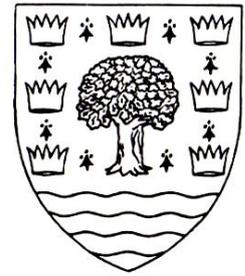


# Ilford Historical Society

## Newsletter No.124 August 2017



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Our website can be found at: <http://ilfordhistoricalsociety.weebly.com/>

### AGM changes

Our AGM on 10<sup>th</sup> April 2017 has brought about several changes which members need to be aware of. Carol Franklin has handed over the Membership Secretary role to our Treasurer, Sylvia Frydland, who now fills both positions for the society. We also welcome Seema Mahandru to the committee and are delighted that she has agreed to take a lead with our publicity.

Under the Treasurer's Report, the meeting agreed to the committee's recommendation to increase visitor's fees to £3. This was proposed by our treasurer and seconded by committee member Laurie Ford.

Sylvia also remarked in passing that in her view the subscriptions should be raised but the committee had not taken this forward. However, we saw democracy in action when Pat Pretious proposed a motion from the floor to raise subscriptions to £15. This was seconded by Rita Madgwick and carried 13 votes to eight.



Sylvia Frydland and Carol Franklin

A further motion was proposed by Pat to raise the subscription for couples to £25 (a couple is defined as two people living at the same address receiving one newsletter). This motion was seconded by Councillor Muhammed Javed, a Vice President. This motion was carried 14 in favour and four against.

The subscription renewal forms which will be sent out in August will reflect these changes.

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## ‘Meet the Historian’

Members of the Ilford Historical Society (Alan and Angela Banner, John Barfoot, Martin Fairhurst, Dave Swinden and I) took part in a ‘Meet the Historian’ session at Woodlands Primary School in Loxford Lane on Wednesday 5<sup>th</sup> July.

This was part of a heritage project linking memories of how Ilford and its shops have changed over 50 years, and the children had been out in Ilford photographing local High Road shops and concentrating on the history of a particular building.

The school is equipped with fabulous modern filming equipment so the children interviewed us on camera 1-to-1. The session was a joint project between the school, Redbridge Museum and the new Redbridge Heritage Centre at Redbridge Library (see page 15).

The youngsters had prepared a script of questions:

Where did we live and go to school?

What shops do we remember?

Did we go to the cinema?

How had things changed etc.

Our best speaker was Dave who remembered Ilford well as he grew up here, and many of the shops like Fairheads, Moultons, Harrison Gibson, Woolworths and the only survivor so far: Bodgers. Angela spoke about her love of cream teas, the Oven Door which sold new baked bread in the High Road, and the Pioneer Market which she enjoyed visiting, whilst John remembered his favourite model-making shop, and the terrible fire that engulfed Harrison Gibson. Martin spoke about Ilford, his delight at the shop which sold model train sets and the Ilford Hospital Chapel. John thought that in spite of World War II the old days were better because Ilford was less crowded and there was less traffic.



Martin Fairhurst, Dave Swinden, John Barfoot and Angela Banner at Woodlands School. Photo Alan Banner

The building the children have chosen to concentrate on is the Super Cinema which opened in 1922 on The Broadway, opposite Ilford station. It was badly damaged by a V2 rocket on 8<sup>th</sup> February 1945. The site was cleared in 1958 and a new C & A store opened there in March 1960. This was later taken over by Wilkinsons, at the entrance to the Exchange.

There will be an exhibition of the children’s work with photographs, and featuring a model of the Super Cinema which the children are making. This will be displayed as part of the exhibition at the Central Library towards the end of October.

This is a terrific project bringing together the school, (teachers and youngsters) and adults with memories of Ilford and how it has changed over the decades.

It is wonderful to realise that our Society now has this group of members willing to get actively involved in promoting our heritage, along with Carol Franklin who volunteers with cataloguing the Redbridge archives, Colin Runeckles who is undertaking research into Ilford streets, and Alan Simpson and Georgina Green whose in-depth research about our history is included in this newsletter.

© *Jef Page, IHS President, 16 July 2017*

## Monkswell: a mystery photograph solved?

In his book *Tithe & Other Records of Essex & Barking to the mid-19<sup>th</sup> Century* (Essex Record Office, 2006), Herbert Lockwood wrote of Hainault Forest:

*While it was recognised that forest trees were themselves a valuable resource, the open spaces and scrub that were a natural part of the forest were regarded as 'waste'. The limit of the waste was marked in places by a woodbank and fence of oak pales, with gates, or 'hatches', providing access. On looking at the Chapman & André map of 1777, the Barking side of the forest is seen to be a string of small properties running down the forest fence from Tomswood past 'The Maypole' inn and Fulwell Hatch to Tanners Gate. From there some further cottages cling to the fence as it continues eastward to Aldborough Hatch ... These forest-edge dwellings chiefly comprised cottages with gardens, closely or irregularly spaced, held on manorial leases at low rents or even on weekly tenancies ... Some of the forest-edge dwellers worked regularly on neighbouring farms or in the forest as woodcutters, herdsmen or charcoal-burners. Others seem to have subsisted by casual labour at harvest time and potato-picking, periodical tree-felling and on occasions such as the annual Fairlop Fair. Some even had a horse and cart, which enabled them to do any jobs they could pick up. They maintained themselves and their families in the meantime on the produce of their gardens and animals, supplemented by poached small game and occasionally by 'black mutton' (a local euphemism for stolen venison). Thus they lived in a state of poverty, but relative independence, subject to frequent censure from their 'betters'.*

A recently acquired mystery photograph of a derelict building, simply labelled 'Barkingside', may have a connection to the forest-edge dwellings mentioned by Bert Lockwood. The photograph is small – about two inches square – and appears to have been cut down from a larger size in order to fit behind a photo album cut-out. Removing the photograph from the cut-out reveals few extra details, the only difference being several more trees in the hedge in the background. The previous owner knew nothing about the photograph except that it was old, and there was no writing on the back to give any clues to its age or exact location. I wondered if it would be possible to identify the location, and the following records how I attempted to do so.

I began by looking for any clues in the photograph. The building was of two storeys and of wooden



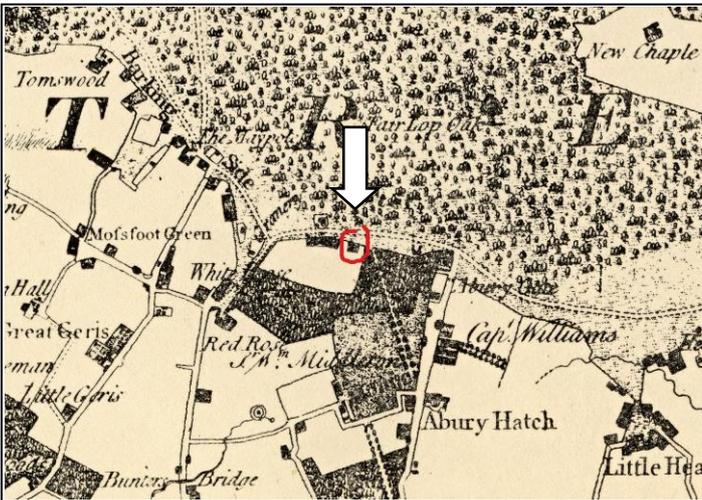
frame construction with weatherboard and plaster covering. It also had substantial brick chimney stacks and the remains of a brick covering at one end – this might in earlier years have covered more of the building. The remains of the roof looked as though the covering had been thatch, not tiles or slates. The building also appeared to be a pair of dwelling houses – there is evidence of several external doorways, two roof spaces with a dormer window in each, and two prominent chimneys. It was in an isolated location with a row of trees in a hedge in the middle distance, and what was possibly a footpath or ditch slightly nearer. The photographer may have been standing on another footpath and leaning over a fence or hedge looking into the remains of a garden behind a low bank. No other buildings are visible in the photograph, so positively identifying the location by comparison with anything that might remain today was going to prove difficult.

In his booklet *Memories of Barkingside* (published by the author, circa 2002), Richard King recalled that, in the late-1920s, about 400 yards north of Barkingside station, a footpath led eastwards from Starch House Lane through an arch under the Ilford – Woodford railway line to a pair of cottages on Fairlop Plain at a location known to Richard as ‘Monkswell’ (where a Mr Monk had a well in his garden, down which Richard would drop a pebble and make a wish). This path joined Fulwell Hatch and Tanners Lane to Aldborough Hatch, and both it and the cottages pre-dated the railway line. In fact, the path was very much older and was that identified by Bert Lockwood as the one linking cottages along the edge of the wastes of Hainault Forest.

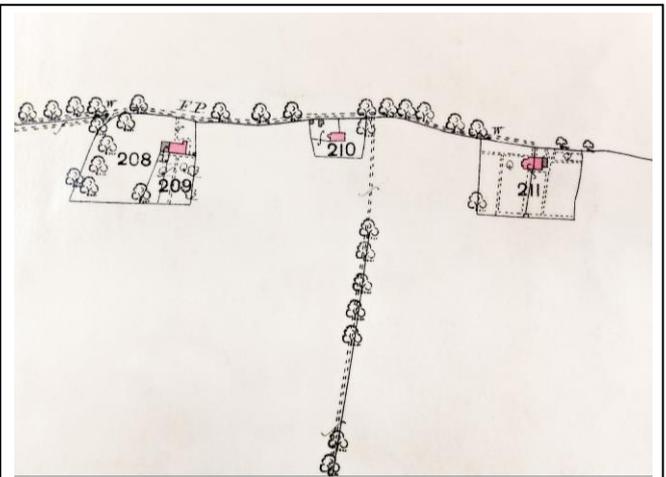
This set me wondering: could the photograph be of the cottages at Monkswell? It was time to look at some maps, starting with three from the late-18<sup>th</sup> century. The path and the cottages are both shown on the Chapman & André map of 1777, on John Cary’s ‘Actual Survey of the Country 15 Miles round London’ of 1789, and also on the first Ordnance Survey 1-inch map of the area, surveyed in 1799. They appear in more detail on the first large-scale Ordnance Survey 6-inch and 25-inch plans of the area, surveyed in 1862. The cottages are marked as plot 211 on the larger-scale plan, and the coloured version in the Barking & Dagenham archives identifies the material from which they were constructed – red for brick, not grey for wood. However, as the building in the photograph was constructed of both materials, this did not prove things one way or the other. Although the photograph of the ruin shows a considerable amount of wood, there are also a lot of bricks, and more would no doubt have been present when the building was in better condition. The cottages are also on the 1895 and 1914 surveys (as plots 697 and 620 respectively), but they had been demolished by the time of an aerial photograph of Fairlop Plain taken in April 1936.

So, might this mystery photograph show the Monkswell cottages at the very end of their lives in the mid-1930s, stripped of many of their bricks? The location fits – Fairlop Plain was relatively isolated, and the flat fields bordered by low hedges and trees in the background are reminiscent of the area – and the distant hedge in the photograph could have been alongside the track extending from Station Road. As the cottages faced north, if the photograph is of this location the lighting is coming from the east, indicating that it was taken in the morning. The lack of foliage on the trees would suggest the photographer visited in early springtime.

Two (or three?) more cottages along the path, to the west of Monkswell, are shown on the 1862 plans (plots 208/209 and 210 on the 25-inch plan), but they had gone by the time the 1895 survey was made. If the mystery photograph is older than suggested above, perhaps it shows one of these buildings instead.



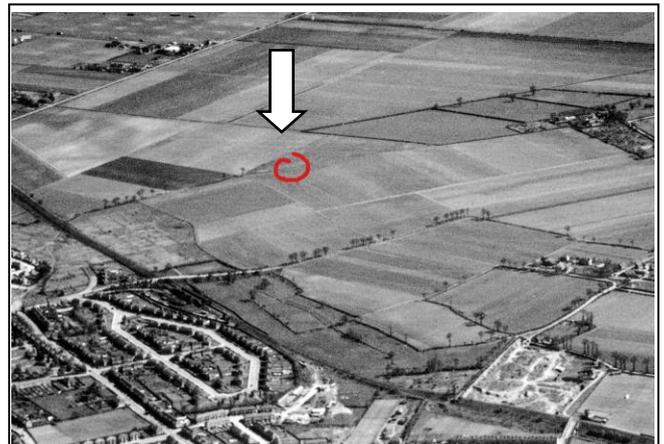
This extract from John Chapman and Peter André's map of **1777** shows cottages, including those at Monkswell (circled and arrowed), alongside the Hainault Forest 'fence' running eastward from Starch House Lane to Aldborough Hatch.



The first Ordnance Survey large-scale survey of the area began in **1862**. This extract from the resulting 25-inch plan shows the Monkswell cottages as plot 211. Other, possibly similar, cottages are evident a little to the west at plots 208/209 and 210.



By the time of this extract from the Ordnance Survey 25-inch plan (surveyed in **1914**), only the cottages at Monkswell remained (as plot 620).



This enlargement from an aerial photograph of Fairlop Plain in April **1936** shows that the Monkswell cottages had now been demolished.



Taken in April **2017** on Fairlop Golf Course, this photo shows the site of the long-gone Monkswell cottages

Although all the cottages had gone by the late-1930s, the path to Monkswell and beyond was still marked on the Ordnance Survey 6-inch and 25-inch plans surveyed in 1938–1939, but it too had disappeared by the time of the 1962–1963 survey. The path was most likely stopped up during the Second World War when the fighter station at RAF Fairlop was constructed across the land. Had the cottages at Monkswell survived, they would have been very close to one of the wartime airfield's runways. Formal closure of the path came in 1947: when Ilford councillors met on 3 July that year, they noted that the public footpath crossing Fairlop airfield was to be closed. The route of the path and the site of the cottages were then consumed by post-war gravel extraction. When the diggings were worked out, the pits were filled with domestic refuse and re-landscaped to form the golf course at Fairlop Waters Country Park, opened in 1987. In 2005, the archway beneath the railway was filled with foam concrete (incorporating a pipe for wildlife to pass through) and the embankment was regraded and seeded with new grass, thereby removing the last traces of this part of the ancient route along the forest wastes. The section north-east of Tanners Lane survives as a path from Craven Gardens along the boundary fence of the school playing fields to the rear of the back gardens in Heybridge Drive, continuing across the end of Westminster Close, before joining Starch House Lane at its junction with Virginia Gardens. In 1994, Redbridge council proposed a closure order for this section, but it remains open as public footpath no 85; I walked the length of it in May 2017, and found it overgrown in places, but quite passable.

The precise location of the site of the former cottages at Monkswell was confirmed by a 'then and now' comparison on the National Library of Scotland's website, where an old Ordnance Survey large-scale plan can be viewed alongside a modern aerial photograph and the cursor placed to show the same location on both. This revealed that the location is actually in scrubland beside the golf course, not on the greens or fairways. Armed with a Google Earth print-out, a visit to Fairlop Waters in the spring of 2017 enabled me to take a photograph showing the location of Monkswell today. Given the upheaval the site has undergone over the last 80 years, it is no surprise that not a trace of the cottages or footpath remains.

I have no definitive proof that the mystery photograph is of the cottages at Monkswell, but the history of the location combined with the evidence in the photograph and on maps and plans appear to make this a strong possibility. But if any member knows differently, I should be pleased to learn more ...

© *Alan Simpson, 14<sup>th</sup> May 2017*

## **The Ilford Sopwith Triplanes**

In our newsletter no.107, December 2011, I wrote an introduction to the Local Studies and Archives facility and finished (on page 5) by explaining how I used their resources to discover more about the skating rink which I had seen reference to in Kelly's Directory for 1912 – "Ilford Skating Rink, High Road, F. Leighton Manager".

I wrote that the rink opened on 7<sup>th</sup> May 1909 on Ilford Hill and the building was so large (22,000 square feet) it extended from No.28 High Road to Roden Street. At the time it was said to be the largest and best equipped roller skating rink in the country. It could accommodate up to 1,000 skaters and 2,000 spectators. The venue was used for roller hockey – indeed Ilford hosted the international championships and was at one time the home of the world's top team.

During the Great War, in 1917, the site was taken over by the Oakley & Co who were scheduled to build 25 Sopwith Triplanes, although in fact just three were produced before the design was modified. In the 1920s and 30s the site was used as a Whist Drive Hall, and it was demolished sometime between 1939-1947.

I thought 2017 was an appropriate time to explore the use of the site by Oakley, producing aeroplanes a hundred years ago. As the planes were largely of wooden construction it is not really surprising that Oakley was originally a furniture manufacturing company.

Work on the 25 Sopwith Triplanes began early in 1917, but was soon stopped when in the early summer the order came through to convert the aircraft into twin-gunned machines instead of the original single gun mounting. Due to this late modification, and the fact that the company had not previously been involved in aircraft manufacture, the first plane was not finished until the autumn of 1917. The contract was cancelled when Oakleys had produced only three aircraft, N5910-N5912. By this time 1N Squadron, the last unit in France to operate the Sopwith Triplanes, was in the process of re-equipping with Sopwith Camels so there was no operational need for further machines.

The Sopwith Triplane was a design extension of the Pup biplane scout, achieved by installing a more powerful engine and adding a third pair of wings. It was a highly manoeuvrable single-seat fighting plane with phenomenal rates of climb and roll, and an improved field of vision for the pilot. Produced between 1916-1918, it had a top speed of 117 mph and was armed with one or two forward-firing synchronised 7.7mm/0.303in Vickers machine guns.

The arrival of the Triplane on the Western Front in early 1917 made such an impression on the Germans that they asked their manufacturers to produce triplane fighters, leading to the Fokker Dr1 of 'Red Baron' fame.



N5912. Photographs taken by Georgina Green at the RAF Museum, Hendon, on 27 September 2016

The plane displayed at the RAF Museum at Hendon (N5912, see photograph) is one of only two known survivors (the other is in Russia). It was manufactured in Ilford and delivered to the Royal Naval Air Service at Hendon on 19<sup>th</sup> October 1917. It was probably unarmed, the brass plate in the cockpit which says ‘made in Kingston upon Thames’ referring to the guns. The aircraft joined the War School at Manston and No 2 Fighting School at Marske during 1918. It was then selected for preservation but after being passed through several different units the Triplane was found in a sorry state dumped at RAF Cardington. Luckily the aircraft was saved and restored back to flight and displayed at the RAF Pageant at Hendon on 27<sup>th</sup> June 1936. After many more moves the aircraft finally returned to Hendon in October 1971.

I would like to thank Alan Simpson for his help with this article and acknowledge use of information displayed at the RAF Museum, Hendon, and at the Shuttleworth Collection at the Old Warden airfield near Biggleswade in Bedfordshire.

© *Georgina Green, 21 June 2017*

## **Jonathan Scarth of Ilford (1704-1745), Supercargo**

It was early in 2013 that I first came across Doreen Skala, an American academic who had asked the Woodford Historical Society for assistance in her research. She had discovered the journal of a young man called Benjamin Chew who was the son of a Quaker doctor. He had spent four years studying the law in Philadelphia and in 1743, at the age of 19, came to London to study law at the Middle Temple. While in England he was also expected to travel around the country staying with family connections to experience life as an English country gentleman and assimilate some of the culture and manners of the English élite. (This is a reflection of the sons of the English gentry who undertook a ‘Grand Tour’ to discover life on the continent and assimilate some of the French and Italian culture.) In this way, Chew would be able to return home with the best legal qualifications and take a leading part in society back in Philadelphia. Interestingly, on Sunday 11<sup>th</sup> December 1743 he “*Went into the Country to see Mr. Scarth at Ilford in Essex in Company with Mr. Groves, & staid there all Night— 12<sup>th</sup>. Went out a hunting very early this Morning & had pretty good Sport return’d back to Ilford very much fatigued—*” Benjamin Chew eventually became a successful commercial lawyer and member of American society.<sup>1</sup>

Doreen wanted to find out more about Mr Silvanus Grove who lived at Cornhill in the City of London. His continued the business set up by his father in trading Carolina pork in Chesapeake, and in bringing Chesapeake tobacco and Barbados sugar to England. We already knew that in 1771 he commissioned Joel Johnson to build the house called Elmhurst, in South Woodford, which stands close to the bridge over the A406 near South Woodford Library. The research which Doreen undertook, adding to what was already known from research by the Woodford Historical Society, shows that Silvanus Grove was a Quaker who had married Jenny Adams in 1739. She was the daughter of Anne Scarth and Joseph Adams who also had a tobacco business, trading with Chesapeake in America.

A further family connection was that Silvanus Grove’s sister Ruth had married Jonathan Scarth, an East India Company (EIC) supercargo in 1729. His brother Isaac was captain of a

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<sup>1</sup> Private correspondence with Doreen Skala; Tanja Bueltmann, David Gleeson and Don MacRaild (Editors) *Locating the English Diaspora, 1500-2010, Migrations and Identities.* (Liverpool University Press, 2012) p.61-4 (*Fox Hunting and Anglicization in Eighteenth-Century Philadelphia* by Doreen Skala)

ship which traded with Maryland and Virginia where their father, Jonathan Scarth Senior (1668-1743), owned land. Scarth senior purchased tea from the EIC in 1719, probably for Isaac to take to America, bringing back tobacco. Doreen concluded that Scarth senior came to live in Ilford around 1735. I wonder if there were any other merchants with transatlantic trading connections in Ilford, still waiting to be discovered? <sup>2</sup>

John Lovell, chairman of the Woodford Historical Society, arranged for Doreen and her husband to meet me when the four of us had a meal at the Prezzo which is located in part of the Elmhurst building in May 2013. Their visit was brief but I promised to try and help her by finding the location of Jonathan Scarth's home and more about his work with the EIC.

The role of a supercargo was vital for trade at Canton. European trade with the Chinese was conducted under very fragile agreements, requiring the utmost delicacy. It was not the responsibility of the captain or his crew but was undertaken by skilled negotiators, referred to as supercargoes, who represented the interests of the EIC with Chinese officials. No EIC personnel were permitted to live permanently at Canton but they could use buildings by the waterfront during their stay. Supercargoes ranked alongside the captain and would have the final say on any discussion about the cargo, while the captain was responsible for the ship and the voyage.

In November 1742 Captain Charles Foulis of Woodford had been involved in an incident when the *Centurion*, a towering armed warship, had caused considerable alarm when she first called at Macao, seventy miles downstream from Canton. She was last remaining vessel of the small Royal Navy fleet commanded by Captain George Anson who had been ordered to sail around Cape Horn, plunder the coasts of Chile and Peru and capture the Spanish galleon. Anson's determination and fortitude made him a national hero when the *Centurion* returned home in 1744 as he did capture the Spanish treasure galleon. However his presence in Canton was seen as a threat by the Chinese. The *Centurion* was badly in need of repair, water and stores, and assistance was reluctantly given, but no doubt the skills of the supercargoes working in Canton at that time played a part. I wondered if Jonathan Scarth had been one of them but I later discovered he had returned to England by September 1742.

Doreen had told me "Jonathan Scarth (d. 1751, later corrected to 1744), brother-in-law to Silvanus Grove, inherited his father's mercantile estate but continued his employment as supercargo, continued as a commercial agent who travels with an assigned cargo and is responsible for its security and sale at a foreign port, sailing between London and Canton at least thrice before his death in Canton aboard the *York*. (*East India Company Letter Books, 1626–1753, TNA*)."

My own research has concentrated mostly on the EIC Court Books and ship's journals at the British Library. I did not try to trace the earlier voyages but from financial matters after Scarth died I concluded that he had been appointed fifth supercargo for the *Houghton* (2) 1738/9 and *Walpole* (2) 1738/9 <sup>3</sup> and Fourth Supercargo for *Stafford* (1) 1743/4 and *York* (1) 1743/4 for which he was due £3,000 "on account of his commission and interest in the cargos of the ships". This was later paid to Mr Silvanus Grove as his administrator. <sup>4</sup>

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<sup>2</sup> Woodford Historical Society newsletter, Spring 2015, p.9-13; also <https://blogs.ucl.ac.uk/eicah/scarth-family-case-study/> *An Intangible Legacy: The Scarth Family of London and Ilford* by Doreen Skala

<sup>3</sup> British Library, IOR/B/69 EIC Court Book p.136 15 October 1746

<sup>4</sup> British Library, IOR/B/69 EIC Court Book p.130 1 October 1746, also p.132, 136 & 146. Doreen also discovered that he was supercargo on the *York* (1) 1740/1



The East Indiaman 'York' and other vessels, 1788 by Thomas Luny  
(© National Maritime Museum, Greenwich, London, BHC3735)

Supercargoes were appointed by the EIC Court and were responsible to them, not to the captain of the ship on which they travelled. I looked through the journal of Captain Henry Lascelles for the voyage of *York (1)* 1743/4<sup>5</sup> but it was a rather basic account of the voyage. Lascelles did not list any personnel as is sometimes found in a captain's journal, and I could find no mention of the death of Jonathan Scarth which implies he did not die at sea. The journal simply recorded that the supercargoes went ashore at Macao on 13<sup>th</sup> August 1744 and returned to the ship on 15<sup>th</sup> January 1745. Doreen eventually contacted me to say "Over the last couple days (when I had a bit of spare time), I have been pouring over the litigations I received copies of from the TNA and I found Scarth, well, sort of. His family was told that he died in October 1744 in Canton." There is no index to burials in Canton at the British Library and we concluded Scarth was buried on one of the islands in the vicinity of the anchorage.

So now I tried to discover where Jonathan Scarth lived. I knew that he was a relatively wealthy man and that on 11<sup>th</sup> December 1743 Benjamin Chew had stayed with Mr. Scarth at Ilford and gone fox-hunting early the next morning. Doreen had found that Scarth senior had a house at Ilford but as he had died earlier in 1743 Chew obviously went hunting with his son. We knew that Jonathan Scarth [junior] bachelor had married to Ruth Grove spinster 27 November 1729 at the Collegiate Church of St Katherine by the Tower. Ruth had a daughter, Elizabeth, but died in 1735 and was buried in the Quaker burial ground at Long Lane in Southwark. Her father-in-law Jonathan Scarth senior died in October 1743<sup>6</sup> so when Scarth

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<sup>5</sup> British Library, IOR/L/MAR/B/237B Journal of *York (1)* 1743/4

<sup>6</sup> Doreen sent the following additional information: Jonathan Scarth, who was buried October 17, 1743, at the Quaker cemetery in Whitechapel, London, had been a successful Quaker merchant in Maryland and Virginia, owning land and estates on both continents. He is best known for his inadvertent (and posthumous) role in the history of American jurisprudence, in a case that helped define the respective jurisdictions of the federal and state courts. The facts and actors in the case are numerous, but in short, in *Owings v. Norwood's Lessee*, Chief Justice John Marshall found that though Jonathan Scarth's claim to a tract of land known as Brown's Adventure in Baltimore County, Maryland, had indeed been terminated by the Maryland Confiscation Act of 1780, the

junior made his will early in 1744, before leaving on the *York*, he made provision for his mother, Ann Scarth (who died in September 1746), his three sisters, and his daughter. Her uncles, Joseph Adams and Silvanus Grove, were her legal guardians until she came of age or married.<sup>7</sup> Elizabeth was Jonathan and Ruth's only child and she had married Francis Moore by the time she came of age and their executorship expired on 31<sup>st</sup> October 1751.

The most likely way of finding the family home was from the Rate Books for this period which are held at the Barking & Dagenham Archives at Valence House. (See IHS Newsletter No.110 December 2012, pages 5-6.) Among those they hold are Ilford Ward Poor Rate Books for 1728 - 1761. They are small notebooks, like school exercise books.

I did not find the name Scarth, but I did find a Mr.Scarfe in 1737, 1738 & 1739 as the twenty-fourth and last entry in Forest Side Ward – value 7s 6d. This was after entries for Bunting Bridge and Dunspring, so was near Barkingside. The entry appeared in 1742 but by 3 March 1743 Mr Scarfe's house at Forest Side was shown as empty. In September 1743 the house at Forest Side was occupied by Mr.Herbert and I found Mr.Scarfe listed in Ilford Town. His was the ninth entry which suggests to me he was close to the town centre. For comparison: Mr Scarfe paid 15s 0d, Robt Surman at Valentines £2 10s and Jn Goodier Esq at Claybury paid £3 15s. (12 February 1744) There was a similar entry for 1747 but by 10 March 1748 a Mr Crump had replaced Mr Scarfe in the Ilford Town sequence.

This all fits with what we know about the Scarth family. However, while looking through the Barking parish registers on-line for other people<sup>8</sup>, I noticed a record for the baptism of John, son of John and Mary Scarfe, on 28 July 1736. John and Mary could have lived anywhere in Barking parish so I checked the Rate Books for every ward in 1739 and 1742 but no other Scarfe or Scarth names were found. (Nobody ever says historical research is easy!)

Following a further brief visit to London, when we did not meet, Doreen was able to finalise her research and in 2014 she wrote a case study for the UCL web-based project 'East India Company at Home, 1757 – 1857' as *An Intangible Legacy: The Scarth Family of London and Ilford* See <https://blogs.ucl.ac.uk/eicah/scarth-family-case-study/> which gives a great deal more information and many of the sources not quoted in this article. It is well worth reading.

Please also note that Doreen's article and my own about Valentines Mansion *Valentines, the Raymonds and Company Material Culture* (2013) are now included in a book which UCL are hoping to publish in the autumn. The e-book version will be available to download free of charge from UCL Press (<http://www.ucl.ac.uk/ucl-press>).

I am very grateful to Doreen Skala for starting me on my own part in this research and for her permission to use the material quoted in this article. I can only admire the extent of her research, carried out from New Jersey.

© **Georgina Green, 7<sup>th</sup> March 2017**

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federal courts had no jurisdiction in deciding the case, as Mr. Scarth's heirs had not brought suit under the Treaty of Paris. It remained, therefore, a matter of state jurisdiction between two Maryland citizens.

<sup>7</sup> TNA PROB 11/790/518 Will of Jonathan Scarth, Merchant of Lothbury, dated 3 January 1743 [i.e. 1744]

<sup>8</sup> Births, deaths and marriages for parish in the historic county of Essex can be searched on line via the Essex Record Office 'Essex Ancestors' facility see <http://seax.essexcc.gov.uk/ParishRegisters.aspx>  
A fee is charged but the facility is free if you use the computers in the ERO search room at Chelmsford.

## The original King George Hospital

85 years ago, a week-long 'Pageant of Essex' was held in Valentines Park in aid of King George Hospital. I am very grateful to the late Phyllis Bowers who lent me a programme of the Pageant when she wrote about her memories of taking part for the Friends of Valentines Mansion newsletter, January 2012. The following information and illustration come from that programme.

The first Hospital Committee for Ilford was formed in 1904, the Ilford Hospital Saturday Fund was inaugurated a year later, and the foundation stone for the first building was laid in January 1910. This was the Ilford Emergency Hospital in Abbey Road, Newbury Park, which opened in 1912 with 20 beds. Before long the hospital treated victims of the railway accident on New Year's Day 1915 (see IHS newsletter December 2014) and by the end of the Great War 1,500 men had been treated here or in the annexe at Valentines Mansion.

In June 1927 the War Memorial Children's Wing was opened, increasing the number of beds to 64, but this was far from sufficient to provide for the growing needs of the district. At this time London County Council was concerned that the needs of the massive Becontree estate were not adequately catered for and this had also concerned the Queen when she and the King visited the area in 1923. A conference was held between Sir Cecil Levita (LCC Chairman) and representatives of the King Edward Hospital Fund and the Ilford Emergency Hospital and it was agreed to enlarge the Ilford hospital to serve the three areas of Ilford, Barking & Dagenham. The appeal issued by the Lord Mayor was headed by the gracious and generous donations of King George V and Queen Mary.

In 1929 a charter for the new hospital was drafted and the King's last public act was to approve the use of his name for the hospital, before he was taken ill. In the National Thank Offering for the King's recovery the hospital shared to the extent of over £10,000 and the great bazaar held at the Skating Rink realised well over £7,000. The year ended with the Inaugural Dinner at the Mansion House on 18<sup>th</sup> December when the Prince of Wales (later Edward VIII) presided, the occasion coinciding with the approval of the hospital's charter by His Majesty in Privy Council.



On 18<sup>th</sup> July 1931 the new King George Hospital, fronting south onto Eastern Avenue, was officially opened by the King himself, accompanied by the Queen. The new buildings comprise two new wards, out-patients', new operating theatre suite, an administrative block and a Home for Nurses.

The full story of what happened after this is well documented (\*), suffice to say it was closed in 1993 when the new buildings opened off Barley Lane. The old buildings were demolished in 2001 and the site is now covered by a housing development with 341 residential units. The only surviving part is the Grade II Listed Memorial Hall off the Ilford War Memorial garden. King George Hospital has served our community well. Sadly, 24 years after the new building opened, and with additional resources added since, the Accident and Emergency facility is due to close in 2019. This has been opposed by M.P.s of all parties and it is to be hoped the present political uncertainties will keep this threat on hold!

\* e.g. for further details see <http://ezitis.myzen.co.uk/kinggeorgeilford.html>

© *Georgina Green, 30<sup>th</sup> June 2017*

## **Sermons, beer and handcuffs, or the story of Barkingside police station**

If the vicar of Holy Trinity church in 1845 had been able to glance into the future as he sat in his study in the Vicarage situated on the corner of Mossford Green and the village High Street, he would have been surprised and probably shocked to see that thirty years later his comfortable vicarage had become an ale house, known far and wide as 'The Mossford Arms'.

In 1875, [parts of] Hainault Forest still extended practically to the edge of Barkingside village and if the old records are correct, deer-stealing from the forest was one of the favourite pursuits of the inhabitants, so much so that hunks of venison, known locally as 'black mutton', formed the staple meat diet of most of the villagers. Had these patrons of 'The Mossford Arms' been gifted with similar vision they would have been equally surprised and probably even more shocked to find that in 1880 their chosen pub, with very little structural alteration, had become the Barkingside police station house of 'K' Division, to which were attached two inspectors and eighteen constables. This, of course, gave rise to a local joke, current for some years, that offenders were never arrested but always invited to accompany the constable down to 'The Mossford Arms' for one on the house.

By the time the first police station was established, it is obvious that the Essex village of Barkingside was not quite so rural as it appeared on the surface. As far back as 1839, ten years after the formation of the Metropolitan Police, the religious Tract Society reporting on Fairlop Fair stated that seventy-two gaming tables and 108 places for drinking liquor had been counted. The report adds that over 200,000 persons attended the fair, a truly fantastic number bearing in mind the total population of those days, and that none of Robert Peel's new police were to be seen. As the said new police consisted of one village constable, who only visited Barkingside three times a week, the absence of law and order was hardly surprising.

The first written report concerning the original station is in a *Report on the Conditions of the Metropolitan Police Stations* published on 14 April 1881, in which Barkingside police station is described as 'an old inn, slightly adapted for police purposes' and goes on to add that the well is polluted by sewage. What effect this had on the health of the married inspector and three single constables who lived over the station is not recorded.

There was little change in the building or the number of officers until 1900, when two mounted constables were added to the establishment to patrol outlying farms and the forest. Chicken-, deer- and horse-stealing (the latter being sold at the horse fair at Elephant and Castle in south London) were still popular pastimes, and complaints from angry farmers and bailiffs filled most of the felony book, as the crime records were then known. The services of most of these officers were badly needed on 'Mafeking' night in Ilford, when near-riots and large fires necessitated police reinforcements from Barkingside, Plaistow and East Ham.

In those early days, dead bodies were wheeled to Romford mortuary on a hand-trolley pushed by two constables. This operation took an entire day and legend has it that a fair amount of liquid refreshment was required before the trolley and contents could be pushed up Hog Hill. The return journey was much easier as the two attendants apparently took it in turns to ride in the empty trolley. In 1903 the first tram appeared in Barkingside with a terminal point outside the police station and one of the early disciplinary charges concerns a local constable caught riding on the tram instead of working his beat.



Time passed and in 1920 the administration took over the entire ground floor, instead of one room, and the resident inspector or station sergeant lived on the top floor. Also during this year a cell was built, which replaced the room fitted with barred windows that had hitherto been used as the 'lock-up'. By this time the motor car was no longer a totally unfamiliar object and drivers involved in fatal accidents were automatically arrested. The superintendent, however, still made his rounds on horseback and the inspector supervised his men from the comfort of a pony and trap, which was stabled in the yard at the rear of the station.

During the years which followed, with all the social changes and political upheavals of the 1920s and 1930s, the station presented the same façade to the inhabitants of Barkingside that it had to their parents and possibly grandparents. It survived the six years from 1939 to 1945, much as it had lived through the Boer War and First World War, and it seemed likely that the old place would stand for ever.

However, by the 1950s, the wind of change was beginning to blow and men muttering about estimates and costs leaned over plans on drawing boards. Surveyors and architects came and went, and finally, on 4 December 1961, at 6.00 am, the last station officer departed, the last communications officer wrote down the last broadcast and the last inspector to have charge of the building closed the front doors of the old Barkingside police station for ever. To say they were closed for ever is actually artistic licence for they had stood open for so many years that when the great moment came they firmly refused to shut.

At 6.01 am the same morning, Barkingside police station was officially centred in a complicated wooden structure erected next to the old building and rather resembling a Swiss chalet on stilts. The old station was eventually demolished and in its place stands the towering mass of steel, stone and glass, which is the new Barkingside police station and which became operational, both as a station and sub-divisional headquarters, from 6.00 am on 7 September 1964.

It is interesting to speculate what the constables of eighty years ago would have said had they seen the present station, full of strangely uniformed policemen with beardless faces, wearing collars and ties and drinking cups of tea instead of pints of strong ale. Unfortunately we shall never know – the comments of old coppers, like the comments of old soldiers – are often unprintable.

*Unknown author*, found by Alan Simpson among some papers after his parent had died, probably written in 1964.

## Our vanishing Heritage

Alan also wrote to me on 17<sup>th</sup> June: I was driving along Hainault Road this morning and I noticed that the last two hangars on what was Hainault Farm airfield in WW1 have just been demolished – they were B Flight and C Flight hangars. All that is left are two piles of rubble. The other two hangars were demolished a few years ago, along with some buildings by the entrance, and replaced with modern industrial units. I expect the same will now appear on the last hangars' site too. The hangars had been re-clad over the years and no longer looked as they did in WW1 (on the outside at least, I never saw inside them), but it's sad to see them go, especially during the WW1 centenary commemorations.

## Redbridge's New Heritage Centre



On 19<sup>th</sup> June the Central Library in Ilford unveiled three new innovations including Redbridge Heritage Centre. This is a new space on the 2nd floor of the Central Library consisting of two areas: an exhibition space and two public search rooms.

The exhibition area clearly outlines for the first time what historic resources and collections the borough holds. For those who are unfamiliar with local history research, it is hoped that this will provide an accessible way to understand what you can discover.

As previously, one of the search rooms contains historic archives, books, building plans, maps, newspapers, photographs while the other has online resources to help people research the history of their family, their house or the local area. Expert staff are available to support individual customers or groups to find out more. However, for a specific enquiry or to view historic photographs or archives it is preferable to book in advance (020 8708 2417 or [info.heritage@visionrcl.org.uk](mailto:info.heritage@visionrcl.org.uk) )

The facilities are free and most are available during normal library opening hours.

Your committee has also noted that the staff will help community groups to apply for funding for their own heritage project and offer a range of professional skills training including archiving, exhibitions, film making, oral history and research.



In partnership with Redbridge Museum, a full programme of free taught local history sessions will be available for primary and secondary schools, as well as other groups. The Heritage Centre will also run regular workshops, talks and events to help residents discover the borough's diverse history and encourage them to undertake their own research.

## IHS PROGRAMME 2017-2018

Our regular monthly meetings are held at Ilford Hospital Chapel, The Broadway, Ilford Hill, Ilford, IG1 2AT from 7.30 – 9.30 pm.

Visitors welcome, £3 per meeting, with free refreshments

Limited parking is available at the rear of the chapel and many buses stop nearby at Ilford Station. (Wheelchair access via the rear entrance)

**11 September 2017** *Jane Austen (1775 – 1817): a Personal Tribute* to mark the 200<sup>th</sup> anniversary of her death by Georgina Green, IHS Vice-President.

**9 October 2017** *The Bethnal Green Tube Shelter Disaster, 1943: Britain's worst civilian disaster of WWII* by Joy Puritz.

**13 November 2017** *'Thrilling and Dramatic Actions': the Watts Memorial to Heroic Self-Sacrifice* by Dr John Price, Senior Lecturer, Goldsmith's College, University of London, who reveals the extraordinary stories of the everyday heroes of Postman's Park in the City of London.

**11 December 2017** *Christmas Social evening, Two short talks, Mince Pies, wine and a Quiz.*

(1) Redbridge's Museum Manager, Gerard Greene, talks about their exhibition.

(2) Meet the Historian: All you ever wanted to know about Redbridge's local history and were afraid to ask. Your panel: Gerard Greene, Jef Page, President, and Georgina Green, Vice-President, Ilford H S.

Got a question – just come along. They will answer them all!

**8 January 2018** *Geoffrey Chaucer's England. A Poet's Tale of Medieval 14<sup>th</sup> Century Life.* by Jef Page, IHS President.

**12 February 2018** *The Pre-fab Museum – celebrating Britain's post-war homes.* by Jane Hearn, Co-Director of the Museum.

**12 March 2018** International Women's Month *'My Hideous Progeny': Mary Shelley and Frankenstein 1818-2018* by Janet Seward, IHS Secretary.

**9 April 2018 at 7pm AGM**

followed by *Frank Tingey's Sketches of Barking, Essex and elsewhere. A prolific artist, he lived in Barking from 1930 till his death in 2012 aged 94. Barking & District HS published his drawings in 2014, part of their 80<sup>th</sup> celebrations.* by Bill George, author & President of Barking & District HS.

**14 May 2018** Local History Month *On the Street Where You Live. Walking down Ilford's streets can tell us a lot about its development and houses.* by Colin Runeckles, IHS member.

Membership of the society costs £15 per year which includes 3 newsletters

**The next newsletter will be available at our December meeting,** or from the editor (details on page 1) after 11<sup>th</sup> December.

You can now follow us on Facebook too.

