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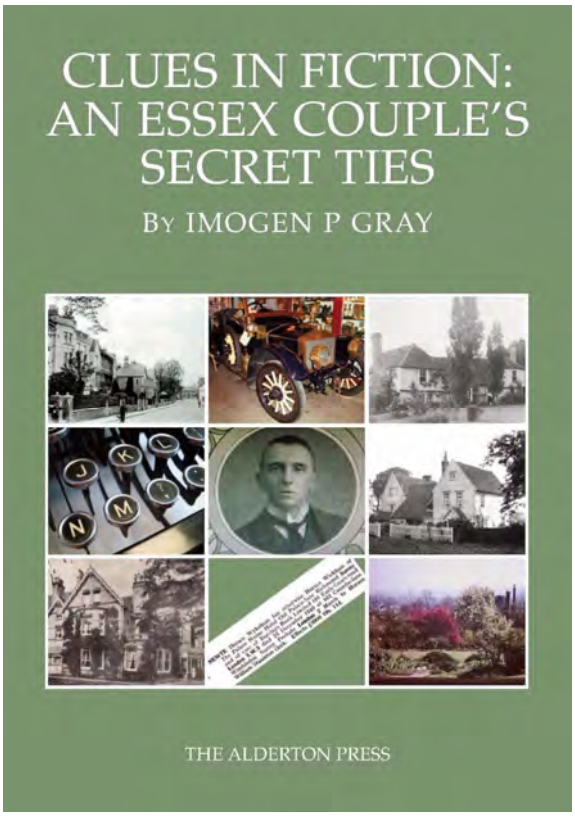
54th Season

Clues in Fiction:
An Essex couple's secret ties

A new book by Imogen Gray is shortly to be published by the Society. It will show how the lives, Epping Forest locations and genealogical histories of the Edwardian novelists Horace Newte and his one-time wife Vera Keen, née Rasch, reveal extraordinary connections to past notable people and will help to explain some historical loose ends.



Loughton, in the pre-1914 era, was a remarkable colony of writers, artists, scientists, politicos, journalists and medical people, all of whom found the combination of beautiful Forest scenery and easy rail access to London – particularly East London and its institutions – convenient to the point of making the town *the* obvious place to live. It was Bloomsbury, but with trees. But as Chris Pond pointed out in *Buildings of Loughton and Notable People of the Town* these people often interacted, across the disciplines, and they were frequently radicals and holders of heterodox views.

Horace and Vera Newte were difficult to research – they were a little out of the usual mould, yet W W Jacobs and Horace Newte were said to be intimate friends. But, in this book Imogen Gray has deployed a whole range of newly available resources and found a fuller story which has led to a new understanding of the radicalism of Horace Newte.

This radicalism was of the right rather than of the left, but, just like most of the other Loughton artists, it involved standing out from the crowd, unafraid of advancing unpalatable ideas. There are a few British authors in the two decades before the First World War who have lasted: equally, many have not. Those of the left have for the most part survived, but those of the right have not fared so well.

Horace's novels are written in a style that mostly aims at the younger woman reader. They are not romances, but they seem to address thoroughly issues that affected women, in a remarkably engaging way, like the cult of respectability and conformity, and the sheer monotony of lower-middle-class office drudgery, as well as the inevitable need to find a husband.

His books are seldom found in the second-hand book trade, despite their apparently huge print runs. Vera's two novels are never found. Perhaps they were regarded as purely ephemeral, for most of them were produced on poor quality paper and in cheap bindings. But thanks to digitisation projects, particularly by American libraries, a new readership can discover these byways of Edwardian literature, and ponder anew and enjoy the fiction of a man who later became the 'Victor Meldrew' of the *Daily Mirror* and of the syndicated column in provincial newspapers.

Imogen Gray writes:

> Reading a sample of Horace Newte's novels soon suggests that he was taking story inspiration from sources rather closer to hand in real life than from pure imagination. Familiarity with the family histories of both Horace and Vera, shows . . . how extraordinary, perhaps even ludicrous, ideas presented in both their novels, have real life antecedents in their actual lives and those of their forebears.
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> . . . However, it was only with a great deal of delving and many return visits to the genealogical histories of these two people that, eventually, everything about their 'story' made sense.
>
> The themes Horace covers . . . fit both historically for the period in which they lived and, specifically, in the context of his own rather peculiar origins and life experience. Vera shows us, too, both in the cameo parts she plays in Newte's stories and in her own accounts, that she is more than just a life-mate who meekly accepts what is expected of her. She has the pride of someone whose family has grand origins but whose fate it is to experience a 'fall'.
>
> It was after uncovering Vera's ancestry and true family origins that the significance of the story arcs used by Horace in his novels became apparent. Horace was not shy in

revealing his opinions in fiction or non-fiction and this adds considerably to the picture we can construct of him from other easily accessible resources. All of this material coalesces into a coherent picture of the lives of a moderately well-to-do married couple just before the calamitous and society changing First World War.

However, Horace and Vera's tales also lead us further back into history. This small account is designed to give a flavour of how the tentacles of past events can surface at odd moments despite, and perhaps because, they have been so dramatic.

Imogen Gray has thoroughly researched her subjects and has plugged a gap in our knowledge both of popular early 20th century literature nationally and the 'Loughton Bloomsbury' set.

Clues in Fiction: An Essex Couple's Secret Ties will be available early in 2017.

How Alghers House was found to be medieval

However much we may deplore the passing of interesting old houses there is little that the individual can do to stay the advance of development even if that were always desirable. However, as this article shows, when old houses are demolished it is well within the powers of the most unskilled amateur to record details which may prove to be of the utmost value.

In his book *Loughton in Essex*, William Waller quotes from a manorial court record of 1404 ' . . . that John Lucteborough throws the scourings of his ditch on the king's highway at Richard Algor's gate . . .' and the *Victoria County History of Essex* records that this offence was evidently committed in the neighbourhood of the present Algers Road. This homely little incident which happened so long ago, and almost on our doorstep, had always fascinated us and we had often wondered just where Richard Algor's house had stood. We never thought that we would have an opportunity of producing a reasonable answer to the question.

At the end of Algers Road, there stood, until recently [1964], Alghers House. It looked perhaps to have Tudor origins, but there was little to suggest anything older. However, two things changed our ideas on this point. First, we attended a lecture on the timber-framed houses of Essex and heard of many cases of old houses having been extended and altered until the original house had completely disappeared. We realised then that Alghers House could hide an even older building. Then a builder's notice went up announcing that Alghers House was to be demolished to make way for redevelopment of the site.

This was an opportunity too good to be missed, and a visit to the public library produced several useful and interesting books on the subject of old houses. A pamphlet from the Council for British Archaeology, *The investigation of smaller domestic buildings*, was another mine of information.

The developers readily gave us permission to watch and make notes during the demolition and allowed us to make a preliminary visit before operations began. The possibility of a medieval house became more apparent at this very first visit. The different styles of building made it fairly easy to trace the course of development, and in the ground plan we could see quite clearly the outline so typical of a medieval house.

Demolition proceeded very rapidly and was completed in a week, during which we took as many notes, measurements and photographs as we could. We gave the most careful attention to what we thought was the oldest part of the house and were rewarded by the sight of a massive timber framework; roof timbers which showed, in spite of the roof space having been converted to an attic, that the roof had at some time been supported on tie-beams and kingposts; two very old doorways which had long been bricked up and plastered over; and, to us the most exciting of all, a section of wall still plastered with clay daub which had been covered by a later lath-and-plaster wall.

Alghers House, Loughton, as seen from the road during the course of demolition. Although it appeared to have Tudor origins, it was discovered during demolition that the original house was typical of medieval times.

With the demolition completed we were left with a mass of notes and pictures and set to work to make a coherent story of it all. By this time we had read enough from our textbooks to be able to talk quite knowingly of sills and bressumers, wall-plates and king-posts, but, hopeful as we were that we had found Richard Algor's house, we were not confident enough to attempt to date our discovery.

Having completed our account we packed it off, first to the National Buildings Record and then to the Essex Record Office. To our great delight both bodies treated our report very seriously and showed great interest in it. Anxiously we awaited a verdict on the possible age of the house and finally it came. The original house was certainly typical of medieval times; it could well have been an open hall and some of the timber joints we had described were known to have been practised in Essex between 1260 and 1485. So although we have not proved that this was Richard Algor's house we have shown that it almost certainly was in existence during Richard's lifetime, and since there would have been but few houses of this type in the district it is a reasonable assumption that this was indeed his house.

BETTY AND WILFRED DUNELL
From *Essex Countryside*, Vol 12, No 90, July 1964
Submitted by TED MARTIN

Wanstead Round Table Book Club 1916–2015: part 2

Roger Gibbs continues his look at this book club, this time concentrating on the kinds of books the members chose to examine.

One of the distinctive marks of the Club was that members had freedom to choose any book which they wanted – there were no annual themes, chosen subjects or rules like 'fiction only'. The great majority of books chosen were in fact fiction – both classical and modern – but there was a substantial leaven of non-fiction and some poetry was chosen in most years. Apart from Shakespeare few plays were chosen for critical discussion although play-readings took place once a year for many years.

Obviously classical and Victorian authors are likely to feature more often than modern authors if only because they were already recognised in 1916 while modern ones cannot be chosen until they have begun to be published. But there is also the difficulty of determining who is a truly great author and who is the latest fashion – the great ones who have been around for more than 100 years are known and recognised but many books by new authors are published each year, most of which will not last the course. In the case of non-fiction there is not only the vast array of subject-matter but these books are for the most part of interest for this subject-matter rather than for the author.

It will not be a great surprise – although personally I am not an enthusiast for him – that Dickens was presented more often than any other author (17 times in 99 years), and moreover a wide range of his titles featured, although as he was chosen only four times in the last 49 of those years there is a hint here that his popularity may be declining. Thomas Hardy was presented nine times. After that comes a group of authors. Shakespeare was chosen eight times (as plays did not feature frequently in the lists this is a greater, though hardly surprising, tribute to his popularity than the bare number suggests). George Eliot also featured eight times and Arnold Bennett, E M Forster, Elizabeth Gaskell seven, followed by Jane Austen, Robert Graves, J B Priestley (the latter two surely slightly surprising) with six each.

Although Emily Brontë's one novel was discussed four times I am surprised and personally disappointed to see Charlotte Brontë in the list only twice. Fielding was only selected once (in 1958), Defoe twice and Richardson not at all, but Sterne's *Tristram Shandy* was discussed three times. One modern writer who proved very popular with the Club, whom I had never heard of before, was Morris West (six times, all of them in the last 49 years).

There is one other name who was chosen frequently in the first 50 years of the Club, but whose works have not been discussed since 1969, namely, Sir Walter Scott: his 10 appearances still make him the second most selected author. There are some other authors also who appear to have lost their appeal in the last 50 years. R L Stevenson was chosen six times in the first 50 years but not since 1958, H G Wells has had five appearances, but only since 1966, Sir Arthur Quiller-Couch's works were chosen five times in all, but only once since 1938.

Group members were not afraid to choose foreign novels, although surprisingly almost all were Russian and French. Tolstoy heads this group with five appearances, though no one required Club members to read *War and Peace*. Chekhov, Dostoyevsky, Turgenev, Pasternak, Bulgakov and Solzhenitsyn appeared, although the favourite among Russian speakers, I understand, namely Pushkin, was never chosen. Balzac (four times), Flaubert (three), Camus, Maupassant, Proust, Hugo and Voltaire were selected among the French. Although Dante's *Inferno*, and Cervantes' *Don Quixote* appeared once each, Goethe, Thomas Mann and the 19th century German thinkers were all missing. It is perhaps surprising that Lampedusa's *The Leopard* was never chosen. It may also be mentioned that American fiction writers were not much chosen, but that among them John Steinbeck made by far the most appearances (five).

Given the wide range of non-fiction subjects one cannot point to frequently chosen titles, but biographies and autobiographies appeared regularly. Although the great majority of titles were prose works, members of the Club were undaunted by poetry, both modern and from earlier times. John Clare, John Donne, John Betjeman, Seamus Heaney, T S Eliot, Gerard Manley Hopkins and Simon Armitage were all chosen at least once in the last 49 years and join Robert Browning, Alfred Tennyson and William Wordsworth among others from the first 50 years.

ROGER GIBBS

Embezzlement in 1856

William Bundock, prosecuted by Mr Silaw, was charged with embezzling the sum of £3 2s, the money of his master, William Free, a hay dealer, of Loughton. Prisoner's excuse was that he lost the money out of his pocket. GUILTY – 6 months hard labour.

The Essex Standard and General Advertiser for the Eastern Counties, Wednesday 22 October 1856

Goldings Hill air raid shelter

At a talk by Chris Pond about Loughton in the Second World War (in Loughton Library last July), I mentioned that I had heard about an air raid shelter in Goldings Hill. I have now spoken to my neighbour who has previously spoken about this air raid shelter. He is around my age (66) and said he was too young to have seen it, but described what others have told him. It was under the road. There is a flight of steps at the end of Englands Lane leading up to Goldings Hill and the shelter was just to the north of this. The main entrance was on Lower Road but there was an emergency exit on the other side of the road onto the Stoney Path field. After the war it was left untouched for a while, but children were playing in it (he mentioned several older boys who he knew used to play in it) and the beds were being used for nefarious purposes. French's therefore tipped several lorry loads of soil over the two entrances. Having looked at the area today, there would seem to have been the height in the embankment to provide a shelter under the road, even if there were services under the road. It may have been unusual to have had a shelter under a road, but it appears to have been the case here.

I wonder if we should suggest an archaeological excavation – this could possibly be developed as a tourist attraction for Loughton, a shelter not altered since the war!

JOHN HARRISON

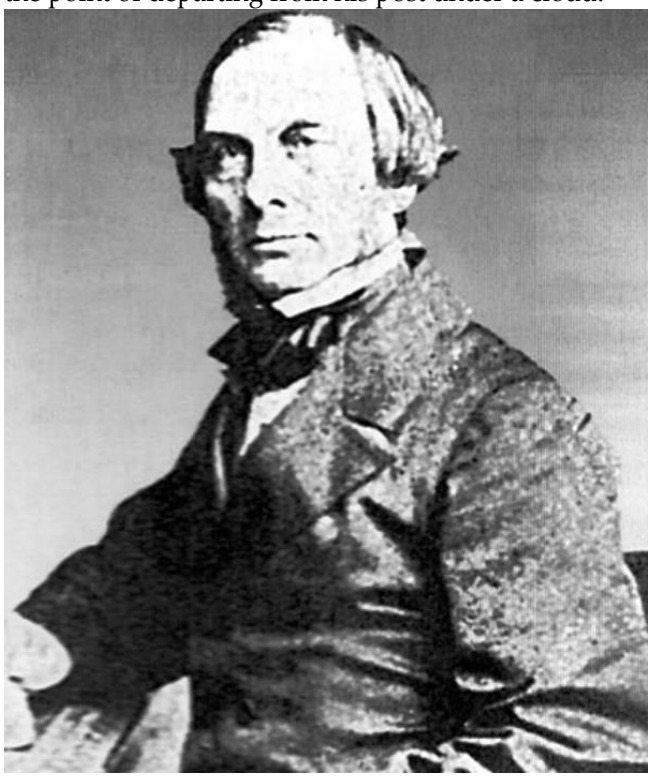
Engineer or profiteer? John Viret Gooch (1812–1900)

In 2006 the Society published a celebration of the Loughton railway in *The Loughton Railway 150 Years On*, which is a collection of essays by Chris Pond, Ian

Strugnell and me on various aspects of the coming of the railway to Loughton.

One of the personalities who might have been consulted when the plan for the railway to come to Loughton was mooted and was probably responsible for some of the locomotives used in its early years was John Viret Gooch (29 June 1812–8 June 1900).

By virtue of his position as locomotive superintendent in charge of the Eastern Counties Railway's new works at Stratford, where the first engines were assembled in 1851, he might have been asked about the availability of engines and carriages for the new line. However, when the line was opened, he was on the point of departing from his post under a cloud.



John Viret Gooch

John Viret Gooch was the second son of a family the three elder brothers of which became railway engineers in the pioneering age of railways. He was a civil engineer, locomotive engineer and an entrepreneur. Two of his siblings worked in the same industry. Sir Daniel Gooch (1816–1889), the youngest of the three brothers, became very famous. He was the first mechanical engineer of the Great Western Railway and saved Brunel's first ineffectual engines by redesigning them and later Daniel saved the GWR itself by returning as chairman to consolidate the company's finances. In 1864 he took responsibility for laying the first transatlantic cable and for this he was made a baronet.

Thomas Longridge Gooch (1808–1882) was the oldest of the three older Gooch boys and was a very competent railway engineer closely associated with George and Robert Stephenson in building the early railways. He worked on the Liverpool and Manchester, Manchester and Leeds and London and Birmingham.

Bedlington

Bedlington, the adopted home town of the Gooch brothers, although geographically in Northumberland, originally belonged to the Bishop of Durham as part of the County Palatine of Durham, but in 1844 finally joined Northumberland.

Bedlington became an industrial town with an ironworks and several coalmines. Bedlington Ironworks in Blyth Dene operated between 1736 and 1867 and was the place where wrought iron rails were invented by John Birkinshaw in 1820. Before this, railways used either wooden rails, which could not support steam engines, or cast-iron rails, usually only 3ft long. Cast iron rails, developed by William Jessop and others, only allowed very low speeds, were brittle and easily broken. John Birkinshaw's 1820 patent for rolling wrought-iron rails in 15ft lengths was a breakthrough for railways. Wrought iron withstood the moving load of a locomotive and train. Birkinshaw's rails were used by George Stephenson in 1821 for the Stockton and Darlington Railway, opened in 1825. This development greatly helped to kick-start the railway age.

Blyth Dene, was a perfect location alongside the River Blyth, where there was all that was needed for an ironworks: nodules of ironstone; coal; good wood for charcoal; water for driving the hammers, and the port of Blyth two miles away for shipping the products.

The Gooch family

The Gooches were not, as might be imagined, descended from mechanics or operatives of the ironworks but, though their family was impoverished, their ancestors on the Gooch side had been well-to-do Suffolk farmers from Beccles. However, their maternal grandfather, Thomas Longridge (1751–1803), was an ironworks entrepreneur.

Thomas's ancestors were also farmers and his father was a merchant. His mother was widowed when Thomas was seven but was left well enough off to give Thomas a start in his career as an iron-master. He formed a partnership with his brother-in-law, William Hawks, which became William Hawks (Snr) and Co. They acquired a plating forge at Beamish in 1779, additional smithing shops at Ouseburn in 1780, a forge at Lumley in the mid-1780s and slitting and rolling mills on the River Blyth in the 1790s. In 1782 they took over the Bedlington Ironworks. In 1792 Hawks and Longridge built a rolling mill at Bedlington. About 1800, Thomas Longridge bought the Devon Ironworks at Tillicoultry near Stirling which became in 10 years the most lucrative in Scotland, but he did not live to see it.

Longridge was a very rich man on his death in 1803 but most of his wealth passed to his eldest son, George. There was only £200 each for the daughters. The eldest had married into the Hawks family so was well provided for, but for the youngest, Anna, it was a different story. After her father's death she went south in 1805 to stay with her cousin, Barbara. Barbara had married John Gooch Snr who was in trade and 'a truly upright and honest man' and they were living comfortably in Kensington. Anna got to know Barbara's son John Gooch Jr and they were married on 23 December 1805 at St George's, Hanover Square, and the first of their 10 children was born in 1807.

They led a peripatetic life at first living in Kensington, moving to Thorpe in Surrey, then Kidwelly in South Wales and, finally, Bedlington. After Thomas Longridge's death the ironworks was owned by Gordon and Biddulph but Michael Longridge, Anna's cousin, was the managing partner and he gave John Gooch the post of book-keeper. So by now with five children, of whom John Viret was the fourth, they settled in Bedlington which helped to determine the careers of three Gooch brothers in the dawning railway age. Five more Gooch children[1] were to be born in Bedlington.

Both Wikipedia and Baker in the *Backtrack* article listed in the References, give John Viret's place of birth as Bedlington, but a biography of his younger brother, Daniel, by Alan Platt, also referred to in the References, states that they did not arrive in Bedlington until late 1815 or early 1816 when John Viret would have been in his fourth year.

John Viret's early career

In the 1830s there was a slump which hit the iron trade hard and in February 1831 John Gooch had to move the family again, this time to Tredegar Iron Works in Wales where he became the bookkeeper. John Viret had been a pupil of Joseph Locke[2] since 1828, his 17th year, but, nevertheless, John Gooch collected him to help with the 300-mile move from Northumberland to Wales which was achieved in a wagon through storms and snowfalls. John's father died in 1833.

Joseph Locke (9 August 1805–18 September 1860) was a civil engineer and, with Robert Stephenson and Isambard Kingdom Brunel, a pioneer in railway building. He worked with George Stephenson on the Liverpool and Manchester Railway and was an assistant to Stephenson in 1829 and surveyed the route for the Grand Junction Railway.[3] As Locke's pupil John Viret was involved in the building of the Grand Junction Railway and became its resident engineer after the line opened on 4 July 1837.

Newton Road Station on the Grand Junction Railway, one of the original stations in 1839

The resident engineer's job on the Grand Junction lasted for less than three years, for in 1840 John joined his elder brother Thomas on the Manchester and Leeds Railway which was built to connect Manchester with Leeds via the North Midland Railway which it joined at Normanton. This was the first line in the world to build through difficult country and John Viret became their locomotive superintendent. But not for long, because he was recommended to the London and South Western Railway by Locke and appointed locomotive superintendent on 1 January 1841, but, for official purposes, Locke remained in charge of the department.[4] John Viret had chosen locomotive engineering in preference to civil engineering (building the railways) although he had experience of both. Daniel made the same choice in his early career but Thomas continued with building railways the stress of which led to his early retirement at the age of 44.

Disastrous marriage

In June 1840 John Viret (hereafter 'John') married, Hannah Frances Handcock, daughter of Captain Elias Robinson Handcock, who was much younger than him, but the marriage was a disaster. In May 1842 John's Mother wrote to his brother Daniel to say that she was distressed to find that there was 'no hope of poor John getting rid of that vile wife of his' without her consenting to the separation and recommending that if he occasionally gave her a 'good thrashing . . . she would be more careful of irritating him'. Eventually they agreed to part, but because divorce was difficult to obtain in those times it was to be 36 years later, on 16 March 1876, and after his first wife's death in 1874, that John was able to marry Emily Mary Stonhouse, 28 years his junior, the daughter of the Reverend Charles Stonhouse, and at the age of 64 to start a family.

The LSWR

The LSWR was John's longest tenure in office. In the beginning, locomotives were purchased from a wide range of private manufacturers, but from January 1843 the LSWR's Nine Elms Locomotive Works in London started production with the 'Eagle' class 'singles'. A 'single' is an engine with a single driving wheel on each side connected to the cylinders, as distinct from a 'coupled' locomotive which could have two or more wheels on each side coupled to the cylinders. Single driving wheels could be as big as 8ft and this class of engine was mainly used for lightly loaded fast express services but was phased out when trains became heavier and longer.

John's designs included a number of single driving wheel engines and the 'Bison' class 0-6-0 goods engines. In 1843 he designed some express passenger engines which were partly based on engines then being built at the Crewe works of the Grand Junction Railway but he built them with unusually large driving wheels sometimes of up to 7ft diameter. His express engines were giving the LSWR a reputation for speed with a schedule of 110 minutes between London and Southampton, at that time one of the fastest timings in the world.

By 1846 he was a member of the Royal Society of Arts and in May 1852 had joined the Institute of Civil Engineers.

In 1850 John left the LSWR to go to the Eastern Counties Railway to become its locomotive superintendent.

The Eastern Counties Railway[5] (ECR)

The ECR intended to make the eastern counties its fiefdom. It was authorised on 4 July 1836 and construction began in late March 1837, opening on 20

June 1839 from a temporary terminus at Devonshire Street, Mile End, as far as Romford. On 1 July 1840 the ECR extended into a permanent terminus at Shoreditch (renamed Bishopsgate[6] in 1846) and had built the line as far as Brentwood.

West front of Bishopsgate Station in 1851

The line opened to Colchester, 51 miles from London, from 7 March 1843. From 30 July 1845, ECR trains reached Norwich, but used the Northern & Eastern Railway (N&ER)[7] and the Norwich & Brandon Railway, via Stratford, Cambridge, Ely and Brandon, to achieve this. The ECR had leased the partly completed N&ER from 1 January 1844. The ECR's Colchester line was extended to Ipswich in 1846 and to Norwich in 1849 by means of the Eastern Union Railway (EUR), with which it made an end-on connection. After a period of poor relations, the ECR took over operation of the EUR on 1 January 1854, but this was not sanctioned by Act of Parliament until 7 August 1854.

The ECR had gained a reputation for poor service. This was not surprising for it was a time of great change for the railway which they had to manage while still providing services. On 25 October 1843 the ECR amalgamated with the Northern & Eastern Railway (the Cambridge line, via Bishop's Stortford)[7] and leased it for 999 years from 1 January 1844. This also gave them the starting point for the Loughton Branch which diverged from that railway just north of Stratford, as well as their first route into East Anglia. In 1848 the ECR had moved the main locomotive and carriage and wagon works from Gidea Park to Stratford. The ECR would eventually have almost sole control of all railways in East Anglia.

Corruption was rife within the organisation and its allied suppliers. The chairman, George Hudson,[8] the one-time 'Railway King', was sacked in 1849, when he was unmasked as a fraudster and insolvent. But it seems that dubious methods of doing business continued unabated. This account focuses mainly on John Gooch but there were many other linked frauds and peculations going on in the unregulated era of the first half of the 19th century (Swieszkowski, 2007).

Gooch's remuneration agreement

There might have been some collusion in Gooch's selection as locomotive superintendent because 30 other candidates applied for the post, some of them of great experience. Even stranger was his remuneration agreement entered into on 22 May 1850. His basic salary was to be £600pa to which was added a very complicated system of bonuses which were set to make him a very rich man indeed. In 1851 they amounted to £3,604 11s 4d; in 1852 £4,238 13s 6d; in 1853 £4,937 10s 0d; in 1854 £6,614 6s 0d; up to 1855 the bonuses added £20,000 to his total basic salary for the period. Unsurprisingly, he was niggardly in rewarding his senior staff from this largesse (£3,764) and he also pocketed the premiums paid by apprentices. In present-day values this would amount to over £1 million pa.

One wonders why such a generous package was negotiated between David Waddington,[9] the ECR chairman, and Gooch. Waddington later denied to the 1855 Committee of Enquiry, according a newspaper report, that he had anything to do with it! The rest of the Board said later that they were not consulted in depth but they might also have been economical with the truth. Baker, in the *Backtrack* article (see the References), thinks that they were

'so concerned with the parlous state of the Running Department at the time of Gooch's arrival at Stratford that a plan which, on the face of it, promised them 95% of the savings made by their experienced and well-regarded new locomotive superintendent, brother of the already famous Daniel, suffered no analysis, just grateful acceptance'.

John Gooch as locomotive superintendent

Gooch, now in charge at the Stratford works, started his job on 22 July 1850 but soon came into dispute with his operating staff when he fined them a day's pay if any part of the engine broke during service, the fines going straight into his pocket. The men walked out but were sacked by him and evicted from company housing. However, he managed to get replacements from all over the country and blacklisted the strikers.

As a locomotive engineer he was very competent, producing his own designs and modifying those supplied by outside manufacturers. Gooch was responsible for three new classes of 2-2-2 locomotives with 6ft 6in driving wheels among which were the first locomotives built at Stratford in 1851. He also rebuilt some 1848 Crampton locomotives and designed a 2-4-2 tank engine for a Danish railway.

ECR tank engine 1861

By the end of his tenure the ECR had faster express trains than many other lines at the time, but they were not up to the speeds obtained by his brother Daniel on the Great Western. His results for freight were not so good. He used some weak locomotives of his own design and those of John Hunter, who preceded him, which were thrashed and not well-maintained and so regularly broke down. He did produce five goods engines which, after being later rebuilt, lasted for about 30 years.

Out to make his fortune

Whether his cupidity was driven by remembering his parents' struggles with boom and bust in the iron industry or was a result of his marital difficulties in keeping up another home for a separated wife, who did not seem to settle for anything less than maximum provision, or sheer greed on his part, we will never know.

In reference to his marital problems his mother implied that he was weak and should be harsher, but he was certainly harsh enough in business! He was also cautious at that time, only investing £500 into the London and York line when Daniel invested £12,500 and Thomas £5,500. There is also the possibility that he made a conscious decision to make as much as he could while the opportunity was there and then spend the rest of his life at leisure, having seen the effects of overwork on his older brother Thomas.

This acquisitiveness did not seem to afflict his older and younger brothers to the same extent, even though they worked in the same industry and it will be remembered that his grandfather (after whom he was named) was known as 'a truly upright and honest man'. Nothing daunted, John Gooch became an expert in exploiting inadequate management and financial controls (in contrast to his brother Daniel who was meticulous in such matters) and he also went on to have several other business interests.

In association with Samuel Morton Peto,[10] David Waddington (the ECR chairman) and the Prior Brothers, The Norfolk and Eastern Counties Coal Co (an East Anglian coal factors company), was established in 1853 for coal shipped to Lowestoft to be carried onwards over the ECR and Norfolk railways and for producing coke (early locomotives ran on coke rather than coal).

The coal was carried at reduced rates for which the ECR at first provided 200 wagons rising to 500 in 1855 and Gooch also allowed repairs to 600 wagons at Peterborough at no charge. The coal company also took over coke ovens at Lowestoft for the ECR and Gooch, while being a partner in that company, had influence on the rate paid for coke, the value of which in 1853–55 amounted to just over £69,000. Starting in September 1854, 32 new coke ovens were built at Lowestoft on land owned by the Norfolk Railway. Not content with this, Gooch was also owner or part-owner of six steam collier vessels.

The Committee of Enquiry

The first hints of theft and corruption at Stratford came to light in May 1855 when the Board minutes recorded that the storekeeper and his deputy had been suspended. A Board committee was set up but, after they reported, the Board decided to defer consideration to seek counsel's advice on prosecutions. Gooch and others were named in the report and the storekeepers concerned handed in their resignations. After this, on 13 September, a special Board meeting suspended all payments to Gooch. Then Gooch, unbelievably, sent a letter claiming interest for late payment!

A Committee of Enquiry was set up to find out just what the senior management of the ECR was up to. It took place from September to December 1855 and reported on 7 December. The committee was chaired by Horatio Nelson Love (c1803–1882), a shareholder. He was elected as a director at a special shareholders' meeting 1 December 1856 but did not become ECR chairman until 27 February 1857. Love is quite often referred to as a City solicitor but was actually a Member of the Stock Exchange – disparagingly referred to as a 'stock-jobber'. He had pursued George Hudson in 1849 to his downfall, but this was not through the ECR but by Hudson's connection with another railway. A Mr Love appears in various newspaper reports of ECR shareholders' meetings asking financial questions in the period 1844–47.[11]

The Committee examined inadequate methods of management and financial control and looked into arrangements for the supply of coke in which Gooch was involved and particularly the operations at Lowestoft managed by Priors, and Gooch's special arrangements and percentages, that, after £10,000 pa was saved, he received 5% of any further savings.

Directors, staff past and present and outsiders gave evidence. Gooch said that he was responsible for about 2,000 staff; agreed he had scrapped engines at times without Board authority; that he did work for other departments at cost but the wages and materials contributed to his percentage; shunting dues from other railways had not been collected and he did not know why; books had not been audited; he 'supposed' wagon repairs had been charged; admitted his other business interests; admitted rate-fixing of coal purchases but denied fixing low rates for coal; admitted ownership of 330 coal wagons on ECR and other railways and hiring out wagons to Priors for £3–4,000pa; he had a £3,000 share in the Norfolk coal company; he first denied then admitted he classed horse-shunting as engine mileage; that shunting at Peterborough for the Norfolk and Eastern Counties Coal Co was not charged; valuation of rolling stock was not done; some locomotive coal was not charged for; eight new engines replacing scrapped engines were charged to revenue account as were replacements for condemned carriages and wagons; he repaired his steamships using ECR facilities, etc, etc, etc. His use of the revenue account contributed to his bonus while charging to the capital account did not.

As we shall see in part 2 of this article, Gooch had to resign but he got away scot-free!

Notes

1. The Gooch children were: Barbara (1807), Thomas Longridge (1808), Anna (?1811), John Viret (1812), Jane Longridge (1814), Daniel (1816), Mary Ann (1818), George Henry (1820), Frances (1823), and William Frederick (1825).

2. Locke worked on many other railway projects both in the UK and in Europe and was President of the Institution of Civil Engineers from December 1857–December 1859 and MP for Honiton from 1847. Locke is thought to have recommended the establishment of the Crewe works to build and repair engines, carriages and wagons.

3. The Grand Junction Railway was authorised in 1833 and designed by George Stephenson and Joseph Locke. It opened on 4 July 1837, running for 82 miles (132km) from Birmingham through Wolverhampton (via Perry Barr and Bescot), Stafford, Crewe, and Warrington, then via the existing Warrington and Newton Railway to join the Liverpool and Manchester Railway at a triangular junction at Newton Junction.

4. The London and South Western Railway (LSWR) started in 1838 as the London and Southampton Railway. Its network

eventually extended from London to Plymouth via Salisbury and Exeter, with branches to Ilfracombe and Padstow and via Southampton to Bournemouth and Weymouth. It also had routes connecting towns in Hampshire and Berkshire, including Portsmouth and Reading. At the grouping of railways in 1923 the LSWR joined the Southern Railway and then British Railways in 1948.

5. In 1862 the merged company amalgamated with other East Anglian railways to form the Great Eastern Railway, in 1923 it joined the LNER and then British Railways in 1948.

6. This station was the forerunner of Liverpool Street, which was not built till 1874 and when that happened Bishopsgate became a goods station. It was located on the eastern side of Shoreditch High Street on the western edge of the East End just outside the City. It was in use from 1840 to 1875 as a passenger station and then as a goods station until destroyed by fire in 1964. It was derelict until demolished in the early 2000s for Shoreditch High Street railway station which is now on the site.

7. The Northern and Eastern Railway was authorised in 1836 to run from London to Cambridge. Its planned approach to London was changed in 1839 to allow it to use the ECR terminus at Bishopsgate, joining the ECR at Stratford. After reaching Bishop's Stortford and opening a branch to Hertford in 1843, it could go no further until leased by the ECR which completed the line to Cambridge and extended it onwards to meet the Norfolk Railway coming from Norwich at Brandon. Both the ECR and the Northern and Eastern were built to the 5ft gauge, but modified in 1844 to standard gauge (4ft 8½in).

8. George Hudson (c10 March 1800–14 December 1871) was a railway financier and MP who controlled a significant part of the railway network in the 1840s, and became known as the 'Railway King' in 1844. He helped to link London and Edinburgh by rail, carrying out the first major merging of railway companies to form the Midland Railway and represented Sunderland in Parliament. He used dubious financial methods and paid shareholders out of capital rather than revenue. In 1849, the railways of which he was chairman launched a series of enquiries which exposed him, although many in charge of the enquiries had approved of and benefited from his methods. Hudson became bankrupt and lost his Sunderland seat. He went abroad to avoid arrest for debt. His name is associated with financial malpractice.

9. David Waddington (c1810–12 October 1863) was a Conservative politician, born in Manchester, the son of an iron founder. By 1836 he was running his own mill. From 1845 to 1849 Waddington was Vice-Chairman of the Eastern Counties Railway and Chairman from 1851–56. He negotiated agreements to work other East Anglian lines and created a network of 565 miles by 1854. His take-over of the Eastern Union Railway in 1854 by a very hard bargain caused the EUR chairman, J Cobbold, to remark: 'a strong minority of our Board consider that you have done us.' He was MP for Maldon 1847–1852, for Harwich 1852–1856. His election for the Maldon constituency was controversial. Waddington died on 12 October 1863 from bowel cancer and was buried in Enfield (Wikipedia).

After Hudson fell, Waddington (Vice-Chairman under Hudson, although he claimed he had been approached to be Chairman) said he had sold his ECR shares on 31 May 1849 and was thus no longer qualified to be a director. It appears he was again elected as a director on a shareholders' poll on 19 March 1851, though it is not clear when he re-acquired some shares. He was elected as Chairman by the Board the next day and chaired the Traffic Committee on the 21st, so didn't waste any time: information courtesy of Ian Strugnell.

10. Sir Samuel Morton Peto, 1st Baronet (4 August 1809–13 November 1889) was an entrepreneur, civil engineer and railway developer and, for more than 20 years, an MP. A partner in the firm of Grissell and Peto, he managed construction firms that built many major buildings and monuments in London, including The Reform Club, The Lyceum, Nelson's Column and the Houses of Parliament, which made him a millionaire. As a partner in Peto and Betts, he became one of the major contractors in building the rapidly expanding railway network.

11. Some information in this paragraph courtesy of Ian Strugnell.

References will appear in Part 2.

TED MARTIN

Christmas in Buckhurst Hill before the War

Before the War, Bedford House was owned by people with horses (there were stables) and two lovely Samoyed dogs. Afterwards it became a centre used by the village for all kinds of activities. The clinic at the top of Russell Road on the left was another big house. When I passed it on my way to school I would often see a parlour maid, in cap and apron, opening the door to take in the meat from a butcher's boy on his bike.

The house in Roebuck Lane called Lugano was privately owned, too, and possessed an orchard plus stables on the other side of the road. I was at St John's School then and made friends with a girl, Dorothy, who had plaits. My mother favoured short hair for children, which suited my sister Gill whose hair curled naturally, but looked awful on me. So I admired Dorothy's plaits very much. Her mother was the cook at Lugano, and her father was head gardener. When the family of the house (I expect I should say Family with a capital F!) was away, I was allowed to go and play in the gardens with Dorothy. Once they were away for Christmas and the staff, of whom there were a few, was told they might have a Christmas party. Dorothy was allowed one friend – and so I went! It was very select and well-behaved: no games, but a superb tea, with jellies! And in the large hall at the foot of the stairs, stood a great Christmas tree. I've never forgotten it. We didn't have a tree at home, and it was the very first Christmas tree I had ever seen.

DIANA TREDINNICK *with thanks to* VAL SELLINS

Communal Restaurant Scheme

'New-fangled' jacket potatoes

A scheme has been put forward by Councillor Rev E Sutton Pryce, the Council's Re-Housing Officer, who gives the following information regarding the setting up of a Communal Restaurant for 150 persons in South East Loughton. He says – 'It is desirable to find premises that require very little structural alteration providing they are in a suitable locality. After looking at various sites I feel that the field at the corner of Valley Hill would be most suitable. The Ministry of Health have been approached with a view to obtaining a sectional hut for this purpose and they have agreed to endeavour to find us something. It will, of course, be realised so much depends on the area of the premises, ventilation arrangements, drainage, etc, but a rough sketch plan has been prepared showing layout of a rectangular building such as a hut and just a few suggestions which might prove useful in considering the scheme at the outset.

This has been based on a 'cash and carry' service as well as for dinners on the premises. It is very desirable to have a distinct entrance and exit so as to prevent congestion.

A full list of equipment is also provided and I would stress the necessity of having a great deal of the facilities 'coal fired' and the using of these regularly so that in the event of a breakdown of public utilities the staff are quite familiar with cooking in this way.

Total number of staff required – 1 head cook, 4–6 general helpers for kitchen service and dining room work, 1 kitchen assistant, 1 volunteer from 11.45 for the sale of tickets.

In view of the fact that it might be necessary for several of these restaurants to be established in the district, the possibility of obtaining a Canteen Manageress to organise the running of all these restaurants might well be considered. It is assumed that the accounts and book-keeping side of the work will be dealt with by the Manageress in the first place and after by the Council.

The sale of tickets for the purchase of meals is the best method of payment – tickets being obtained at the entrance. It is also assumed that the cafeteria method of service will be used. The usual prices charged in similar centres are as follows: soup and bread, 2d; main course, consisting, when possible, of meat and two or three vegetables, 6d or 7d; sweet, 2d; tea, 1d, coffee, 2d. Prices of the meal may vary according to the neighbourhood and the average cost of the main ingredients.

It is admittedly very difficult to pick and choose in the way of food purchases these days, but caterers will find that without being in possession of specific dietic training they should be able to produce a fairly well balanced meal by using their common sense. Green vegetables and salads should figure largely in the menu – hot beetroot served with sauce can be very popular. Tinned foods should only be used in an emergency. Raw vegetables, unusual salads, potatoes in jackets, greens cooked in the conservation method should be introduced very gradually and without fuss, the psychological factor has a great influence on the diet of the people and as the average Englishman is very conservative in his tastes he does not like to feel that 'new-fangled' ideas of cooking and food are being forced upon him.

All waste should be eliminated and any vegetable paring 'not actually useable' and plate scraps should be disposed of to pig producers. A galvanised bin should be set apart for the reception of garbage and great care should be taken to avoid the waste foodstuffs becoming fouled by dust, broken china, tea leaves, etc.'

Little-Known Petition – but British Restaurant Likely

Following our freely discussed leader in last week's issue, on Saturday morning we received a letter from Councillor Rev E Sutton Pryce, Chairman of the Chigwell Civil Defence Committee, pointing out that apparently some opposition existed in South East Loughton against the setting up of a British Restaurant there. Of this, we, and the vast number of South East Loughton residents, were not in the least aware.

We have been informed that a petition carrying about a hundred signatures was presented by Councillor A S Adams to the Chigwell Civil Defence Committee, and, as the public have no information as to the Committee's meetings, the vast majority of the South East Loughton public were completely in the dark.

But we gather from the petition organiser that opposition existed only on a question of the understood site, which it was thought was inconvenient. Apparently the Civil Defence Committee on receipt of the petition formulated the opinion that opposition to the scheme was widespread. The organisers of the petition admit that over 75 per cent of the South East Loughton people are eager for the opening of the Restaurant.

The Buckhurst Hill and Chingford Advertiser,
Saturday, 4 October 1941

In the same issue was an advertisement for the Majestic Cinema, Woodford, which was showing *Love Crazy* starring William Powell and Myrna Loy. The supporting film was *The Case of the Black Parrot*.

Imprisonment without a fine

We have heard that cattle may be returning to graze in Epping Forest but in the 19th century 'food there was very scarce' . . .

William Alexander, a publican and dealer, carrying on business at Buckhurst Hill, Essex, was summoned before Mr Alderman Causton for sending four quarters of a cow to market for sale as human food, the same being unfit for the food of man.

Mr Baylis prosecuted in this case also for the Commissioner of Sewers, and Mr Wontner, senior, appeared for the defendant.

In this case the defendant, who keeps a public house at Buckhurst Hill, bought from John Tuttlebee, a cow keeper, an old milch cow, about 14 years of age, which was very lean and poor. He gave £3 12s 6d for it, and then had it killed and sent to the London market for sale.

Tuttlebee said he sold the animal because she was getting dry and was of no use to him. She used to feed in Epping Forest, but the food there was very scarce, and he could not afford to feed her as she ought to be fed. She was not diseased in any way, and the only faults she had were being very thin and running dry.

Tuttlebee Lane in Buckhurst Hill is named after the Tuttlebee family who lived there in the 19th century – their home was Clark Cottage, seen on the far right. The brick wall on the left is the remains of the outbuildings of Oaklea, a school for many years and later a nurses' college. Tuttlebee Lane forms the boundary between Buckhurst Hill and Woodford. For more about Clark Cottage, see *Newsletter 198*.

Mr Wontner contended that there was no disease in the animal, and therefore the meat was not unfit for human food, but that even if any blame could be attached to anybody, it was to Tuttlebee who sold the cow to the defendant, well knowing what he was selling.

James Newman, one of the inspectors of meat for the market, was called by Mr Baylis, and stated that the meat was in such a condition that he would not give it to a dog if he had any regard for it.

Mr Alderman Causton said this was a case which he could not dispose of without sending the defendant to prison without the option of a fine. The sentence upon him was that he be imprisoned for one month.

The Standard Tuesday 8 December 1868

Note: William Alexander was the publican of the Reindeer on the Epping New Road (later the Colorado Exchange, it has been demolished and replaced by flats).

Submitted by LYNN HASELDINE JONES

Theydon, Essex, in 1876

Pronounced 'Thoydon' – the name of three adjoining parishes lying on the south and east of Epping, between it and the Ongar road. In Anglo-Saxon charters the name is 'Thegndun' (Thane's Hill), in Domesday (the manors still being undivided) it is 'Taindena'. It is a pleasant district, undulating, well wooded, well cultivated, drained by the little river Roding and its runnels, and thinly populated.

Theydon Bois (pronounced Thoydon Boys) the smallest of the three parishes, is about 2 miles S by E of Epping: the Theydon station of the Great Eastern railway (Ongar branch), 15 ¾ mile from Liverpool Street, is at Theydon Gate, ½ mile east of the church. It is a scattered agricultural parish, of 798 inhabitants, partly within the precincts of

Epping Forest, whence the distinctive name 'Bois'. Theydon Gate indicates the entrance to the forest.

Theydon manor belonged to Waltham Abbey from the reign of Henry III to the Dissolution. It has since been held by private persons, and has no history. The village, such as it is, lies for the most part about a broad, pleasant green, with a long avenue on the left, and oak-bordered lanes running from it on all sides. West of Theydon Green is the church (St Mary), a plain, commonplace red-brick and stone building, Early English in style, erected here in 1852, as a more convenient site than that of the old church. It is prettily situated, and, standing on high ground, its octagonal tower and slate spire form a good landmark for the village. The old church was about one mile south, at the corner of a farm road, on the right of the lane to Abridge: the gables and chimneys of the large, old-fashioned, red-brick farmhouse by the churchyard will guide the stranger to the spot. Not a trace of the church is left; the neglected churchyard is overgrown with nettles; the tombs and gravestones are covered with lichens, broken and ruinous. Theydon Hall is the seat of H C Pallett, esq.

Theydon Gernon (pronounced Thoydon Garnon), adjoining Theydon Bois on the north and east, owes its distinctive name to having belonged to the Norman Gernons. Population 1346; but of these 638 were in the ecclesiastical district of Coopersale, and 135 in the Epping Union workhouse.

The old manor house, ½ mile north by west of the church, now a farmhouse, is known as 'Garnish Hall', a corruption no doubt of Gernon's Hall. The church (All Saints) is in the south part of the parish, near Hobb's Cross, on the Abridge and Epping road. To reach it from Theydon station, turn south and take the first lane on the left, a charming walk of a mile along green and woody lanes. Passing Theydon Place (an old-fashioned, low, red-brick house, set amidst tall trees, the greenest of smooth-shaven lawns, and brightest of flowers), on the left is a long, narrow lime avenue leading to the church door. The church is mostly of the Perpendicular period, but restored in 1863, when several new windows were inserted. The tall, sturdy, battlemented brick tower, with angle turret, was, according to a now illegible inscription on it, erected in 1520, by means of a bequest of Alderman Sir John Crosby of Crosby Hall, Bishopsgate Street. Right and left of the altar are corresponding monuments, with small brasses and labels (or the places where they have been). On the left, Sir William Fitzwilliam (d 1570) and wife Anne, brass with kneeling effigies of the knight in armour, girt with sword and spurs, and attended by two sons, and the lady (a daughter of Sir William Sidney of Penshurt) kneeling, arms and label, with 3 daughters. Over this is a small brass of Alleyn, wife of John Branch, citizen and merchant of London, died 1567. North of the chancel is a brass, now mural, in good condition and very well engraved, of William Ryrkeby, rector of the parish, circa 1458. In the upper part of the east window is some painted glass. Observe in the churchyard a picturesque half-timber cottage with pargetted plaster. Robert Fabyan, the chronicler, had a house here. In his will, dated 11 June, 1511, he directs that if he died 'at my mansion called Halstedys, my corpse {shall be) buried atwene my pewe and the high awter within the qwere of the parisshe churche of Alhalowen of Theydon Gardon'. No place named Halsteds is now known here, nor is any mentioned in Morant; and in 1810 Sir Henry Ellis could discover no tradition of any plot of ground bearing the name, nor in the parish registers, rent rolls, or muniments, any reference to a family named Fabyan. The old chronicler was buried in St Michael's church, Cornhill; but his monument was already 'gone' when Stow wrote his Survey of London at the close of the sixteenth century.

At Coopersale hamlet, 2 miles north, is a district church (St Alban's) built, with the adjacent parsonage, by Miss A Houblon. Coopersale – a corruption, it has been suggested, of Cooper's Hall – the large mansion now better known as Coopersale House (Mrs Houblon), at the north end of the parish, has been altered and modernised, but retains some of the old painted ceilings. Coopersale Hall (William Willett esq), I mile north-west of the church; Gaynes Park (T C Marsh esq), 2 miles north and Theydon Place (J H Smee esq), are the other seats.

Theydon Mount (population 184) lies east of Theydon Gernon, between it and Stapleford Tawney. It is a pleasant country, but there is no village, not even a 'public'. The only thing to notice is Hill Hall, the property of Sir W Bowyer Smijth, Bart, and now the residence of J Fleming esq. Hill Hall was commenced by Elizabeth's famous secretary, Sir Thomas Smith, who came into possession of the estate by his marriage with Philippa, relict of Sir John Hampden, its former owner. Sir Thomas left the house unfinished at his death, 1576, but made provision in his will for its completion. It is a large quadrangular edifice, of the classic style then coming into vogue; red brick with stone dressings; engaged columns and pediment in principal front, and a balustered parapet running all round. Some of the rooms are large; the spacious hall has a gallery on one side, and an ornamental stucco ceiling, and is hung with arms, armour and family portraits. The great staircase is also noteworthy. In one of the bedrooms is a recess like a very large cupboard, which tradition (of recent growth) says was a hiding place. It was discovered some forty years since, and is curious as retaining on the wall the original 'water-work', like that Falstaff commended to Hostess Quickly (King Henry IV) this, as a label informs you, represents 'the Destruction of Sennacherib and his Host'. Some of the other rooms retain their old 'fly-bitten tapestries'. Hill Hall stands on high ground, whence it was named by Sir Thomas Smith, Mount Hall. The park is large, finely timbered, and broken by deep dells. Theydon Mount church (St Michael's) stands in the park ¼ mile south east of the hall. It is small, of brick, with tower and short spire, and was built by the first Sir William Smith (died 1626) in place of the old church injured by lightning. It contains many memorials of the Smith or Smijth family, including those of Sir Thomas, the secretary, who is represented under an arched canopy, and belauded in a long Latin inscription; and Sir William, the builder of the church.

JAMES THORNE *Handbook to the Environs of London*, 1876, reprinted by Godfrey Cave Associates Ltd in 1983

Was there ever a Roman villa in Loughton?

In Newsletter 207 *Ralph Potter explained the background to the possible identification of a Roman villa in the area, at a site known to have been the scene of a Second World War air crash. A licence to undertake further investigation was obtained, and Ralph reports further.*

Over a few weekends at the end of 2016 I worked with a new group called the Community Archaeology Geophysics Group (CAGG) organised by Dr Kris Lockyear, a lecturer at University College London. Kris is also Chairman of the Welwyn Archaeological Society. We have been surveying the scheduled area established to protect the Roman Villa 300 yards south of Long Shaw.

The crashed aircraft

An article from the publication *After the Battle*, issue number 147 (2010) has a very detailed account, written by Andy Saunders, of the demise of Pilot Officer John Benzie. In 1976 an attempt was made to recover parts of a Hurricane that crashed into field 197 which is north of Loughton and south of Theydon Bois. Some human remains were found and later buried in a military cemetery with a headstone inscribed:

'A PILOT OF THE 1939-1945 WAR
KNOWN UNTO GOD'

In my opinion it was clear who the pilot was but in the 1970s DNA testing was still to be invented. I think it a great shame that Benzie's remains can't be identified so that the headstone can be corrected and, if appropriate, his remains repatriated to Canada where he is rightly regarded as a hero.

The Roman villa

Regarding the Roman Villa, this is becoming the real mystery. We have surveyed about 60% of the scheduled area using ground penetrating radar (GPR), a highly sensitive magnetometer and resistivity. In short we see no evidence of a Roman structure of any kind. There is a considerable amount of Roman roof tile on the surface but a striking lack of domestic pottery. We found only two tiny fragments in several days while doing the geophys survey.

Even the roof tile collection is odd. The fragments I looked at ranged in size and quality. They could not have come from the same building.

Something Roman was found while the London Air Museum (LAM) archaeologists were digging for the Hurricane but that's about all we know. The LAM disappeared soon after and so far I've not found out what happened to their archive. If we can relocate the crash site it might be possible to re-examine the excavation, this time looking for Roman remains. More investigation is required.

The geophys survey has become a bit of an enigma. We have used the best technology and expertise on the scheduled site and there is no evidence of a buried Roman building. The disparity between the volume of roof tile as opposed to pottery is extremely odd. Unfortunately we did not have time to complete the survey of the scheduled area, as the S42 licence expired. I did, however, speak to Debbie Priddy, our Inspector of Ancient Monuments, and she says it may be possible to carry the completion of the survey over to next year.

A Roman fly-tip?

The idea that it might be a Roman rubbish dump has been suggested but why take rubbish to the top of a nice hill to dump it? Perhaps the broken tile was destined to be used as fill for a foundation to a building constructed mostly from wood? It may have been a simple animal shelter. The lack of pottery rules it out as a human dwelling of any significance.

For further information go to Kris Lockyear's website and scroll down to 'The Mystery of Long Shaw' at https://hertsgeosurvey.wordpress.com/

Roman tiles seen on the surface of the field during the survey (photograph courtesy of Kris Lockyear)

RALPH POTTER

Red Cross war service medals awarded at Buckhurst Hill in 1922

The entrance to Ormonde House, Buckhurst Hill, which was used as a hospital for some time in the Great War

The website of the Essex Regiment: (www.essexregiment.co.uk) contains the following list:

In March 1922 Mrs J E Wythes OBE presented medals to the below members of Buckhurst Hill 6 VAD [Voluntary Aid Detachment, an organisation of first-aid workers and nurses]:

Royal Red Cross 2nd Class – Miss Dorothy Ashbridge

British Red Cross War Medal – Mrs Pelly (Commandant), Mrs Ashbridge, Mrs Bridger, Miss L Cutchey (Head Cook), Miss J Cutchey, Mrs Chapman, Mrs Channon, Miss H Drummond , Mrs Gill, Miss E Fry, Miss B Goodman, Miss D Hussey, Miss A Howard, Miss A Jones, Miss L Lechber, Miss Kent, Miss Moson, Miss R Mulford, Miss K Satchwell, Mrs Shildon, Miss J Turtle, Mrs Tubby, Miss L Tidswell, Miss Taylor, Mrs Woods, Mrs Westfield, Mrs Wright

Victory and General Service Medal – Miss Theresa Buxton (Commandant), Miss Elsie Kemball (Quartermaster), Miss Grace Jeffryes, Mrs Elliot, Mrs G Harris

Mons Star – Miss Theresa Buxton

Mentioned in Despatches – Miss T Buxton, Mrs Pelly, Mrs Markham, Miss L Cutchey

I thought it might be interesting to try to find out something more about these women, who worked at the Ormond House Hospital in Buckhurst Hill during the Great War. Some are not traceable; some of the names may be incorrect. However, at the top of the list was Miss Dorothy Ashbridge.

Emily Dorothy Ashbridge was born in Snaresbrook in 1885, the daughter of Alfred Telfer Ashbridge (1855–1934) and his wife Emily (Glanfield). Alfred was a pawnbroker and silversmith in Mile End Road. Emily Ashbridge must have worked with her

daughter at the hospital; she received a medal, too. In the 1920s Dorothy's brother Douglas Glanfield Ashbridge lived at 29 Luctons Avenue, Buckhurst Hill, a house then known as Hill Top.

One of the Commandants, Mrs Pelly, was Beatrice Alice (1875–1940), the wife of Frederick Raymond Pelly. They lived in the large Gothic style house called Fernbank, at the bottom of Church Road. The name of Pelly is still well-known in Buckhurst Hill because of Pelly House, the home of Buckhurst Hill Sports and Social Club.

The other Commandant was Miss Theresa Buxton (1874–1961), one of the daughters of Edward North Buxton, of Knighton. In addition to the Victory and General Service medal, she also received the Mons Star, which was awarded to a small number of nurses who served in Belgium or France between certain dates in 1914.

Miss L Cutchey, the Head Cook, and her sister Miss J Cutchey were Laura Margaret Cutchey (1867–1958) and Julia Alice (1863–1945). They were two of the children of Christopher G Cutchey, who was both an accountant and a photographer; they lived in Buckhurst Hill for a while, in Oak Villa, High Road.

The Quartermaster, Miss Elsie Kemball (1891–1976), was the daughter of Francis Robert Kemball, a manufacturing chemist. She would have spent much of her childhood living in Bedford House on Westbury Road, now the home of Buckhurst Hill Community Association.

Another recipient of the Victory and General Service medal was Miss Grace Jeffryes, one of the four daughters of poultry salesman Thomas Jeffryes. She was born in 1888. Her father was a member of the Buckhurst Hill Military Service Tribunal, which was responsible for deciding who should be exempt from call-up once conscription had been introduced (see *Newsletter 205*).

The dignitary invited to make the presentations was Mrs Wythes, born Aline Thorold, who was married to Ernest James Wythes, JP, DL, of Copped Hall. By the time of the presentations, the Wythes had moved to the Wood House, following the fire at Copped Hall in 1917. LYNN HASELDINE JONES

Epping Forest in winter

The winter of 1894–5 will long be remembered for its unprecedented severity. It was during one of the earliest and heaviest snowfalls that the writer seized the opportunity of visiting the forest, with the object of securing some of those scenes of beauty which abound at such times, and which also necessitate being on the spot *during the fall* in order to secure the most favourable result. For as soon as the fall ceases the wind may spring up and thus mar to a considerable extent the magnificence of the forest, freshly covered. Stout boots and leggings will convert such an undertaking into a delightful and health-giving recreation.

The novelty of the position is unique. We can, with little difficulty, imagine ourselves far removed from the haunts of civilisation into some more remote corner of the primeval backwoods of the Dominion. No matter in what direction the eye turns, neither vestige nor sign of life is to be seen. The landscape, totally void of colour, presents a glorious panorama of black and white. The mighty forest giants are weighed down beneath the shroud of dazzling whiteness. Whichever point we select there are scenes of wintry splendour too numerous to mention and too beautiful to describe. In fact this question of selection is the most difficult part of the task we have set ourselves to accomplish.

Impenetrable thickets of brambles, which during the summer form a distinctive feature in the woodland, are now clad in vestments of spotless, incomparable purity; for verily, 'white as snow' is the last phrase of expressed conception. With the exception of our own footprints, the ground presents an unbroken surface. Great trunks of hornbeam, oak and beech stand out in bold and ragged outlines of intense black. The atmospheric thickness, the usual precursor of a snowstorm, still lingers, imparting an indistinct and hazy charm to more distant objects. The old Lodge at Chingford is a thing to behold, as its clearly-defined Elizabethan outlines stand out with prominence beneath its coverlet of snow, whilst the groves of stately oaks which face it, harmoniously fill in the foreground to an ideal picture – an English woodland scene in mid-winter. In an opposite direction, like a bleak moorland, stretches away Chingford plain, its undulating surface unrelieved by a solitary object to break the monotony, till Hawk and Bury woods strike the vision.

'Thoroughbreds– a Picturesque Group, From Henry Hawkins' book, *London's Great Legacy.*
Note lady riding a donkey side-saddle

The merry-go-rounds go round no longer, and the sound of hilarious joyfulness, to which we have been wont to listen, has been exchanged for a solemn stillness, unrelieved except by the occasional cry of a rook or the harsh scream of an aquatic bird. Connaught Water presents a smooth and unbroken surface, and but for the familiar landmarks, difficulty might be experienced in locating its whereabouts. The water and the land are united; frost and snow have sealed their compact. Islands have rejoined the mainland, and the lake has, for the time being, vanished. The broken and irregular scrub, which fringes the lake on its northern side, is full of frost-spangled beauty, which glitters and reflects a myriad form in the wintry sunlight as it faintly struggles through opposing gloom.

Pushing onward past Button-seed Corner into that most delightful by-way, 'The Green Drive' – alas! green no longer, though beautiful in its neutral garb – we come out upon Fairmead Bottom, leaving our trail visibly impressed upon the crisp surface of the snow. The picturesque old farmhouse looks doubly attractive as it stands almost buried in the snowdrift. The cattle, which add so much to the rural attractiveness of Fairmead during the summer, have disappeared, and but for the sound of muffled lowing we might reasonably suppose they had journeyed to their final destination. Wild and solitary is the slope leading to High Beach, behind the house.

HENRY HAWKINS, *London's Great Legacy – Epping Forest Described by Pen and Camera,* Thomas Mitchell, 1895

Memories of Luctons Avenue and Queen's Road, Buckhurst Hill

My parents Maurice and May Walker moved to Luctons Avenue, purchasing their small bungalow (No 2) from Alec & Kitty East (No 4) in about 1954 – they were friends and as I went to school with their daughters and as Mr East's mother had died, my parents had the opportunity to buy No 2. No 4 was a lovely 1930s-ish house with a plot of land between the two properties where they had a marquee for special occasions like weddings, 21st birthday parties, etc. Eventually the land was built on to become No 2a (one of their daughters became an architect).

The bungalow was always small although it was extended but I couldn't wait to spread my wings and was accepted for nursing training at Westminster Hospital in London – the only way my father would let me leave home safely! On the day that I started at Westminster Hospital in September 1960 I had a lovely note from Celia Goshawk who was in the set above ours, saying 'don't be frit' – we'd met at Walthamstow 'Tec', perhaps she was doing the same pre-nursing course earlier. Her father was the bank manager at Barclays in Queen's Road and they lived above the premises.

They were the happiest years and our set still keep in contact and have reunions after all this time – 36 of us left now. I organised the 50th in London, although the hospital and medical school are posh apartments now – and 30 turned up from all corners of the world. It was a wonderful day.

Anyway, I eventually married at St John's, Buckhurst Hill, and my parents retired to Norfolk so that was the end of the connection with the area, although I still keep in touch with some school-friends.

I gather that Queen's Road is very trendy now – it was the most boring place as a teenager – drab shops and a draper's at the top (High Road) end where you could get the ladders in your stockings mended for a shilling an inch: imagine! Also, United Dairies, a tiny shop at the bottom end, the only place that cream could be purchased should visitors be coming. How times have changed!

KATHY PETERS

Jubilee banquet for Mr Churchill:

Epping Forest mushrooms served!

On the happy occasion of his fiftieth anniversary as a Member of Parliament the 'Member for Woodford' was entertained at a more than usually interesting dinner by nearly 300 Conservative and Liberal National parliamentarians of both Houses. Apart from its incidence as a token of esteem for a great leader, the pleasant event was marked by a menu of most interesting and succulent items. From first to last these were in terms denoting the 'happy warrior's' long – and sometimes turbulent, not to say chequered – career at St Stephen's. Nor was his unruffled domestic life forgotten. But, of the many edibles on a now fabled list two in particular are of interest to Essex, and certainly to Epping Forest folk. Closely following the extremely succulent (one would imagine!) 'Les Perdreaux Rôtis sur Canapé Clémentine', the cohort of diners enjoyed the quaintly-named 'Les pommes de terre toujours nouvelle de Woodford' and 'Champignons de la Forêt d'Epping'. Both 'légumes', of course, being garnished with appropriate political allusion! Much more than the usual information may not be available about Woodford's potatoes in particular, but it is a fact that the famous Forest of Epping once upon a day, if not so plentifully in these parlous times, did yield many an early morning basket of the choicest of 'parasols' and one mycologist, at least, long ago credited to it thirty-two varieties of edible fungi.

WCR

The Essex Review, January 1951, No 237, Vol LX

Now no more, the Sir Winston Churchill public-house in Debden

Leaving aside the Woodford potatoes, Mr Churchill could not be treated to such a meal now, as the fungi must be protected. The City of London, responsible for Epping Forest, warns:

Please note that the fungi licence scheme for Epping Forest has been terminated. Please do not pick up fungi in the forest. Picking or removing anything from the forest is a prosecutable offence under the Epping Forest byelaws. Licences are currently still granted for fungi research or organized educational fungi courses. Please contact Epping Forest on:

020 8532 1010 or
epping.forest@cityoflondon.gov.uk

to discuss your needs. Licences will not be issued for personal or commercial consumption. Please be aware that our Forest Keepers will be closely monitoring this situation. Thank you for your co-operation in helping to preserve our valuable natural habitat for all.

Submitted by LYNN HASELDINE JONES

St Mary's Lodge, Buckhurst Hill

According to local historian Chris Johnson, St Mary's Lodge, a building which once stood opposite Holly House (now known as The Holly), began as a beer house. It was known as the Queen Victoria, and was opened in 1837 by William Collop in a small cottage which he had built around 1820. The land surrounding it was approximately a quarter of an acre. It is confirmed in the census of 1841 as the Queen Victoria beer shop occupied by labourer William Collop, his wife Sarah, along with another labourer, probably a lodger, and one female servant. William Collop died in 1848 and his son Nathaniel was instructed to sell the premises on his father's death.

The property had become a private house the year before, in 1847, so it was a beer house for only 10 years.

The building was bought by Mary Ann Alder; she rebuilt it and named it St Mary's Lodge.

Mary Ann Alder was originally married to James Watts, with whom she had at least two children, who were listed as living with her in 1851 – her 15 year old son, James Barlow Watts, described as an architect and engineer, and a daughter, also Mary Ann Watts, who was 14. Mary Ann, the mother, remarried on 20 September 1844 at St James's, Westminster. Her second husband was Thomas Gilbert Alder, a Lieutenant-Colonel in the Honourable East India Company's Bengal Army. He was the son of the late Thomas Alder, Comptroller of HM Customs. Mary Ann was described as the widow of the late James Watts, Esq, of Aberdeen. However, Thomas Gilbert Alder died aged 63 on 9 September 1845 at Hawley Road, Kentish Town.

By 1861 Mary Ann Alder still had living with her James Barlow Watts, then 25, an architect and surveyor. Mary Ann Alder died in 1864.

A *London Gazette* entry for 7 August 1866 reads:

To be sold, pursuant to an Order of the High Court of Chancery, made in the matter of a house and land, called St Mary's Lodge, situate at Buckhurst Hill, in the parish of Chigwell, in the county of Essex, devised by the will of Mary Ann Alder, deceased, and in the matter of an Act passed in the 19th and 20th years of the reign of Her present Majesty, intituled 'An Act to facilitate leases and sales of Settled Estates'; the said house and land called St Mary's Lodge, with the approbation of the Master of the Rolls, in one lot, by Mr Alfred Savill, the person appointed by the said Judge, at the London Tavern, in the City of London, on Friday the 10th day of August, 1866, at twelve o'clock:– The above mentioned estate (copyhold of the Manors Chigwell and West Hatch and Woodford) late the property of the said Mary Ann Alder, deceased, and now unoccupied.

Particulars whereof may be had (gratis) of Messrs Druce Sons, and Jackson, Solicitors, no 10 Bulliter Square, London EC; of the said Mr Alfred Savill, at his office, no 27 Rood Lane, London EC, and Chigwell, Essex, and at the Baldfaced Stag Inn, Buckhurst Hill aforesaid.

By 1871 St Mary's Lodge had become a home for girls. The building that was at that time in use as the Post Office was in front of St Mary's Lodge. The Superintendent of this home in 1871 was Jane Poultney, a 61-year-old widow. Living with her was her son James, a 20 year old bookseller's assistant. Jane had an assistant and the home looked after 16 girls, ranging from six to 19 years of age. The organisation running the home was the Rescue Society of 85 Queen Street, Cheapside (they also ran the Rescue Home for Girls in Russell Road).

By 1881 the superintendent was Jennie (or Jane) Pittock, aged only 26, from Manningtree. She, too, like Jane Poultney earlier, had only had one assistant, Mary Ann Bond, aged 21, from Somerset. There were 16 inmates, from 12 to 19 years old, who were described either as domestic servants or under training. They came from many places, including Malta, Guernsey, Ireland and Scotland, as well as more local towns.

By 1890 the home was known as the 'Knighton Girls' Home for the Rescue of Girls' with the secretary being C S Thorpe; the Matron was Mrs Emma Golding. In 1902 the Matron was Miss Clara Dale; in 1914 it was Miss Hake. C S Thorpe and Miss Hake were still in charge as late as 1929.

Although the following newspaper extract refers to Woodford, it is most likely that this occurred at St Mary's Lodge:

FATAL FIRE AT WOODFORD

About two am on Monday morning a serious fire occurred at Knighton Cottage, High Road, Woodford, the property of the Society for the Rescue of Women and Children, 79 Finsbury Pavement, London. At the time of the outbreak there were 17 girls residing at the home, under the charge of a Matron (Mrs Emma Golding) and an Assistant Matron (Miss Elizabeth Hall). The fire was discovered by the Assistant Matron, who immediately raised an alarm. The Buckhurst Hill Volunteer Fire Brigade quickly arrived, and was followed by the Woodford and Walthamstow Local Board Brigades. The inmates of the house escaped in their nightdresses, and took refuge in the house of Mr Taylor, wheelwright, who resides next door. One girl, named Mary Ann Tombs, was, however, burned to death. She was sleeping in a room with two others, namely Mary Ann Bennett, aged 15, and Emma Macartney, aged 16, who state that they screamed and called to her, but as the room was full of smoke and the unfortunate girl was very deaf, they did not know whether she had escaped or not. When it was found that she was missing a search was instituted, and at about 10.15 in the morning her charred remains were discovered. The unfortunate girl was admitted to the home on the recommendation of the Rev F R Blatch, Vicar of Homerton. Mr Thorpe, Secretary of the Society, was at once informed of the fire, and as soon as conveyances could be obtained the inmates were removed in blankets and cloaks to Astro House, Buckhurst Hill. The premises were insured in the Royal Exchange Fire Office. The estimated damage is £1500. The origin of the fire is unknown.

Essex Standard, West Suffolk Gazette and Eastern Counties Advertiser, 21 January 1888

The Buckhurst Hill Volunteer Fire Brigade

A horse-drawn fire engine was purchased in 1884 and the volunteer Fire Brigade was formed (just in time for this fire). It was handed over to the newly formed Buckhurst Hill UDC in 1896.*

* In the early 19th century, all fire brigades in the UK were provided by voluntary bodies, parish authorities or insurance companies. James Braidwood founded the world's first municipal fire service in Edinburgh in 1824, and later became superintendent of the London Fire Engine Establishment (LFEE) in 1833. He was killed at the Tooley Street fire of 1861, when a wall collapsed. This led the to the creation of the Metropolitan Fire Brigade in 1866. In 1904, it changed its name to the London Fire Brigade. Outside London, new local government bodies created by late 19th century legislation (such as the Local Government Act 1894) took over responsibility for fire-fighting.

Compiled by LYNN HASELDINE JONES

The Warren House, Loughton: bomb damage in 1944

In the afternoon of Sunday, 19 November 1944, a 'Rocket Bomb' (V2) (plate 1) fell in the garden of the Warren House (plate 2), the residence of the Superintendent of Epping Forest. Although the bomb fell some 40 yards from the house, considerable damage was done to most of the buildings. A deep depression in the Wildflower Dell (plate 3), at the east end of the formal garden, is all that remains today of the site of impact. (The crater was filled with the rubble from the damaged buildings.)

The V2 offensive began in September 1944 and in the following seven months the German Wehrmacht launched over 1,300 of these rockets against England. With a length of 46 feet, a wingspan of 12 feet, and carrying a warhead of 2,200lbs, the V2s had an operational range of 200 miles. On impact the rockets could gouge a crater 32 feet in width. It took just five minutes from launch to landing and was the world's first long range ballistic missile.

In a report to the Epping Forest Committee on 1 December 1944, Colin McKenzie, the Superintendent of Epping Forest, commented that: 'The house looks from the outside rather damaged but the main structure appears sound and many have expressed surprise at the way the old timber framing has stood the shock.' What McKenzie did not say was that he had been injured, but later he asked the Chairman of the Epping Forest Committee if he could be excused from the attending the next meeting of the Committee, as he wished to go away for a few days to recuperate, probably from the trauma caused by the incident (plate 4).

In addition to the House, the Offices were badly shaken and were no longer fit for the staff to work in. Fortunately Mrs Boake, who lived at 'High Standing' in Albion Hill, offered to house the staff, and this was gratefully accepted. In a letter dated 13 December 1944, the Town Clerk thanked Mrs Boake for her generous help 'which was greatly enhanced by the promptitude with which you acted and afforded the Superintendent valuable assistance at a most difficult time'. In a short acknowledgement, Jessie Boake said that she 'was only too happy to be able to render such a little service'!

The outbuildings and glass houses all suffered damage. In 1944 horses were still used by the wood gangs to tow logs out of the Forest and some Forest Keepers patrolled the Forest on horseback. The stables at the Warren were damaged but Charles French offered to temporarily take the horses at North Farm and they were to remain there for two and a half months (plate 5).

Chigwell Urban District Council became involved in the authorisation of the restoration work, and gave approval to the back portion of the house being made habitable at once, and that the front part should be roofed with felting, windows and doors boarded up to preserve the structure and keep the rain out. The shortage of materials did not help matters but the firm of C J Smith of Abridge commenced work and were giving the greatest assistance. McKenzie hoped that by the next summer the House might be restored to its former state and a credit to the Corporation.

Soon after the incident the City Surveyor visited the house and inspected the damage and made a report to the Epping Forest Committee at its meeting on 11 December. He added to McKenzie's report that the outside rendering to the house had been completely shattered, the slates were almost stripped and the roof construction badly damaged. The Superintendent's office had lost windows, plaster and one timber framed wall was displaced.

In a report to the Epping Forest Committee dated 22 January 1945, the City Surveyor was able to say that:

> 'First aid repairs have been completed to the Superintendent's residence, which allow him use of certain rooms and the remainder has been rendered watertight. I am arranging for further works to be carried out to put more accommodation at his disposal in the rear of the house.
>
> The major repairs cannot be undertaken at the present time owing to the restriction on materials, particularly timber which would be required for the main front wall.'

The slow work in making the repairs was to be almost fortuitous as on the morning of 19 February 1945, another V2 fell on the old Fairmead Road, just north of Palmer's Bridge, and the blast from this bomb caused further damage to the Warren House and outbuildings, no more than two hundred yards away: 'window frames were moved and glass broken, and some of the temporary coverings blown out.'

In July 1945 the City Surveyor was able to report that Chigwell Urban District Council had agreed to a reduction of approximately three-fifths on the rates paid in respect of the Warren House from 19 November 1944.

Almost a year after the first bomb the City Surveyor was still negotiating with the Engineer of the Chigwell Urban District Council seeking approval for the War Damage repairs to the Warren. It appears that not all the damage had yet been repaired and the City Surveyor considered that it was essential that some permanent work should be carried out to protect the structure from further deterioration during the winter months.

Messrs Wilson, Lovatt & Sons of Wolverhampton were employed to do the work and made good progress with the removal of damaged structural timbers and their replacement at the Drawing Room end of the House. It was proposed to make complete reinstatement of this section and to proceed next with the other end if labour was still available. However, it seems likely that it was another year before all the repairs were completed.

Acknowledgements

I am grateful to Tony O'Connor (Epping Forest District Museum), and Stan Moore (former gardener at the Warren) for information contributed to this article.

Source

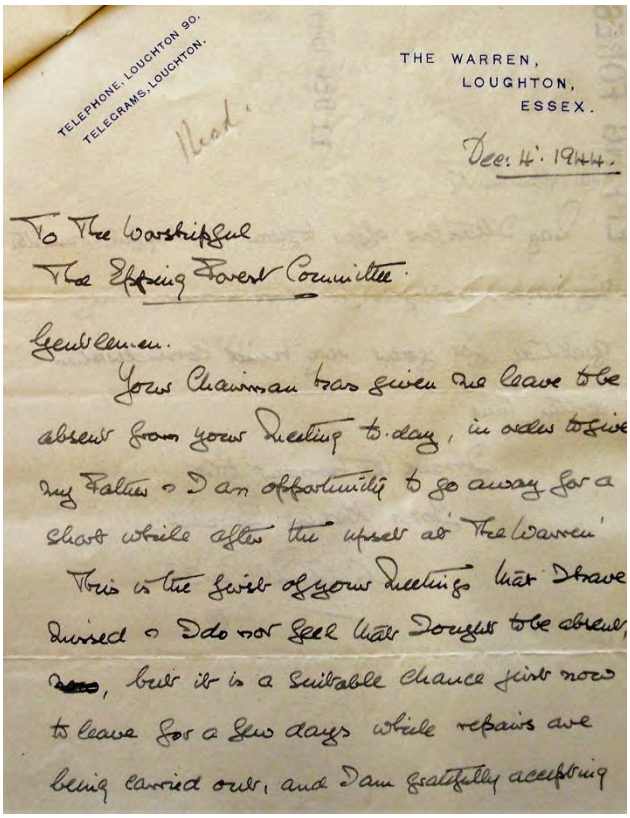
London Metropolitan Archives: (Cat. ref.: COL/CC/EFC/02/078 & 079).

See next page

Plate 1. V2 Rocket in the Peenemunde Museum

Plate 2. The Warren House, Loughton

Plate 3. Wildflower Dell in the Warren Garden showing the depression



TELEPHONE: LOUGHTON 80.
TELEGRAMS: LOUGHTON.

THE WARREN,
LOUGHTON,
ESSEX.

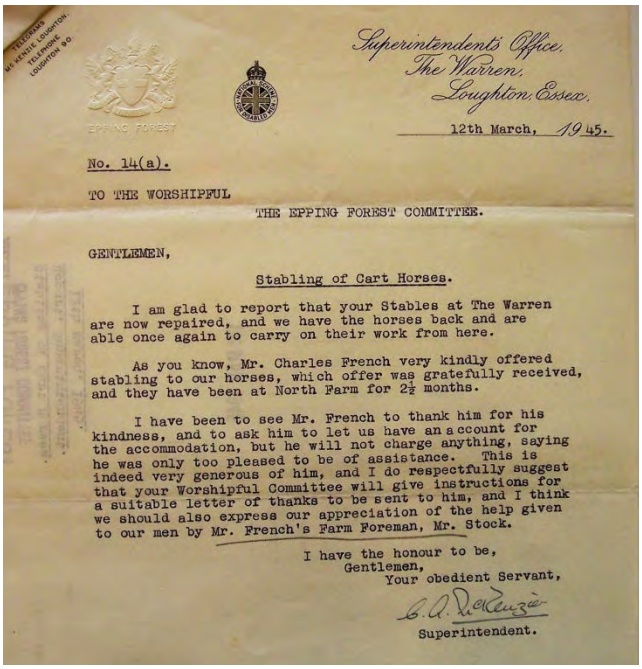
Dec: 4· 1944.

To The Worshipful
The Epping Forest Committee.

Gentlemen.

Your Chairman has given me leave to be absent from your Meeting to-day, in order to give my Father a Chance to go away for a short while after the upset at The Warren. This is the first of your Meetings that I have missed. I do not feel that I ought to be absent, but it is a suitable chance just now to leave for a few days while repairs are being carried out, and I am gratefully accepting

Plate 4. Page one of a letter from Superintendent Colin McKenzie to the Epping Forest Committee, dated 4 December 1944, seeking permission to be absent from the next meeting as still suffering from 'shock'.



TELEGRAMS: LOUGHTON.
TELEPHONE: LOUGHTON 80

EPPING FOREST

Superintendent's Office,
The Warren,
Loughton, Essex.

12th March, 1945.

No. 14(a).

TO THE WORSHIPFUL
THE EPPING FOREST COMMITTEE.

GENTLEMEN,

Stabling of Cart Horses.

I am glad to report that your Stables at The Warren are now repaired, and we have the horses back and are able once again to carry on their work from here.

As you know, Mr. Charles French very kindly offered stabling to our horses, which offer was gratefully received, and they have been at North Farm for 2½ months.

I have been to see Mr. French to thank him for his kindness, and to ask him to let us have an account for the accommodation, but he will not charge anything, saying he was only too pleased to be of assistance. This is indeed very generous of him, and I do respectfully suggest that your Worshipful Committee will give instructions for a suitable letter of thanks to be sent to him, and I think we should also express our appreciation of the help given to our men by Mr. French's Farm Foreman, Mr. Stock.

I have the honour to be,
Gentlemen,
Your obedient Servant,

C. A. McKenzie

Superintendent.

Plate 5. Letter from Superintendent McKenzie to the Epping Forest Committee dated 12 March 1945 reporting that the stables were now repaired and that horses may return from North Farm.

RICHARD MORRIS

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