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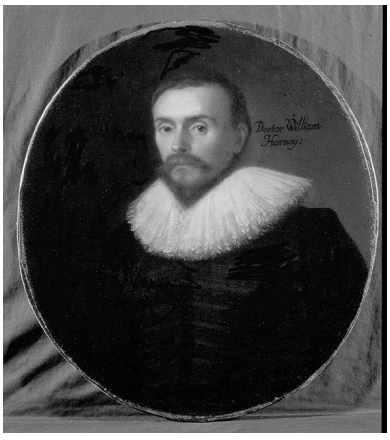
Merchants, Medicine and Trafalgar

Pride of place in this issue has to go to Richard Morris's latest book Merchants, Medicine and Trafalgar. *This received an excellent review in the* Epping Forest Guardian*, and the article below gives some idea of the depth of research undertaken for a book that is of national interest. It will be receiving wide publicity in numerous significant publications, and there has already been an excellent demand from many parts of the country.*

Richard Morris's new book on the history of the Harvey family was published at the end of August. It is a sumptuously produced hardback which has 236 pages of text and index, and a 12-page preliminary section containing eight illustrations in monochrome and colour. In addition there is a plates section of 16 pages containing 30 illustrations, many in colour, making a total of 264 pages.

The Harvey family originally came from Folkestone in Kent where, in 1578, William, the first of the seven sons of Thomas and Joane Harvey, was born. They also had two daughters. William Harvey was to become the celebrated physician who, in 1628, discovered the circulation of the blood. At numerous points during his life William touched the great world and great events of his time. He was physician to Sir Francis Bacon and a friend of Thomas Hobbes. He examined the Lancashire Witches and conducted the post-mortem on Old Parr, the Shropshire labourer, who had lived (it was said) 152 years. He was an ardent Royalist and served two monarchs as their physician and was present with the King and Princes at the battle of Edgehill.



William Harvey, MD (1578–1657)

Harvey travelled as few Englishmen of his time did. He studied medicine at the University of Padua; he accompanied the Duke of Lennox to France and Spain and the Earl of Arundel to Vienna. His great work on the circulation of the blood was published at Frankfurt-on-Main. He was one of the first Englishmen to drink the new oriental drink, coffee, a consequence, perhaps, of his brothers' trade with the Levant. However, William Harvey is remembered today as the greatest of England's early experimental scientists in laying the foundation of physiology.

As was often the case in the seventeenth century, the success of several members of the Harvey family was founded on their business interests in the City of London. Five of William Harvey's brothers became successful merchants trading mainly with Turkey and the Levant. Eliab Harvey (1589–1661), the fifth of the brothers purchased a house in Roehampton, less than 10 miles south-west of the City of London, where he went to live with his family in 1639. His brother, William, often stayed with him at Roehampton in his later years and it appears that Eliab looked after his brother's commercial affairs.

In 1648, Eliab purchased Winchlow Hall at Hempstead in north-west Essex together with considerable land in the parish and surrounding villages. It has been suggested that his brother William was also a party to this acquisition but there is no documentary evidence for this, although the Doctor no doubt visited Hempstead. In about 1655, Eliab had built in the parish church of St Andrew at Hempstead a vault and chapel in which over the ensuing two hundred years members of the family were buried. The chapel contains monuments to many of the distinguished members of the family, and the coffins of 49 Harveys lie in the vault below the chapel.

One of the Harvey brothers, whose success as a merchant helped to lay the foundation for the family's wealth, was Daniel, whose country house was at Coombe near Croydon. However, only a further two generations of the male line of this branch of the family were to continue the Harvey dynasty.

It was left to Eliab's descendants to continue the Harvey name and, two or three years before his death in 1661, Eliab purchased another estate in Essex, at Rolls Park, Chigwell, some 11 miles north-east of the City of London, within easy reach of his town house from where the merchant business was conducted. Eliab probably came to Chigwell through his contact with Robert Abdy, John Chapman and Robert Abbott, who were also in the Levant trade and lived at Chigwell. The decision to buy a second estate in Essex was also influenced by Eliab's wish to provide his

eldest son, also Eliab, with a mansion following his marriage to Dorothy Whitmore in 1658.

Eliab Harvey's son was knighted at the time of the Restoration, and was the first Harvey to come to prominence in Essex, where he was a Justice of the Peace, Deputy Lieutenant and MP. Succeeding generations were to follow similar paths in service to the local and county community over the next 200 years. Rolls Park was within the legal limits of Waltham Forest, which consisted principally of Epping and Hainault Forests. The Harveys participated fully in the administration of the Forest with Sir Eliab the first of seven members of the family to fulfil the office of Master Keeper, Lieutenant, Verderer or Steward of the Court of Attachments from 1684 to 1830.

Much of the history of Essex has been shaped by the sea, and the Harvey family provided one of the heroes of Trafalgar when Captain Eliab Harvey (1758–1830), later to become Admiral Sir Eliab Harvey, commanded the *Temeraire* at the famous battle in 1805. Turner's well-known painting 'The Fighting *Temeraire*' can be seen in the National Gallery. Most heroes have a streak of eccentricity in them and, to judge from the letters of Eliab's wife, Louisa, to her eldest daughter, the Admiral was no exception.

Captain Eliab Harvey (1758–1830)
(later Admiral Sir Eliab Harvey

Two letters relating to Trafalgar, not previously published, have come to light. The first is a transcript of a letter from Admiral Lord Nelson, dated 3 October 1805, inviting Captain Harvey to dine with him on *Victory* so that Nelson could 'cultivate his acquaintance'. This was less than three weeks before the battle, while the fleet was waiting off Cadiz for the French and Spanish fleets to leave harbour. In the second letter, written to Admiral Harvey some seven years after Trafalgar, Admiral Thomas Hardy, as he had become, quotes the complimentary remarks Nelson made about Harvey and the *Temeraire* as the Weather column was about to break the Combined Fleet's line at Trafalgar. The original of this important letter has survived and is in the Aston Hall Correspondence at the National Library of Wales.

Several other descendants of the first Eliab Harvey achieved high rank in the British Army. Edward Harvey (1718–1778) rose to become Adjutant-General, and, when the Marquess of Granby resigned as Commander-in-Chief of the British Army in 1770, and was not immediately replaced, Harvey was the highest ranking officer left, albeit during the disaster of the American War of Independence. Earlier in his career Edward Harvey had fought at Culloden. Three grandsons of Admiral Harvey had distinguished careers in the Grenadier, Coldstream and Scots Guards. All three served in the Crimean campaign, and wrote vivid accounts of the vicious hand-to-hand fighting at the battles of the Alma and especially at Inkerman.

The interior of the house at Rolls Park must have been one of the most richly decorated in the country in Georgian times. Fortunately a photographic record was made in 1918 before the sad decline of the house during and after the Second World War, which led to its demolition in 1953; only stables and a cottage remaining, although the orangery was rebuilt. Some of these photographs are reproduced in the book. Part of the decoration of the house included many portraits of members of the family by well-known artists such as Sir Peter Lely, Sir Godfrey Kneller, Allan Ramsay and Thomas Hudson. A number of the portraits have survived and remain in the ownership of descendants of the family, the Harveian Society of London, galleries and private collectors.

In addition to the family portraits, Emma Harvey, the Admiral's mother, had in 1764 inherited an important collection of pictures, mainly by well-known artists of the Renaissance period. The collection had been formed by Thomas Walker and he left it to his nephew Stephen Skynner, who was the father of Emma Harvey. The collection originally decorated the rooms of Walker's house in Clifford Street, off Bond Street in London, and this house also came into the ownership of the Harveys. The collection of pictures was transferred to Rolls Park in about 1775 and remained there until the Admiral's death in 1830, after which it was sadly split up among his six daughters. Fortunately both an inventory of the pictures when they were in the house at Clifford Street and a valuation of the collection at Rolls Park made in 1830 have survived, and it has been possible to trace the provenance of several of the pictures which today, as with the family portraits, are in art galleries and private collections. There is a chapter devoted to the art collection and three of the pictures are reproduced.

Other members of the descendants of Thomas and Joane Harvey, who did not live at Chigwell, achieved success in business, government service or in military careers. The careers and life of some of those members of the family who lived in Surrey and Dorset are also described. However, by the end of the eighteenth century, the branch of the family living in Essex was the remaining male line and with the death of Admiral Sir Eliab Harvey in 1830, the Harvey name disappeared even from Essex, although Rolls Park remained in the ownership of the descendants of his eldest daughter, Louisa Lloyd, until 1953.

The appendices include pedigree charts for the Harvey and Lloyd families, coffin inscriptions from the Harvey vault and monumental inscriptions from the Harvey chapel at Hempstead. A bibliography and comprehensive index complete the book. Richard's book is priced at £17.99 for the general public but members of the Society may buy it for £15.

[The portrait of William Harvey (above) is reproduced by courtesy of the National Portrait Gallery, and that of Captain Eliab Harvey (above) is © National Maritime Museum, London.]

Shipbuilders' festival

Taken by Chris Pond from Iron *(weekly journal for the iron industry), 18 July 1857:*

'On Saturday last, the beautiful brass band, thirty in number, recently established through the liberality of Messrs Richard and Henry Green, the eminent firm of Blackwall, and under the able leadership of Mr Wilkinson, of the Royal Naval School, Greenwich, assembled in the mould loft of their shipbuilding yard, where they were joined by the foremen of the establishment, and after marching a short distance to a spirited air, were conveyed by vans to the Crown Inn and Pleasure Grounds, Loughton. On arriving there, the whole partook of a sumptuous, repast, and afterwards engaged in various athletic sports provided for their amusement, being enlivened by an appropriate selection of popular music. They then proceeded to the country residence of Mr H Green, at Walthamstow, who, with a distinguished circle of friends, cordially greeted them . . .'

Harold Curwen (1885–1949) and The Curwen Press – (conclusion)

TED MARTIN

During the First World War, with Joseph Thorp stimulating sales, Harold's reforms of typography and design and the employment of his friend, the artist Claud Lovat Fraser,[3] there was a ready market for their products. Their publicity was remarkable for its time:

'Printers who take infinite pains'
'Harold S Curwen, Careful Printer'

'Printing with a spirit . . . It is a great pleasure to arrange fine type, and still finer artistry to convey the spirit of your message. And work that is a pleasure is usually a success. Will you allow me to arrange and execute your printing at The Curwen Press, Plaistow, E13?'

The 'Spirit of Joy' leaflet (1920) was even more remarkable and was decorated with Lovat Fraser's design of a lively dancing couple. Customers were exhorted to

'GET THE
SPIRIT OF JOY INTO YOUR PRINTED THINGS

THE WORLD'S dead tired of
drab dullness in Business Life.

GIVE your customers credit
for a sense of Humour and some
Understanding.

TAKE your courage in both
hands and have your printing done

CHEERILY!

I arrange & make
COURAGEOUS PRINTING
At the Curwen Press
Plaistow, London, E13
Harold Curwen'

However, not all customers were enamoured of the new era in design and it is recorded that, when the receipt dockets for West Ham Corporation Tramways were unilaterally redesigned, the customer decided that Curwen Press had broken their contract and the account was closed. But the majority of customers were appreciative, among them the Underground Railways, Heal & Son, Staples Mattresses, Dryad Canework, Crittall Manufacturing, the Savoy Hotel and the Comptometer Company.

After the First World War, Harold Curwen was carrying a heavy load in running the business, supervising design and travelling to represent the firm. Also from about 1922 Harold moved to Loughton to number 4 Spring Grove. In 1926 he moved to Mansard, 57 Alderton Hill, which was designed by Sir Edward Maufe.

In July 1920 Harold accepted Oliver Simon as a pupil at Plaistow for a fee of £100. To students of my and previous generations Oliver Simon is a hallowed name and his book *Introduction to Typography*, which is still on my bookshelf, was our starting point in learning the rules of the craft. He, however, after war service and a little experience in book production, learnt his trade from Harold Curwen and the craftsmen at the Curwen Press.

Simon was now to be instrumental in steering the Press from music printing and general commercial work towards book printing and to this end, at the end of his training, he was able to relieve Harold of some of the burden and develop bookwork sales. Simon was responsible for the design and production of the new work. He based himself in the West End and shared an office with Stanley Morison.[4] This collaboration led to the establishment of *The Fleuron, a Journal of Typography* and its impact on printing standards is related in my previous article in *Newsletter 151*.

Meanwhile Harold soldiered on at Plaistow and hardly ever went to the London office. However, in an introduction to a catalogue of books printed at The Curwen Press his worth was recognised by Holbrook Jackson[5]: 'in Harold Curwen English printing has another defender of the true typographic faith, one also who is not afraid to venture along new paths.'

Until 1920, The Curwen Press produced mainly music printing with some commercial work. By 1923 book printing was becoming a significant part of the firm's work.

In 1923, Harold married for the second time Freda Margaret Simpson and had three daughters. In 1926 he pioneered the introduction of the five-day working

week. His technical standards were maintained and improved upon and he would only use the best natural materials.

Oliver Simon had connections in the art world, his uncle was principal of the Royal College of Art, and thus the Press commissioned work from young artists and the staff of the College among whom were Edward Bawden, Eric Ravilious and Barnett Freedman.[6] Harold also arranged for various well-known artists to spend a day a week at Plaistow working on customers' projects. The press produced work for such local firms as Gestetner (at Tottenham) and Bryant & May (at Stratford). The Underground Railways were customers and in 1929 the Southern Railway's house journal was taken on as was a holiday booklet for the LNER illustrated by Edward Bawden. In addition the Press produced 'house' publications that were remarkable for their quality and design standards.

In 1925 Harold experimented with a stencil process which was entirely handwork and was used to good effect on limited editions, but these were not commercially viable at the bottom of the depression in 1931/32 so it was discontinued after six years. It was rumoured that Harold occasionally cut the stencils himself. The books they produced with stencil illustrations were beautiful productions. Among these was *Elsie and the Child* by Arnold Bennett illustrated by E McKnight Kauffer.[7]

A notable production of 1930 was the *Legion Book*, produced to raise money for the British Legion with the backing of the then Prince of Wales. This was the largest bookwork order the factory had ever undertaken.

By 1930 music printing had reduced to only 24 per cent of printing sales. The music publishing and printing businesses were separated in 1933 with Harold Curwen becoming one of the three directors of The Curwen Press.

The Press was then largely re-equipped under Harold's control: the now well-known design standards were reinforced and work grew rapidly. Many fine books were printed, including two for the Limited Editions Club of New York. The Press also subsidised Oliver Simon's graphic arts *Signature* magazine from 1935 to 1940 and from 1946 to 1954.

Harold Curwen retired to Chetnole, near Sherborne in Dorset in 1940 after a lifetime of staying true to his principles as a 'hands-on' printer. He also married for the third time, Marie Rasmussen. He died in 1949.

It was Harold Curwen's prescience in employing Oliver Simon, his provision of facilities for *The Fleuron* and *Signature*, and his desire to improve the typographical standards and printing quality of his own firm, which contributed greatly to the printing and typographical revival in Britain in the 1920s and 1930s. He wrote *Processes of Graphic Reproduction* (1935) and *What is Printing?* (n.d.). It was mainly due to his skill and efforts that his company gained an international reputation as fine printers.

The Curwen Press closed down in the 1970s, along with many other household names in the British printing industry, probably because the cost of complete re-equipment for the new technology was prohibitive. The move from metal type to computer-controlled composition also meant that the printing system had to change from letterpress to offset lithography. Thus the only part of the factory which did not change was the binding department and the investment required to modernise composition and printing, plus the installation of plate-making systems, was beyond the purses of the many privately owned printing companies who hitherto had replaced single pieces of equipment at five, or even 10-year intervals.

Notes

Notes 1 and 2 relate to Part 1 of this article and were previously published in Newsletter 174.

1. For more on Edward Johnston see my chapter in the LDHS publication *The Loughton Railway 150 Years On* (2006), pp 89–96.

2. Joseph Thorp joined the Catholic publishing firm the Arts & Book Company and in 1903 transferred to their printers, The Arden Press, who were in trouble. He managed to persuade W H Smith to take it over and thus became a part of that organisation and self-appointed expert on design to the group until 1914.

3. Claud Lovat Fraser (1890–1921) was an illustrator and theatre designer, born in London. He was educated at Charterhouse and trained as a solicitor until becoming a full-time artist in 1911. Although not in robust health he served in the First World War as a Captain in the Durham Light Infantry and fought at Loos, where he was gassed, and Ypres. He returned to the UK and while still in the army on light duties was able to continue his collaboration with Harold Curwen. He became famous in the field of theatre design designing the sets for major productions but died suddenly in 1921, probably as a result of his war service.

4. Stanley Morison born at Wanstead in 1889 was a typographer and scholar. He became typographical adviser to Cambridge University Press (1923–44, 1947–59) and to the Monotype Corporation (from 1923). At Monotype he was responsible for reviving type designs from the early days of printing and reissuing them for mechanical composition by Monotype machines. He joined *The Times* in 1929 and designed Times New Roman type which was issued in 1932. He was the editor of *The Times Literary Supplement* from 1945–47 and wrote many works on typography and calligraphy. He edited the *History of The Times* (1935–52).

5. George Holbrook Jackson (1874–1948) was a bibliophile and literary historian born in Liverpool. He helped to establish the political and literary journal *New Age* (1907) and was active in the Fabian Society. His book *The Eighteen Nineties* (1913) described the literary life of that decade. He was a disciple of William Morris and compiled a Morris anthology *On Art and Socialism* (1947).

6. Edward Bawden, CBE, RA (1903–1989) was a painter, illustrator and graphic artist. He studied at the Royal College of Art under Paul Nash and was friends with Eric Ravilious (see below). As related above, in the late 1920s he worked one day a week for Harold Curwen. He was also famous for his prints, book covers, posters and garden furniture. During the Second World War he was one of the official war artists and produced many watercolours of that conflict in Iraq. He lived at Great Bardfield in Essex.

Eric Ravilious (1903–1942) was a painter, designer and book engraver, who was born in London. He studied at the Eastbourne School of Art and at the Royal College of Art and was a close friend of Edward Bawden. He was a leading wood engraver and a designer for London Transport and Wedgwood. He lived at Castle Hedingham in Essex. Eric Ravilious died during 1942, whilst serving as a war artist with the RAF, off the coast of Iceland.

Barnett Freedman, CBE, RDI (1901–1958) was a commercial designer and book illustrator, lithographer, letterer and typographer. The son of Russian Jewish immigrants he was self-taught and studied at the Royal College of Art. He later became a tutor at the RCA and at Ruskin College, Oxford, and was also a war artist from 1941 to 1946.

7. E McKnight Kauffer (1890–1954) is thought to be one of the most significant designers of the twentieth century. He was born in Montana, USA, and studied in San Francisco and Paris. He settled in London in 1914 and although at first a painter became a poster designer for London Transport after being commissioned by Frank Pick. He also produced work for the Great Western Railway. He returned to New York in 1940 but was not happy with commercial life and design there but created posters for the US government to help the war effort. After the war he worked for American Airlines and also produced bookjackets and illustrations for books.

Sources and further reading

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John Clare – with thanks to Chris Pond

The following exchange results from a question in the House of Commons by Barry Sheerman MP. From Hansard*, 19-4-07, col 444. [Of course Clare featured in the Loughton Festival, too, having been in the asylum at High Beech. There he penned his poem London v Epping Forest which was perhaps the first mention in print of the need to protect the Forest. CCP.]*

Mr Speaker, I know that you are aware of this, but is the Leader of the House aware that 180 years ago today one of our most famous poets of the environment, John Clare, published 'The Shepherd's Calendar'. Here is a poet who 180 years ago was forced to work on the enclosures. In an era when we seem to apologise for everything, is it not about time that we had a debate on what happened in the enclosures? In a move led by the other House, before there was true democracy in this Parliament, the English common land was stolen from English people. Is it not about time that we looked at what happened and whether measures could give back to the English counties the common land stolen from them by the House of Lords, the Tories and the Liberals?

Mr. Straw: I have personal reasons for welcoming such a debate, which is that my forebears were among those in what is now suburban Essex who fought the lords of the manor, including one John Whitaker Maitland, then lord of the manor of Loughton. In the end, they were successful in preventing the further enclosure of what is now Epping Forest. It was a nasty, bloody battle that went on for 30 years in the middle of the 19th century, and I am proud that my great-great-grandfather and many others in that part of Essex were successful in standing up for the working classes of Essex, to ensure that Epping Forest remained for the people of Essex and London for ever.

Memories from Mike Alston – over the stream

TERRY CARTER

The journey continues. What seems remarkable is that nearly all these names and places from the 20s to the 40s can still evoke happy memories for those who are Mike's contemporaries. They were at the heart of Loughton, and nowhere else. How many of the current transient boutiques, or the cloned financial services outlets and eatery chains that are spread nationwide will be remembered with such affection in the decades to come?

(Still moving along the west side)

Between the stream and The Drive there was a trim little house, set back from the road, and with neat lawns and hedges. But this was demolished and replaced by:

Woolworths 3d & 6d stores: probably the first chain store in Loughton, and what a thrill for the youngsters! It was a strange experience to walk along the polished wooden floors (then a 'hallmark' of *all* Woolworths) and to be able to look closely at, and even touch, the goods on display. In most other shops the goods were *behind* a counter, and *behind* an often formidable shop assistant! ('Don't touch that, sonny . . .') About the time of the opening, Loughton must have held a Beauty Queen competition – maybe its first – and the winner was one of Woolworths' assistants. We used to gaze at her in awe and could hardly dare to ask her to serve us. Cor!

Boots the Chemist: probably the second chain store!

Williams Stores, grocer: yet another chain store, and the great feature was that it gave metal tokens against goods purchased. It was a fascinating novelty, and the Alston family carefully built up their stock! Times have changed, and one cannot begin to imagine what chaos there would be if today's Sainsburys and Tescos did the same thing!

Dewhurst: chain butcher.

United Dairies: in the 30s 'UD', like all other Loughton dairies, used horse-drawn vehicles to deliver milk to households. But, at one time, UD tried to 'upstage' their competition by using a float drawn by 2 tiny (Shetland?) ponies. In those days, too, there was no regulation of milk rounds, and any number of different vehicles could be found delivering milk in the same street

The Drive

On the other side of The Drive was an open field, stretching as far as Goulds' buildings, and used for grazing some of their horses. But, during the 30s, the land was built on . . .

Escotts: electrical goods.

Ingles, department stores: Mr Ingle had been one of the floor walkers at the large Bearmans stores in Leytonstone. 'Ingles' was, of course, very much smaller, but Mr Ingle, a most courteous man, did his best to create the impression of a big store.

Goulds, corn merchants, milk suppliers: their High Road premises were extensive, and included stores for hay, corn and other farm produce. And so there was a constant movement of large horse-drawn carts between here and their farms. Occasionally a horse would bolt, which caused consternation and excitement in the High Road until, invariably, the horse was recaptured. The site also included an extensive shop, selling dairy produce and horticultural products. Later in the 1930s part of the frontage, nearest to Ingles, was sold to two retailers.

C & J Smith, fruiterer and greengrocer, supervised by Mr Smith in a smart white coat.

W G Bell, butcher: a welcome arrival so far as the Alston family was concerned. They transferred their affections from Wilson ('the meat's always tough!') and received excellent service, and tender meat, from the cheerful manager.

Before heading on from Goulds one should mention the large clock above the yard entrance. It was a prominent (and accurate) feature, as were the massive wooden blocks (cut down tree trunks?) on either side of the entrance.

Beyond Goulds there were several large houses, set well back from the road, and fronted by a row of massive elm trees. In one of them lived a Mr Booth who, throughout the 1930s, regularly walked a large black Labrador up Traps Hill.

The Methodist Church (facing the bottom of Traps Hill).

Diggens, builders: their offices were in a residential house, at the side of which was an entrance to a back yard.

Smithy: a lean-to building, with a rough earthen floor. A fascinating place for young children, and we loved to watch horses being re-shod. The smell of burning hoof will stay with me forever!

Peacock's, confectionery and tobacco: sadly, Mr Peacock died during the early 1930s, but the shop was maintained by

his wife and daughter. There was a wonderful array of sweets for children, including a 'halfpenny' box and (even) a 'farthing' box. And so, with great care and much thought, a child could emerge from the shop with a large bag of sweets bought for no more than a penny.

Pie shop.

'Miscellaneous' shop: beside the pie shop was a very small shop which, I think, changed hands several times. One owner, in 1935, gave us her dog 'Spot', in place of our beloved 'Toby' who had just died.

Diggens Builders' Yard: Alec and Percy were great local characters, and I was a contemporary of Alec's son, John who, sadly, died in the Second World War.

Friday, butcher: on the side of the building was a large black and gold sign with the name 'FRIDAY' in block capitals. One of my uncles, visiting us at Easter remarked, as we passed the shop on Good Friday, 'Do they change the date every day?' I still am not quite sure how far his tongue was into his cheek!

Kings Green & War Memorial

At the far corner of Kings Green, on the left of York Hill was:

Lewin, baker: large Mr Lewin used to deliver his goods in a tiny Austin van.

To the top of Kings Green:

The King's Head, public-house: for youngsters, a place not to be entered. After the war (1939–45) it was a popular haunt for younger members of the Tennis Club in Elevenacre Rise who commonly referred to it as 'The Monarch'.

Bosworth, butcher: so elegant with its dark grey marble facing.

After a few creeper-covered cottages there were:

The Victoria Wine shop: managed so pleasantly by Mr Greenwald and his wife.

Miss Turner, woolshop: Miss Turner had straight hair, a neat fringe and a formidable air, especially for women foolish enough to make a mistake with their knitting – 'Oh dear, you have gone completely wrong'. But if you could stand up to the reprimand she was most helpful in putting knitters on the right track!

Priestman's, baker: later opened a new branch (or moved?) near The Crown public-house, *qv.*

Warriner, undertaker.

The Waverley, tobacconist: this was the last shop up what was now Church Hill. The owner was a dapper little man, with a trim moustache, who wore a grey 'silken' jacket. He still carried a stock of clay pipes, which I bought for blowing bubbles! What a nasty sensation when the pipe stuck to one's lip!

After 'The Waverley' there were no shops until one passed the Loughton Bus Garage over half a mile further on towards Epping.

Next time Mike moves on to Journey 2, on the east side, from opposite the Union Church to The Uplands. Before then, I have included the last of:

Characters remembered from the 1930s

(Remember, these are childhood memories, which sometimes can be sad, even a little harsh – Ed.)

The tarman with a patch: when roads were being retarred – what a messy process – the man who applied the tar through a nozzle wore a black patch across his upper lip. I often wondered whether it covered some deformity.

Young Mr Goodall: this poor young man, the son of Goodall the baker, had a sad impediment – prancing along the road with his head thrown back and his mouth gaping. As children we were constantly told *not* to stare, and to be sympathetic.

Albert: I just remember the last of the horse-drawn cabs which used to stand in a row in the middle of the approach road by the station (the cobbled stretch remained for years after), but already, the new motor cabs were taking over. Albert was one of the old horse cabbies and, even after the horses had gone, he lingered on at the little hut – maybe because it had become part of his life. In winter he used to keep the fire going and we children, on our way to Mayfields School loved to hover around and watch him stoking up a blaze. It was a bit unfortunate that Albert had a speech impediment – I think a cleft palate – as it made us giggle behind his back.

Other memories of the 1930s

Enormous 'removal van' pantechnicons hauled by two or more shire horses. Goulds also had great wagons, drawn by four horses, which used to stagger up Traps Hill. When they came down, a steel 'brake' was fitted under one of the rear wheels, emitting showers of sparks as it slid along the road surface.

The distant 'pop pop pop' noise from Waltham Abbey's ammunition works as batches were tested.

The 'ding ding ding' of Gould's High Road yard bell to tell the workers that it was 1 o'clock.

The postmen knocking on our door on Boxing Day to wish us well and, hopefully, collecting their 'boxes'.

The old 'General' omnibuses and their replacement, briefly, by the brown buses of 'Western Superways' and (?) 'Yellow Tiger' coaches. And then to London Transport, and the introduction of the Green Line.

(I am pleased to report that Mike Alston, who lives in Maidenhead, is now a member of the L&DHS.)

The Neville family of Loughton

BARBARA BIRCHWOOD-HARPER

Barbara Birchwood-Harper is now a resident of Looe in Cornwall, where she is an active local historian, about to publish a history of the town. She has sent us the following which explains her connection with the Neville family, as well as answering our query in Newsletter 172, *concerning the opening date of Woolworths in Loughton.*

I read, with great interest, your *Newsletter 172* whilst staying with my relative, Mrs M Proud, one of your members. Doug Butterfield is also a relative, his mother was Kate Neville, my grandfather's sister. The Neville family have lived in Loughton from the mid-1860s.

First, to answer the query about Woolworths' opening, Mrs Proud, then Miss Hart, worked at a wool shop opposite the Woolworths' site, from 7 September 1936. She remembers that the store was under construction and was opened before Christmas 1936.

She had a particular interest in the site of the store as it was built on ground on which had previously stood the Neville family home, Brook Cottage, described in Percy Ambrose's book, on page 45, as a small whitewashed brick building with a Latin plaque. It was not the house depicted in *Epping Forest, Then & Now* on page 297.

The Neville family came to Loughton in the mid-1860s. Charles and Betsy Neville brought their children, Reuben and Matilda, from Thaxted. Elizabeth and Robert were added to the family in 1867 and 1870. Most of the family worked for Goulds, Charles rose to Farm Bailiff, Reuben to Corn Traveller and was often seen driving round the village in a pony and trap.

Reuben and Maria Neville

Reuben married Maria Holdgate from High Laver and the couple had 12 children, one of whom was my grandfather. One of the younger boys, Arthur, worked at the paint factory in Baldwins Hill, but was killed in the First World War in Gaza in 1917.

After retirement, Reuben rented a shop in the High Road next to the 'Holly Bush' — the family ran it as 'Neville Bros, high class Fruiterers and Greengrocers'. Percy Ambrose mentions them on page 42 of his book. My grandfather drove the delivery cart for a while, before being sent to a munitions factory in Kent in the Great War.

Charles Neville met an untimely end, in 1901, in Blind Lane, struck by lightning.

There is an intriguing family puzzle, which one of your members may be able to answer, both Reuben and Walter Neville won books as prizes in a scheme called PSA* in the early 1900s, but I have no idea where or what it was.

* While this issue was still at proof stage Chris Pond came up with the answer to Barbara's query: PSA stands for Pleasant Sunday Afternoons. It was a meeting for worship of an informal non-liturgical kind and was designed to evangelise the unchurched – i.e the servants and working classes! In Loughton the PSA meetings were usually held in the Lincoln Hall.

Abusing a clergyman

Housing disputes are nothing new and this report from The Times *of 27 March 1849 covers proceedings at the Guildhall Police Court where Mr John Nelson was arraigned for abusing the Rev John Smith. It would appear that the property was in Buckhurst Hill and that was the parish in question, but this is not made clear in the report. It would appear that Mr Nelson got away quite lightly for his offence. With thanks to Chris Pond.*

Mr John Nelson, of 406, Strand, who said he was a reporter and shorthand writer, was brought before Alderman Gibbs on a warrant charging him with assaulting the Rev John Smith, of College Hill, under the following circumstances:—

The complainant stated, that on Sunday, the 18th March, he was passing the Epping coach to get on the Woodford mail in Cheapside, when Mr Nelson called out 'The hypocrite' addressing him. He took no notice, but on arriving at the Three Nuns, Aldgate, the defendant, who was still outside the Epping coach, had the whip in his hand and shook it at him, he (the Rev John Smith) being sufficiently near to have been struck had the defendant chosen to do so. He, however, refrained from taking any notice of what had occurred, and proceeded to Buckhurst-hill, near Woodford. After the morning service was over he returned to his residence near Woodford, and was informed shortly afterwards that Mr Nelson was outside his house in a great passion. Not wishing to have any words, he remained until 3 o'clock, and then proceeded towards the church, when he saw the defendant waiting at the gate for him. On passing out he raised his hand up and said, 'That's Smith, the Scribe, the Pharisee, the hypocrite', which he repeated two or three times. Witness proceeded into the church, and although a policeman said he had heard and seen a portion of the defendant's conduct, he (Mr Smith) declined giving him into charge, but, on the contrary, he the following Monday called on Mr Nelson's solicitor and said that if an apology was given, no further notice would be taken of the matter. Having waited until Thursday, and finding no notice was taken of his proposition, he felt it his duty to claim the protection of the magistrate against a repetition of such conduct, which was calculated to do him an immense deal of injury.

Alderman Gibbs asked Mr Smith if he really considered he was in danger?

The Rev Mr Smith replied, that from the defendant's ungovernable temper, his threatening him with the whip in London, and afterwards his language in the country, he certainly considered that he ought to be protected.

Alderman Gibbs asked the defendant if he wished to ask the Rev complainant any questions?

Mr Nelson – Was not all my furniture turned into the road?

Mr Smith – It was, but I was not there when you were turned out.

Alderman Gibbs said that had nothing to do with the question. What defence had Mr Nelson to make? Mr Nelson denied using either the language attributed to him or assuming the threatening attitude which had been sworn to. Such words were used by all the passengers on the coach, and it was well known that from his conduct (which would be investigated at another tribunal) he was execrated by the parish, and no coachman would take him in his conveyance. It was at the instigation of Mr Smith that he and his family were turned out on the common and left without a home, and he felt indignant then, and could not help doing so now, when he thought of the condition his wife and nine children were placed in by such treatment.

Mr Smith said that in vindication of his character it was necessary that he should give some explanation with reference to the defendant's ejectment. It appeared that he held the house alluded to from the Rev Thomas Staunton, vicar of Shaftesbury, the term of occupation expiring on the 18th of November last. It having reached the ears of Mr Staunton that Mr Nelson intended leaving the house a perfect wreck and thus, as he said, treat the landlord in his own coin, steps were taken to prevent, as far as possible, such a threat being carried into effect; the defendant was also aware that he was to take possession of the house when empty, and hence the annoyance to which he had been subjected.

Alderman Gibbs said that he did not see why he should listen to their private affairs, as that was not the subject-matter before him.

Mr Smith said that, in justice to him, after the defendant's assertion that he was execrated in the parish, a full explanation should be given by him. Just previous to the 18th of November Mr Nelson asked Mr Noble, the agent of the Rev Mr Staunton, to be allowed to remain a few days, which, was granted, but, after waiting for weeks and months, there was no getting him out, and the landlord was compelled to take legal proceedings against him, which resulted in his ejectment. Even a week before the trial he refused to quit, and the costs were not yet paid.

Alderman Gibbs – Then it was by a legal process of law he was turned out?

Mr. Smith – It was.

Alderman Gibbs – And you had nothing to do with it, but it was at the suit of the Rev Mr Staunton?

Mr Smith – Exactly so.

Mr Nelson – But at your instigation. You know I have a lease for 14 or 21 years.

Mr. Smith – No, I do not. If you have you could not have been ejected.

Alderman Gibbs said it appeared to him that the complainant had nothing to do with the law proceedings, and therefore he must prevent a breach of the peace. He would therefore take Mr Nelson's word that a repetition of such conduct should not take place again.

Mr Nelson – I certainly will not use such language; but I object to the word 'repetition', as, on my oath, if I were put to it, I could swear I never used the words attributed to me. They were used by other persons.

Mr Smith.—And on my oath, before my God, the words came from your lips.

Alderman Gibbs – Well, Mr Nelson, you must not molest the Rev Mr Smith again; and I shall therefore accept your promise to that effect.

Mr Nelson was then discharged.

A Road Accident in Hainault Forest

RICHARD MORRIS

Today, newspaper headlines about serious accidents on roads and motorways are commonplace. However, road accidents in the early nineteenth century were rarely reported, and often it was left to friends of the injured to write to relatives with an explanation of the happening and its outcome.

On Monday, 9 September 1822, Maria Wilbraham, who lived in a house at Chigwell Row, went out as usual one morning with her daughter Eliza, in a little four-wheeled chaise, driven by her coachman. On going down the hill on the other side of Hog Hill [the Romford Road] at Hainault, the shaft broke, the horse reared violently, the coachman fell off, Maria and Eliza were thrown out of the carriage, and the horse bolted into the forest.

All three persons were severely injured, especially Maria who was 67 years old. Eliza, although suffering from a serious head wound, managed to walk along the road towards Romford and fortunately met someone in a gig who took her home to Chigwell Row from where she summoned help. There were of course no emergency services to be called upon, and no local hospital to which the injured could be taken.

Eliza got a message to her aunt, Lady Louisa Harvey, at Rolls Park, Chigwell, and she immediately went to the scene of the accident in her own carriage. In a letter to her daughter in Shropshire, written later that evening, Lady Louisa recalled that:

'I never can forget the sight when I came. [This must have been at least an hour after the accident occurred.] She [Maria] poor soul was on a chair by the roadside [covered] all over in blood, many people about her, and the coachman lying along on the ground, her face was so pale, and so drawn, I should not have known her, with great difficulty she was put in my carriage and conveyed to Chigwell Row.'

Dr Holland, a London surgeon, was sent for by 'express', and all Maria's other children were written to, and told to come to Chigwell immediately. The next morning brought no better accounts. Maria Wilbraham was still 'insensible' and had apparently suffered severe brain damage. One arm was paralysed and both hands badly swollen. Dr Holland was doubtful if she would survive.

Maria's condition had not improved two days later when Lady Louisa wrote that:

'She is in a deplorable state, quite insensible, her time passes between sleeping and groaning, her head, her poor hands, bruised and wounded, and other parts of her body, she is a sad object with her mouth always very open, her face all swelled, it is not thought that she can live.'

Two of Lady Louisa's daughters, Maria and Emma Harvey, nursed their aunt, although in the circumstances it was not easy. Dr Copeland, the local doctor at Chigwell, attended Maria but he was not optimistic of the outcome. Later on Wednesday, 11 September, Maria Wilbraham died.

Eliza, Maria's daughter, recovered from her injuries, although the psychological effects of the accident remained with her for some time. The coachman also recovered. It was necessary that an inquest be held into the death, and a Coroner was appointed. He visited Chigwell to hear Eliza and the coachman's descriptions of the accident and to visit the scene.

Maria Wilbraham's body was taken to Nantwich in Cheshire, the home of her husband who had predeceased her. She was buried in the churchyard there on the Saturday.

Perhaps the NHS today is not as bad as we sometimes think!

[Hog Hill at Hainault where the accident took place was painted in the early 1830s by James-Paul André, and is one of the pictures that the Epping Forest District Museum has recently acquired, with financial assistance from the LDHS.]

Sources

National Library of Wales, *Aston Hall Correspondence*, Letters Nos. 3515, 3516, 3517, 3519 and 3522.

Tailpiece

Apologies are in order to those members who have submitted articles which have not yet appeared in the *Newsletter*. Some of those in this issue were quite lengthy 'one-offs' so next time there should be space for some banked material, as well as new pieces. That obviously means we need to keep the flow going, so don't hold back, send the articles in!

LOUGHTON & DISTRICT HISTORICAL SOCIETY (Registered Charity 287274) www.loughtonhistoricalsociety.org.uk
President: Heather, Lady Murray of Epping Forest
Chairman: Dr Chris Pond, Forest Villa, Staples Road, Loughton IG10 1HP (020 8508 2361)
Secretary: Richard Morris, 6 High Gables, Loughton IG10 4EZ (020 8508 4974)
Treasurer: Mrs Eve Lockington, 19 Spring Grove, Loughton IG10 4QB (020 8508 4995)
Membership Secretary: Ian Strugnell, 22 Hatfields, Loughton IG10 1TJ
Newsletter Editor: Terry Carter, 43 Hillcrest Road, Loughton IG10 4QH (020 8508 0867)
Newsletter Production: Ted Martin

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