

THE TUBBS

Don't put all your asks in one Brexit!

Christmas
2018



Windows 1882

The cover picture is worth a few words. It was made by Alexander Bassano whose studio was on Bond Street from around 1875 until his death in 1913. The studio remained there for many more years run by his descendants, but the founder's pictures are highly prized and his collection is now deposited with the National Portrait Gallery.

The studio took fine portraits of Cecil Tubbs (1896-1988) and Irene (18xx-1952) around the time of their engagement. It might just prove possible to get a new print made. This one has not fared so very well.

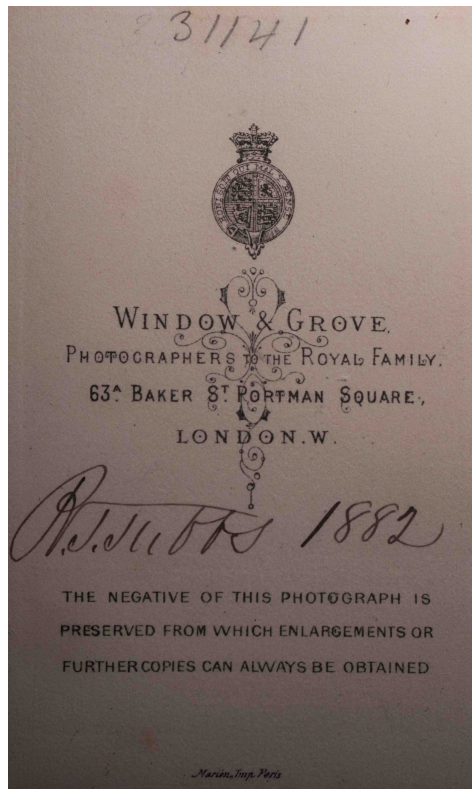
All portraitists claimed they were favoured by Royalty and Bassano certainly was, also by any-and-everybody else who was anybody and could afford him.

The original is so-called cabinet size of 4.25"x6.5", considerably larger than the carte-de-visite size of the second portrait printed on this page.



carte de visite

It is of course of Henry Thomas Tubbs (1830-1917) and we can be certain of this because the verso is signed and dated by his good self. It is from 1882



when he was 51 and it is one of the very few family portraits that can be dated so accurately. Carte de visite refers to the size rather than any suggestion that they were used as calling cards. The latter usually just carried a name rather than the full details found on a modern business card. You may also care to note that the card was printed by Marion & Co who later combined with Kerhsaw of Leeds to form Associated Photographic Equipment Manufacturers.

Cabinet cards started to become popular in the 1870s and the smaller c-d-v started to fall off but that information isn't really enough to help date the cabinet card. It is almost certain that the Davenport desk was a studio prop rather than a bier at home.

Winter 1852

One studio that certainly photographed royalty is that of WW Winter of Derby who still have a very fine print of their picture of Edward VII in its original frame, though the royal coat of arms which surmounted it has disappeared. They also have the original negative and many tens of thousands of Their Majesties' subjects to go with it. Winter's studio goes back to 1852 it now appears as

the collection is finally being catalogued and preserved. Two new charities have been formed, one to hold the collection and one for membership, of which I am an enthusiastic member. Over the next few years a great deal more money will have to be raised to purchase the premises when the present members of the family retire. If the 1852 date is rigorously confirmed Winter's claim to be the oldest surviving studio in continuous use will be unchallengeable.

It is envisaged that the University of Derby which teaches photography will get more involved in the work of the studio and its legacy of photographs.

When the photographic processes and equipment became more amenable to home photography the myriad portrait studios entered a lean period, as Kodak entered the fray and frayed them all.

Winter had to retrench and close outlying studios. Today even passport photographs can be taken at home. Bassano probably fared better.

Winter were never merely portraitists and there are many negatives of townscape and railway equipment though the MR also employed its own photographers from 1882. The studio is only a few yards from the Midland Railway station and the former works.

Below is a family portrait of the Winters taken in the Derby studio.



Hold the Front Page - part one

The gent with the club is Henry Stafford Burnell Tubbs, one of Walter Burnell Tubbs' two sons. He made the front page in several editions of the Daily Mirror of 23 May 1912. His achievement was to beat the highly fancied American Francis Ouimet in the Open at Sandwich. Ouimet was famous on both sides of the Atlantic and has a full entry on Wikipedia. He is credited with promoting the popularity of amateur golf on the left hand side of the Atlantic. He retained his amateur status with some difficulty as he was involved in selling golf equipment. The Stafford name comes from his mother's side. His mother's brother was Henry Stafford Charles, Walter Burnell Tubbs' business partner as well as brother-in-law.

Tubbs was little known and so not fancied at all to win. Like every other member of the Tubbs (and Charles) family he was also a member of the Littlestone Golf Club, about which there is a little more information later in this edition. A fuller account of the family involvement in Littlestone and their golf club is under way but is not ready yet. Yes there was a Ladies' club with its own course from the very early days; now the two are united. He had been playing from scratch (i.e. no handicap) from the age of 17, and as his remarkable game progressed he became noticeably more nervous. There are numerous accounts of other members of the family winning golfing competitions over the years but this is the one that made headlines.

HSBT devoted his working life to Tubbs Lewis and lived in Wotton.

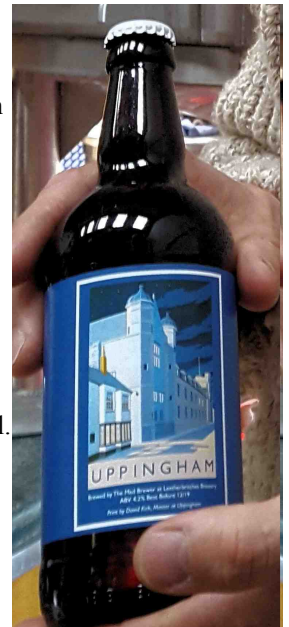
DBT in his unpublished memoirs mentions this feat and records that it justified HSBT in wearing plus sixes, which on most golfers' legs were considered to be as useful as a go-faster stripe.

There is much more about Walter later in this edition.

When I mentioned this game to my friend Edward it turned out that he knew about Ouimet, confirming that his fame lives on. Edward is a fellow Old Uppinghamian, one of many OUs to own a brewery, but the previous generations owned bigger ones than his (Elgoods and Marstons being the best known) which is a splendid microbrewery that has meandered across Derbyshire during the last 30 years from Fenny Bentley where it was founded by Edward's father, via The Green Man at Ashbourne to the grounds of a pub in Smisby. The Tap is owned by a son of John Thompson, the hero who opened the first new wave microbrewery in Derbyshire in 1977. It was then the only brewery in the county, Now there are over 100.

Edward bottled some beer for the Old Uppinghamians' dinner at the Mansion House and was kind enough to give me a bottle though sadly I can no longer get into my dinner jacket let alone afford to take both halves to London for a knees up. The dinner was hosted by Charles Bowman OU who was then the Lord Mayor of London.

Edward is also a scratch golfer, a leading light in the OU Golf society and often partners Mr Loophole, who must have learnt more at Uppingham than me and Edward put together... They are all younger than me, except the School buildings on the bottle label.



Irving Sandow v Tubbs

He has been mentioned here before. He was as famous in his day as Charles Atlas later became.

His businesses included publishing, competitive weight lifting and showmanship, marketing equipment, training, clinics and the manufacture of cocoa. Most of these were initially successful but rapidly tailed off. The line of business that endured even after his death was the marketing of body-building equipment, and it is here that the family played a part. Even now this is not entirely clear. Least clear of all is how the Sandow business started with the involvement of members of the Tubbs and Lewis families but became part of the incorporated business of Tubbs Lewis & Co Ltd.

Sandow has a biographer in David L Chapman, a teacher from Seattle. Chapman's main interest is in body-building and photography thereof, rather than the business aspect; no mention of Tubbs or the 1906 law suit.

The SANDOW COMBINATION OUTFIT

This very handy all-round developer consists of a powerful four-spring steel Chest Expander with steel stirrups which enable one to perform some exercises not possible with an ordinary expander.

It also includes those of General Developer, Chest Expander, Arm and Leg Strengthener and Weight Lifter. Banded complete with Exercise, Routine, and Self-Measurement Charts and the famous booklet, "Be Strong."

Buy your Sandow Combination Outfit now, fill in your measurements on the Self-Measurement Chart, work hard and regularly for one or two months and measure yourself again. You will be amazed at the increase, and you will be stronger, fitter, and more "alive" than you have ever been before!

MEN'S 96 complete ATHLETES 116 complete
Carriage paid in U.K. Add 3/- for packing and postage abroad.

The SANDOW Adjustable Ringing Dumb-Bells

As a Physical Culture appliance, the dumb-bell took on a new importance with the advent of the Sandow Grip pattern. The new Sandow Ringing Dumb-bells mark a further advance. In this model there are no small springs requiring to be constantly changed and there is no possibility of relaxing your grip without knowing about it. A warning bell rings when compression is complete and also when relaxed. By the simple turn of a screw to the right or to the left resistance is either increased or decreased as desired. A scale and pointer is provided indicating in pounds and kilos the pressure exerted.

Boxed complete with full Exercise, Routine and Self-Measurement Charts and the famous booklet, "Be Strong."

The regular use of the Sandow Grip Dumb-bells will tone up and improve your whole body and give you immense strength in your shoulders, back, arms, wrists and hands.

Prices:
Nickel Plated 15/- per pair.
Enamelled 12/6
Carriage paid United Kingdom. Add 3/- for packing and postage abroad.
page nine

Chapman reports that Sandow's UK business ventures began after he returned to the UK after a strenuous time in USA where he worked with the legendary Florence Ziegfeld, of the Follies, an illustration of the fact that Sandow was as much a showman with a career in variety and music halls as in the more austere world of gymnastics and weight lifting.

In March 1897 Sandow

entered into an agreement with the Whitely Exerciser Company. He was to be their European agent, demonstrate and sell their products. After a year he left Whitely and established a business in France, marketing "Sandow's Own Combined Developer", which was attached to a door, much to the amusement of cartoonists. This sold very well.

The discovery that men volunteering to join the colours to fight the Boers could not meet the fitness requirements was a boost to the physical exercise industry, but Sandow's reputation as a showman rather than an educator meant that his system was not adopted.

According to Chapman this device continued to sell for a long time, even after Sandow's death in 1925. This is confirmed by an entrance in a trade catalogue for British Industries Fair of 1922 where Tubbs Lewis list Sandow Developers in their product range. A similar listing for 1929 does not mention them, but this proves nothing. He says that the "the Sandow trademark

and endorsements were purchased by rival firms and sold and resold several times". This probably explains how Benjamin Crook and Sons of Huddersfield (cables Football) were able to list Sandow Developers in the product list at a trade fair in 1947. In France, he says, the word for any rubber cable is un sandow. Fame indeed. A quick google confirms this, "Pin fix kit avec sandow. Accessoires bache hiver - C-Piscine" is offering a bit of bungee for fixing a winter tarpaulin to your swimming pool. Get your postillions to show you how.

Sandow also developed the Spring Grip Dumbell, that is a regular feature at car boot sales.

One product that appears to have received the Sandow endorsement is the Sandow pin. I wonder who made those. He launched Sandow's magazine in 1898. Though Sandow briefly had a high reputation in America the US version of the magazine did not sell. Chapman reports a severe downturn in Sandow's business around 1905. Cycling was now the thing according to him. Many of his studios closed, but the main one remained, near Piccadilly Circus. The magazine resorted to titillating nude poses. Even the English magazine closed in June 1907. However Sandow bounced back fig leaf and all.

It was in this difficult period that the Tubbs family and Sandow went to law. It is significant that the Tubbs plaintiffs were individually named rather than any company, and certainly not Tubbs Lewis, though Joseph Lewis's son was one of those involved, another little mystery. Furthermore a review of industrial Gloucestershire in 1904 stated that the Sandow products were being made by Tubbs Lewis. Bunny's version is that Stanley developed (ho ho) the Sandow business completely independent of Tubbs Lewis. By 1906 Joe Lewis had been dead for 18 years, but HTT still had 11 years to run.

He developed a new type of corset for the ladies, promoted the statuesque Katie Sandwina (nee Brumbach!), and an improved version of the developer he called the Symmetrion.

His next venture cost him dear. It was Sandow's Health and Strength Cocoa, with a works on New Kent Road. This was so successful, processing 10 tons per weeks, that an enlarged factory with a capacity of 50 tons was opened in Hayes, Middlesex, though Chapman has the one in Bromley. The enlarged company led his competitors to edge him out of the market in a price war. The company was bankrupt by 1915 with liabilities of £20,438. Sandow's German origins did not help him in time of war either. Sandow's chief partner was his English brother-in-law.

His main money spinner by then was Sandow's curative institute in St James' Street. He had received a large thank you for curing an Indian client of elephantiasis by exercise, among many other genuine clinical improvements. Sandow demonstrated, in the face of investigative journalists, that in only 4% of his clients was there no improvement and resounding success in 44%. He

had the wit and skill to screen out clients whose illnesses could not respond to exercise. His illustrious clients included Paderewski, the pianist and President of Poland, and Sir Arthur Conan Doyle, the delusional spiritualist and historical novelist who can count only Sherlock Holmes as an enduring success. Not bad as one-hit wonders go. Sandow even gets a one-line mention in the work of a greater novelist, James Joyce's *Ulysses*. If you must know, it was Leopold Bloom, old Poldy himself, who promised himself an improvement in his sagging physique. Sandow also influenced Jack London, the macho novelist.

By the outbreak of war in 1914 Sandow could demonstrate his solid patriotic Britishness and sought once again to revive interest in the physical fitness of those joining up.

The 1906 law suit

Sandow won hands down which may have saved various members of the family from being smashed up.



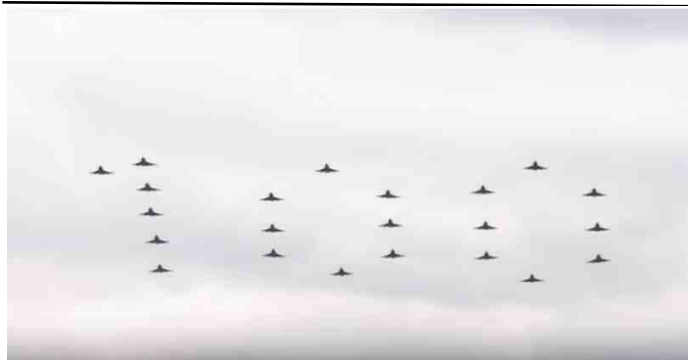
London Daily News - Thursday 05 July 1906 - ACTION AGAINST SANDOW Mr. Justice Warrington, the Chancery Division yesterday, had before him the action of L. G. Lewis, W. B. and S. W. Tubbs against Eugene Sandow Limited for an injunction to restrain the defendants from giving instruction in Sandow's system of physical culture, which plaintiffs said was vested in them. Sandow Limited counterclaimed for royalties in

respect of patented exerciser or developer, and Mr. Sandow. by way of counterclaim asked for injunction to restrain plaintiffs from carrying on their business in such way as to represent it being carried on by him. The plaintiffs were represented Mr. Upjohn. K.C., who stated that Mr. Sandow invented written instructions with diagrams. This postal branch was a success, Sandow taking 20% and Sandow Limited, 5%, of the plaintiffs' profits. Sandow proposed an amalgamation. but terms were not arranged, and in breach of the agreement, he said he would run in opposition the plaintiffs and smash them. In January of this year he started a business whereby he or someone instructed by him would see a pupil once ... and would hand him a prescription for home exercises which would last two or three months. This the plaintiffs contended was breach of the agreement.

Globe - Friday 06 July 1906 - PHYSICAL CULTURE BY POST. SANDOW AS LITIGANT. In the Chancery Division, today, Mr. Justice Warrington continued the hearing of the action in which Messrs. L. G. Lewis, W. B. Tubbs, and S. W. Tubbs seek an injunction against Sandow (Limited) and Mr. Eugen Sandow, to restrain the defendants in alleged breach of agreement from giving physical culture instruction by post on the Sandow system. Mr. Lewis, one of the plaintiffs, was examined by Mr. Upjohn, K.C., and said that Mr. Sandow knew all about the advertisements and literature of the company, but never objected to the use of the personal pronoun "I" over the signature of Eugen Sandow until the negotiations for amalgamation of the two businesses fell through. He knew that Mr. Sandow's school was not profitable. It was Mr. Sandow himself who made the proposal to amalgamate, and after long negotiations it fell through. Mr. Sandow then became spiteful and said something about smashing them up.

Sheffield Daily Telegraph - Saturday 14 July 1906 - ACTION AGAINST SANDOW. In the Chancery Division yesterday, in the case *Lewis v. Sandow, Limited, and Eugene Sandow*, the plaintiff sought to restrain the defendants from giving instruction by post in Sandow's system of physical culture. The defendants denied that they gave postal instruction, and counter claimed respect of royalties on "developers," etc. Mr. Justice Warrington found that plaintiff's claim failed, and judgment was entered for the defendants on all the issues, and the injunction asked for by Sandow granted, with the proviso that it was not to prevent Mr. Lewis from using the name "Eugene Sandow" on the rubber stamp provided by the agreement, or carrying on the business with the name of Sandow's Postal Instruction Department."

Without access to the contracts or a better understanding of any of the advertising involved that still leaves a rather mysterious position where both Sandow and Tubbs continued to have some involvement in postal instruction.



The RAF at 100

The 100th anniversary of the formation of the Royal Air Force less than a year before hostilities ceased on the Western Front, reminds me that two members of the tribe served in the RAF during the Great War.

I looked at a couple of reports of the flypast. Sky news disgraced its name by showing pointless drone pictures. The BBC improved considerably over its lamentable performance at the last Jubilee. They had a specialist commentator and made a reasonable shot of filming the flypast.

Both airmen have been mentioned previously. One was George Goulding, Leslie Goulding's father. We don't know what he was doing but it is highly likely that he was in a technical role. As a pre-war photographic technician perhaps he was involved in aerial photography.

The other was Edmund Gill, who gave his name posthumously to Edmund Gill the funeral director. I feel sure he should have received a posthumous award, but perhaps the time was just wrong for yet more medals. He died just a month before the Armistice.

I have found a newspaper report of the inquest which gives a great deal more detail than I previously knew. An aerodrome near Salisbury isn't very specific as there were several..

Sad Aeroplane Accident - Three Deaths – Several Injured
Mr Trethowan (Deputy Coroner) held an inquest, without a jury, in the Council Chamber, Salisbury, concerning the death of Claude George Angeloff, acting sergeant, ASC, attached to RAF as sergeant pupil, aged 18 years; Edmund Gill, corporal, Artillery Co-operation Squadron, RAF, aged 30, of 42, Rampart road, Salisbury; and of William Cox, mechanic sergeant aged 32, of the same squadron, whose home address was Orchard Street, Blandford. Their lives were lost as the result of an aeroplane accident on Tuesday near an aerodrome in the vicinity of Salisbury.

Capt Stanley Beresford Collis, RAF, said he thought Angeloff was a Roumanian and a single man. He was a pilot belonging to the ASC, attached to the RAF, and was an acting sergeant. On Tuesday, October 5th 1918, Angleoff was posted to a finishing group, to complete a few tests for overseas' service. At 1.15 he left the ground, being alone in the machine, to do his camera obscura test, and carried twelve 20lb bombs undetonated.

The Coroner : That means that the heat must have caused the explosion? Witness assented, and said most of their work was to finish pilots ready for overseas' duty as near service conditions as possible, with formation flying and their war load on just as if they were in France. These bombs were issued to witness and should be quite harmless. He had seen bombs detonated, and ready to drop, burn and not go off.

Captain William F Mayoss, of the Artillery Co-operative Squadron, RAF, identified the body of William Cox, a single man; also the body of Edmund Gill, a corporal in the same squadron.

Capt Arthur John Ormesby Wigmore, of the RAMC, attached to the RAF, said that on Tuesday he was at the aerodrome about 1.20, and received a message informing him of this crash. He went to the spot and as he was half-way across the aerodrome the explosion occurred. There was an ambulance always ready on the ground in case of accident, and before he arrived near the debris of the machine the body of the pilot, very badly injured, had been removed. Witness saw the bodies of the other two at the mortuary. In their cases death must have occurred within a minute or two. Witness thought the pilot must have been killed by the crash itself. The sergeant had several wounds in the neck which were the cause of death. Both men, Cox and Gill, were covered with wounds. The latter had a very marked fracture of the skull.

Lieut Cunningham deposed to seeing the machine take off, and said it went up about 300 feet. He saw there was only one man in the machine. Very shortly after he saw the aeroplane in a "spin," and it fell in a field about half a mile away. After the accident he saw smoke coming from where the machine disappeared, but he could not see the aeroplane, and subsequently the explosion occurred.

Flight-Sergeant Arbour, belonging to an Aero Squadron of the American Expeditionary Force, attached to the RAF, said it was reported to him that Angeloff before this accident had trouble with his machine, which kept missing fire. Witness looked over the engine and had a new accumulator put in. When the machine was taking off he stood by it, and Angeloff tried the engine, and worked his controls to see that they were free. The signal was given to pull the blocks, and at the time witness was quite satisfied that everything was in order when the aeroplane started. He saw the machine rise into the air and commence a slight turn to the left, and he, believing that the machine was all right, turned his attention away to other machines in the air.

About a minute and a half afterwards he noticed a machine coming down head first. At that time he not realise it was Angeloff's machine, because there were several aeroplanes near. The spot where the accident occurred was about half a mile away from where he stood. He went there in an ambulance and the explosion occurred after he arrived. The machine was on

fire, and was practically destroyed, all the canvas having been burnt. There was quite a number standing near the machine and the medical orderly went up to see if the pilot was alive, but nothing could be done for him. It was obvious that before the explosion the pilot was dead. Some little time after that the explosion happened. There were several men near the machine, and after the explosion he noticed some of them lying on the ground, and he rendered assistance to another man who was cut. He did not know that there were any bombs on board, or he would not have gone near the wreck.

The Coroner : There has been a military court of enquiry? Capt Collis : Yes.

Do you know whether the court has come to any decision? I haven't heard. Usually they let me see the result and the evidence, but I haven't seen it in this case. Have you heard of any suggestions as to why the machine crashed? No one actually saw it.

Even if they don't see it, the military court of enquiry usually expresses some opinion; they either say the man turned too

sharply or "stalled" the machine or something of that sort. There is no suggestion that anyone is to blame, except the pilot, for the crash? No.

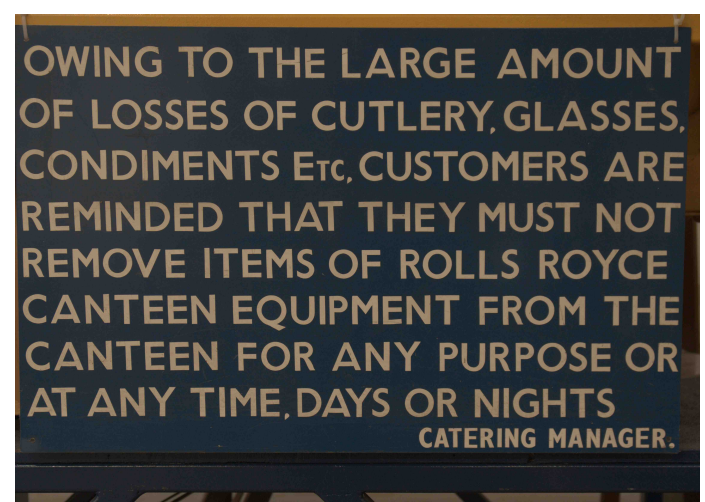
The Coroner said this was one of the worst accidents he had known. It was one of the worst cases in Salisbury or in South Wilts. There were three deaths, and he understood there were other men who were very seriously injured, but he was glad to say that there was every prospect of every one else recovering. Capt Wigmore said two of the men were very seriously injured. The Coroner said he heard there was a chance of their recovery. The evidence was very clear, except as to how the accident happened, and possibly if the matter were delayed they would not get any further facts or information with regard to the machine crashing. In the case of Angeloff, the Coroner returned a verdict of death from injuries caused by accidental falling of an aeroplane of which he was the pilot; and with regard to the other two victims of the fatality, he found that death was caused by the accidental explosion of aerial bombs.

Hyphen-land

Apart from finding some photographs of The Manchester Hotel (p24) there have also been two other joyous discoveries. One is that PBT's Rolls-Royce is alive and in intensive care. I have yet to find out if it will be rebuilt with a replica of its Tickford body or when it will return to the road. Also Bunny's 30/98 Vauxhall Wensum has been identified, though there was no doubt of its survival. That leaves the quest for the early Phantom I that Stanley gave to Dame Madge Kendall. As reported by Bunny, Stanley did not like the ride. Whether it is a back-handed compliment to receive a nearly new Rolls-Royce as a gift because the owner doesn't like it is a matter for public debate. My reading of *The Rolls-Royce Motor Car* by Anthony Bird and Ian Hallows confirms the old tendency of motoring journalists to overlook faults in order to maintain good relations with advertisers in preference to customers. "But it seems that the reporter cannot have ridden in the back of the car, or if he did that he was a good sailor", writes Bird of the early Phantom I of 1925. He was the father of my Great Aunt Penelope.

One interesting journey during the year was also one of the shortest. A trip to the Rolls-Royce Heritage Trust's open day resulted in my video clip of a Merlin being run., just a couple of hundred yards away from the old Main Works. I think I now possess the world's largest collection of photographs of Rolls-Royce ignoring their own hyphen, something they don't do these days, if they adhere to their own guidelines.

Sadly it is just possible that my late friend David Brett who did time as RR's Catering Manager was responsible for one of these. I prefer to think not.



1948

The parentage graduated at the end of the academic year 1947-8. Mother had been reading French and German. At some point she also acquired a teaching certificate, I believe, but can not find any record of that.

I believe that Dad went straight into the mills at Wotton. He may well have been the first university educated textile technologist to work for the firm. His cousin Vincent was a contemporary. Vincent's father Henry Stafford Burnell Tubbs, of whom more elsewhere in this edition, worked for the firm all his life as did Dad's father, of course. The direction of the company was in the hands of Leonard Tubbs and Brigadier Willway as the executors of Uncle Stanley's estate; neither of them knew the first thing about textiles.

Dad had studied at the University of Manchester Institute of Textile Technology, which he always insisted was distinct from the University itself. He was insistent that the very name University meant that all things should be studied there, and was very doubtful about institutions such as Loughborough that concentrated on sporting studies.

Mum emerged with strict views about education. One consequence of this was that she taught me none of the Three Rs before I went to school, though I am certain I would have benefited from learning them from her much earlier than that. She was happy to for me to go to the Church of England primary school in Swinford, a school that is now much enlarged from the two classroom affair of 1956 which probably dated from the 1870s. In the couple of terms I was there I learnt the basics of all three. Cheshire was a different matter though the niceties of educational politics are even further beyond me than

quantum mechanics. Cheshire by then had Secondary Moderns and Grammar Schools but we were denied the pleasures of doing the 11+ by being sent to Brereton Hall School, a private boarding establishment for girls of all ages with a mixed primary school attached. I don't remember learning much there apart from the drill of multiplication tables which are useful, indeed they are. I also learnt not to stuff wax crayons up my nostril.

Of the four schools I attended two have been closed for many years, Brereton Hall and Tre Arddur House.

One suspects there was a certain amount of parental tension over this decision. Papa had always had only private education until his time in the USA. That meant that his outlook on life was rather different to that of all his contemporaries.

I remember accompanying Dad on a visit to Manchester some time in the early 1960s and on entering some building, the textile institute I think, he was immediately recognised and greeted by the doorman. Given that I was still sans spectacles I thought the achievement of recognising anybody was a sign of excellence and rather touching after a 15 year break.

The happy couple announced their engagement around the same time as their graduation.

Mother was not expected to work for a living. She did eventually get in a few solid years' teaching at Frank Wheldon comprehensive in Nottingham and became something of an expert on Nottingham Forest and football violence before being hauled back to the ironing board. In later years she worked very diligently running the handwork department of Nottingham Braid, which probably, like housework, didn't count as work in Dad's eyes.



Walking pictures.

Not moving pictures and certainly not movies. I got a roasting from a Welsh friend for not calling those films. I think they pronounce it like the Irish as two syllables. Film is a very old word but it is from Anglo Saxon rather than anything Celtic. Movie has been with us since being imported from America before the Great War.

This was a genre of seaside photography, I learn. Professional photographers would spend the morning taking snaps of folk on the prom, would tell them where they could buy prints and then rush off to the darkroom to develop and print all the negatives. For a while the take-up was sufficiently high to give the poor to a sort of living. There are enough of them to be a collecting speciality, though I feel that such things are better in family collections.

There were similar operations in restaurants, clubs and tourist spots. Concessions would be a source of revenue for the site owner. I have only encountered this recently in America and innocently assumed it was a security procedure.

I quite like the irony of this print which is of the genre though I don't know for certain it was snapped by one of those pros but the code on the front suggests it was. The picture was taken in Margate. Leslie Goulding's father is holding some sort of man bag, and I take it that it contained a camera. We know he was a photographic technician before the war and must have been a keen photographer. The case is big enough to hold a folding hand and stand camera which was popular with some users right up to the second world war.. In Germany it is Z&M which is not an advanced perversion, but rather it is Zeit und Moment, Time + instant. Vive la difference.

The camera could be used in one of two ways. A focusing scale

would be supplied by the manufacturer that suited the lens that was fitted to the camera. Small errors in focusing would be mitigated by the depth of field that can be manipulated by the wise to the correct hyperfocal distance. With a tripod the traditional way of focusing on ground glass under a dark hood would give a perfect preview of the image, reversed and upside down of course. Initially such cameras would use glass plate negatives. Later options included sheet film, film packs or a patent roll-film adaptor. The latter would probably provide a smaller negative than the maximum capacity of the camera, but is much cheaper and easier to use.

The myth that photographers always required a pantechicon and chemical factory persists to this day, though it was only true for a decade or so around 1860-1870 when wet collodion was the sensitive medium. The plate had to be coated immediately before exposure and processed immediately afterwards.

Film packs are a bit like those elasticated wallets that milkmen used to manipulate folding money, crossed with a packet of Kleenex. They sometimes turn up half used in cameras bought by collectors who are almost certainly the only folk who know what they really are, apart from you, dear reader!

Gradually smaller cameras using only roll film became the norm for amateurs and even some professionals. The war between medium format roll-film men and so called miniature camera users with their 35mm cassettes was long-running, spanning the wartime era, and reminiscent of the VHS versus BetaMax spats of the late 1970s. Glass plates were for the U-Matic men! The present feud is between DSLR and mirrorless camera users.

Progress will not stop until the Cartier Bresson notion of the human eye as camera has been engineered into reality. 2018 was the year this publication abandoned the DSLR for mirrorless.

The Hitler war, aka The War, employed almost every camera the military could lay its hands on, of all sizes from specialist air reconnaissance cameras using 5" roll film to Leicas purloined from too-trusting patriots. Nothing much like a Leica was produced in the United Kingdom until after the war. Few donors saw their cameras again. Not a few Leicas were returned to German soil under very unpleasant circumstances. Navigators were required to photograph the HS2 radar screens to prove they had been in the right place for the bomb aimer to release his bombs.

Prof Lovell and the Coastal Command types were furious that the highly secret HS2 was compromised by RAF bomber use. The intended purpose was to locate submarines.

To learn more you could go to :-All Saints Church Hall, Hale Barns, Sunday 17th March 2019 1 - 4pm. Talk by Simon Robinson – 'Walking Pictures' and Timothy Campbell- 'Oh I do Like to Be Beside The Seaside'



The Windrush Generation.

I am of the Windrush Generation. Though I certainly didn't arrive here on the Empire Windrush in 1948 or even in 1950, the year of my birth. My roots are in Gloucestershire and that is where the Windrush is found. Googlers will have a job finding this out so focused is it on the ship which was renamed after it was seized by the allies by way of war prize. Windrush is a village in Gloucestershire and the name of a river that flows there.

To lose one house is a misfortune but to lose two looks like ... well you probably know what follows. About ten years ago I drove down Field Lane in Cam, Dursley looking for the house my parents built in the days when building materials were scarce and expensive, shortly after the war. Reader I failed to find the house and briefly wondered if it had been replaced by a new build that was then for sale.

A quick walk down Field Lane on the very same Google's map revealed my error. The house is still there, very much as built.

The only obvious change is that the garage has been incorporated into the house and a new garage has been built on the forecourt where my parents kept their caravan.

How do I know this? Because I remember. According to medical science this is an impossibility, but like many other people I have memories, not many, from early age which can not possibly have been suggested to me in the only way medical science says that such early false memories can be formed.

There are other things of which I have been told of which I have no memory at all if that helps Doc.

I do not have many pictures of the house other than some that were taken as it was a building. We lived there from about 1951 to about 1953. The precise dates have been obscured by the tragic loss of my parents' records, in particular their comprehensive Visitors' Book.

Detouring very briefly into Gloucestershire on returning from a trip to Wiltshire I was able to find and photograph the house and

delight to find that it is now named Windrush, though there is no evidence that my parents used any name, least of all Monte Rosa the original name of the steamer.

The real and nagging mystery was the location of the birthplace, or to be accurate the house my parents occupied from the time of their marriage in 1949 to the move into Field Lane. I was born in a maternity hospital in Stroud. The house name was no mystery at all. It was Glenthorne. It was in Woodfield, Dursley. All that was on their letterheading. No Street name, no post codes in those days, no idea of its age or style and no obvious photograph. Most of Woodfield is recent development – that is what happens to fields, and I did wonder if it had been demolished to make way for the new. But a photo turned up that was almost certainly Glenthorne. A further magic carpet ride on Google found some similar houses. Within a few minutes of physically visiting Field Lane I also located Glenthorne which helpfully is called Glenthorne. It has sprouted a porch.

The view north west from Field Lane is across the Severn into Wales. Vaut le detour, though to award it two Michelin stars as an experience would be mean, despite the fact that the large industrial buildings beside the river form the Magnox nuclear reactor site, still being decommissioned after last producing juice in 1989. That's the endless cheap fuel we were promised around the time of my birth. The family has a knack of choosing to live near nuclear power station sites. That is one, Dungeness is next to Littlestone and my school was near to Wylfa in Anglesey.

p.s. One Michelin * is worth the stop, Two ** worth the detour, three *** are worth the journey. I suspect that most folk actually visiting even one * restaurants, rather than just reading the reviews in the glossies, have to book well in advance and make the journey specially. I managed a rather hasty cheese sandwich assembled from my dry-roasted camp food stock, since you were asking.







1913

Wotton Angling Club. This photograph might have suffered less indignity if it had been butchered by a Russian Fake News Factory. It does not take much examination to see that it has been extensively and very badly retouched by the editor.

Fortunately the fold fell between the the two rows of heads but it caused horrendous damage, the physics of which are probably akin to those in the Ignobel prize-worthy study of the way that dry spaghetti breaks. It was that big, honest! The significance for us is that the cove in the boater standing centre rear is Cecil B Tubbs who at the time had recently joined Tubbs Lewis in Wotton.

Their subsidiary E Kemp made fishing line so this must have been product testing for pleasure.

1898 - Another Boiler disaster

Tubbs Lewis' bad luck with boilers dogged them into Gloucestershire (See Page 18)

BURSTING OF A CYLINDER AT WOTTON-UNDER-EDGE. THE RESUMED INQUEST. EXPLOSION CAUSED BY A PIECE OF RED LEAD.(Cheltenham Chronicle 3 September 1898) The resumed enquiry into the death of William Henry Critchley (25), who died in Gloucester Infirmary from injuries

received through the bursting' of a steam cylinder on the premises of Messrs Tubbs, Lewis, and Co., Abbey Mills, Kingswood, near Wotton-under-Edge, on July 21, was held at Gloucester police-station on Thursday afternoon before Mr City Coroner Scott and a jury

The cylinder had recently been made and installed by WJ Lister of Dursley, almost certainly related to the maker of stationary gas, petrol and diesel engines.

One witness could see one place the shell of the cylinder was faulty, and had been stopped with salamoiac and iron borings. At the inlet end he noticed a place about hulf-an-inch from the end of the shell which had been filled up with white metal. That fracture was 7-8 inch in diameter. There was a further fracture two inches long near the boss.

They decided it had to be removed and remade but before this happened there was an explosion and Critchley was killed.

At the inquest Lister reported they had not realised the cylinder would be exposed to more pressure at 60 p.s.i. than one they had previously fitted for the firm which was limited to 10 p.s.i.

Mr Goldingham (the firm's solicitor) said Messrs Tubbs, Lewis, and Co. had every intention of doing the fullest justice to the widow as recommended by the jury who returned an open verdict..

Wooltown under the Edge

Of Dursley and Wooltown under the Edge a pre-war enthusiast quoted an earlier traveller “A praty clothing town, well occupied with clothiers” – so Leland about 1540 described most of the villages near Dursley and Wotton while, a century later, King Charles sent Prince Rupert a letter which still hangs on the walls of Lodgemore Mill, which ran as follows “... bring from thence all such cloth, canvasse and Locherame as they shall find there to Cirencester”. On Locherame the editor of Textile Terms and Definitions is silent, but fortunately our man comes to our aid with the definition “Coarse Cloth”. Soldiers don’t always get the best kit.

We think it must have been a long letter to require more than one wall. So far Wotton has evaded the attacks of militant vegans who have gunned for Wool in Dorset.

The copy to hand was a present from my mother to my father and its inscriptions reveals that “for Christmas 1949. Our second Christmas together but our first in Glenthorne”. This does not, may the heavens forfend, suggest that they were co-habiting prior to their marriage, merely that they had shared Christmas 1948 under the same roof, location presently unknown.

Today (i.e. the 1930s) seven factories still make cloths, five of which are on the Frome, one on its tributary the Avon, and the last on the Cam, near Dursley. From my research the Wallbridge Mill of Messrs Howard and Powell was at Wallbridge in the centre of Stroud on the river Frome and was worked there until about 1960. Some distance from Dursley. More problems with walls. The man was murally challenged. Much of the rest of Mr RP Beckinsale’s description of my birthplace sets out to prove that Shakespeare’s knowledge of the place as illustrated in Richard II is more complete than mine, which would be easy,

and that a kinsman of Shakespeare worked in the area. We can take it that Beckinsale was from the wright or wrong but wromantic school of history. Of Wooltown itself he is gracious enough to refer to the busy manufacturing area of Kingswood as well as the ancient feud between the Berkeleys and the Lisle branch of that same family. Berkeley Castle is close to the coast just a few miles from Dursley. That the wool trade came to an end is the one thing

we all know about the town. After about 1850 the mills closed down one by one. In the 1870s Henry Thomas Tubbs and Joseph Lewis pounced on the empty mills of Gloucestershire, first in Stroud and later at Kingswood, Wotton. The mills were still deserted after the wool trade had all gone to Yorkshire, and the cotton camemostly to Cottonopolis, where there were rivals to ambitions of Tubbs and Lewis. Other competitors manufactured elastic web in Nottinghamshire and Warwickshire, though elastic was by no means the only product of the business. The pattern books show non elasticated trimmings.

Tubbs Lewis was partly unionized. CBT in his memoirs refers to the pin makers union as the smallest in the land, inviting the question “How many pinmakers can dance on the head of a pin?” and the answer of course is that nobody knows since there were too few of them to make the attempt viable. In today’s terms the employment of union labour was a mixed blessing.

The men got union rates, but there being no such thing as equal pay for equal work, the women were excluded from the better jobs. Up north where the firms were not unionized the women were employed as weavers, and by getting lower wages were a serious threat to Tubbs Lewis and their employees. The Transport and General Workers Union represented the general workforce, only those who had joined of course. It was not a closed shop.

The Gloucester Journal of 3rd June 1933 reported on the new conditions imposed by the Company without actually quoting shillings and pence. They also reported that representations had been made to Mr J Thomas, Secretary of State for the Dominions about the state of the elastic web industry. Mr W.R.D. Perkins, M.P. for the Stroud Division asked a question about the imposition of high duties on elastic web by the Government of Australia, 35% on home produced and 53% on imported products. Heretofore the firm had a large export trade and now orders were being cancelled. The new terms of employment both for piece rates and time rates would come into effect shortly. The constituency was of course the same one that Stanley Tubbs held for the Conservative and Unionists in 1923-1924.

At the same time Sir Stanley gave his views on the unionization at the five mills of the Company. He said that firms had been encouraged by the Government shortly after the Great War to ensure that their employees were in a trades union. It was hoped that membership would be 100% of all firms in the trade.

However not all firms complied with this, putting Tubbs Lewis at a serious disadvantage, as Sir Stanley had first complained in 1924. The first two unions that employees joined proved to be unsatisfactory and they joined the TGWU (nowadays it is called Unite) as third best choice. Prior to then Stanley’s main concerns were affairs on the Continent and the state of the exchanges, which might refer to stocks, raw materials or possible currency,



though those were controlled at Government level.

Things came to a head in August of 1934, as reported in the Gloucester Citizen.

LOCAL TRADE DISPUTE WAGES & CONDITIONS AT WOTTON-U-EDGE WORKERS' REQUEST TO UNION OFFICIALS of the Transport and General Workers' Union state that a number of workpeople employed at the elastic web factories of Messrs. Tubbs, Lewis and Co., Ltd., Wotton-under-Edge, have passed a resolution asking the Union to agree the withdrawal of their labour unless the firm consent to the discussion of wages and conditions with Union officials. In May last year new terms and conditions of employment came into being, Sir Stanley Tubbs, governing director of Messrs. Tubbs, Lewis and Co., Ltd., stating that the step was necessitated by the effect cheap girl labour in the elastic industry in other parts of the country, and also by the effect of high import duties in one of their biggest markets in the Colonies (Dominions surely -ed). It was then indicated that the scheme of re-organisation planned by the firm would necessitate reduction in the number of employees. and also that individual workers might have to take charge of more machinery. Sir Stanley Tubbs stated that if the new scheme of reorganisation failed, there would be no alternative but to transport machinery to another district near London, much he would deplore it.

Firm and Resolute.

It is now said by officials of the Transport and General Workers' Union that several of the workpeople at the firm's factories who left the Union following the altered conditions have drifted back, and that the resolution was passed by a substantial number. The firm, however, maintain that the Union does not represent the majority of the workpeople, who, when questions of wages and conditions arise, are at liberty to approach the Directors themselves. A statement was issued by Messrs. Tubbs, Lewis and Co. this morning to the effect that they had been informed some of the workpeople had passed a resolution, but that the firm were unaware of its nature.

Union Statement

In an interview with a " Citizen " representative, Mr. A. E. Ellery, of Gloucester, the j Divisional Organiser of the Transport and General Workers' Union, stated: " The firm employ approximately 500 men and women. The present trouble really goes back to May, 1933, when Sir Stanley Tubbs asked the Union for a free hand to re-organise the factories on the industrial side, including a reduction of wages, both time and piece rates, The Union, whilst expressing their desire to examine the position around the table, were unable to agree to the suggestion of Sir Stanley that he should be free, without discussion, to reduce the wages of the workpeople." Following this, proceeded Mr. Ellery, it was represented the workers that unless they stood by the firm, it was the intention to transfer the

machinery and plant to another factory in London. " The result of this," he added, " was that the workpeople abandoned their Union, and the reduction of wages duly took place. "

Drifting Back

Since that time the workpeople have gradually been drifting back into the Union, until their numbers were sufficiently strong for the Union to call a meeting the Town Hall, Wotton-under-Edge, at the end of June, when there was an attendance of 130 workpeople. A further meeting was held at the Town Hall on July 27, and there was again a large attendance. At this meeting a resolution was unanimously carried requesting the Union officials to communicate with Messrs. Tubbs, Lewis and Co., Ltd., asking them to agree to a conference at their offices with a view to discussion of the present rates of wages and conditions. " I wrote to the firm asking them to agree to such a conference," added Mr. Ellery, " but the reply of Sir Stanley Tubbs was to the effect that the position May, 1933, was unchanged far he was concerned. Mr. J. Donovan, Bristol, the Area Secretary of the Union, now took the matter up. and in a couple of letters to the firm urged that they should agree to round-table discussion. Unfortunately for industrial peace, Sir Stanley has declined to meet Union representatives," said Mr. Ellery, " with the result that a substantial number of workpeople have passed a resolution asking the Union executive to agree the withdrawal of their labour. That is the present position affairs." Mr. Ellery remarked that a meeting of the workpeople would be called early next week to discuss the matter further, and it was hoped in the meantime that the firm would modify their attitude.

View of the Firm

The following statement was issued Messrs. Tubbs, Lewis and Co. this morning. have only just heard that some our workpeople have passed a resolution, the nature which we have not been informed. This statement was amplified by a " Citizen" reporter this morning to the firm. It was pointed out that they received letter yesterday which stated that the workpeople had passed resolution. The letter was from the Transport and General Workers' Union, and the firm had replied asking how many of their workpeople the Union represents, and what was the nature of the resolution. "The Citizen" was given to understand that wages and conditions have been mentioned. but the firm are of the opinion that the Union does not fully represent the workpeople. Last year their employees, it was stated, left the Union by 100 per cent., and so far the firm have received no intimation that they have gone back to the Union.

Might Mean Anything

It has been stated that large numbers of the workers have rejoined the Union. The firm point out that " large numbers " might mean anything. One man who was leaving the firm intimated that he was a member, and the firm presume that such people engineers are members of Unions. But they maintain that

the Trade Union which is asking open negotiations does not represent the majority of the employees at the mills. It was pointed out that when questions of wages and conditions arose the workpeople were perfectly liberty to approach the Directors themselves.

It is at best ironic and at worst extremely odd for the firm to suggest that it could safely return to London to employ non-union labour without inflaming the labour movement at large and the TGWU in particular. The irony of course is that Tubbs Lewis moved to Gloucestershire in the first place to find cheap premises and cheaper labour.

Looking back in February 1923 at the arrival of the firm in Wotton, the Gloucester Chronicle called them "The saviours of a district", a large and important claim. Previous firms to be so reviewed had included the Gloucester Carriage and Wagon Works, SJ Moreland the match manufacturer and Foster Brothers the founders of British Oil and Cake Mills (BOCM). At around 1000 employees they were still one of the largest employers in the West Country, though the workforce was by then well below its earlier maximum. The chronology in that account is helpful if not totally accurate. It places HTT in Nether Court some time before the property was built. It does state that they bought the pin mill at Kingswood Hill near Bristol at some point in 1860s, and that it was only later that they sought premises to manufacture textiles in Gloucestershire. That is the first absolute indicator I have seen that the original pin mill, no doubt that of Charles Lambert was in the Bristol suburb of Kingswood and not Kingswood near Wotton. This account gives the chronology of the Wotton Mill acquisitions as Abbey Mills

first (later entirely devoted to elastic braiding), then Langford Mills for silk throwing and dyeing, and then New Mills for elastic weaving; the latter became the head office of the company in Gloucestershire. Abbey Mills were quickly rebuilt after destruction by fire in 1899.

In 1907 a large block of mills at Charfield was acquired for the manufacture of pins and "bone goods". It suggests that Lambert originally manufactured pins in Birmingham around 1780 and so was a pioneer of the industry. Perhaps distinctions needs to be made between the cottage industry that thrived in Gloucester much earlier than that and machine based manufacture the development of which was the work of many individuals rather than any single breakthrough, so unlike the step-change developments in cotton spinning. The rate of production was in the order of 140 to 200 pins per minute per machine.

In 1912 over 1000 workpeople attended the celebrations for the opening of the new weaving shed at Charfield. The company also had premises on Goswell Road in London which produced ladies' and men's hose supporters. Goswell Road becomes Aldersgate Street at the junction with Clerkenwell Road where lies the Charterhouse Buildings development of Lewis and Tubbs, but I don't know if that is where their London works were, but I suspect not as those are fairly small units.

Wooltown now has its present-day chroniclers. Two journalists have launched a print newspaper which is reportedly making a profit at 50p per issue. No story is considered too small.

Needles and Pins

This extract from a page of advertisements in the Public Ledger of 1st June 1894 includes three distinct offerings from Noble Street:- one for Tubbs Lewis, one for James Holyoake of Redditch and the third for Charles Lambert. The Lambert advert

cites premises of Fillwood Works, Wotton and claims that the firm has been in business since 1780. Holyoake made needles, machine needles, hooks & eyes and pins. They also made fish hooks which would have tied in well (ho ho) with E Kemp's production of fishing line.

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THE PUBLIC LEDGER, FRIDAY, JUNE 1, 1894.

PUBLIC LEDGER REFERENCE PAGE TO LEADING MANUFACTURERS, WHOLESALE HOUSES, AND ENGINEERS.

BLACKING MANUFACTURERS. S. & H. HARRIS, <small>MANUFACTURERS OF</small> Harness Composition, Harness Liquid Polish, Jet Black Oil for Harness, Military French Blacking, Shoe Blacking, Liquid ditto, Paste ditto, Polishing Paste for Metals, &c. MANUFACTORY, LONDON, E.	JOHN LYSAGHT, Limited ST. VINCENT'S WORKS, BRISTOL, BUYERS OF ZINC ORE, ZINC ASHES, ZINC DROSS, OLD ZINC.	TUBBS, LEWIS & Co., <small>MANUFACTURERS OF</small> ELASTIC CORDS, BRAIDS, FANTO AND FLANK CARTER WERS, SHOES AND BOOT WERS, &c. SILK THROWERS OF TRAMS AND SPINNING <small>suitable for MILITARY TRIMMING.</small> SILK AND COTTON DYERS. <small>Smallware Agents and Warehousemen,</small> Works: ABER, LANFORD, & NEW MILLS WOTTON-UNDER-EDGE, GLOUCESTERSHIRE. <small>And at 27 and 29, NOBLE STREET, E.C.</small>	PRICE & CO., <small>(Late Price & Gossell.)</small> 72, HATTON GARDEN, LONDON, E.C. <small>(From 146, REGENT STREET, LONDON, W.C.)</small> Wholesale and Export Perfumery Perfume & Essence Distillers, TOILET SOAP MANUFACTURERS, &c. <small>Sole Proprietors of PRICE'S CELEBRATED GOLDEN OIL and VIOLET POWDER.</small> J. DELCROIX & Co.'s FRENCH EXTRACTS &c.	WEBB & SON, Tanners, Curriers, Fellmongers <small>Glue and Gutter Leather Dressers</small> LEATHER AND WOOL MERCHANTS, <small>Manufacturers of</small> LEATHER MACHINE BANDS FIRE BUCKETS AND HOSE. <small>12 First-class Medals Awarded.</small> COBES TANNER, STOWMARKET. <small>Price Lists and Terms on Application.</small>
Reliable Varnishes, Paints & Colors Oils, Drysalts and Soft Soap, <small>For Home and Exportation.</small> <small>Apply to the Manufacturers—</small> JOHN MATHEWS & CO., HATTON GARDEN WORKS, LIVERPOOL. <small>LONDON AGENTS:</small> ARTHUR KING & Co., <small>Billiter Buildings, 27, Billiter Street.</small>	Chocolate, Confectionery, Cocoa, Dragées, Crystallized Fruits, Syrups, Dessert Bonbons, and Fancy Boxes of superior quality. PARIS. LONDON. STRASBURG. <small>Thirty-four Prize Medals.</small> COMPAGNIE FRANÇAISE, <small>The Leading Factory for the Manufacture of French Chocolate and Confectionery in the United Kingdom of Great Britain.</small> <small>Price Lists on application. Liberal Terms to Exporters.</small> London Branch: BERMONDSEY NEW ROAD, S.E.	SALT MERCHANTS. FOR EXPORTATION, &c. D. BUMSTED & CO., Brand "KANGAROO," 36, KING WILLIAM STREET, LONDON, E.C.	CONRAD W. SCHMIDT <small>(F. A. GLAESER)</small> VARNISH MANUFACTURER, CARPENTER ROAD, STRATFORD, E. TELEPHONE 5436. LONDON. VARNISHES OF EVERY DESCRIPTION <small>FOR HOME AND EXPORT.</small> <small>Qualities Guaranteed to Suit the Different Climates.</small>	GROUND CHICORY IN BOND AND GROUND COFFEE AND CHICORY MIXED IN BOND. <small>G. BARRY & Co. supply the above in any quantity for Exportation or Ship Store from their bonded Mills at Grand Surrey Wharf, London. Orders to be addressed</small> C. BARRY & CO., <small>CHICOORY, COCOA, & MUSTARD MANUFACTURERS</small> 20, ROPEMAKERS STREET, FINSBURY, E.C. <small>Contractors to the Admiralty.</small>
JAMES HOLYOAKE, <small>MANUFACTURERS OF ALL KINDS OF</small> SEWING AND MACHINE NEEDLES, FISH HOOKS, PINS, HAIR PINS, HOOBS AND EYES, &c., REDDITCH, <small>And at 29 & 30, NOBLE STREET, E.C.</small> <small>Established 1786.</small>	CAKUM, <small>Machine - picked and Machine - spun.</small> <small>It has now stood the test of more than 30 years, during which time the use of many thousands of tons has proved it to be superior to the best hand-picked ever produced.</small> <small>CAUTION—It should be mentioned that since the demand for machine-picked has so largely increased, some vendors of hand-picked have sent out their packages containing in every way possible the Patent Machine-picked Calcium.</small> <small>PATENTERS AND MANUFACTURERS,</small> T. WESTHROP & CO., FALCON WORKS, 67, WEST INDIA DOCK ROAD. <small>Berry Salt Water House, Adjoining Trade Mark.</small>	SOAP MANUFACTURERS. Specially for Export. D. C. KEELING & CO., QUEEN'S SOAP WORKS, LIVERPOOL. <small>SUCCESSORS TO M. STEELE & SON.</small>	"DUCA DI CORIGLIANO," The Chemists' Liqueur Juice. <small>"THE BEST AND PUREST."</small> <small>Larger sale than any other first-quality Juice.</small> <small>To be had of all Wholesale Houses.</small> <small>Sole Agents for England, America, and the Colonies—</small> DENNIS DI LUOGO & Co., 74 & 100, LANE, LONDON; 21, FLAVIO GIOIA, NAPLES. <small>Telegraphic Address: "DILUGO, LONDON." "DENNIS, NAPLES."</small>	E. P. & W. BALDWIN, WILDEN IRON WORKS, NEAR STOURPORT TIN PLATES, IRON & STEEL SHEETS <small>For working up and stamping purposes.</small> Black Plates, Canada Plates, &c. <small>Export Agents BROOKER, DORE, & Co., Corbet Court, E.C.</small>
JACOBS BROTHERS & Co., RAG MERCHANTS, Bunhill Row, LONDON, E.C. BUYERS OF NEW and OLD RAGS. <small>Established 1840.</small>	NEW SUGAR PROCESS. E. PACKARD & CO., IPSWICH, <small>Sole Makers and Patentees of</small> CHRYMANTHE and SODIUM PHOSPHORIC ACID. <small>Sole Makers of BUGHES' SPECIAL CANE MANURE.</small> <small>Also Makers of PRINTING INK & VARNISH.</small> E. PACKARD & Co., 155, Fenchurch Street	SPICE AND GENERAL GRINDERS, BLEACHERS, &c. COLONIAL PRODUCE OF EVERY DESCRIPTION CLEANED, DRIED, AND PURIFIED. JAMES BARRINGER & SONS, VICTORIA WORKS, HACKNEY WICK, N.E. <small>Samples treated and Estimates given on shortest notice.</small>	CHARLES LAMBERT & SONS, <small>MANUFACTURERS OF</small> SOLID-HEADED BRASS AND IRON PINS FILLWOOD WORKS, WOTTON-UNDER-EDGE, GLOUCESTERSHIRE, And 29 & 30, NOBLE STREET, LONDON, E.C. <small>Established 1780.</small>	W. BURTON & SONS, <small>MANUFACTURERS OF</small> Extract of Indigo, Orchil, Cudbear Extract of Safflower, Aniline Lakes, Hydrogen Peroxide, Aniline Dyes, Drysalts, Logwood Extract, Plastic Extract, Sanford Flavine Turnerite, &c. SODIUM PEROXIDE GREEN STREET, BETHNAL GREEN, E



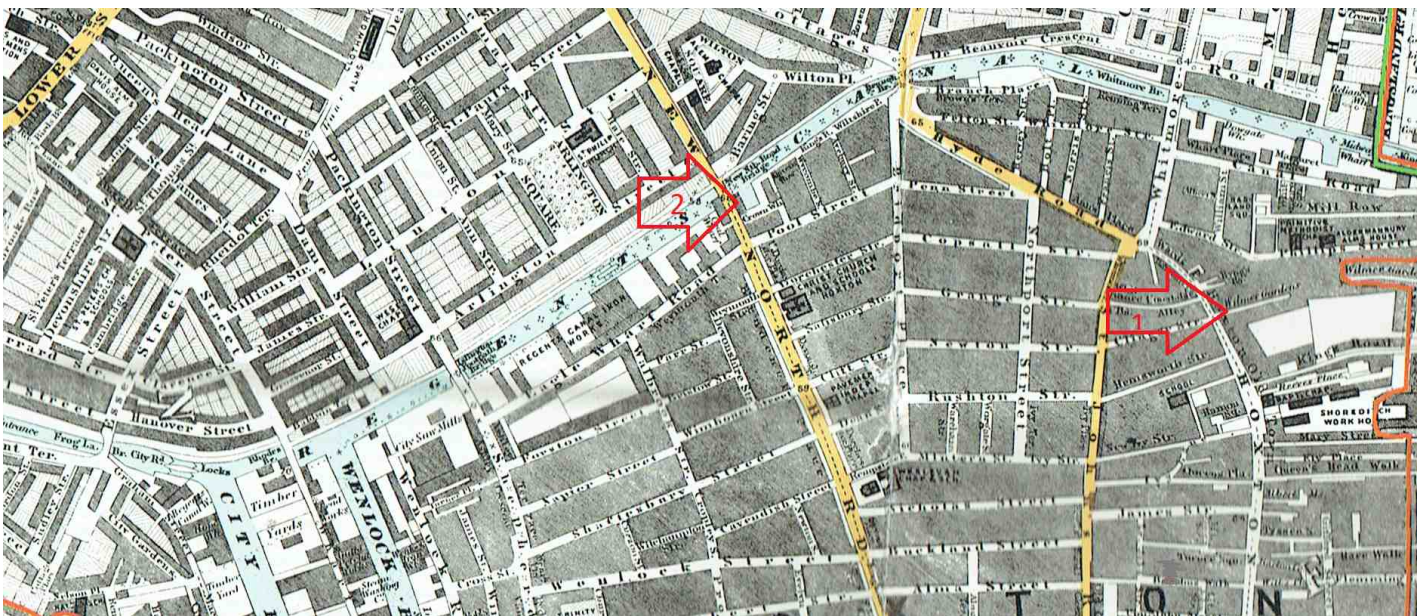
Two Maps

I have tried to create two maps (not to the same scale and they do not quite overlap) based on a modern edition of Stanford's 1863 map which give an indication of how concentrated the activities of Tubbs and Lewis were into a small part of the City of London EC Postal District. Strictly speaking the areas outside the boundary of the original City are only part of Greater London. The City of Westminster is almost as ancient as the City of London, but only London is under the administration of the Corporation of London, the historic administrator and

owner of a great deal of the freehold in the City.

Key to the maps

- 1- (Right Hand Map) The rubber processing works on Wilmer Gardens
- 2- (Right Hand Map) The Bridge Mills works of Tubbs Lewis
- 3- The Peerless Pool and surrounding properties.
- 4- Charterhouse Buildings, an entirely new creation of Tubbs and Lewis following the removal of the Charterhouse School to Surrey. The name both of the buildings and the Street which has now been adopted but was originally private property.



5- The site of the Manchester Hotel.

6- The northern side of the junction of Charterhouse Street and Aldersgate Street is the location of 125 and 127 Aldersgate Street which may have surviving fabric of the Tubbs and Lewis development there.

7:- New Street. Tubbs and Lewis offered a property for rent on New Street. This was probably at the end nearer to the hotel site. Their closing of New Street was subject to investigation by the Vestry Committee of St Bartholemew the Great.

8:- 29-30 Noble Street, the offices and warehouse of Tubbs Lewis and Co from around 1854 until the building was destroyed in the bombing of 28-29 December 1940. 29-30 were on West, wall side of Noble St, just South of Fitchetts Court. Their remains are still exposed.

9- Castle Street, Falcon Square. No 19 rebuilt c.1865 and offered for rent by the business. No 7 revealed a mediaeval tower, at about the same time as no 19 was being worked. Named for the former Castle & Falcon Public House.

10- Fann Street. Tubbs and Lewis certainly owned property here and legend has it that one of their properties came with the deeds to the land at Littlestone

11- Jewin Street. Tubbs and Lewis certainly owned property here. One nearby was advertised for rent in 1896, just before Jewin Street was the centre of the Cripplegate Fire of 1897. Tubbs and Lewis were not occupying any building there at the time but probably owned affected property.

In just this small segment of the City shown in the detail map there are numerous halls of London Livery companies, including the Weavers of which Mark Tubbs has recently held the distinguished senior office of Renter Warden. They lost their hall in the Blitz and it has never been replaced. There are also the Wax Chandlers, Brewers, Dyers, Goldsmiths, Girdlers and

Haberdashers and this list may not be exhaustive. The present Haberdashers hall is built on land that was once occupied by MCT's former employer Berisfords. Berisfords' London office was also destroyed in the Blitz. Just opposite the hotel on Aldersgate St was no 68, for many years the office of Leonard Tubbs which was shared at times with his cousins Percy B and Walter B Tubbs.

The General Post Office mentioned in the advertisement for the Manchester Hotel is on the extreme southern boundary of the map on Noble Street. The Royal Mail Public House was nearly opposite TL's offices.

Whitbread's Brewery was considered to be the largest brewery in the world by the end of the 18th century. Bunhill Fields Burial Ground has been in the news in 2018; the grave of William Blake has been properly identified and marked for the first time with a memorial stone, despite the poet and artist's disapproval of such things.

Of more importance to the present story is the presence of West Smithfield Market which was a new creation made in conjunction with the 1865 extension of the Metropolitan Line and Aldersgate Station below the SIX on the map. At the risk of inconsistency I have retained the now obsolete hyphenation of street names where they are directly reported in print, a small tribute to the tireless work of the Society for the Appreciation of the Hyphen)

The story so far

To recapitulate. Tubbs and Lewis opened their elastic web manufactory at Bridge Mills (Key Item 2) in 1854. Around the same time they opened offices and a warehouse on Noble Street (8). This business was evidently successful and the partners soon ventured into Property speculation as well as textiles. The impetus for this was the arrival of the Metropolitan Railway in 1865. Not only was there a great deal of land to be redeveloped but the simultaneous arrival of Smithfield Market created new

business opportunities and brought many new visitors inviting Tubbs and Lewis to build the Manchester Hotel almost next to Aldersgate Street Station. An image of the hotel has now been found (p24).

Tubbs Lewis & Co

The business had some problems. For example Breaches of the Factory Act.—At the Worship Street Police Court on Tuesday, Messrs Tubbs Lewis, elastic web manufacturers, were, on the complaint of Mr Alex. Redgrave, one of her Majesty's Inspectors of Factories, fined £5 and costs, for employing five girls in their works in contravention of the Factory Act, they being under the statutory age. This was reported by the distant Dundee, Perth and Cupar Advertiser in February 1864. The building also suffered from a fire in October 1865, but this was rapidly attended by by two manual and three steam appliances according to the Clerkenwell News. There was damage to stock from the fire and water but this was covered by insurance. ... And again in 1867 Tuesday last a fire broke out, at about 1.15 p.m., at the Bridge Mills, New North-road, in the occupation of Messrs. Tubbs, Lewis, and Co., elastic web manufacturers. The fire was caused by a gas burner (Islington Gazette 22 January 1867)

Occasionally they advertised for staff. "BOYS (Three Four) wanted, about 16 years of age, Learners to the Elastic trade. Apply Tubbs, Lewis A Co., Bridge Mills. New North-road." (Clerkenwell News, June 1864). It is not known how many of the hands went to Gloucestershire when the firm expanded there. What is now known is that Tubbs and Lewis decided to vacate Bridge Mills at the same time.

BRIDGE MILLS, New North-road.—To be LET on LEASE, these desirable Premises, consisting of four floors 105 by 30. abutting the canal, with engine, two boilers etc., good supply of well water. Telegraph wire from mills to Noble street. City. Inquire on the premises, Tubbs, Lewis, Co., 29, Noble street (London Evening Standard, 19 May 1870). Tubbs and Lewis were early adopters of technology, having telegraph facilities in the mill and at their offices. When the telephone came in their original number was City 22. That makes them seem almost nerdish. As previously mentioned, the pool alongside Bridge Mills has now been filled in. It is assumed that Bridge Mills

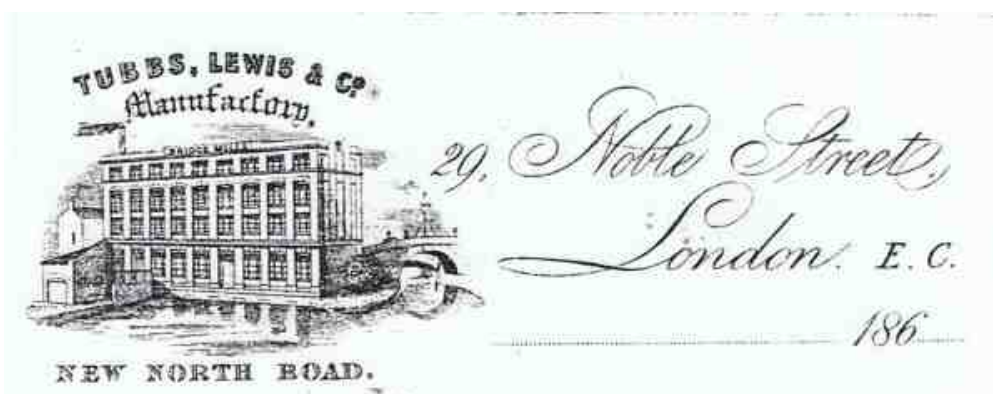
were demolished when the bridge was rebuilt and the road widened around 1910.

It has long been known that they occupied mills in Stroud before settling on the empty wollen mills in Wotton and its surrounding villages, but it would appear that they decided to move before having settled on their final destination.

LAND WANTED, within half-a-mile of Dudbridge. One to Five Acres—Plan and Particulars to Messrs. Tubbs, Lewis, and Co., 29, Noble-street, London, E.C. (Stroud Journal 10 December 1870). They did indeed occupy mills at Dudbridge but the precise dates aren't know.

A fatal accident

A second early manufacturing site of Tubbs Lewis in London has also come to light, sadly as the result of a terrible accident. It would appear that imported rubber was processed here, perhaps to arrive at Bridge Mills in the form of yarn ready for weaving. Fatal Boiler Explosion.—Eight days ago an accident, involving the loss of one life and the serious injury of several persons, occurred on the premises occupied by Messrs. Tubbs, Lewis, and Co., carrying on business as manufacturers of indiarubber webbing, at Wilmer-gardens, High-street, Hoxton(Map item 1). About 60 persons—men, women, and children—are employed at the works, and the time of commencing their employment is 6 o'clock. Shortly before that time seven of the workpeople had assembled in the building in the engine-room, which is contiguous to the workshop, waiting admission there. While the foreman was in the act of unlocking the door the boiler burst, knocking down and seriously scalding six of them, the foreman, John Andrews, being at this time comparatively unhurt. Hearing, however, the cries of a young man named Philip Farrell, aged 19, who was nearest the boiler at the time of the explosion, and who was lying the ground exposed to the full force of the steam, Andrews rushed to his assistance and succeeded in extricating him, but not before he was himself severely scalded. Had the accident occurred few minutes later, the consequences would, in all probability, have been still more disastrous, as by that time the whole of the workpeople would have arrived. At the inquest the coroner remarked that it appeared no criminality could be attached either to the manufacturer or to Messrs. Tubbs and Lewis. If, however, the jury required further evidence, it would



be ready to adopt any course which they might suggest that would tend to throw light on the cause of the accident. After lengthened discussion, the jury signified their wish to hear some person who was present when the accident took place; and further that some scientific gentleman should examine the boiler, and make a report upon the cause of the accident. The coroner, under these circumstances, said he would write the Board of Trade with the view obtaining the opinion of a Government engineer. The proceedings were then adjourned. (Oxford University and City Herald 13 July 1861). I have not yet found the Coroner's verdict.

Wilmer Gardens still exists. It is off Hoxton Street near the A10 which becomes Kingsland Road as it crosses the canal a couple of bridges east of Bridge Mills. The two premises are only a few minutes' walk apart. There is a Victorian building on the corner of Hoxton Street but the remainder has been redeveloped post war.

A failed partnership

Not everything went to plan. From an early but unknown date in

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Thomas Tubbs, Joseph Lewis, and John Edwin Marsh, carrying on business as Warehousemen and Manufacturers, at Birmingham, in the county of Warwick, under the style or firm of Tubbs, Lewis, and Marsh, was this day dissolved by mutual consent, so far as concerns the said John Edwin Marsh, and in future the business will be carried on by the said Henry Thomas Tubbs and Joseph Lewis, under the designation of Tubbs, Lewis, and Co., who are authorised to receive and pay all accounts due to and from the said late firm.—Dated this 21st day of February, 1862.

*Henry Thomas Tubbs.
Joseph Lewis.
John Edwin Marsh.*

the business Tubbs Lewis had a warehouse and showroom in the centre of Birmingham and for this they went into partnership with John Edwin Marsh. The partnership was dissolved as early as February 1862. Their premises were advertised again in March 1863.

BROAD STREET, BIRMINGHAM. TO be LET, with immediate possession, the compact PREMISES, late in the occupation of Messrs. Tubbs, Lewis, and Co., consisting of good DWELLING HOUSE, WAREHOUSE, OFFICES, etcetera., with large Gateway Entrance. Rent, including taxes, £65. per year. For further particulars, apply to BIRCH and RAWLINGS, Estate Agents, 41, Cherry Street, Birmingham. (Birmingham Daily Gazette - Monday 23 March 1863)

Mr Marsh had got himself into serious trouble in a completely different field of business, namely Cornish mining (The Nangiles and Silverbank Mining Companies which later became part of the well known Wheal Jane concern). This is rather complicated and I will do no more than summarise it here. Marsh was fined £50 as the result of an action for malicious prosecution brought by an accountant William Foster in August 1861. He had been accused of wrong dealing by Marsh and

Joseph Taylor over the matter of some allegedly forged cheques and Foster had been imprisoned for a while, so he was considerably aggrieved.

Tubbs Lewis also appear to have had premises on Castle Street Birmingham (not to be confused with Castle Street, Falcon Square in London EC).

On Wednesday night the premises of Messrs. Tubbs, Lewis, and Co., factors, Castle Street, were entered by removing the padlock, and access was gained to the counting-house by picking the lock of the door. The manager's desk had been forcibly opened, and its contents, including the bank and cheque books, strewn upon the floor- The thieves had also "prised" the cash box, and appropriated what money was in it; but fortunately only amounted to £5. in gold, 20s. in silver, and 2s. postage stamps. They also took away with them about £35. worth of pearl buttons of different patterns. No clue to the offenders has yet been obtained. (Aris's Birmingham Gazette - Saturday 07 July 1860). Whether it is a coincidence that Taylor (one of the defendants in Foster's prosecution) had his brokerage's premises on Castle Street in Birmingham is a matter for speculation.

Property Development New Street (7)

NEW MEAT MARKET (near to).— Lease, the House and Shop situate 23, New-street, Cloth-fair, containing five floors and good light. Apply to Tubbs, Lewis, and Co. 29. Noble-street. Falcon-square. Rent. £50 (London City Press June 1869). New Street off Cloth Fair is another one that has disappeared. Cloth Fair still includes some of the oldest inhabited buildings in the City of London, but the numerous side alleys have almost all disappeared. New Street ran into Cloth Street and Cloth Street formed one of the boundaries of the site developed by Tubbs and Lewis as the Manchester Hotel. The present Newberry Street is probably on the same axis but there has been considerable redevelopment. I suspect that TL had already purchased the site that was about to include the Manchester Hotel and this was part of their purchase.

New Street did not go without a fight for there is a report from Saturday 6th July 1867 that in the parish of St. Bartholemew The Great. on Thursday, a meeting in Vestry of the ratepayers of the parish was held in the Vestry-room of the church. It was then proposed by Mr. W. Evans, that a deputation should wait upon the City Lands Committee in reference to the stoppage of a thoroughfare by Messrs. Tubbs, Lewis, and Co., at the bottom of New-street, leading into Aldersgate-street, such Committee consist of Messrs. Evans, Harris, Butcher, Palmer, H. Hood, Solomons, and Jackson (the Vestry Clerk).

St Bartholemew's is of course the church in whose name Bart's Hospital was founded and the Church is situated on Cloth Fair. Barts were landowners in their own right and benefited mightily

from the increase in property value that was associated with all these developments. Thus we read as a matter of interest to all that :- Value of Property - The Peerless Pool Estates, the property of Bartholomew's Hospital, formerly let at £600 per annum, has been recently leased to Messrs. Tubbs, Lewis, and Co., at a yearly rental of £2,800. How much?

Peerless Pool Estates (3)

Now the Peerless Pool Estates are an amazing and very little known aspect of life as it was lived on the borders of the City. For a start Peerless is not designed to impress, not originally anyway. It is a corruption of Perilous, as in Siege Perilous which takes us dangerously near 1066 and all that. There was a swimming pool there, all regular and ship shape and no more dangerous than any other swimming pool. The swimming pool opened in 1743 and was 170'x108' and among the first two or three such pools built in modern times.

An Advertisement in the Morning Post from 1801 reads The MANSION of HEALTH, in the City Road, justly famous not only " for its Cold Spring and Transparent Waters, but also for the advantages and accommodation experienced by its votaries. This haunt of pleasure daily rises in the scale of consequence, and needs only to be surveyed to ensure applause. Cold and Pleasure Bathing and Angling are its peculiar properties, for which unequalled provisions are made, both as to the dimensions of the Baths, and their delightful situation. By embracing these advantages, the debilitated and the valetudinarian are reanimated, and the enervated and relaxed become invigorated and robust. The Annual Subscription, including every attendance, 11. 6s. or One Shilling a time to Bathe.

The Peerless Pool shows on the 1863 Street Map. The buildings facing Old Street were Alleyn's Almshouses, St Lukes Hospital for Lunatics and The City of London Lying Hospital, which would now be called a Maternity Home. That was an elegant 18th century edifice partially destroyed in the Blitz.

The hospital lasted until 1919, after which it was used for printing bank notes and the building with a magnificent 500 ft frontage by George Dance the Younger, the City of London Surveyor in 1786, survived until 1963. Originally built as a paupers' asylum it later became a fee paying middle class affair which claimed a high rate of curing patients. Cold water plunges were a part of the regime and that probably explains the continued existence of the pool. What it does not explain is which part of the estate came under the control of Tubbs and Lewis, nor does it explain what if any development was made there by Tubbs Lewis or by Barts, or for how long they leased the estate property.

Castle Street (9)

Tenders. —The following are the tenders for alterations, additions, and repairs, No. 19, Castle-street, Falcon-square, for Messrs. Tubbs and Lewis, Mr. H. Ford, architect: —Messrs.



Palmer and Son, 1,177l.; Mr. Rawlins, 1,056l.; Mr. King, 898l.; Mr. Ashton, 748l. (London City Press - Saturday 02 December 1865). The lower case ell for libra as in L.S.D. or pounds shillings and pence (denarii) was the customary symbol for the pound sterling until the elaborate ell £ took over.

There's more here than is immediately obvious. Castle Street and Falcon Square have disappeared from the map but they were there until the Blitz and post-war redevelopment. Castle Street is now actually under the Museum of London. Meriel Jeater of the Museum writes on a museum blog "It is sometimes tricky to explain to visitors why the wall, while having Roman origins, is made mostly from Victorian brick and includes two medieval towers". The Victorian brick is down to developers such as Tubbs and Lewis incorporating the original Roman Wall into the rear of their later buildings. Similarly one of the mediaeval towers was discovered at No 7 Castle Street. No coincidence I think that discovery was also made in 1865, the same year in which TL were at work. Castle Street ran immediately to the north of Noble Street whose buildings similarly incorporated part of the original London Wall. The Plaisterers' Hall, part of a modern building, faces across what was Falcon Square, which conveniently housed an urinal at its centre, for those who were plastered perhaps. Whether the modern wide road London Wall is an improvement I leave for you to judge. Number 19 was just opposite Number 7. The photograph of Castle Street after the Blitz was taken from the Northern end of the street. No 19 was on the western side. 23-24 Castle Street belonged to AMT until



125-127 Aldersgate Street (6)

An imposing building of six stories has been erected at 127, Aldersgate-street (Item 6 near the junction with Charterhouse Street), partly on the site of the old candle factory. The owners of the building are Messrs. Tubbs and Lewis, and the occupiers will be a firm of wholesale druggists of long standing. The architect was Mr. W. Smith, Copthall-court, and the builder Mr. Henshaw. Considerable difficulties with regard to light and air, and the presumed right of way to Clothfair had to be encountered, notwithstanding which a substantial and even elegant building is the result. The premises, No. 125, Aldersgate-street, belonging to the same landlords, have been adapted so as to give additional accommodation to the same firm This work has been carried out by Messrs. Sewell and Son. A six-storey warehouse has been erected on the site of three old houses at the back, by the same architect, and for the same owners (Messrs. Tubbs and Lewis) Shoreditch Observer - Saturday 05 October 1867.

This is particularly interesting because 127 (and 125) Aldersgate Street is a building that survived the Blitz and the post-war reconstruction. The existing building is four stories above street level rather than six but is of the correct age.

Jewin Street & Jewin Crescent (11)

This area has been completely built over as The Barbican Centre. It was also the centre of the Cripplegate fire of 1897. Tubbs and Lewis offered the lease on supposedly fireproof premises on nearby Lansdon Street in 1896. There was widespread awareness of the severe fire risk in the narrow streets of the Barbican area in in the ward of St Giles, Cripplegate. The

"Gate" in the name is another reminder of the sometime importance of the old City walls which no longer coincided with the modern City boundaries. Cripplegate was without - outside the walls. In London Gate means Gate; in the Midlands it means Street. Vive la difference!

Branching from Jewin Crescent was Australian Avenue, which radiated from the outer side of Jewin Crescent at about 10.30 p.m. if standing at the centre looking North; It was probably built over Paper Street. AMT owned 18 Australian Avenue in 1940. The stock image shows the East end of Jewin Street and good money was parted with for its use, for obvious reasons. The fact that Tubbs & Son are the second names on the board suggests that the building was not wholly Tubbs property. The Tubbs in question was Walter Burnell, of whom more elsewhere in this issue and his son Claude Walter. He had offices at 37 Barbican from at least 1905 to 1927. The aerial view of the streets affected by the fire show quite clearly that many properties on Castle Street were also affected, including Numbers 7 and 19, 23 & 24.

The Manchester Hotel

The advertisement in a Leicester newspaper from November 1879 (page 24) makes it clear that the hotel was a Commercial Hotel and that its clientele was expected to arrive by rail particularly from Cottonopolis and the Midlands. I would like to leave discussion of this until a little more is known about it, but I have now identified some certain photographs of the hotel, that it opened on 1st October 1879 and confirmation that its end came with the Blitz of 29 December 1940.

(<https://www.eastlondonhistory.co.uk/manchester-hotel-aldersgate-street-ww2-photos/>). The view of St Paul's from



Jewin Street looking east toward Red Cross Street, with Tubbs & Son sign outside premises and their posters in the window. This is said to be about 1920. It is probably Number 38, sometime home of the City of London Photographic Stores (1901) and Belprex Ltd (1927)

The Fire Station at the end was built after the 1897 fire.

Unsurprisingly the street name derives from an ancient Jewish burial ground. It was widened after the fire.

An overview of the Cripplegate Fire of 1897 showing that the site of the above property was probably damaged in the fire. It also shows properties on both side of Castle Street being affected.

A fabulous high resolution aerial view of the damage caused by the Blitz of 29 December 1940 and subsequent clearance. This was shot in 1953. The Manchester Hotel site was being redeveloped by 1947 and is just off to the right at the bottom corner. Castle Street, Jewin Street and Jewin Crescent are almost totally destroyed but St Giles Cripplegate (Centre right) survived both the 1897 and 1940 conflagrations with only moderate damage. Little remains on Noble Street close to the top RH corner. Finsbury Circus top left is looking undamaged. The Metropolitan Line meanders through the scene roughly on a diagonal top left to bottom right with the Whitecross St goods

depot near St Giles.

Clearly visible on Castle Street are the remains of the two towers that formed part of London Wall. The further tower was inside the two-bay premises at Number 7. One Tubbs property at number 19 was almost opposite.

Whitbread still brewed honest beer. The brewery towards the bottom left is fully operationa, with steam visible. Their major casualty in the Blitz was the stables. 83 horses were killed. The premises of Tubbs Hiscocks have disappeared from the corner of Fore Street and East side of Milton Street in the upper centre. Milton Street runs alongside the furthest side of the brewery towards Fore Street, which runs from St Giles' towards Finsbury Circus. A non family business was the huge emporium of The Fore St Textile Warehouse which made even more money than Tubbs Lewis. It occupied much of site between Fore St, Milton St, Whitecross St. and the railway.

Fore Street also housed Edmund Byrne, wholesale stationers in which Edwin Henry Tubbs was a partner for a while. This business is proving inscrutable so far. Edmund Byrne's sister married Alfred Tubbs. At least the Cripplegate Fire of 1897 avoided being called the Tubbs Fire, unlike one of the Californian killers this year. A.T. Tubbs had discussed the risks at a Cripplegate Wardmoote shortly before the 1897 fire.

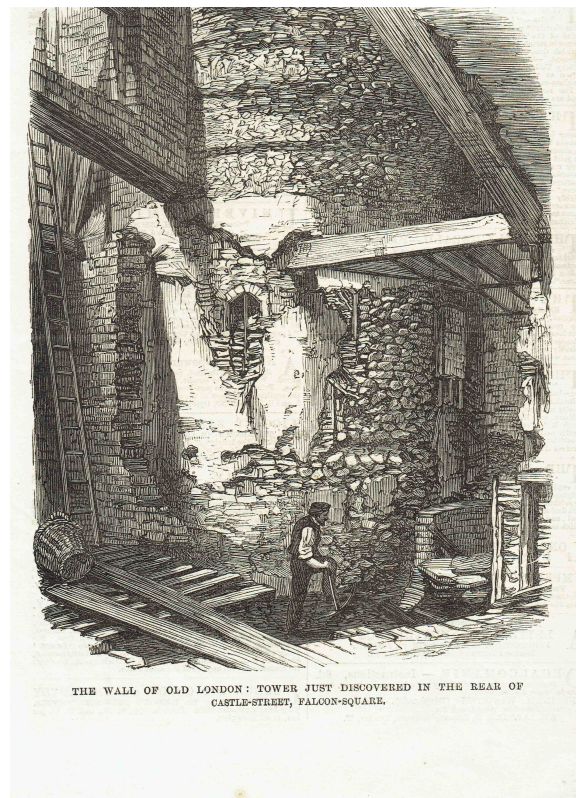
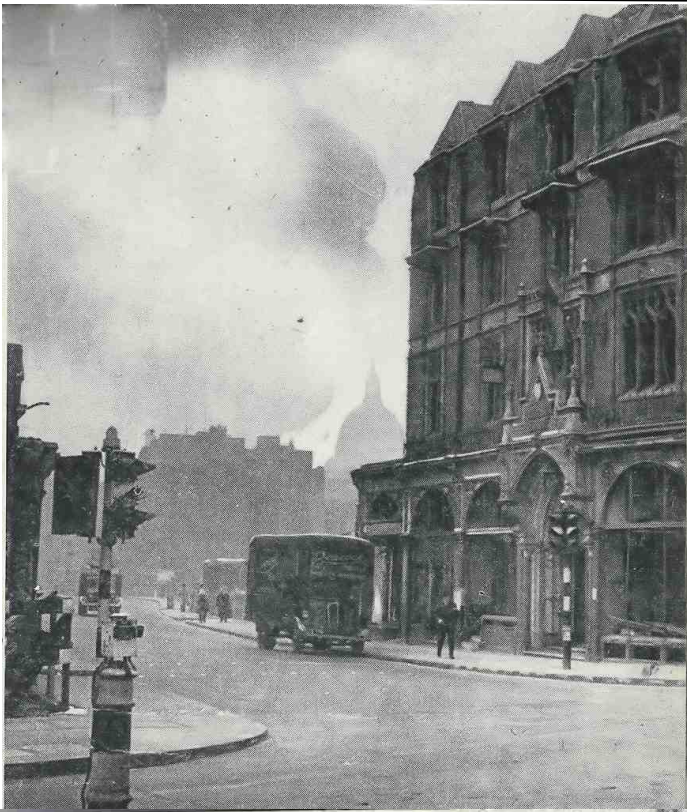


The Manchester Hotel

Finding this pair of images of the frontage of the Manchester Hotel on Aldersgate Street at its junction with Long Lane has been the most satisfying discovery of the year. The building also had an entrance on Long Lane and had 240 bed rooms when it opened, later enlarged.

The woodcut print from an 1865 newspaper is one I have bought. Castle Street continued into Hamsell Street. Looking at the aerial view of the Cripplegate Fire damage and the 1953 aerial photograph (page 23) which shows the ruined base of this tower there is no doubt which property was 7 Castle Street in 1865, and that locates No 19 based on a plan which I do not reproduce here.

The northernmost tower is known as the Barber Surgeons Tower (near St Giles). Their rebuilt hall stands nearby. Most accounts neglect the rediscovery of the tower in 1865.



Hold the front page ! - Part 2

Most recent issues have contained a typographic observation. This year we have a typographic story, even if it is not hot off the press.

Remember this little bit of frippery from 2003. I'll bet you do!

"Talking of typefaces, the only surviving type from the famous Doves Press was set to make up a seasonal greeting. It read May this last Christmas of the Century/ Prove the best kept unto the last for thee./MGW (Mary Grace Walker – the wife of Emery Walker who founded the Doves Press – founded in every sense) Very fine sentiments too. And it is dated Christmas 1900. I knew it! I was right all along, and it proves the 20th century was the shortest on record.

"If you don't know the sad story of the elegant Doves type, get your handkerchief out. Emery Walker's partner, Cobden-Sanderson chucked the lot into the Thames in 1916 after a long legal feud. I spent a happy five minutes mud-larking near the spot, after

visiting the nearby Doves public house in Hammersmith a few years ago. It would have been front page news if I had found some type and not just in my paper."

Hold the front page! One enterprising chap did not just go mud-larking, he went at the job full tilt and found enough of the type to reproduce it. In November 2014, the Port of London Authority's diving team, directed by Robert Green, recovered 151 metal sorts from the Thames. A portion of this type will now be donated to the Emery Walker Trust, where it will be displayed to the general public. And reproduce it he did. Not in cold metal alas, but in digital format only.

Emery Walker was a Fabian Socialist, a friend of William Morris and one of the many illuminati who colonised Hammersmith Mall, making it heavy with blue plaques.

Dear reader, I fell for this unmissable piece of history and so consider yourself very fortunate please that this article is set in Doves Type, at no small expense.

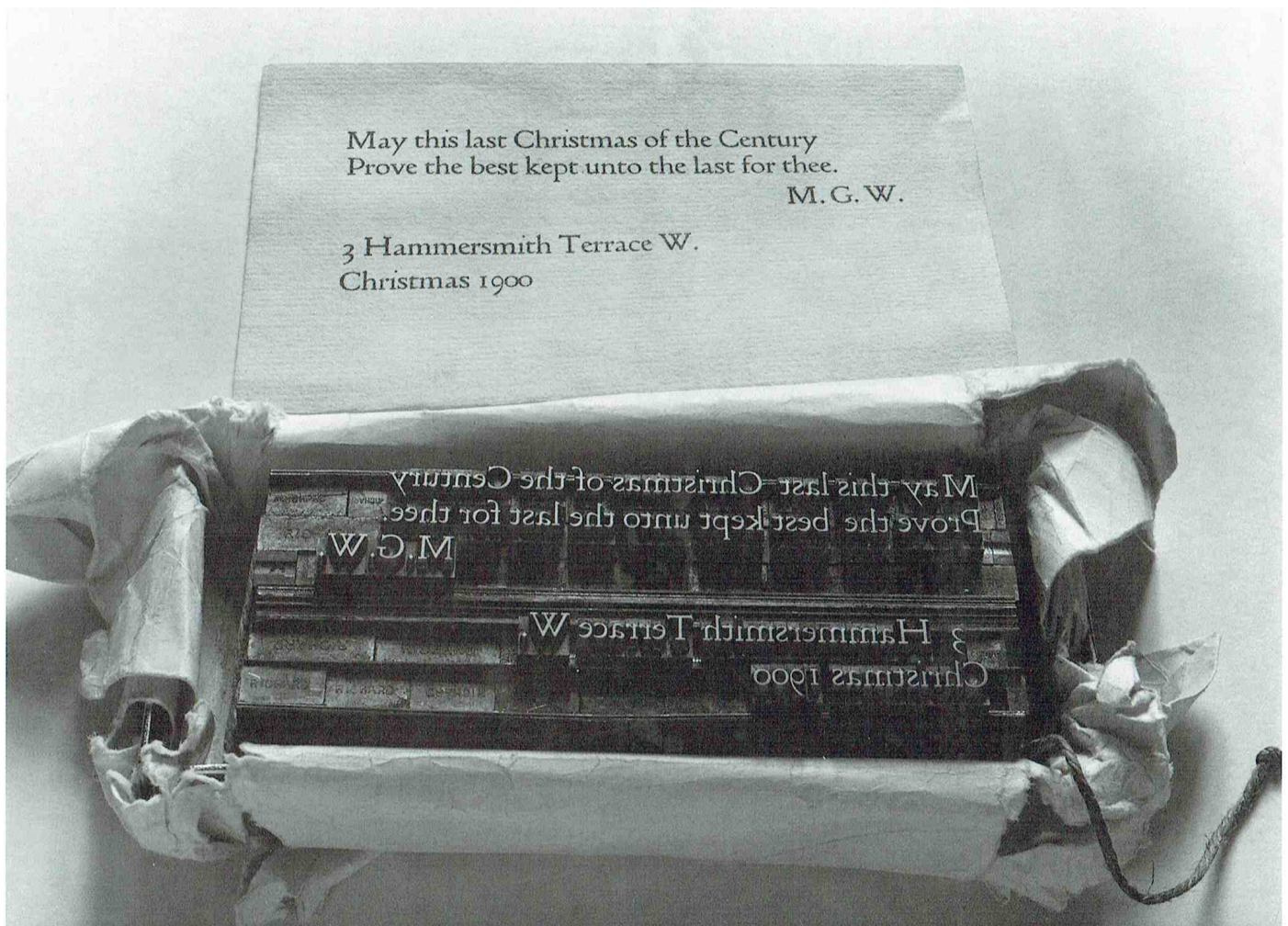


Fig.9 The only surviving block of Doves type.

Walter, Walter, Walter everywhere

This article is the exception that may replace the rule that my writings about the family are published here first before now being posted to my website at tubbspubs.org.uk. Much of this was posted to the website earlier in 2018 to no noticeable acclaim.

Walter Burnell Tubbs (1861-1936) was the oldest son of Henry Thomas Tubbs. At the time of the 1881 census he was an auctioneer's clerk resident in Tonbridge, Kent at the home of a Tunbridge Ware maker named Hollamby. A fellow lodger also an auctioneer's clerk was Richard Charles, his future partner and future brother-in-law. He married Ellen Alice Charles in June 1886.

Walter had the reputation of being a spendthrift and in later life



benefited from a modest legacy left by his brother Edwin Henry of £300 p.a. In the meanwhile he established a high, but expensive, reputation as an owner and breeder of carriage and trotting horses and there are numerous press mentions of him winning at shows all over the country, of which more below. At one time he said to have had stables near Nether Court, the large home of his father in Finchley, at or near where he was living at Rocklands, Church Street, Finchley. At the 1901 census his address was 123 Harley Street with a butler and servants but

at the 1911 census he was living at Downage, Parson St, Hendon (Just off the A1 Great North Way) a house with 25 rooms, also with a butler and five other resident servants. The Butler's wife, Mrs Gregg, and children lived in Downage Cottage. Herbert Calver the Gardener lived in "The Stables", Downage. It would appear that the Varneys at Ashley Cottage were not part of the estate. The property is presumably the 18th Century Downage House, or Downage Wood House that was demolished in 1928 when the land was redeveloped for housing..

The house appears to have been occupied by Lady Torrington in 1754. She may have been the widow of George Byng, Third Viscount Torrington, The family home of the Byngs was however near Winchester. The family's best known member was Admiral John Byng who was executed after a Court Martial in 1757

His death in March 1936 is registered in Kensington. He was then living at Cornwall Gardens, close to the Natural History Museum. Probate was not granted on his estate until 1957, perhaps not coincidentally at the same time as probate was granted on the estate of his daughter-in-law but its value was NIL. Ellen Alice Charles died in 1943. The firm of Tubbs and Charles had premises for some time at 1 Gresham Street EC, near the Guildhall, which is within a few minutes' walk of the business premises of Tubbs Lewis on Noble Street and his cousin Leonard Tubbs, solicitor at 68 Aldersgate Street.

Examples of their business can be seen in newspaper advertisements:

Just before the Cripplegate fire, on 26 June 1897 (The Times), Tubbs and Charles, the auctioneers offered "the exceedingly valuable freehold, ground rent £150 p.a. amply secured on the fireproof premises at 6-7 Landsdon (?) Place, Golden-lane EC." Solicitors Leonard Tubbs. A separate notice later announced a sale before the date of the auction. One might speculate that this fireproof building was a PB Tubbs design for his father, and that everything was therefore in the family, Leonard being HTT's nephew and Walter of the auctioneers, his son. Golden Lane has given its name to the modern housing estate. It ran as an extension of Red Cross Street from Barbican northward to Old Street and as can be seen from the view on page 23, it escaped the fire of 1897.

In 1897 six plots at Chiswick were being offered by Tubbs and

PROPERTY INVESTMENTS.

FREEHOLD GROUND RENTS for SALE of various amounts ranging from £150 to £350 p.a.; amply secured upon City and Suburban Properties. — Full particulars of **W. BURNELL TUBBS, Surveyor, 37, Barbican, E.C.**

SEVERAL SECURITIES available for Mortgage for sums ranging from £1,400 to £3,000. — Principals or their Solicitors only apply **W. BURNELL TUBBS, Surveyor, 37, Barbican, E.C.**

COMPACT BLOCK of 23 **FREEHOLD** Semi-detached **HOUSES**, all let, and producing about £1,000 p.a., to be **SOLD**; part of the money could remain on mortgage, or the Equity could be purchased. — Full particulars of **W. BURNELL TUBBS, Surveyor, 37, Barbican, E.C.**

Charles of 1 Gresham Street. This would be land bought by his father from the Duke of Devonshire. On one parcel of this land at Milnthorpe Road PBT would later design and build "Compton" a house for his son Cecil, as a wedding present, having inherited the land from his father, who died in 1917.

Walter also received an equal share of the estate.

At the same time they were offering freehold business property at 101 Whitecross Street, EC. There is no reason to suspect that all of the firms's business was on behalf of family interests.

Whitecross Street is the pendant of Red Cross Street. The two streets meet across the road from the fire escape at St Giles. A Debtor's prison stood at their junction, which was later the site of the Fire Station itself.

By March 1905 W Burnell Tubbs is trading on his own and gives two London business addresses, 68-69 Shoe Lane and 37 Barbican (Telephone Central 3755). Shoe Lane forms one boundary of the former Farringdon Market site that Henry Thomas Tubbs bought from the Corporation of London.

On 15 March 1905 he offered further building plots at Chiswick for auction sale.

Tubbs and Charles also had an office in Littlestone, New Romney Kent. This was to sell land and properties developed by his father who with Joseph Lewis acquired a large tract of undeveloped land at Littlestone some time around 1883.

It is clear from the nature of some of his later advertising that Walter was as much in the business of finance as he was in property dealing. Bundling mortgages for resale has a distinctly contemporary fragrance that does not greet the nose with the delightful scent of roses.

Horse Trading

A glance at the autobiography of our former Foreign Secretary Jack Straw, curiously not called Man of Straw, reveals that his mother was a Gilbey, distantly related to the gin dynasty. As you can see below, Sir Walter Gilbey was in direct competition with Walter Burnell Tubbs for the profligacy of their expenditure on carriage horses, though Gilbey must have had the deeper pocket. According to Straw (who left Leeds University as a known firebrand shortly before I arrived) Walter Gilbey was responsible for making Rotten Row the fashionable Victorian rider's showplace, but this is not really proven as it first became fashionable in the 17th Century Restoration era.

The activities of these Walters were often at the upper end of society entertainment.

The Queen (i.e. Queen Alexandra), who was accompanied by Princes Victoria, visited the Hackney Horse Show at the Agricultural Hall yesterday. The Queen and the Princess arrived at the show at half-past 3. They were conducted to the Royal box, and witnessed the parades which had been arranged in honour of the visit, as well as the judging of the pony stallions for the championship of the show. There was a very large

attendance, and the Queen was received with much cheering. Her Majesty stood in the front of the Royal box for some time to witness the parade of tandems, and evinced great interest in this and other parades (It says here. ed.). The visit lasted for nearly an hour.

The third day of the show was occupied principally by the judging of the harness classes and the classes of mares or geldings in hand. These were quite up to the average in quality, and the numbers were slightly in excess of those of last year. By way of variety a few pony classes were introduced, and these were highly interesting. The classes for mares or geldings in hand, if they do not possess much attraction for the general public, are always keenly criticized by good judges.

Mr. Walter Cliff's Melbourne Princess won in the 14 to 15 hands class, and was afterwards successful in a strong harness class, in which 19 of the best horses of that height competed. In the 15 to 16 hands class, the issue was between Mr. Burnell Tubbs's Abaris and Sir Walter Gilbey's Flash Clara. The judges preferred Abaris. Messrs. Ferguson's Prestbury Reform, who had been second in the class of ponies in hand, won in the harness class for ponies not more than four years old. In the class for older harness ponies Mr. Foster's Melvalley's Minster, a frequent winner last season, began the season well by beating a former champion in District Sensation.

Administrator

As reported by DBT in his memoirs, one horse with which Walter made his reputation was Administrator which won classes 47 and 51 at Southend Agricultural Show in 1905. The runner up was Sir Walter Gilbey (Bart), the gin magnate with Bonny Danegelt, yet another horse from the same gene pool as Danegelt and Gongelt. At the same show there was a demonstration and competition for ploughing using both steam and petrol powered machinery, heady stuff for 1905.

At The Hackney Horse Show at Islington in 1906 Administrator (by Garton Duke of Connaught) won its class. At the same meeting Dashing Girl by Danegelt came second in the 3 year old class, and Rosadora (by Rosador) won the 4 year olds. The most notable winner that year was Mr Ramsays Diplomatist (by His Majesty, no less). The following year Administrator was only Reserve. Administrator won its class at the show in 1907, 1908 and 1909.

Administrator earned its owner 50 guineas at the Royal Lancashire Show in 1909.

Administrator was reserve in class at the 1910 International Horse Show which it had won the previous year.

Whether or not Administrator was finally sold for the reputed sum of £1000 is not yet clear but he did pay around that much for it, as he failed to reach his reserve price when the stable was broken up in 1910. but in 1905 Walter paid handsomely both for Administrator and Rosadora, famous animals already, though

the purchase nearly got him into trouble. There were grounds for disqualification of these two horses at Watford Horse Show that year (Herts Advertiser 17 June 1905), that they had been sold within the last month, for 975 (£1023) and 710 guineas respectively, to Walter; it was at an auction sale at The Peterborough Repository (?) on 5th May 1905. That is well over £200,000 at 2017 prices including the 5% for the commission, assuming the customary guinea split of £1 to the seller and a shilling to the auctioneer. This is the way the Danegelt goes. The upshot of the disqualification was a triumph for Tubbs in the Watford County Court, a rare win in the family's litigation handicap stakes. Members of the committee had agreed to accept the two entries, in the knowledge of the recent purchase, believing they had discretion to override the rule requiring the entrant to have owned the animal for a month. Tubbs claimed in court that nobody would wish a hobby to be a source of annoyance, a very doubtful proposition, but he needed to clear his reputation, by the only means available short of fighting a duel. (Barnet Press, 28th October 1905). Walter's father HTT a Justice of the Peace must have been happy to see this in their local paper rather than a death notice.

In Administration

The stud was disposed of at a sale in August 1910.

HACKNEYS. Messrs Henry Manley and Sons on Friday, at the Paddocke, Mill-hill, dispersed the stud of hackneys which has during the past few years been successfully maintained by Mr. W. Burnell Tubbs, of Downage, Hendon. The demand for breeding stock was not very keen, although the eight-year-old mare, Pious Bonds, a daughter of the celebrated Polonius, was run up 200 guineas before she became the property of Mr. Rich, who also gave 100 guineas for her yearling filly, by Administrator. Mr. Cobb paid 160 guineas for the three-year-old harness mare, Advice, also got by Polonius, and Gold Thread, a five-year-old, by Leopold, which won third prize in harness at Richmond, went to Mr. F. Batchelor 150 guineas. The stallion Administrator, five times champion at the London show, failed to reach the reserve price placed upon him, although the bidding was carried up to 600 guineas. The average for the twenty-three lots sold, including foals, was £61 10s 9d. (Hendon & Finchley Times - Friday 05 August 1910)

Downage and outage

By 1912 perhaps the dream really was going sour. It was reported by The Hendon and Finchley Times (20th September 1912) that Downage, Hendon had been let, following the departure of W Burnell Tubbs. For many years it had been the residence of Mr James C Marshall who in earlier times was reported as hosting outdoor theatre performances on the property. Unfortunately it has not yet been possible to find an illustration of Downage, nor is it entirely clear whether the horses were always kept there or whether he did have stables in

Finchley before taking Downage.

I may try to compile a complete list of the many horses that were showed/shown? during Walter's brief period of stardom. One thing is clear. There was a good deal of inter-breeding within the elite group of winners in the classes which Walter contested.

The smaller portrait was captioned by CBT as Mrs Charles, presumably Ellen Alice's mother Elizabeth Ellen born in 1831 but possibly the wife of Richard Charles, of course who was much younger.

As Stanley and Walter both married Ellens there could be some confusion.

The male portrait is Richard Stafford Charles. Unlike his erstwhile partner Walter, Richard Charles died solvent in 1938 leaving his wife £138,000, nearly £9m at today's prices.



GROTNEYS

It's confession time. I have a small collection of Watneys breweriana. It includes a few original letterpress printing plates, one of which I reproduce here. Probably the reason that the letterpress plate survived is that it is slightly damaged, which is a shame but too good to miss all the same.

For many years Watneys was one of the most respectable of London based brewers with their brewery almost opposite what is now Victoria Station but they were there for a couple of generations before Queen Victoria came to the throne, let alone gave her name to almost everything on the planet. The business was enlarged by the merger with Coombe and Reid breweries, but remained a London business. But things went wrong at Watneys. They were almost the first brewer to perfect, if the terms fits, the process of bringing beer to condition at the

brewery, then pasteurising it to make it inert and long-lived. Then it had to be revitalised with carbon dioxide to make it look like beer again. The gas could also be used to pump the beer from the cask to the glass, which meant that it had to be much more fizzy than drinking pleasure required. There were lots of variants on this basic process, some more offensive than others. They could only sell their rotten beer by spending large amounts on advertising, leaving a legacy for

collector. The company came into the hands of visionaries who wished to turn the world into a Watneys lake, attached to a property company called Grand Metropolitan, and set about buying up breweries throughout the land. To Watneys the breweries were worthless but the pubs were the thing. They were rigorously branded, knocked about and denied the possibility of selling real beer. When CAMRA was formed in 1971 Watneys were one of six brewers who completely dominated the beer and pub industry, ably assisted by Guinness, and they all pushed fizzy beer. Watneys Red became one of the best known and least liked of all UK brands, vilified by CAMRA as Grotneys, borrowing the 1960s term of grotty which was derived from grotesque. CAMRA's slogan, suppressed by the lawyers, was "Watneys! Avoid like the plague".

One aspect of the fizz game was the delivery of beer in tankers rather than traditional wooden or even aluminium casks. The beer was pumped into the pubs just as if it were petrol or sewage. Mansfield Brewery was the main offender in my part of the world. Watneys adapted the famous Scammel mechanical horse an early form of small articulated delivery vehicle and stuck tanks disguised as wooden casks on the trailers.



These monstrosities were captured by the artist in residence on these pages, Charles Cundall. No doubt he was commissioned. Paul Liss who specialises in Cundall and many other collectible 20th century artists, offered me some sheets of Cundall sketches for a price I could just about have afforded, from which I reproduce a detail. Alas I failed to pluck up Courage, or Watneys or Bass or whatever would have been required, so I cheekily reproduce the work from the advertised version.

Despite the millions spent on advertising the Watneys brand was the first major casualty of the restructuring of the brewing industry occasioned by Mrs T's Beer Orders of 1988. There was a pubs and breweries swap with Courage, at grossly inflated prices, which resulted in the hated and barely lawful Innentrepreneur lease. Gradually all the breweries closed and the pubs have been churned through the hands of many different pub owning property companies.

The last brewery left that was built by Watneys was last seen brewing Budweiser at Mortlake but closed, mercifully. Slogan suggestion "Probably the only beer in the world that is worse than Watneys Red". London brewers Mann, Truman, and Ind Coope of Romford owned breweries in Burton. Those brewers were also rolled up into Big Six companies. Trumans brewery building is on the oh so trendy Brick Lane and of course Whitbreads is on Chiswell Street in HTT land (see page

23).

Collecting a little breweriana is as near to beer as I seem to get these days, having lost the knack of drinking it. At the time of writing I have consumed slightly less than three pints of beer this year. That is a fact and not the result of a decision to abstain. The taste may return.

The other brewery to which I have paid some attention is the much lamented Home Brewery of Daybrook, Nottingham.

The British always
have a good word
to say for beer.

"WATNEYS"



PB Tubbs FRIBA

The tally of buildings known to have been designed by Percy Burnell Tubbs FRIBA is slowly increasing. There are several Walton Houses that are on English Heritage's statutory list and this is one of them. Longford Street is in Camden.

The story of the Convalescent Home in Littlestone is not really settled. We were thrown off the scent by a photograph in Romney Marsh in Pictures by Edward Carpenter of a dull pair of semis that are credited to PBT, and they definitely have a "Convalescent Home" banner between the first and second floors, or the second and third if you are reading this in Euroland. There was a home for women and girls on St Nicholas Avenue before Creedy House., managed by a Mrs Laxton. Creedy House on Nether Street in Littlestone has always been a Convalescent or Nursing home and still is; I believe it replaced the earlier site.

Mrs DB Tubbs recalls that this was the building which Bunny indicated as his father's design and the style is sufficiently elegant to have been the hand of a skilled architect. Nether Street appears to be named for Nether Court, a second Littlestone example of HTT allowing personal references in his generally bland naming of streets, properties or products. HTT is recorded as having donated the land but the finances of the Home are not yet known.

From last year's account of the Station Guard you may remember that PBT was reported as having left the Company in November 1918. The Company remained active until the troops had returned from France and the other fronts. He gave professional grounds for leaving but it may not be a coincidence that Roy Carlton was born in October 1918. As reported by Bunny this did not go down well on the home front, as may well be imagined.

An account of Roy Carlton's early life is one story yet to be covered here. The other aspect of PBT's wartime story is the tribute he received from his colleagues. The centenary of that does not fall until 2019.



Walton House, Longford Street
Grade II listed block of flats built in c.1906 to the designs of architect Percy Burnell Tubbs. Architectural description at this [Link](#).





Far left, A selfie disguised as The Tubbs Cup, properly the Littlestone Challenge Cup, which is still played for. It was first won by Walter Burnell Tubbs at Whitsuntide 1888.

Left a cup won by Percy B Tubbs in the Brassey Competition (Open) in 1905 at Romney Sands. Previous page - The Tubbs Cup being presented.

Littlestone Golf Club

A little too late to report in any detail last year was a flying visit to Littlestone Golf Club in the company of my cousin Liz Royle, nee Tubbs and her husband John, who live in Rye, not many miles distant from Littlestone.

I was flattered and proud to be given a copy of the history of the club and to be shown some of the memorabilia in the club house which includes the Tubbs Cup and the original deed by which HTT transferred land to the club.

This was enlightened self interest, of course (ho ho!). The story that he was encouraged to do this by the local railway magnate Sir Robert Perks appears to be substantially correct.

Tubbs and Lewis had hoped to develop New Romney, as they called it, to rival Eastbourne in scale and splendour. An important step in that direction was the arrival of the railway which as reported last year happened anyway, planned before Tubbs and Lewis were on the scene.

The presence of a Golf Club would be an attraction to visitors and this is what happened in 1888, with subsequent enlargement in 1897 on land bought by HTT and sold to the club. In 1901 they bought land for the Ladies' course. The original clubhouse belonged to HTT and is called Netherstone.

The meetings to negotiate this were held at The Manchester Hotel.

The majority of early members were not local residents. They came down from London for the week-end, on special trains direct from Cannon Street, arranged by RS Charles then of 17 & 18 Basinghall St. Without the specials it was not an easy journey.

The membership was distinctly top drawer. At one time both the Prime Minister Asquith and the Leader of the Opposition were members. AJ Balfour (Conservative PM 1902-5) was the first President.

The story that Mr Gladstone bought a house in Littlestone is almost right. Two Gladstone sons, both peers had properties.

Herbert 1st Viscount Gladstone at Sandycroft and Henry Neville, 1st Baron Gladstone of Hawarden at Whitelums.

The layout of the course has changed a few times. As a very good links (seaside) course it was much appreciated, being far more convenient for Londoners than St Andrew's and for a time almost as fashionable.

Henry Thomas Tubbs was a Vice President from 1888 to 1914. A fellow VP was HC Stephens MP, previously mentioned here.

Inky Stephens was the member for Finchley from 1887 to 1900 and VP from 1888-1895. He left Avenue House in Finchley to Finchley Urban District Council. It remains open to the public and houses a small museum.

It was Stephens whose planting of rare trees is the basis of the Arboretum in the grounds around Avenue House. This activity has been falsely attributed elsewhere by netwits to HT Tubbs.

One outstanding mystery is that a cup won by PB Tubbs in June 1905 (Brassey Competition (Open)), still in the family's possession, was awarded at Romney Sands Club. that has now disappeared without trace. Romney Sands are more Greatstone than Little. Whether Brassey was a chap or a variant spelling of Brassie (a type of club) is not known.

Of Identificationists, lemons, lemanserie and referenda

I got the impression that last year's review of a 1955 issue of The Motor was of slightly more general interest than the property review filling the pages of my 2017 offering, so here we go again, down a slightly different path.

Identificationists! Well here's an unlikely word and DB Tubbs uses it in the sense which I would expect, those who take an interest in identifying things which may not be what they seem or which do not seem to be anything obvious, a necessary qualification of the completist. In Bunny's usage identificationists like to identify the provenance of motor cars, specials or those with unusual bodies or other variations. Much scarier than this is the employment of the word in philosophy where in discussion of free will, identificationists are those who can choose a course of action after identifying it. Determinists can also see a course of action but they can't avoid it, a bit like being struck in the tramlines, a thing that happened rarely for a generation or so, but was very nearly my final undoing in Sheffield a few years ago.

Like so many adventurous publishing ideas Profile Publications turned out to be not quite as profitable as hoped. Nevertheless the publications were issued in a long series and DB Tubbs wrote, and claimed copyright on Nos 27 The Talbots 14/45-110; 39 The Austin Seven; 44 The Lancia Lambda; 70 The Wolseley Hornet & Hornet Specials; 92 The 2-litre A.C. 'Six'. I have chosen at random to review No 70, with a footnote about Jowetts.

"But this will be the sheerest pornography" begins Bunny's delightful text, quoting a comment from a fellow guilty motoring writer (Profile Publications Number 70, retail price United Kingdom two shillings). It is a perfect example of his style. Even in technical writing he can not avoid personal allusions. He first heard of the new six cylinder Wolseley as he stepped off an Armstrong-Whitworth Argosy in mid April 1930, returning from his trip to Egypt with PBT. He described the early saloons as being "cheap and not far from nasty", but they had sporting possibilities.

These days we tend to admire old cars for their achievement in getting to be old, despite the odds, much in the way that Samuel Johnson was amazed by women preachers, not for how well they preached but for the fact that they could do it at all. Mr Tubbs' admiration is more critical. Here beginneth the lesson. "The Wolseley Hornet and Hornet Special exemplify all that was worst in early thirties design". A seven year old 'Nash' might well be an antique but would "laugh at fussy modern small sports cars", according to a Frazer Nash owner in the day, though it was only supposed to be a fast tourer.

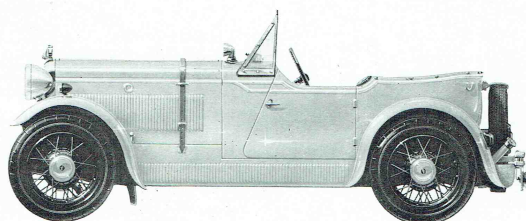
Bunny describes the first open-bodied Hornets as the first boy racer cars, faint praise if ever there were praise, though more

genuinely sporting variants were soon developed as has happened to countless other standard motors before and since, from the Austin Seven to its logical descendant the Mini for example.

A more general historical point is that despite its charms it was precisely the sort of car that the Vintage Sports-Car Club was formed to 'escape from', i.e. it had a whippy chassis derived from a Morris, with soft suspension, and the engine was too far forward among other, lesser sins, such as a small fuel tank and a huge turning circle. The VSCC still uses the hyphen in its name, but not in its initials.

The pornography referred to above is that indecent act of shoving too much car into such a short length. How could they manage this "without pushing the engine into the road"? Well the answer is that the vertical camshaft/dynamo of the original design which featured on MGs for another few years was replaced by a chain. The fan was dispensed with resulting in "better cooling at high speeds". How they cooed, ignoring the fact that it would boil over in traffic. The track rod was in front of the axle, tut tut. (Track rods transmit the steering from a steering box to the front axles - ed. Until they bend on Burnstump tip - ed)) The manufacturers blandly gave out "that no changes had been made in the chassis frame at all, merely a slight reshuffling of brackets and cross members", as the cross members of the VSCC might have harrumphed. The suspension was softened without the chassis being stiffened, the most

The Wolseley Hornet & Hornet Specials



NUMBER 70

RETAIL PRICE
UNITED KINGDOM TWO SHILLINGS
UNITED STATES & CANADA 50 CENTS

PROFILE PUBLICATIONS

damning of all sins. You may have a rigid chassis and soft suspension or vice versa, but not both the same. The centre of gravity was too high. They “seem to have broken every rule in the book”.

Bunny's attack is on two fronts of course, the car itself and the shameful lack of criticism from the press. “Predictably contemporary road tests say nothing about ghastly handling”. The new Hornet “glided over over surfaces of all sorts” and the steering ‘on the straight felt firmer and steadier’. Darts players will understand” says Bunny!!!!!!!!!!

The gear change gate worked backwards, as in the Gobron-Brillie, as if everybody knew, with first in the “south east corner”. (It's a large scale example of the differenced between Cowley and Longbridge; reverse to the left or right -ed).

“The Hornet Special followed as an incestuous rival to the MGs and as completed, only by rival coachbuilders, more a Boys Own Paper entry for Le Mans than a real racer, with a bosomy cleavage of a scuttle which housed a huge, (well five inch) rev-counter.” Early cars were given Swallow coachwork by William Lyons (later Jaguar), which I find very charming, even if Bunny doesn't.

This was a car for ladykillers with go-faster everything. The exhaust emitted a “whoop whoop bird call that was often successful and sometimes within the law”, all this for £298. However if you stepped along to Leaper Street, (not Leeper Street Bunny) Derby you could buy a real stinger of a Hornet special with none of the ‘Lemanserie’. The McEvoy-Pomeroy conversion would cost you £75 and whisk you from 0-60mph in 12.8 seconds (P.D.Q. compared with ‘a little over 30 seconds’ for the original standard Hornets). “Those were the days when Pom carried not only a slide rule but a sword stick to discourage the ungodly”. This was Laurence Pomeroy junior, sometime colleague of DBT at Temple Press.

The chassis was eventually reinforced with ‘tenuous’ (meaning weak or slight) cross bracing in the form of a letter “H”, for Hornet perhaps (Remember the special “K” beater for Kenwood?). In “foolishly listening to a customer referendum” they produced the “ultimate lemon” a saloon Hornet with three-speed pre-selector box. It can not be overstated how much pre-war motorists hated changing gear, indeed deemed themselves incapable of doing it. The cars already had synchromesh on the higher gears and synchro on first is a luxury as I discovered in my early driving days. The Hornet had been outclassed by MG; the name was dropped around 1936 “and was allowed to rest until revived as “a playmate for Elves”, a dig at the ludicrous badge engineering associated with the BMC Mini thirty years later, still current when Bunny wrote this little masterpiece in 1967. Variants of the original 1959 Austin Seven which became the Mini were the Morris Minor, The Riley Elf, the Vanden Plas, the Wolseley Hornet, the Mini Cooper and let's not forget the

Moke with others to come such as the Clubman. Who he? There were also numerous foreign variants such as the Innocenti. I'll have one of each please and apologies to any I have omitted. Bunny, who knew Sir Alec Issigonis of course, reported that he returned the Metallifactory jack of his Mini to Sir Alec along with a protest note.

In effect BMC lacked the willpower to rationalise its dealer network and needed to keep its customers who had an unwavering predilection for the marque favoured by their forefathers. In another volume in the series Bunny opined that the pre-war Jowett which was in production from 1910 to 1939 (29 years) had the longest production run of all time. He was writing towards the end of the 1960s and could not have foreseen the 2CV lasting from 1948 to 1990 (42 years), the Mini itself from 1959 to 2000 (41 years) and the original Beetle from 1938 (sort of) was already about to beat the Jowett; even if you discount pre-war production then the VW ran from 1946 to 2003 (57 years) and the later series is also about to end, and The Land Rover from 1948 to the present day (under licence in a couple of overseas locations). Few, if any, of my nominations remained strictly as first launched. Manufacturers keep their stupid computer-generated names these days but change cars out of recognition; for example the 3 series BMW of today has gone through 6 generations since 1975 and has grown from being somewhat smaller than the proverbial small parish church to Gothic grandeur.

Jowett

The story of the Jowett has the same unhappy end as most of the British motor industry. They either went bust or were absorbed by one of the narrowing band of major manufacturers. Jowett went somewhere between the primrose path and salvation. The plant was taken over by International Harvester but car production ceased. On the way the story involved one of this narrative's regulars. Bunny's colleague Laurence Pomeroy junior turns up again in the story of the Jowett Jupiter. If you thought lazily as I did that the sporting Jupiter was just a rebodied Javelin saloon then think again. If you thought of it not at all, reading further is optional. The Javelin had been designed by Gerald Palmer in 1942, while sandwiching two stints with MG, and started to earn foreign currency soon after the war. It was well received by the motoring press including Bunny. Pomeroy was then Technical editor of The Motor and is correctly described by Bunny as the catalyst behind the development of the Jupiter. He inspired it, gave it the name of Jupiter, but did not change career. The team involved Professor Robert Eberan von Eberhorst, the designer of the famous 1939 Auto Union racing cars and ERA – English Racing Automobiles, whose cars never aspired to beat Mercedes and Auto Union but dominated many other racing and hill climbing classes from the 1930s to the 1950s. The Jupiter has a new space-frame design

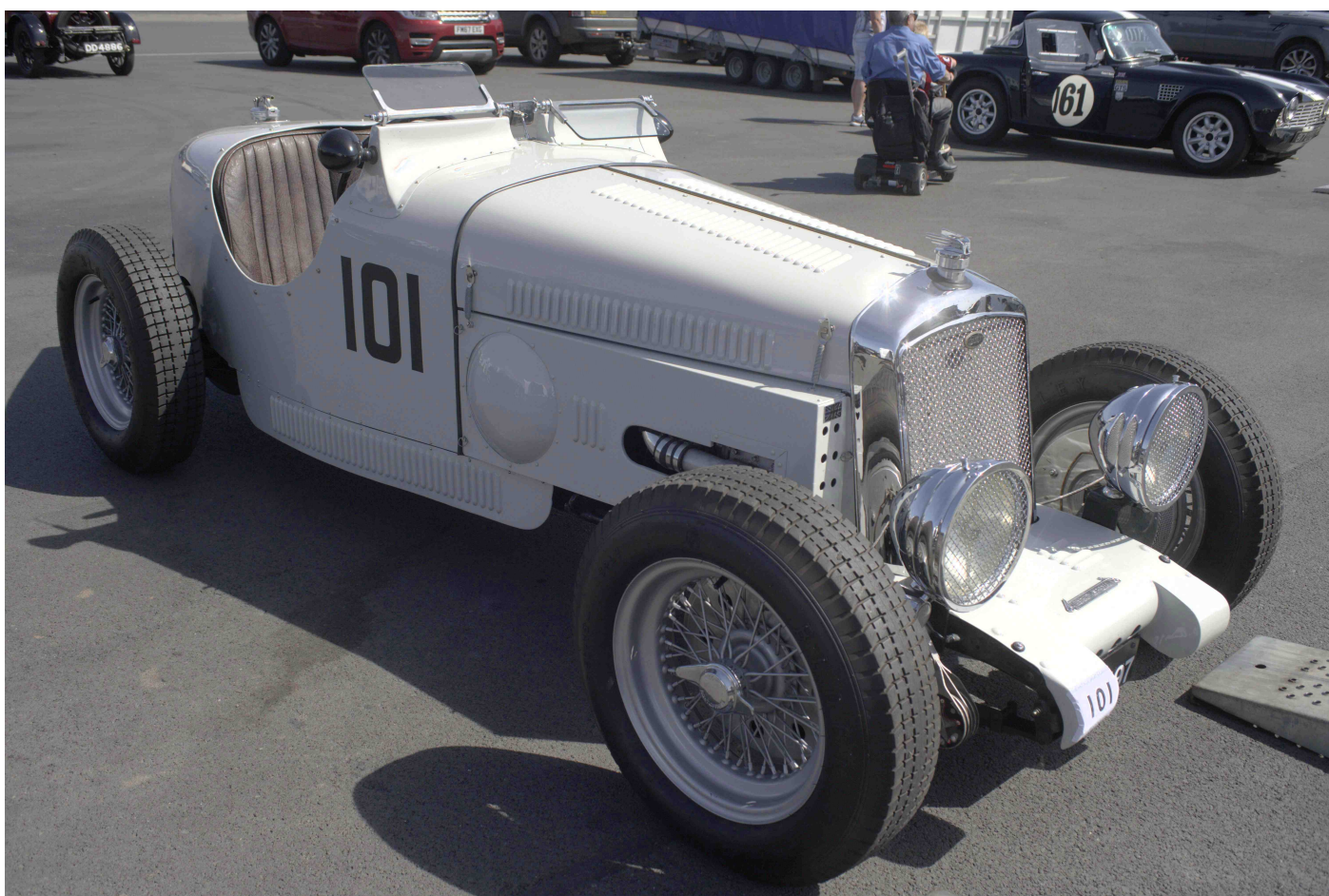
and the engine was developed beyond its capability, which soon resulted in crankshaft failures. The standard Javelin and the advanced design of the Jupiter nevertheless won their class and set records at Le Mans, ditto in the Monte Carlo Rally.

Jowett had what Bunny describes as 'teething problems' (ho ho) with their gearbox production and that was enough to bring on the demise of the company in 1954.

The difference in tone between Bunny's description of the heroic failure of Jowett and the unheroic success of Wolseley Hornet is an object lesson in technical writing.

The white Hornet Special was spotted at Donington this year at the same meeting that I discussed these pamphlets with a dealer who had a good stock and searched through them all for DBT

essays. It clearly has an aftermarket supercharger just visible behind the nearest wheel, and the engine is well set back, but I was not able to confirm that it is a McEvoy-Pomeroy conversion (no sign of owner and ed. too mean to buy a programme, sorry). A former colleague of mine has long had a project to restore a Hornet, which if it is as successful as his formidable Jaguar XK120 (XK for MGB money the press said) then it may go some way towards retrieving the reputation of the model. He tells me that the name of D.B. Tubbs is abominated in Hornet circles; they think he was an MG fanboy, which is very far from the truth.



The Coffee Tavern

From the Leighton Buzzard Observer and Linslade Gazette -of Tuesday 21 April 1903 and 6 January 1909 Luton Times and Advertiser (abbreviated believe it or not) we learn a little more of the background of the Coffee Tavern in Eaton Bray. The coffee tavern was opened around 1901, and Mr Sutton then provided and furnished the reading room upstairs, rent free to the members. The freehold was later transferred to the Parish Council.

On Thursday last the Reading Room was the scene of very agreeable function. The Reading Room has now been established about ten years. It was formerly carried one of the class rooms of the National School, -This beginning was made

in very humble way. with one daily paper and a few games, such as draughts and dominoes.

For a considerable period the Rev. E. Sutton, following the example of his honoured father who did so much at Reading in a similar way, had entertained the idea of establishing a coffee tavern in Eaton Bray, so as to provide a place where refreshments, etc., could be obtained by those wishing for them free from the temptation of the public house ; also as a house of call for cyclists and others passing through the village... and the present handsome building, which is a distinct ornament to the village, is the result. Although there is not enough traffic through the village to make a coffee tavern success financially, it supplies want in the village, and its success is quite sufficient to

justify its existence. It now been opened two years. When the coffee tavern was built Mr. Sutton decided to make the second floor over the whole of the building into a reading-room. The result is a large, airy, well-lit room, about 30 feet by 20 feet, with stained and varnished roof, built in the very best manner by Mr. J. Sharratt, Eaton Bray. This room Mr Sutton generously furnished and placed at the disposal of the Reading Room members rent free. About two years ago a debating class was started in connection with the Reading room, and some interesting discussions have taken place on, among other subjects, Land Nationalisation, Vaccination, Licensing Reform, Woman Suffrage etc. For some time the members have felt that they would like to recognise Mr Sutton's public spirit and generosity.

(It was decided) to present the Rev Sutton with a portrait of himself. Members were appealed to for subscriptions every member responding readily according to his ability, with the result that sum of about five pounds was quickly raised. Mr. Sutton's brother was consulted, and he readily promised his help ; he called on Mr E. Jenkins, of Reading, and selected the frame and style of photograph, which has been executed in the very best manner. A brass plate with the following inscription is affixed to the frame : The Rev. E. Sutton, the founder and donor of the Eaton Bray Reading Room and Coffee Tavern. Presented by the members of the Reading Room, a small token of their high esteem and appreciation of his generosity."

The presentation which was on Thursday, made the occasion of a general gathering of members of the Reading Room and their friends. The Reading Room, had been very handsomely decorated for this occasion The mottoes "Success to our Reading Room" and "Long live its donor." in large white letters on red ground, were very conspicuous. Mr. Paddock had arranged for a musical evening, which was well carried out. Mr. Paddock was voted to the chair, and in a few well chosen words expressed the pleasure it gave him to join with all present in doing honour to THE NOBLE DONOR THE READING ROOM which they were all assembled. In eloquent words he spoke of the good feeling which had always existed between Mr. Sutton and his parishioners. He then asked Sutton to kindly accept on behalf of the members of the Reading Room the large portrait of himself, which had till then been covered by the decorations in such a manner that only those in the secret were aware of its presence, and the wish that Mrs. Sutton. himself, and family would enjoy long life, health and happiness among them, and that the

relations between the Vicar and his parishioners would never be less cordial than at that moment.

Mr. Pratt followed with a short speech which expressed the pleasure it gave him TO TESTIFY TO THE POPULARITY OF MR. SUTTON WITH THE NONCONFORMISTS IN THE PARISH thanked him for the manner which he mixed with all members of the Reading Room, especially with the poorer members, and also with the Nonconformists. He strongly expressed his opinion that if all Church of England clergymen were as broad minded as Mr. Sutton, there would be need or excuse for Nonconformity.

The evening, which was very pleasant one, and, one which will long be remembered by all concerned, was concluded at ten o'clock by hearty rendering of the National Anthem.

A later report in Luton Times and Advertiser of January 1909 confirms that the Coffee Tavern was provided at the sole expense of The Reverend Sutton.

Mr. W. E. Wallace, Secretary to the Reading Room, on behalf of the members, rose to propose :— " That we tender our hearty thanks to the Vicar and Mrs. Sutton for their long-continued and beneficial work in the parish, especially in connection with the Reading Room, and cordially welcome Lieut. Sutton on his return from India, after four years' service with his regiment."

Mr. Wallace commended the Vicar's great self denial in building their commodious Reading Room and coffee tavern at his own expense. Mr. Wallace also welcomed the Vicar's eldest son, and expressed his conviction that the gallant officer would rise to high rank in his profession (which he did - Brigadier - ed.). Lieut. Sutton acknowledged the kind gift sent to him in India 3 years ago, on attaining his majority.

Below is my 2005 photograph of the Coffee Tavern. Like some other public buildings of its age the lavatories were built outside. This may have led to a myth that they were an afterthought.



Afterwords

I forecast that last year's issue of this newsletter might be the last, at least the last with heavyweight historical content. Most of the material in this issue will make its way to tubbspubs.org.uk.

Further investigations have yet to bear their full fruit, notably the history of The Manchester Hotel, developments at Littlestone including The Grand Hotel and The Littlestone Golf Club, the Decline and Fall of Tubbs Lewis, the development of the Farringdon Market, and the story of my cousin Roy.

To get back a generation or so and establish a firm bridge (ho ho) with the violin bow making branch of the family would be rewarding.

Bunny wrote darkly of family feuds. Although I think I can see the seeds of that in what I have found there are sadly very few intimate family documents such as letters available. That makes any judgment about Henry Thomas Tubbs and his sons and daughters a matter of speculation. I don't think there will ever be enough material to really illuminate that household which must have been typical of many another at the upper end of the Victorian middle class social scale. The way that Bunny put it is that the Forsyte saga was too close to home for comfort.

We only have one brief set of accounts and of course a few

wills. There is an archive of Tubbs Lewis material in the Gloucestershire records office which I have yet to inspect.

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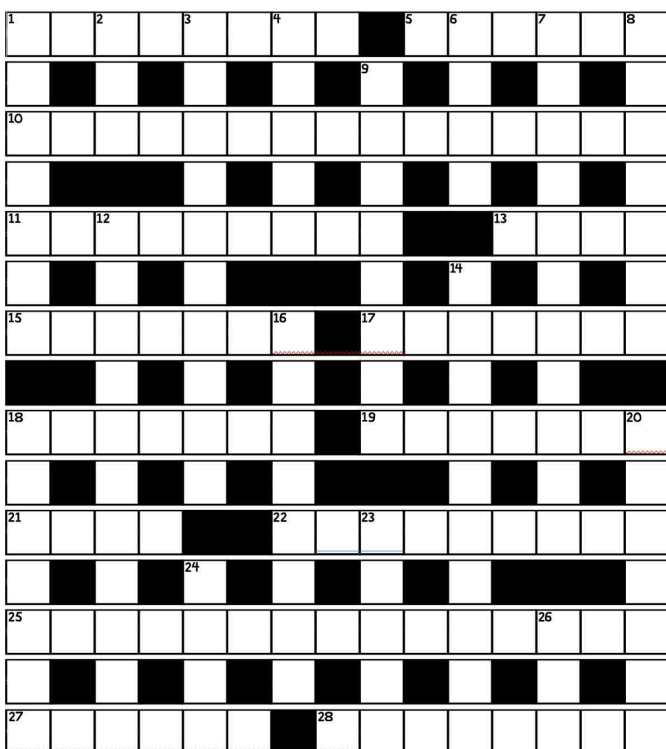
We only have one brief set of accounts and of course a few wills. Published accounts are something from a more modern age. There is an archive of Tubbs Lewis material in the Gloucestershire records office which I have yet to inspect. Bunny's suggestion of a glance at the Finchley Rate Books and more details of goings on after the Cripplegate Fire of 1897 are all alleys down which there might not be dead ends.

I have already discovered four negatives of the interior of the Nottingham Braid Co Ltd all of which are much better than the one I have reproduced before. They are already on the website.

2018 Crossword. Solution to be at tubbspubs.org.uk on 6th January 2019.

ACROSS

1. Stop a penny from earnings made from holds (8)
5. Sailor finds rat in gallery (6)
10. Mating friend and 'eir apparent is morganatic perhaps (15)
11. Tory party sets up dynamite first inside (9)
13. Concert party organiser in Golden Savoy Theatre (4)



15. Wet as French during reign of Louis XV (7)
17. Sliced T bone into locos (7)
18. Ethos of 50 drops from rain in metallic drum (6)
19. Under canvas next letter first getting wet (7)
21. No place for the all-rounder (4)
22. In a lab a dark experiment begins to grow muscles we hear (9)
25. Send free and station to be falling out of windows (15)
27. Sails for the people (6)
28. Fabulous short game wounds wounded (8)

DOWN

- 1a. Afters so treated before advent (7)
2. It's just not on (3)
3. Objective of game as at mating (10)
4. Clears off leaves (5)
6. Before volcano explodes (4)
7. As tennis fiend I lost direction but gained weight (11)
8. Back in slab mighty pivoted support was found (7)
9. No ménage a trois is ever so unfair (3,5)
12. Stir fry Gaul and phonetic L to make confused jumble (11)
14. Detail mine put out (10)
16. Sea fish or low performing airman? (4,4)
18. Chord we perhaps consume (7)
20. Attempts to get Ursula to start to take the bends (7)
23. The Short French Boat sung by the sixteen perhaps (9)
24. Deep Blue a Hex 00 00 00 maybe ... (4)
26. But stock when doubled and cross in soup (3)