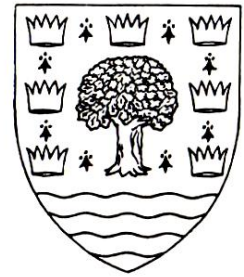


Ilford Historical Society

Newsletter No.131 December 2019

Editor: Georgina Green 020 8500 6045, georgina.green@btconnect.com

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



Bodgers and our built heritage



Photograph taken 21st June 2014 by Roger Backhouse

After the August newsletter was finalised for printing, on 18 July Redbridge Planning Committee agreed a plan to demolish Bodgers and Recorder House and build a 42 storey tower block. Our secretary was contacted about this and after discussion the committee agreed the follow:

- Although one of our constitution objectives is '*Securing the preservation and interpretation of local heritage*', the Ilford Historical Society is not a campaigning society and we do not have the resources to be one. We see our contribution as documenting what we can while buildings exist and ensuring that the information is kept securely for future use.
- Bodgers is a well-loved landmark and the corner window arrangement is quirky and interesting but its interior is purely functional.
- Redbridge is under enormous pressure to build more housing and building on brown field sites is preferable to encroaching on green field sites which ironically could encroach on an even older heritage.

The society has sympathy with the protesters, we all miss Ilford High Road as it was in its heyday, but the advent of Westfield means that those days will never return. Ilford is entering a new phase of development as it did at the beginning of the last century and in the inter war years, we cannot stop that but we can, as individual residents, lobby our councillors to ensure that whatever is built on the Bodgers site is the best that can be afforded.

Janet Seward, 28 July 2019

Newsletter No.131 ~ CONTENTS

Bodgers & Station Road, Ilford
The Last Villa in Cranbrook Road
Cranbrook House and its Owners
Cranbrook's Parklands

From the Archives: The Hall-Dare Diaries
Richard King (1922-2019)
A Bazaar at Valentines
IHS Programme 2020

Bodgers and Station Road, Ilford

The recent demise of the Bodgers store in Ilford and the ongoing debate over the proposed plans on what might replace it on the site provides an opportunity to look at the history of Station Road and Bodgers' part in it.

Until the mid-1890s the focal point of Ilford had always been on Ilford Hill and the High Street. A competitor to these began to emerge with the move of Ilford Station from Ilford Hill to around the corner to what would become Station Approach in 1894.¹

Although Cranbrook Road could boast a few shops on the eastern side that had been built as part of the development of the Ilford Lodge estate, the remaining plots wouldn't be sold until 1896 and Cranbrook Road was notable only for the large villas that lined the road further along.²

Station Road itself wasn't laid out until 1896 when a plan for building 22 houses on one side of the road, stables on the other, and 11 shops and houses in the High Road was approved.³ I will return to the stables and shops later in the article. It is difficult to accurately detail quite what was on the site of Station Road beforehand but there was certainly some kind of mission hall known as the Ebenezer Chapel as it can be seen on the plan mentioned above. The road itself came to an abrupt halt at the rear section of the Baptist Chapel that was located in the High Road until 1908. It is quite fitting that when the Baptist Church was rebuilt on the corner of Green Lane, it was Bodgers who took over their old site and opened another shop there.⁴

The *Kelly's Directory* of 1899-1900 lists the occupants of 1 – 22 Station Road and although it records an estate agent at number 1, and a jobmaster at number 3; there is no evidence for any of the other houses being used for commercial purposes. However, in 1905 *Kelly's* records numbers 1 – 5 as being used for coffee rooms, a confectioner, a hairdresser, a saddler, and a grocer. It seems clear that the occupiers had realised the potential of their prime position almost opposite the station. More occupiers followed this lead – the Ilford tailoring & repairing depot is listed at number 6 in 1907, and Albert Clark had opened a newsagent at number 10.



Plaque in the Cranbrook Road entrance to the store.
Photographed by Roger Backhouse

¹ As Station Approach no longer exists in the directory it is probably worth noting that this was a section in what is now Cranbrook Road from the High Road to the entrance to Balfour Road. (see map on page 5)

² See the photo in IHS Newsletter 129 of 1-7 Cranbrook Road taken from the 1896 Auction Catalogue.

³ Ilford Plan OS 557 available to view at the Redbridge Heritage Centre.

⁴ The site is now occupied by Pavers.

John Bodger's first involvement in Station Road came in 1913 when approval was given to a joint proposal between him and the chemist Newton Wright occupying the shop next to Bodgers, for an arcade providing a link between the High Road and Station Road. Newton Wright's shop next to the arcade was remodelled, and Bodgers opened a shop in Station Road opposite the houses.

Around 1914 – 15 Bodgers took control of their first group of houses – these were numbers 7 and 8 which were almost directly opposite the arcade. In 1921 plans to extend these back to the railway line were approved. Control of numbers 4 – 6 followed in the early 1920s and by 1924 Bodgers occupied numbers 1 – 8. Isaac Hunter, the chimney sweep at number 9 moved down the road to number 15 between 1927 and 1929, with the result that Bodgers now occupied 1 – 9. The *Ilford Recorder* of 30 May 1930 carried an article headlined 'How John Bodger won success' and illustrated it with the picture below.



Notice at the extreme left of the façade that we can still see to this day, there are original upper storeys of houses. These would have been numbers 1 – 3. The article states that *“During the past four years six shops in Station-road have been demolished and rebuilt as part of a comprehensive scheme for the ultimate development of the whole of Station-road as a central shopping centre.”* Nowhere, however, does it mention what happened to the occupiers who were displaced – including those who already had their own shops in a prime location.

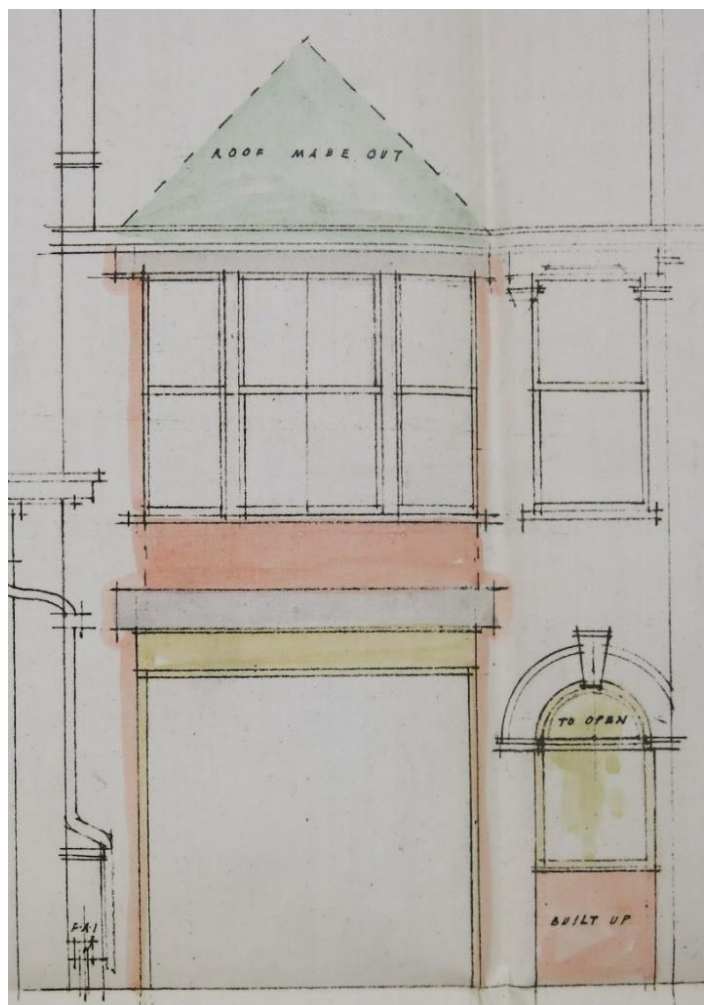
If you look at the upper part of the façade along Station Road it rather neatly divides into three sections with four windowed sub-sections in each. By 1930 therefore, and as it is in the picture above, two of the three were complete. Numbers 10 – 12 were acquired by 1934 but the final section to bring these into line with the existing shop was only approved in 1939.

Interestingly, this plan also proposed a new three-storey building in the High Road and a connecting bridge between it and the northern building in Station Road – a grand scheme which never came about. There is a letter from architect W.D. Key regarding the proposed bridge where he notes that “...*Station Road is a cul-de-sac, all the houses therein belong to my clients [i.e. Bodgers]*”. It is still unclear as to whether the company simply bought houses as and when required or whether they bought the entire block in one transaction.

By that time numbers 1 – 12 were incorporated into a single building but note that 13 and 14 seem to be linked together. These came under Bodgers’ control in 1937 when two plans – one for each of the houses – were approved to convert them into despatch depots. Part of the plan is shown below since it is possibly the only surviving evidence for what the original houses looked like. The bay window of the existing house was to be removed and the door altered such that the bottom section was built up and the upper section could be opened. A desk was to be installed right next to the new inquiry window.

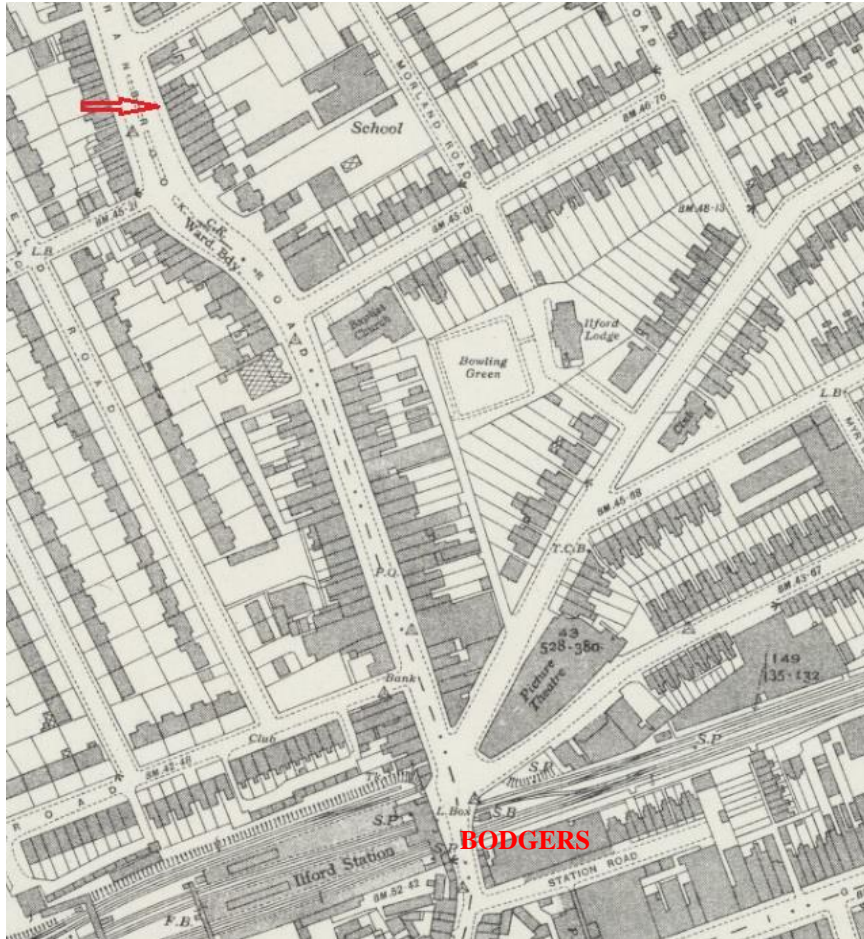
There are occupants in either the 1939 *Kelly’s* or 1939 *Register* for numbers 17 – 22. Albert Clark was forced to move his newsagent even further down the road when Bodgers took over his shop at 10 and is still listed at number 19 at the outbreak of war.

After the end of the war, the next plan submitted and approved was to extend the shops with the same façade down to the end of Station Road but this was quickly abandoned in favour of two temporary buildings for storage. As a letter from Bodgers to the Borough Engineer in September 1946 reveals, they need them “*to replace the original houses which were used as stock rooms and destroyed by enemy action in January 1945.*” It is clear from this the occupiers in 1939 must have moved or been forced to move at some point during the war. As an interesting aside, the letter goes on to say that the increase in storage is needed for the “*increase in supplies and furniture being stored on behalf of customers as the result of the present housing shortage.*” Having said that the remaining houses were all destroyed by enemy action, it would appear from a letter from the Inland Revenue that number 17 was not demolished until 1951.⁵



⁵ Incidentally, the IR letter states that 17 was used as a photographic workroom from 1930. This looks unlikely since it had continuous occupation by a Mr Edwin Lines from 1915-35, and was still occupied by a private resident in 1939. It is possible that this relates to number 16 which is recorded as unoccupied since 1929 in Kelly’s.

These “temporary” huts (roughly on the position of the former houses at 15 and 18) were to remain in place for a further ten years. The extension at the far end was not submitted and approved until 1957 and listed as 13 – 18 Station Road. Thus, 19 – 22 were never used, and the area today is the road linking Station Road and Havelock Street providing rear access to shops in the High Road.



The extract of the Ordnance Survey map above shows the position of Bodgers and Station Road just before the outbreak of WWII. The villa (see pages 6-7) is indicated by the red arrow.

At the other end of Station Road, various plans had been submitted in the post-war period to combine the shops in Station Approach and 1 – 3 Station Road. One such plan in 1947 was put on hold due to a temporary road-widening scheme and reconstruction of the bridge over the main-line railway. It would appear from the detail on one such plan in 1953, that 9 – 13 Station Approach were still owned by Ilford Borough Council. Finally, in early 1958, a plan was approved that combined 9 – 13 Station Approach and 1 – 3 Station Road with the

rounded corner that exists today albeit slightly modified since.

In summary, development of the Bodgers site that we can see today – at least for now – was carried out over many decades from the initial acquisition of 7 – 8 Station Road in c.1915 to the final rebuilding of both ends in 1957-8. In some ways it feels appropriate for accommodation to be returning to Station Road after all this time even if the buildings will be very different. But spare a thought for those who had to vacate their homes – and business in some cases – when Bodgers decided that they wanted them instead.

Lastly, I mentioned the stables in Station Road on the south side and shops in the High Road. If you walk down Station Road to the back of Primark, two of the original stables are still intact albeit the doors, which can be seen round the other side, have been bricked up since. And next time you are walking down the High Road, look up at the second storeys of the shops just before Primark – these are the original buildings from the initial 1896 development that gave us Station Road as well.

© *Dr Colin Runeckles, 23 October 2019*

The Last Villa in Cranbrook Road

The demolition of the China Grill and the hairdressers next door in Cranbrook Road earlier this year also saw the removal of the last of the villas that were part of the development of the Ilford Lodge Estate.⁶

The Villas

There were twelve villas that lined Cranbrook Road named as follows from Wellesley Road heading north: Langsett, Eilenreide, Ravensworth, Melrose, Herondale, Heathfield, Hainault, Hazeldene (pictured below), Pitfour, The Chestnuts, Halstow, and Varaville.⁷ The last named was built right up to the boundary of the Valentines Estate next to the houses known as South Park.

Externally, they were very similar to houses that can still be seen just round the corner in Coventry Road. Building date is uncertain but two (Langsett and The Chestnuts) were occupied in 1886 and it is safe to assume that the houses in between were built by then as well. Varaville was occupied by Midsummer 1887.

When first built they were leasehold properties where the occupiers paid annual rents of between £60 – 70. Together with all the other houses built on the Ilford Lodge Estate, they came up for sale (with the exception of The Chestnuts as it is marked as Sold) at Auction on 24 – 25 October 1895 and fetched between £760 and £990 each.⁸ The Auction catalogue not only had names of the occupiers and their leases but also a description of the houses as below:



Pleasantly situated within three minutes walk from the Station, standing well back from the road, and approached by a semi-circular carriage drive. It has a
Basement – Larder, Coal and Wine Cellar
Ground Floor – Entrance Hall, Drawing Room (16' 6" x 14'), Dining Room opening to garden and Conservatory (20' x 13' 7"), Morning Room (14' 6" x 14' 2"), Kitchen, Scullery etc
Half landing – Bedroom or sitting room (25' 6" x 8' 4")
Second Floor – Four good bedrooms, Bathroom
Top Floor – Three Attic Bedrooms, Box and Cistern Rooms
In the rear is a capital garden neatly laid out.

These were clearly substantial properties. When they were built, Cranbrook Road was a quiet country lane with the occasional house or cottage along the route from Ilford to Barkingside.

⁶ See my article on this in the IHS Newsletter no.129, April 2019

⁷ Hainault was originally known as Birdhurst but appears to have been changed by 1894

⁸ All details from the Auction Catalogue held by the Essex Record Office - cat. no. SALE /A1006. In today's terms the sale prices cited above would be equivalent to £97-126,000.

Cranbrook Lodge was situated opposite Varaville but apart from that the villas looked out across the estate of Ilford Cottage, with trees lining the road and a pond on the other side of the road to Ravensworth. Corbett's houses on the site of the Ilford Cottage estate were not to be built until 1894.

At the time, the back garden belonging to Langsett went as far as Morland Road. Potential buyers of the next five villas to the north were offered the opportunity of purchasing similarly large plots of land. The OS map of 1914 indicates that three of the five took up the offer

The Occupants

The 1891 census provides an opportunity to look at what type of person was occupying the villas. One (Langsett) seems to have only servants suggesting that the head of the household was away. Similarly, Herondale only had the daughters and servants at home on Census-taking day. Occupying other villas were a china merchant, a marine engineer and shipbuilder, a watch manufacturer, a ship biscuit manufacturer, a law student, and two secretaries to public companies. I won't attempt to list all of the tenants over the years but those of interest are as below:

Alfred Harman – founder of Britannia Works which became Ilford Ltd lived at Langsett for a short period around 1894.

John Tyler – a solicitor on Ilford Hill lived at Eilenreide from 1894 to 1904.

John Bodger – founder of the famous Ilford store lived at Hainault from c.1905 until his death in 1924. Previously his family had lived above the shop in the High Street.

Frank Bodger – Governing Director of Bodgers lived at The Chestnuts from c.1910 to c.1927.

Ursuline High School opened up in Hainault in 1904, and moved to Heathfield a year later until their new school was built in Morland Road in 1908.

Clark's School for Boys moved in to Varaville in 1915 and was there until the 1960s.⁹

The Demise

Inevitably, the interests of commerce slowly took hold of the villas as they did with Corbett's houses across the road. The first to go were Langsett and Eilenreide which were pulled down and replaced by three shop houses in 1904 by Peter Griggs who also built what are now 1 – 17 Wellesley Road in the long rear garden mentioned above. John Tyler, the solicitor who lived at Eilenreide, moved into one of Griggs new houses in The Drive.¹⁰

Other villas had shopfronts put on them or replaced in their entirety, and by 1939 not a single villa was being used for residential purposes only.

The story of these villas is essentially the same as the story of the development of Ilford – housing along the E-W line of Ilford Hill and the High Road, and the N-S line of Ilford Lane and Cranbrook Road gradually being overtaken by commercial interests.

Photo taken by the author

© *Dr Colin Runeckles, 2 November 2019*

⁹ There is a photo of the school on the Old Clarkonian Association website:

<http://www.clarkscollge.co.uk/83.jpg>

¹⁰ It can only be conjecture as to whether this was a deal done by Tyler and Griggs in order to release space for Griggs' scheme with houses in Wellesley Road.

Cranbrook House and its owners

The early history of Cranbrook is given in the Victoria Country History of Essex Vol.V, pages 197-9 and it is quite complicated. Suffice to say that in 1585 the estate was conveyed to Sir Horatio Palavicino, whose son Toby sold it to Sir Charles Montague in 1624. He (Montague) died the following year and is commemorated by an elaborate memorial in St Margaret's church at Barking.

Montague had three daughters who each inherited a part-share and after a further period of complicated ownership, Cranbrook was occupied by Thomas Young who owned the property by 1670. Following his death, it was inherited by his wife who was wealthy in her own right, and on her death there was a long period of litigation. In 1705 it was decreed in Chancery that two claimants, Henry Davis and Henry Gibbs should hold the estate until other debts had been settled. In 1728 Chancery granted Cranbrook to Gibbs although Davis occupied the property until around 1750, probably as a tenant.

Cranbrook was bought from Gibbs's devisee in 1760 by Charles Raymond of Valentines, but in 1762 Raymond sold the main part of the estate, including the house and land around and to the south of it, to Samuel Hough. A smaller section to the north, Highlands, was retained by Raymond. The house he built there in about 1765 became the home of his close friend and business partner, William Webber, who had married Mrs Raymond's sister.

In 1763 Samuel Hough conveyed Cranbrook to Andrew Moffatt who was an insurance broker and business associate of Charles Raymond. They had many joint investments in East India Company ships. The Moffatts were a Scottish family (Andrew's sister Martha married the Earl of Elgin) and I wrote an article about them for our newsletter, February 2006.

Andrew Moffatt's wife was the sister of Mrs Charles Foulis of Woodford, another retired captain who invested in East India Co shipping. Andrew's brother James Moffatt retired as a captain and later became a director of the East India Company.¹¹

On 1 November 1774 Andrew Moffatt's daughter Elizabeth married Sir Thomas Mills, nephew to Lord Mansfield who also had East India Company links.

Andrew Moffatt died in June 1780 and it appears from his will that by this time Mills owed his father-in-law a considerable sum of money. He made generous provision for all his family and left Cranbrook to his young grandson, Andrew Moffatt Mills.

In 1796 Robert Raikes, a banker, bought the estate. He was born in 1765, the son of William Raikes who had lived at Valentines and was buried at St Mary's Woodford. About ten years later Robert Raikes sold the Cranbrook property to the Grafton / Hall-Dare family (see our April 2019 newsletter pages 4-6, and the article which follows this one). When Robert Westley Hall-Dare died in 1836 Cranbrook was left to his second son Henry, who sold it, some time after 1847, to John Davis. His son sold Cranbrook to George Beasley, who in 1897 sold it to W P Griggs, a builder. The last occupants of the house were Arthur Walford his wife, the writer Lucy Walford, and their family who left Cranbrook Hall in 1899. By 1901 the house had been demolished. (see our newsletter no.117, April 2015)

© Georgina Green, 12 November 2019



Map by John Chapman & Peter André 1777

¹¹ See *Sir Charles Raymond of Valentines and the East India Company* by Georgina Green for further information about the East India Company connections in Redbridge.

Cranbrook's Parklands

My interest in the life and landscape of pre-suburban Ilford began in my childhood. It was stimulated largely by conversations with people of earlier generations who remembered it as a quite different rural place, far removed from the crowded corner of the metropolis that I was growing up in in the 1960s and 70s. My first mentor in gardening (which was to become my chosen career), was Miss Norah Shackell my piano teacher. Her gardener Mr Brown (then in his 80s), had looked very dismissively at the seven-year old boy, fresh from learning his scales, who was now supposedly to provide assistance in digging the bean trenches at 22 Wellesley Road. I learned later that this was a little unfair, as his own career had begun as a similarly aged child helping with the harvest on the Ilford Hall estate in the fields that bounded the Ilford end of Cranbrook Road. Pictures of early twentieth century life in the area were also conjured by my grandmother who often described to me the country walks she took with her father. Catching the tram to Ilford Broadway they'd start their walk along Cranbrook Road (then Lane), which she claimed to be a picture when the candles were on the horse chestnut trees. The goal of the walk was the Castle, and the return leg was completed along the Drive, much of which, even around 1905, was little more than a rural track. With these stories ringing in my ears, my own walk from Auckland Road to junior school at Highlands 65 years later was a constant re-imagining of what appeared to me an idyllic country life, long since evaporated and built over by the seemingly ancient Edwardian streets of my own time.



A constant in those stories of pre-First War Ilford was the mythical lost house of Cranbrook which had stood where De Vere Gardens stands now. I had read in the *Ilford Recorder* that its garden had contained a lake, now covered by the houses and roads of Endsleigh and Kensington Gardens and that a vine in its hothouse had competed in size and venerability with that of Valentines. Associations

between 1970s Ilford and this lost house and garden were very positive and despite the house having been demolished, the words 'Cranbrook Park' were still proudly included in the home addresses of those living in its former precincts. This interest in Cranbrook, fostered in childhood, has more recently for me, again become relevant. My current PhD at Queen Mary College involves research into the lost eighteenth century landscapes of south west Essex, which appear to have taken a distinctly different turn to the course more usually described for English landscapes. The Georgian landowners' obsession with the serpentine line is regularly trotted out as transforming the style of landscape across the country during the eighteenth century. However, among the wealthy and successful merchants of this part of Essex, there seems to have been a considerable number who maintained gardens retaining more formal features, and my investigations into eighteenth and nineteenth century landscapes in Barking places Cranbrook into that group.

Smart Lethieullier's early eighteenth century account of Cranbrook, describes the house as a 'Large Timber Fabrick Surrounded with a Considerable Moat, Over which there are Draw Bridges & The Whole Enclosed by a High Brick Wall'. This earlier house was demolished and rebuilt sometime between Lethieullier's description and the last years of the eighteenth century, but the moat is pictured on a map surveyed in 1799. The lake, greenhouse, garden walls, kitchen garden and hothouse, of eighteenth-century origin or earlier, all avoided transformation into less formal garden features favoured in the 1760s onwards, surviving at Cranbrook until the estate's Edwardian development as a suburban housing estate.

Something I've come to grasp about Cranbrook, helpful in its interpretation, is the fact that it had two approaches. One from Aldersbrook, which ran from Manor Park where the City of London Cemetery is now, it crossed the Barking parish boundary of the Roding via a ford located at today's Ilford Golf Course. The other more usually described approach to the house, was The Drive, a carriageway which led from the Wash in Cranbrook Lane and was shared with the neighbouring houses of Wyfields and Highlands. The Ordnance Surveyors drawings of 1799 show the moat described by Lethieullier very clearly and when one considers the route he would have taken from his own place at Aldersbrook, Lethieullier's 'Considerable Moat' and 'Draw Bridges' make a lot more sense.

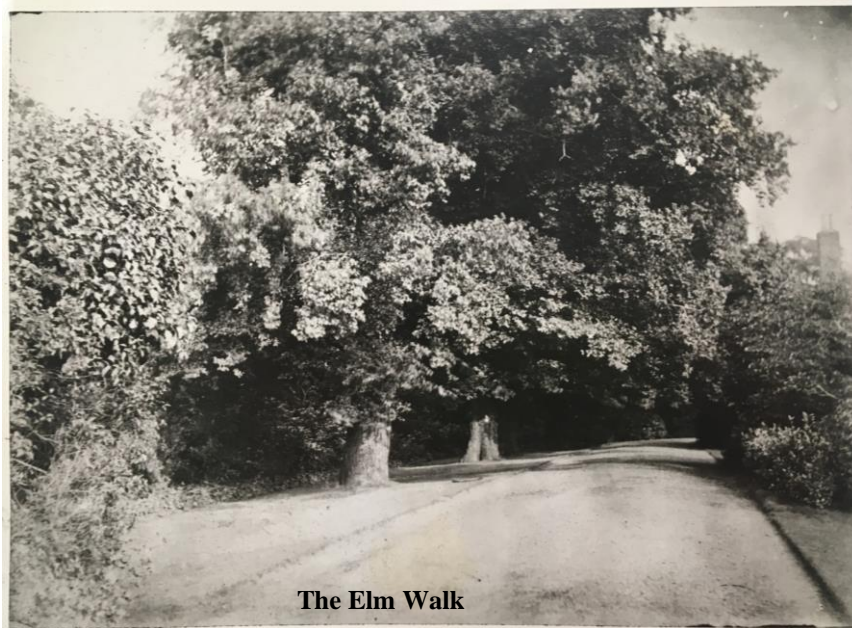


Edward Sage *Cranbrook House* about 1800
Essex Record Office D/DSa 1320

The house was rebuilt sometime during the eighteenth century, and Bert Lockwood writing in the Victoria County History suggests the rebuilding as coinciding with alteration to the line of The Drive which can be seen when comparing the Chapman and André map (See page 8) with the Surveyors drawings. (see page 12) He pins the date to the occupation of Robert Raikes, narrowing down the works as taking place between 1772, when Raymond sold the western portion of the Wyfields estate to Moffat, and c.1798 when the Surveyors'

drawings were made. I'm sure Mr Lockwood is right about the new approach from Ilford being the work of Robert Raikes, who moving into the property in 1796, would most likely have carried out improvements shortly afterwards. But the date of the house is, I think, open to more question. Moffat bought the house and the bulk of what remained of the Cranbrook estate (including the pleasure garden) from Hough in 1763 just as Raymond was beginning to develop the neighbouring estate Highlands. The building of a grand new house within sight of Cranbrook by a close business ally (and in the light of human nature, a competitor) to my mind also provides a likely stimulus for the re-building of Cranbrook to take place at the same time. The architectural detail of the new house appears, unhelpfully, to fit anywhere between the 1760s and 1790s, but the fact that there was money around and competition from a close neighbour points me in the direction of the house being rebuilt by Moffat.

Landscaping improvements are key to my study and the incorporation of formal garden features into the early nineteenth century re-modelling of the garden is of great interest. Evidence of the nineteenth century changes to the garden are shown on the Barking Tithe map and a sales document of 1847 at the Essex Record Office. In these plans an additional building appears at the estate's entrance gates at the Wash which later nineteenth-century



photographs show to be a single storey gate lodge very typical of the late eighteenth or early nineteenth-century. The Aldersbrook approach closest to the house is shown to have been moved slightly north and a later photograph shows 'Elm Walk', the earlier approach avenue from Aldersbrook, as being incorporated into the garden. The Tithe map, in showing the rectangular lake,

highlights the disappearance of the moat, which represents a major piece of re-landscaping after 1798. The greenhouse slightly southwest of the house and the walled garden are each confirmed. The new lodge, the infilling of the moat and alteration to the Aldersbrook approach signify major alterations which would have required both considerable investment and the sort of stimulation usually found in the succession of a new owner. Robert Raikes had sold Cranbrook to John Hopkins Dare, son by a previous marriage of Elizabeth Grafton Dare. When Hopkins Dare died in 1805, the estate passed to his mother Elizabeth Grafton Dare and her second husband (who himself died in 1810). Elizabeth Grafton Dare's daughter (also Elizabeth) moved into Wyfields with her husband, Robert Westley Hall following their marriage in 1815. The picturesque features of the landscape could coincide either with Elizabeth Grafton Dare's acquisition in 1806 or, and perhaps more likely, of her ambitious son-in-law, Robert Westley Hall-Dare who was likely to be taking a leading hand in the management the estate after 1810. Born on his father's sugar plantation in today's Guyana, he had both the fortune and ambition to develop the landscape at Cranbrook which he would later inherit.

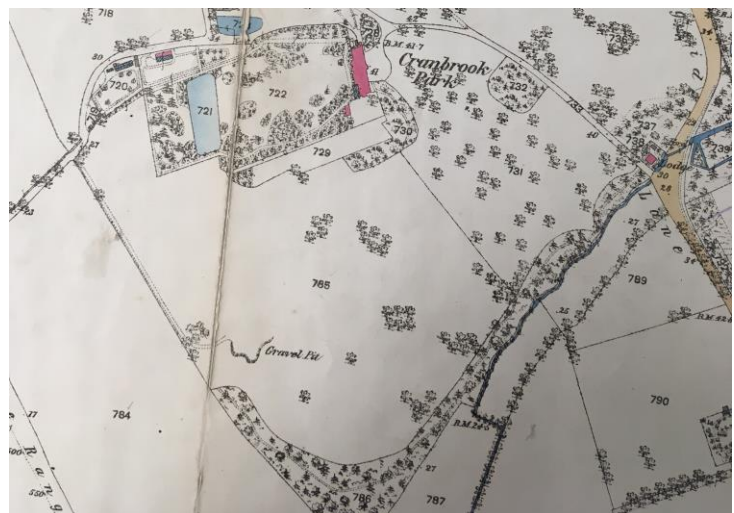
The map which conveys the extent of the early nineteenth century landscaping and the preservation of the garden's earlier features is the 1863 first edition Ordnance Survey. It shows for the first time an accurate and complete picture of the estate, illustrating its approaches, gate lodge, garden buildings, formal water and the periferal plantations surrounding the park as they were at the time of the survey. Among the garden buildings depicted is the camellia house attached to the house and the greenhouse south west of the house. These buildings and those in the walled garden pinpoint the rapid progress of plant science and husbandary in the microcosm of this small country estate. The details revealed in later nineteenth century photographs give an indication of the date of origin of these

buildings. In the eastern section of the walled garden, were the eighteenth century hothouses, where Cranbrook's celebrated vine was housed (it was a cutting of its even greater celebrated neighbour) and in the western section, the Victorian glasshouses are depicted, including a likely orchid house at the west end of the range.

Photos of the house and garden held in the Redbridge Heritage Centre collection really do put flesh on the bones of this lost estate. Just as the first edition Ordnance Survey shows landscape features from the seventeenth century (in my estimation the garden's walls and the Aldersbrook approach), the eighteenth century (the rectangular lake, greenhouse and hothouse), the early nineteenth century (the lodge, camelia house and peripheral plantations) and the Victorian era (the glasshouse range in the walled garden), the photos allow us to identify tree species and confirm landscape features not apparent from the map such as the terrace on which the house sat. They also reveal features which otherwise might be overlooked. A picture of the bower walk, known as Lovers Walk, though mentioned in written nineteenth century description now becomes an unmissable feature inviting comparison with neighbouring Valentines.



Cranbrook estates Surveyor's drawings



1st edition 25 inch Ordnance Survey, 1863

The similarities between the two estates early nineteenth century landscape is well worth noting. Each had gate lodges and bower walks, and significant tree planting took place in the first decades of the nineteenth-century on both estates. In each the earlier walled gardens were preserved, to be maintained as an integral part of the pleasure grounds. The 1811 purchase of Valentines by Charles Welstead may also have provided the stimulus for the improvements of similar date at Cranbrook (or vice versa) and Repton's involvement at Wanstead in 1813 pinpoints a further impetus for landscape improvements in adjacent estates.

My research into Cranbrook last year took me on quite a journey. I encountered the wealth and power of the East India Company, the use of money derived from slave plantations of Guyana and I visited the Newtownbarry estate in Wexford, bringing back papers to Ilford that had left with the Hall-Dare family for Ireland in the 1840s. I traced the course of rapid improvements in horticultural science and technology and the taste of a very wealthy class of people at the forefront of trade and colonialism, which appears to eschew the landscape design obsessions of the aristocracy. In all, more than enough to justify the musings of an eight-year-old on his walk to school.

© **Stephen Smith, 15 October 2019**

With thanks for the pictures as acknowledged below:

Edward Sage *Cranbrook House* about 1800 ERO D/DSa 1320 (A similar illustration is pasted into a book of 1796 at the Guildhall Library).

Cranbrook sales schedule of 1847 ERO D/DU 1650/2

Surveyors' drawing, Barking, www.bl.uk/onlinegallery/onlineex/ordsurvdraw

All photos from Redbridge Heritage Centre, Ilford Central Library, Y300 other than 'The Drive 1890' (I think I referred to it as the Wash) which is Y0 91.

1st Ed OS from Redbridge Heritage Centre, Ilford Central Library.

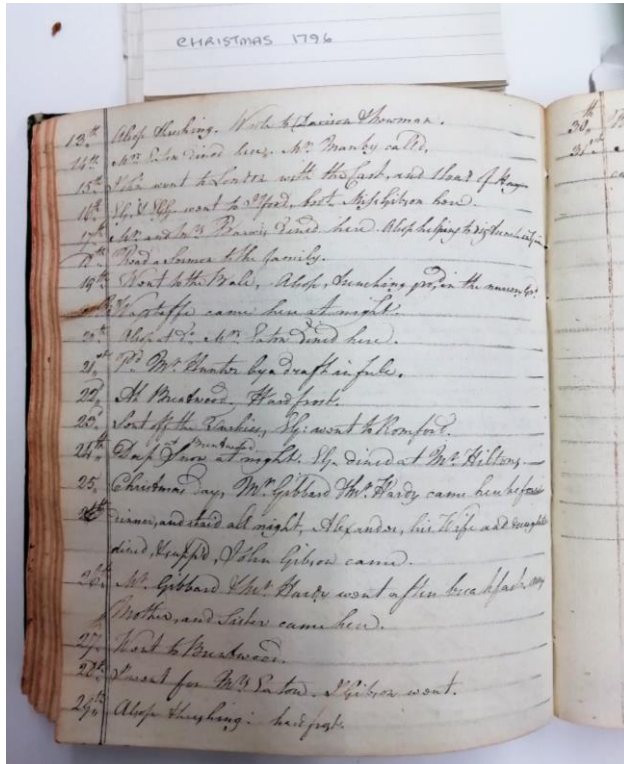
From the Archives : The Hall-Dare Diaries

In our last newsletter I featured a petition to Parliament, accompanied by a map of the Parish of Barking, c.1825, which was part of the Hall-Dare family material deposited in the Archives by Stephen Smith, on behalf of Clody Norton (née Hall-Dare) who lives in Ireland.

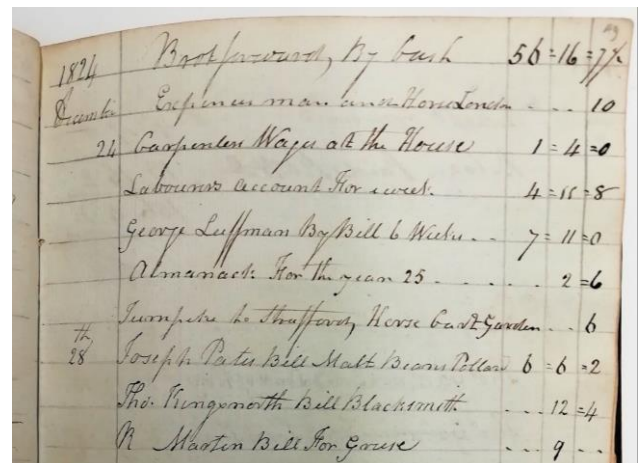
It is also worth mentioning that in 2002 the borough purchased two books which came up for auction. The first volume is a diary covering the period 1 January 1792 – 9 September 1804 and then in a different hand from 20 July 1829 – 26 April 1831 (434 pages). They were written by John Marmaduke Grafton Dare (who died in 1810) and his son-in-law Robert Westley Hall Dare of Cranbrook (died 1836).

The second is an account book which only uses 106 pages of a smaller book.

Diary entry for Christmas 1796



Accounts in 1824 include an entry for Thos. Kingsnorth the Blacksmith who is featured in an exhibition in Redbridge Museum



Georgina Green, 2 November 2019

Richard King (1922-2019)



Richard King sadly passed away earlier this year aged 97. He had lived in Barkingside until 2003 but what makes him stand out was the two booklets he wrote on Barkingside's history: *Memories of Barkingside* and *Village Life in Barkingside* by Richard A King. I wrote a review of them for our Newsletter no. 102, April 2010, pages 13-18.

His knowledge and memories of the local area and his friends was extensive and the books (if you can find copies) are the best around covering 1900-30, particularly showing that Barkingside was just a village until the 1930s.

Richard joined the Royal Navy during the war serving on the Malta convoys and was lucky to miss being killed when, on leave at home and going up to the Prince of Wales pub in Manor Road 1941 for a drink with his friends, it took a direct hit from a parachute mine and many (an unknown number there were so many) were killed. After the war he became a painter with the council.

One of his interests was pigeons. He was a member of the Barkingside Pigeon Club and he had success with his racing pigeons winning races.

His daughter Marion was interested to read the articles about Ilford's watercress beds in our August 2011 newsletter when I also used material from her father's books, and is pleased that her father's memories are of interest to everyone. Our condolences to her and her family.

Jef Page, President, Ilford Historical Society. 31 October 2019

Jef would appreciate any information on the Barkingside Pigeon Club.

A Bazaar at Valentines

On 16 June 1876 the *Chelmsford Chronicle* reported that a fund had been launched for the repair to and improvements of Barkingside Church. This would cost around £1,000, or £600 for a more modest scheme. There had been concern that the children, confined to the gallery, were unable to see or hear the service, so it was proposed that a transept be built so that they could sit downstairs with the rest of the congregation.

Mrs. Sarah Ingleby, a noted philanthropist, proposed a grand bazaar in the grounds of her home, Valentines. The idea was enthusiastically supported by other ladies of the neighbourhood, and many generous donations were made of articles for the stalls. The event was held on Wednesday 14 and Thursday 15 June 1876.

Since the *Chelmsford Chronicle* was a county-wide newspaper, for the benefit of those readers not familiar with Ilford it continued with a description of Valentines. It stated that Valentines is "not without historical interest", though mistakenly claims that it was formerly the residence of Archbishop Tillotson, whereas the house was built a few years after his death for his widow. The Valentines vine is mentioned as the parent of the great vine at Hampton Court, and it is reported that the venerable Valentines vine "displays great vigour, and under the judicious care of Mr. Early, gives promise of an abundant supply of fruit this year". The gardens, it continues, in characteristically florid prose, were "in the full glory of their summer clothing".

The event attracted many people. On the Wednesday the great and good of Ilford and “representatives of most of the principal families for miles around” came. On Thursday the admission charge was reduced from two shillings to one shilling, and brought large numbers of the presumably not quite so great and good.

A large marquee was erected in front of the house, presided over by Mrs. and Miss Ingleby, assisted by several other ladies. Other stalls were set up on the lawn and in the gardens.

The description of one stall is intriguing to the 21st century reader. “Near by, furnished to repletion with every nursery favourite, was a profitable source of income under the care of Miss Nina Walker and Miss Farmer,¹² who also had superintendence of the inevitable bran pie”. This unappetising-sounding delicacy was most likely a bran tub in which small gifts were buried for a “lucky dip”.

Dr. Clement Ingleby and his son Herbert had a stall selling “fancy stationery, music, pictures, cutlery etc.” A best-seller was a song by Claribel, presumably a well-known composer as no further information is given. Claribel, who had died a few years earlier, had composed the tune and words; the piano accompaniment was composed by Clement Ingleby. This had recently been published, with Ingleby’s accompaniment, by Lamborn & Cox of Bond Street. The first issue of 50 copies had been sent to the bazaar, and sold well.

Claribel was the pseudonym of Mrs. Charlotte Alington Pye Barnard. She was born in 1830 and died in 1869. She studied singing and composition. A brief entry in the Oxford Companion to Music states “In the last decade of her life she published large numbers of gentle songs. Her poems and melodies strongly moved the susceptible hearts of the Victorians, but were slighted by their children and forgotten by their grandchildren, so that ‘Come back to Erin’ is perhaps the one example now generally familiar”.

Dr. Ingleby put on an exhibition from his “rich collection of birds, shells, Japanese fans, antique china and a very elaborately-worked quilt, wrought by a lady, nearly 100 years old.” I assume, by the placing of the commas, that it is the quilt which is nearly 100 years old, not the lady. Valentines, a century earlier in the time of Sir Charles Raymond, had been described as a “cabinet of curiosities”. It sounds as if the Inglebys were continuing the tradition.

Further funds were raised by a concert given on the Wednesday evening in the marquee, with contributions from performers including Dr. Ingleby and Mr. H. Ingleby, and the band of the 3rd Essex Artillery Volunteers.

The report ends “There is every reason to believe the bazaar will have a satisfactory result”.

© *Madeline Seviour, 18 October 2019*



Sarah Ingleby by Guido Philipp Schmitt, 1884. Reproduced courtesy of King’s Lynn Museum.

¹² This is presumably Minnie Paula Walker, daughter of Thomas Andrew Walker, Curate at Holy Trinity church, Barkingside, who married the eldest son, Arthur Ingleby later that year on 3 October 1876.

Alice Farmer was the motherless daughter of a clergyman who was sponsored by Mrs Ingleby as a child, given a home at Valentines on occasion, and who excelled as one of the early students at Newnham College Cambridge.

Have your say on the new Redbridge Museum

A new permanent exhibition at Redbridge Museum (in Redbridge Central Library) will open in 2021. The Museum wants to hear from as many people as possible and particularly Ilford Historical Society members about what should be in the new displays. You will find a questionnaire in this newsletter which can be left at the Museum or you can complete an online survey here www.redbridge.gov.uk/museum

The new Museum is being funded by a grant from the National Lottery Heritage Fund and funding from Vision RCL which manages the Museum on behalf of Redbridge Council. For details of upcoming heritage events organised by Redbridge Heritage Centre see www.redbridge-events.eventbrite.com

IHS PROGRAMME Spring 2020

Our regular monthly meetings are held in the Gloucester Room, Ilford Central Library, Clements Road, Ilford IG1 1EA on the second Monday of each month, September – May. Refreshments are served from 7pm and we start our talks at 7.30pm, finishing at 9pm. Visitors welcome, £3 per meeting, with free refreshments.

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

13 January 2020 *A Tour of Elizabethan London.* How our capital looked over 400 years ago. By Nick Dobson.

10 February 2020 *Plants in the Past.*
by Georgina Green, author and Ilford HS Vice President.

9 March 2020 *The Essex River- a trip along the river Roding.*
by Janet Seward, Ilford HS Secretary.

20 April 2020 * AGM at 7.00pm, followed by
East End Artists. The 1930s East End Group of London artists portrayed a part of the capital often overlooked. By Jef Page, President, Ilford HS.
*Note 3rd Monday due to Easter

11 May 2020 *The Sale of Clements 1879.* The Beginnings of Modern Ilford?
by Dr Colin Runeckles, local historian and Ilford HS member.

Summer Walk

Saturday 16 May 2020 *Guided Tour- Chelsea Stroll* led by Jef Page, President, Ilford HS. From Mary Poppins to Oscar Wilde to Sir Thomas More. Become a Sloane Ranger for a day with Ossie Clark 'King of the King's Road'. Meet at 11am outside Sloane Square tube station (Circle/District line) by Royal Court Theatre. £3 for members and visitors.

The next newsletter will be available at our April meeting, or from the editor (details on page 1) after 20th April.



Follow us on twitter
Ilford Historical Society@IlfordHistory
You can follow us on Facebook too.

