural description of the important buildings in each street, with photographic views of buildings and drawings of architectural details. There is a glossary, an index and suggestions for further reading.

The book is suitable to accompany walks through the regions of Clapham but much enjoyment can be had in the armchair following the development of this leafy suburb. However, one is soon driven to go and look – for example is the E. Lamb who designed the “rather plain” St Andrew’s Church with a curious spire the same as E. Buckton Lamb whose interiors at least were enlivened by fantastically intricate roof timbers (as at St Martin’s Gospel Oak and at Addiccombe)? Put this on your Christmas list and get exploring!

- Roger Cline

**Robert Surman of Valentines**


Although this is essentially a biography of the deputy cashier of the South Sea Company when the bubble burst, there is a discussion of his estate which had to be sold (one building of which is believed still to exist). The Valentines of the title is the mansion he subsequently bought, not far from the famed Wanstead House, so he clearly survived the crisis better than most. A nice little piece of local history, well produced.

- Roger Cline
The first book out of the bag is *A More Beautiful City* by Michael Cooper (Sutton Publishing, Stroud, 2003. ISBN 0-7509-2959-6. £20.00). This is an account of the life of Robert Hooke, scientist, surveyor and architect, with particular emphasis on his amazing contribution to the rebuilding of London after the Great Fire of 1666. Over the following twenty-five years, he surveyed no fewer than 500 disputed sites and reported on them to the Fire Courts. The unusual thing about the book is that the author was Professor of Engineering Surveying at City University and is now Professor Emeritus there. This means that he really understands the practicalities, the sheer nitty-gritty, of what is involved in surveying, and he brings home the craft, the skill and the doggedness with which Hooke struggled on, surrounded by general chaos, and beset by the nagging of City Aldermen and the importunities of those who were desperate to rebuild their houses, businesses and lives. This book is an important addition to our understanding of the rebuilding of London then and thereby to the development of the City in later centuries.

The most original book in our bag is *Edward Jerman 1605-1668* by Helen Collins (Lutterworth Press, Cambridge, 2004. ISBN 0 7188 3038 5. £40.00). This too deals with post-Fire rebuilding, for Jerman worked himself to death on the design and reconstruction of eight Company halls and the Royal Exchange, but he had an unusual earlier career. In addition to carpentry and building, he was the principal designer for the Lord Mayor's shows between 1656 and 1664, an eight-year stretch which included the Restoration of Charles II and the particular festivities needed to celebrate that auspicious event. Such shows are, by their very nature, ephemeral, of a moment, gone forever, but Helen Collins has managed, by careful research into texts and accounts, and by the diligent searching out of such few illustrations as survive, to convey something of the quality and excitement of these brief pageants. The only criticism rest with the printers; the illustrations are disappointingly grey and muddy and the price far too high for any reader save those with a special interest. This book is most likely to be read in Guildhall Library.

Merrell Publishing, in alliance with Historic Royal Palaces, has produced an official illustrated history of *Hampton Court Palace*, by Lucy Worsley and David Souden. This is not a handy guidebook to take with you on a visit, but a substantial, solid, very well-illustrated volume, with lively, up-to-date purpose, much of it obviously shot for the purpose. The history of the Palace is told from the initial building by Guy, Lord Daubeney, through Cardinal Wolsey and Henry VIII's enlargements and reconstructions, followed by Wren's alterations for William and Mary, the changes effected for the later Stuarts and earlier Hanoverians, to the opening of the Palace to the public by Queen Victoria. It does not, however, stop there but carries on to the present day, recalling past occupants such as Field Marshal Viscount Wolseley, in whose day the phrase "All Sir Garnett" meant that something was immaculately in order and beyond reproach, through the serious fire of 1986 and the subsequent rebuilding - twentieth-century craftsmen can be as good as any of their predecessors - to the revealing excavations of recent days and the reconstruction of William III's Privy Garden.

I note that the authors and publishers express particular thanks to Clare Murphy, a good friend of this Society, who initiated and supported this praiseworthy project. The book is exceptionally good value at £12.95; I only regret that, in order to achieve such a bargain, it had to be printed and bound in far-away China.

The Clothworkers' Company too has been a good friend to this Society. It was they who sponsored past publication No. 159 (2001). *Tudor London: a map and a view*; the reliable standard history is *The Golden Ram*, by Thomas Girtin (1958). Now David Wickham, their Archivist for many years, has produced a third volume of his deeply personal account of the Company. The first two volumes, which appeared in 2001, bear the title *The Deluge of Time*. They are nominally concerned with the treasures which the Company owns - Roman pottery, the seals and charters, an armorial Delft plate, the magnificent Chest which stands in the Hall, photographs of the Hall itself, triumphantly restored after heavy bombing in 1941 - but around them the author weaves his own highly idiosyncratic and individual account of his Company. The third volume, *All of One Company*, came out in 2004 and consists of nineteen short essays.

This is not history in the academic manner but the truly personal meditations of a man who loved his work. To David Wickham, History is a Muse, not a set of questions for a final examination; when such books cease to be written, scholarship will be the poorer. I understand that copies of these volumes are not for sale, only for presentation; once again, we must have recourse to Guildhall Library. Incidentally, all three books are beautifully printed and handsomely illustrated: *The Deluge of Time* is the work of the Selsey Press in Sussex and they deserve many compliments.

Finally, our Book Bag yields a new Shire publication - *British Theatres and Music Halls*, by John Earl (Shire, Princes Risborough, 2005. ISBN 0 7478 0627 6. £5.99). It is, like all Shire books, clearly and succinctly written, and crammed with fascinating facts, stories and illustrations. Long may Shire flourish! This publisher is an invaluable national institution.

– Ann Saunders

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Books in Brief

The Legacy of John Bedford (£9.50 plus 50p p&p with cheque payable to Lawrence Duttson, 80 Esmond Road, London W4 1JF) is a brief history and catalogue of an exhibition held at St Michael's and All Angels' Church last June to commemorate the bicentenary of the death of the man who built Bedford House and its two neighbours in Acton Green – Melbourne House and Sydney House. Drawing on previous research, notably on material in archives in British Columbia of descendants of the Lindley family who lived in Bedford House from 1836-66, the story of the three houses (Sydney House as built no longer exists) and some of their occupants is outlined in brief histories and catalogue captions to the drawings, maps, portraits and tables.

Edwin Monk's Memories of Hornsey (ISBN 0 905794 36 2. £4.95) was the first book published by the Hornsey Historical Society in 1976. Its quirky observations of people and places, peppered with amusing anecdotes, quickly sold out and merited a second edition two years later. This new, revised third edition, edited by Joan Schwitzer, incorporates the original text of the City worker and keen local historian who lived in Hornsey from 1865 until 1973. Mrs Schwitzer also draws on other memories of Mr Monk published by the Society and collects visiting the 94-year-old author three days before his death in 1978.

Monk's Memories is available from the Hornsey Historical Society (The Old Schoolhouse, 136 Tottenham Lane, London N8 7EL, Tel: 020 8348 8429) as is the Society's splendidly produced Bulletin 46 (ISSN 0-955-8071 £4.50 + 90p p&p). Among the interesting articles is Doreen Agutter's fascinating portrait of Robert Harrington, the parson of St Mary's Church in Hornsey during the turbulent religious persecutions of second half of the sixteenth century. Jacqueline McAlister of the Coleraine Historical Society in the North of Ireland reveals the links between the Hare family – the Barons of Coleraine – and Haringey, notably the family's Tottenham Wood Estate, which became Alexandra Park and their country seat – the still existing Bruce Castle.

-Denise Silvester-Carr

Don't believe all you read in maps

In this year’s publication the sites of V1 explosions were marked by large circles. I recently bought a map of London with similar circles marked (see map below), each circle being marked with a set of figures such as 26.6 which I deduced represented the dates in 1944 of the impacts.

When I came to compare my map with the LTS publication, I found that there was only partial consistency between the two and that my map had many more ‘impacts’ in the City, Westminster and Holborn. If all the impacts indicated in my map had occurred the central area of London would have been reduced to an unusable devastation.

Our bomb damage expert Robin Woolven has put his mind to the problem and the solution we hope will appear as an article in the 2006 publication, the next volume of the London Topographical Record, which of course is only sent to paid-up members. If there is an invoice enclosed with this Newsletter, send off your cheque now.

-Roger Cline
American Connections

Do you come from, or have you been to Pennsylvania, Washington, Delaware or Baltimore? If so you will probably know that their names derive, like many other places in the USA, from an English source. And London abounds in American connections. Everywhere you turn there is a reminder of an Englishman who made his mark in the United States or an American who distinguished himself in London.

Take the church of St Dunstan-in-the-West in Fleet Street. In 1596 a certain Thomas West, Baron de la Warre got married here. As a member of the Virginia Company, he set sail for the New World and became governor of Virginia in 1610. However, he is best commemorated across the wide expanse of Chesapeake Bay in Delaware where the state, a river and a bay bear his name.

Again east of the Potomac, in neighbouring Maryland, there are also strong ties with St Dunstan's. George Calvert, first Lord Baltimore was buried in the church in 1632. He had proposed the charter for the foundation of Maryland and his son Cecill, after whom the city of Baltimore is named, started the state's first colony. The reredos here commemorates Edward Winslow who sailed on the Mayflower. St Dunstan's has an even more illustrious association with the banks of Potomac. Anne and Lawrence Washington, ancestors of George Washington, were baptised here in 1621 and 1622. A few years earlier their brother (also named Lawrence, as was the first President's brother) had been buried here.

St Paul's may contain many memorials to illustrious Britons but it also has monuments to celebrated Americans such as Benjamin West, the second President of the Royal Academy of Arts, and a Memorial Chapel that commemorates the 28,000 American servicemen who died in Europe during the Second World War. Two Britons who were killed at the Battle of New Orleans in 1815 - General Pakenham and Sir Samuel Gibbs - also have monuments, and a painting by John Singer Sargent hangs in the crypt.

Similarly Westminster Abbey has busts and memorials to a number of Americans who made significant contributions to British life, among them Franklin D. Roosevelt, Henry Wadsworth Longfellow, Henry James and the philanthropist George Peabody. A window in the Chapter House commemorates British prisoners of war who died in Germany during the First World War, the donor being J.W. Gerard, the American Ambassador to Germany. John Mason, the founder of New Hampshire, is buried in the Abbey as is the infamous General John Burgoyne who lost Saratoga, though his grave in the cloisters is unmarked.

The man whose bequest founded Harvard University is remembered across the river in the Harvard Chapel in Southwark Cathedral. John Harvard was born a short distance away in Borough High Street in 1606. And there is a monument to William Emerson, an ancestor of Ralph Waldo Emerson.

Benjamin Franklin is associated with many places in London, none more so than 36 Craven Street (by the side of Charing Cross Station) where he lived between 1757-75 when he was the representative of the Pennsylvania Assembly. The house is in the final stages of a major refurbishment, and is scheduled to open to the public in the near future. Franklin also lived in Sardinia Street by Lincoln's Inn, though the original site has long since disappeared. However, St Bartholomew-the-Great survives and in the eighteenth century when a print shop was set up in the Lady Chapel Franklin worked in it. He had lodgings in Bartholomew Close - as did Washington Irving - and also for a time in Jermy Street. Irving also had rooms in Henrietta Street, at No 22, so small he said "that a cat could not turn in" them.

Pennsylvanians will find London full of links with the Penn family. Holland House, Lincoln's Inn, the Old Bailey on the site of Newgate Gaol and the Friends' House, where documents relating to the foundation of the state are held, are but a few. In St Martin Ludgate Captain (later Admiral) Penn was married in 1643. A year later his son William, who founded the state, was baptised at All Hallows by the Tower (the font is now in Christ Church, Philadelphia) and he later went to the adjoining parish school. This church, from where Pepys watched the Great Fire, was saved from the advancing flames by Admiral Penn who also saved St Olave's, Hart Street. Incidentally, John Quincy Adams, the sixth President, married Louise Johnson at All Hallows in 1797, and his father, the second President, lived in Grosvenor Square when he was the first American minister to the Court of St James's... just a few hundred yards from the present embassy which keeps America's long connection with the square alive.

Historic City Maps

The British Library has produced the ideal Christmas stocking filler - a diary for map lovers. Historic maps and panoramic views of great cities throughout the world show how the architectural form and social life of cities have been shaped down the centuries. Beijing, New York, Paris, Sydney and, of course, London are among the cities portrayed. Quite the most fascinating is Azilia, a fantasy city designed by Sir Robert Montgomery in 1717 as a proposed new colony to be established in Georgia, but never built. It was to be exactly twenty miles square, defended by great walls, and to contain 116 individual estates, each exactly one mile square.

The British Library Diary 2006 comes as a desk diary at £12.95 and the pocket size retails at £5.95.
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