

P.M. Graham.

Form: III 31



JOHN·RUSKIN·SCHOOL

Name P.M. Graham

Form 3M

Subject History

Volume III

1890 - 1939

European History.

What were the main achievements of Bismarck 1871-90, and why did he fall from power?

1835 - 1939

English History.

History Corrections.

Portuguese, Portuguese, Portuguesa, Portuguese, Portuguese,
Portuguese, Portuguesa, Portuguese, Portuguese, Portuguese ✓

Christopher, Christopher, Christopher, Christopher, Christopher,
Christopher, Christopher, Christopher, Christopher, Christopher ✓

valuable, valuable, valuable. ✓ immediately, immediately
immediately ✓ Anne of Cleves. ✓ Catherine Howard. ✓ Catherine Parr. ✓

Explain the following :- Collective Responsibility : Political
Tolerance : Cabinet Government.

Lotus and the Mind ; Night - Runners of Bengal ; - Penguin

May. 62

Croydon ; 1800 - 1962

Croydon in 1800 was a small, old-fashioned, suburban town, whose inhabitants were ordinary people of those times, making a living out of their shops or from working in the wood which surrounded Pease and Croydon in those days. The town had its dirt and its slums, as did most towns in those days. Eighty-five per cent of the English people would, perhaps, never have heard of the name of Croydon. But in 1801, a great change took place ; a change that brought Croydon its long awaited trade and prosperity - The Croydon Canal.

1801.

An Act of Parliament was passed in 1801 for the building of the Croydon Canal. This was to join Croydon to the Thames via Selhurst, Sydenham, New Cross and the Grand Surrey Canal. But it had to wait until October, 1809, until the Canal was ^{begun} starting to be built. The Government had acquired the services of John Rennie, a famous architect and builder of those days.

The people of Croydon were very proud of their canal, as it was a favourite spot for swimming, fishing, boating, walks along the tow path and even ice-skating in winter. But besides all this it brought trade to ~~the~~ Croydon for a short period. The track opened up the town, it became larger and by the time the canal was closed in August, 1936, due to financial losses, the town had become a growing, thriving community.

The old canal was drained and purchased for £40,256 for the building of the London and Croydon Railway.

Parts of the old canal still exist:-

- a) A small ornamental lake in Selby Park, Anerley, which is the only part of the real Canal left except a part at New Cross.

- b) The bridge at Spurgeon's Tabernacle actually spanned the canal and a part of the old tow-path is left by way of a cinder track from the Bridge to Windmill Road.
- c) South Nowood Lake is one of the old reservoirs supplying water to the canal.
- d) Besides this, many roads (e.g. Sunnybank) and other places give their name in memory of the old canal.

1800 In this year came the building of the Grand Surrey Iron Railway. It was a double line railway and it travelled to Croydon from Wandsworth via Mitcham, Hackbridge, Beddington and came to an end at Pitlake, West Croydon.

It was not a real railway and the carriages were drawn by horses on spiked, flanged rails. But the concern was so successful that it was extended to Merstham, but this did not work. ~~x~~ The London - Croydon part closely followed the course of the Wandle, which was a very busy river indeed, having 37 mills driven by the Wandle.

This railway was very much contemporary to the Canal, but despite its success it was superseded by the more modern railway that was laid in the bed of the old canal.

A "non
requirer"
(see me)

1840.

In 1840 nearly eleven miles of the London and Croydon ^{Railway} had been laid and opened as a precursor to the old Croydon Canal and the ancient London, Brighton and South Coast Railway as it was later called. The new railway was crossed by 18 bridges and gave much trade to Croydon.

RACES

Racing of horses seems to have been carried on in Croydon since 1286. James I took a great interest in it. ^{The races} It was ^{were} first held at Parson's Mead, and ^{were} was then moved (?) to Torkley Gate, Purley. After that is was moved to Park Hill Rise until it was moved to Woodside where it finally expired. Afterwards they were moved to Gatwick, where the popl are still reminded of the races by the "Croydon Hurdle Race" and the "Metropolitan Steeplechase". Racing was a favourite occupation of those times and many spectators came to watch.

1845

One of the strangest railway experiments ever, was seen in Croydon in 1845 - "The Atmospheric Railway. This first ran between Forest Hill and Croydon." Between the rails a large cylinder was laid, along the top of which there was a slot running the whole length of the cylinder, which

was sealed by a leather flap. Through this slot ran a rod on which was a disc which accurately fitted the whole interior of the tube. The end of the rod was connected with the train above. Progress was obtained by exhausting the air in the cylinder in front of the disc, which was done by pumping stations situated at various parts of the "line." The train went with a "gentle swaying motion." It was become unsuccessful after a time due to the failure to find a sealing composition for the leather flap, which would not melt, or freeze under seasonal changes.

This railway was on the London and Croydon Railway Line. In 1841 the London and Brighton Railway was opened and soon the two were amalgamated. This made East Croydon Station the most important, not the West.

These railways opened up the town of Croydon as will be seen in a survey of the population by Mr. Clarence G. Paget.

CENSUS

| | | | | | | | | |
|------|----------------------|---------|-----|------|-------|---------|----|---|
| (| EDWARD the Confessor | -: | 400 | ; | 1066 | -: | 80 |) |
| 1332 | | 1,000 | ; | 1548 | | 1,600 | | |
| 1673 | | 2,700 | ; | 1783 | | 4,000 | | |
| 1801 | | 5,743 | ; | 1851 | | 20,335 | ! | |
| 1901 | | 133,895 | ; | 1911 | | 169,551 | | |

1921 190,890 ; 1962 c.260,000

The figures before 1801 are approximations and before 1100 it is very doubtful whether these are true or not. The big rise in population came with the rail railways in 1839.

CRIMES

In the reigns of George III and Queen Victoria, especially, many robbers and highwaymen frequented the areas around London, and Croydon was no exception. Many criminals were hanged at Thornton Heath gibbet and other severe penalties were imposed on thieves of different types. Dick Turpin was said to have frequented Thornton Heath, (a real heath in those days).

HUNTING

Many well-to-do people had packs of hounds and fox-hunting was a favourite pastime in parts of Surrey. The Croydon Canal often proved an obstacle when hunting on the Addington Hills.

There were also many cattle and vegetable markets in Croydon at that time too.

MODERN

CROYDON

The Old Town was once the most important part but after centuries it became a parish church surrounded by shums. As the population grew bigger it expanded and the High Street, which was divided into North End and

South End, became the most important centre. The road from Croydon to London, the Handcroft Road, now London Road, was exceedingly difficult to travel upon, being boggy and muddy. This is, of course, not so now.

The streets in Croydon were not properly paved, the gas lights were non-existent, there were not any schools for the children and newspapers and reading matter were beyond the reach of all but the wealthy.

The Old Palace fell into ruins and was saved partially by building a girls' school there which remains to this day.

The Scarbrook and My Lord's Pond became so foul with refuse that the Old Town was a veritable plague spot. Typhus and Bubonic Plague regularly swept through the town. Earlier the Scarbrook had been a favourite bathing place and later on the Scarbrook Swimming Baths were built.

In 1849 the Public Health Act ^{came into force} intervened and under the management of Baldwin Latham, who became engineer to the board in 1863, Croydon became ^{one} of the

healthiest large towns in England. Latham had piped underground all the old polluted waters and a pure water supply ^{was} introduced. Other sanitary improvements were made.

The Town now was increasing its borders and population steadily. It linked Selhurst and Croydon, bringing in Addiscombe and Thornton Heath. Because of this in 1883, it was made a Borough, in spite of considerable opposition. Then in 1888 it was constituted a County Borough, its present status.

WHITGIFT

John Whitgift was Archbishop of Croydon in 1583-1603 (4) :- 20 years. He was one of the most famous figures in Croydon's history and in 1871 the great Whitgift Grammar School was built and the Middle School in 1880. These were the first big schools in Croydon.

OTHER

BUILDINGS

In 1860 the Croydon Literary and Scientific Society opened in Wellesly Road. It was still flourishing in 1925. Other amenities opened at this period e.g. The Hospital, the Tice Station, Park Lane, (which has only been demolished this year), and the Gas Company Buildings.

The Croydon Trways, from North End to Thornton

Heath Pond was inaugurated in 1880.

The old Croydon Pleasure Fair, which had become very degraded and disreputable was abolished in 1868 in spite of protests from people who knew nothing of it.

A great figure of Croydon at that time was Frederick Thomas Edridge (Mayor 1890-91; 1894-95; 1902). He was a great benefactor of the church. He built Lady Edrige Grammar School and was personally interested in the goings on of the Town Hall and Whitgift School.

From 1900 onwards the town progressed rapidly until the Great War overtook it.

CROYDON

1914-18

The war proved uneventful for Croydon, excepting the calling up of soldiers on a large scale, until October, 13th. 1915. A Zeppelin raid converged on Croydon, bombs were dropped, people killed, and houses wrecked. 1916 was a dark year for Croydon. Many men died so can be seen on the memorial outside the town-hall in Katherine Street.

But in 1917 the aeroplane attacks began and anti-aircraft points were put up at Thornton Heath, Mitcham and Elmers End. Although many aircraft passed over Croydon no substantial damage was done

in Croydon. In September, 1917, there were seven raids in ten days.

Croydon buzzed with activity for the rest of the war and although the male population dwindled steadily, the people received a boost when Captain Alfred F. B. Carpenter received the V.C. Many buildings, e.g. schools, Town Hall, the Water Tower, and the Public Library were used for watch towers, manufacture of food, ammunition e.t.c.

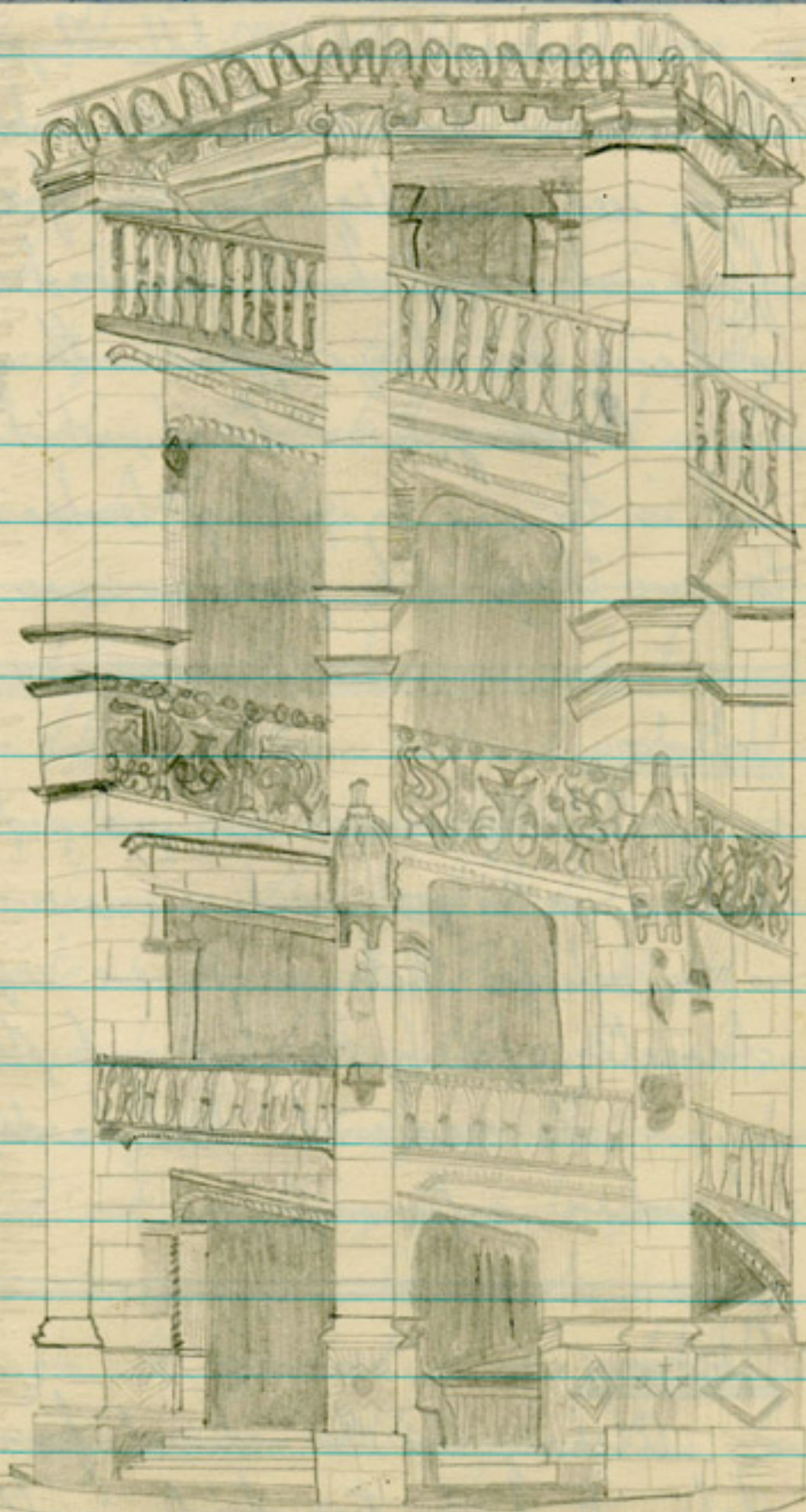
Croydon sent 25,000 men abroad into the forces, a tenth of whom (2,500) were killed. 207 were prisoners-of-war and c. 500 received military awards. Many memorials now stand to show and commemorate the men and women who died during the Kaiser's War.

Croydon suffered in the Slump and the Second World War as much as any town. It has now recovered from these setbacks and is now a thriving County Borough striving to become a city, but being thwarted by the greedy plan for Greater London. Croydon should remain as it has been; a proud and happy community.

Very good - but I would have liked a little more on the 2nd World War, & after 1945.

21
—
25 | HP.

The Stairway at the Château of Blois, France.



An excellent drawing; but you could have chosen something to illustrate more of the features of a Renaissance building

2 H.P.s

10/10