

The Story of Golders Green and its Remarkable Development

By Francis Howkins

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The Story of
Golders Green

and its
Remarkable Development.

1923.

BY

F. HOWKINS

Author of
"The Housing Acts and Town Planning."

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Introduction.



THIS Book is an attempt to give, in a small space an account of Golders Green. I have carefully avoided calling it a History because it has been written mainly to show the remarkable growth of the district in very recent years. But as the present is the child of the past, it is necessary to give some information as to its earlier history to enable one to understand why certain events have happened and why others, in all probability, will happen in the near future. I have therefore dealt very rapidly with events up to about the eighteenth century. From that time to now I have been more detailed, culminating in the extraordinary development which commenced about fifteen years ago.

The maps and diagrams speak for themselves and their perusal gives in outline the story of the district.

I am indebted to the Hendon Urban District Council and their Officers for certain statistics not otherwise obtainable, and the London Electric Railway Company for information as to the construction of the Tube Railway and various figures.

Messrs. Woodbridge & Sons, Solicitors for the present Lords of the Manor, kindly gave me every facility and help as to the enclosures in Golders Green, while Mr. Fred. Hitchin-Kemp, who has made a study of old Hendon, also gave me assistance. For some of the earlier history I have consulted "The History and Topography of the Parish of Hendon," by E. T. Evans, 1890.

I also acknowledge the general help given me by Mr. Bernard Gasson, F.S.I.

The proprietors of "The Hendon and Finchley Times" kindly placed their files at my disposal, which have been very helpful. The photographs were, in the majority of cases, taken specially for the book by Mr. R. Silk, of Hendon.

F. HOWKINS.

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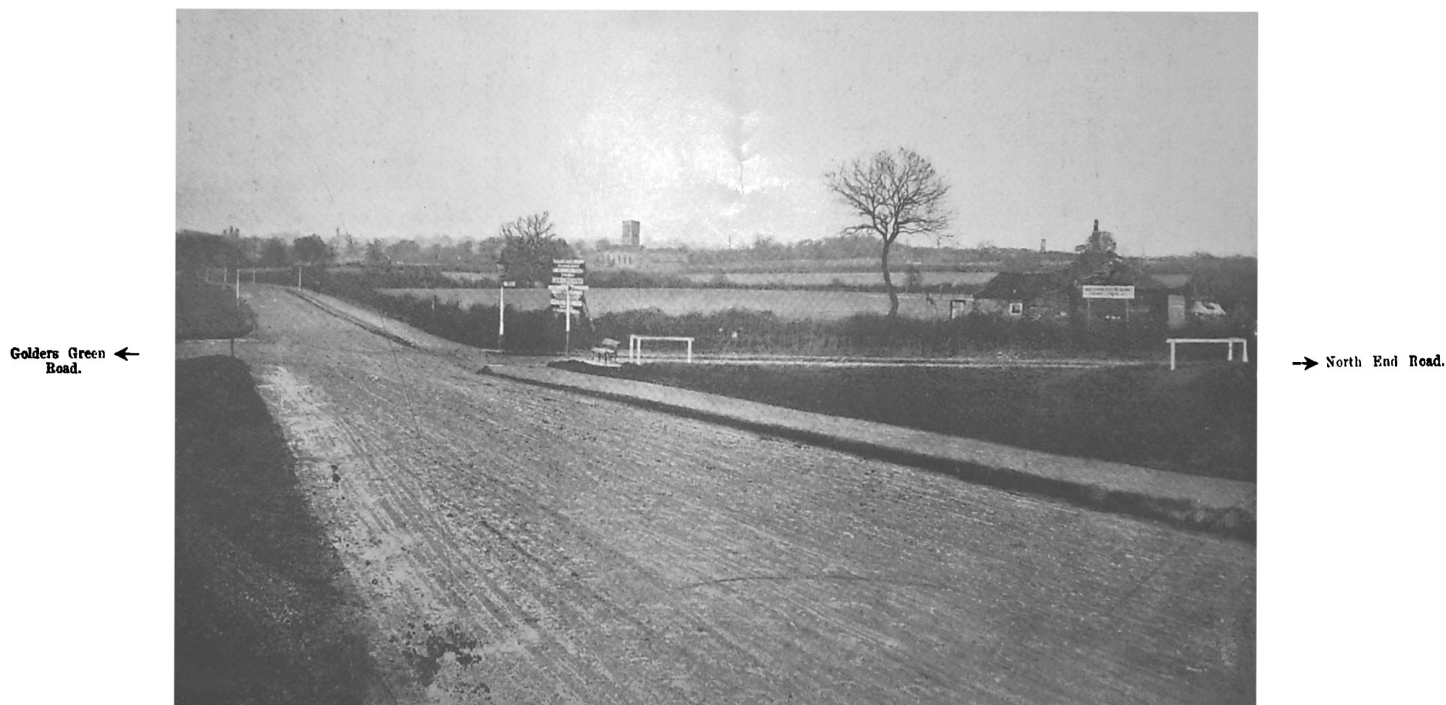
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Reproduced by kind permission of Mr. E. W. SCHRODER [of Child's Hill.]

Golders Green in 1904.

Showing the junction of Finchley Road and Golders Green Road, and is now the great traffic centre of the district. The old cottage on the right is on the site of the Tube Station, and the crooked tree towards the centre formerly extended through the station buildings but was eventually demolished in August, 1922. Compare the view with those facing pages 16 and 22.

THE STORY OF GOLDERS GREEN.

CHAPTER I.

THE MANOR OF HENDON.

THE early history of Golders Green necessarily forms part of that of Hendon and the following brief account is given as it throws some side-light on certain recent developments.

It should be explained that as far back as Saxon times land was often held by those who did not own the freehold of the land they cultivated, but had possession of it so long as they paid some form of rent, either in money, kind, or service, to the lord (or whatever name the "chief" might be known by at any particular time) who was the owner subject to the Crown. In other cases the "farmer" owned the land, but was compelled to render some service to his "lord." The area which a "lord" controlled was in many cases more or less similar to that of our present-day "parish." This area was known as a Manor, and the "chief" as the Lord of the Manor. The Parish of Hendon, which includes Golders Green, corresponds approximately with the old Manor of Hendon, and the Lords of the Manor have existed for many hundreds of years. The Lordship has not remained in one family, but has frequently changed hands, and exists to-day, so that the following brief account may be of interest.

When the Domesday Book was compiled about the year 1087, King William the First sent his men down to Hendon and they made, for fiscal purposes, a careful inventory of how the land was held. Golders Green, as such, is not mentioned, as it was included under the name of "Handone," the earlier spelling of Hendon.*

*I have been unable to trace the origin of the name Golders Green. Various derivations have been put forward, which, although interesting, do not seem to have any historical foundation. Camden refers to it as "Goulders Green" (1695), and variants are shown on some of the earlier maps. It seems most probable that "Golder," or "Goulder," was the name of a man who first settled or had a farm there. Rocque's map (1754) shows a Goulds Green at Hayes, Middlesex. "Golder" and "Goulder" are uncommon surnames, but both are to be found in the London Post Office Directory. (See "The Place Names of Middlesex," by J. E. B. Gover, B.A. Published by Longmans, Green & Co., 1922.)

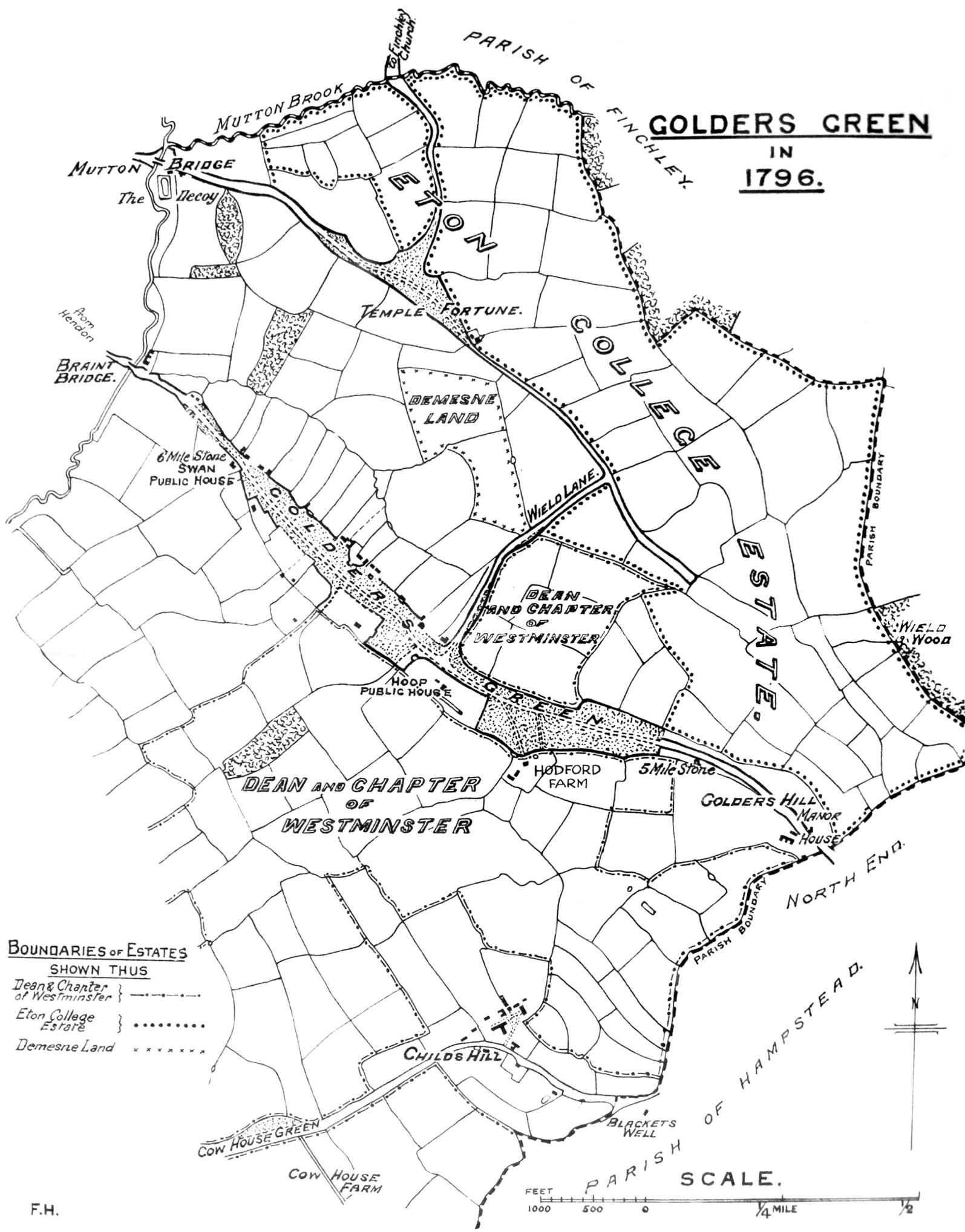
It is clear that the bulk of the land was then held by the Abbot of St. Peter's, at Westminster, as Lord of the Manor, and the story goes that Archbishop Dunstan, "a man born for promoting the interests of Monks," purchased this land in pre-Conquest times for a few Byzantine pieces of gold, and Camden quaintly adds: "What the value of them was I know not."

The Normans loved sport rather than husbandry and to the chase an abbot was no stranger. So here, no doubt, some great churchmen came to hunt in the forest with their knights and squires and friends who could serve them in various ways.

An abbot named Gervase de Blois, a bastard son of King Stephen, granted much of his Hendon property about 1150 to Gilbert Fitz-Gunter, and about a century later this portion was assigned by a Gunter to a powerful man of the Northern part of England named le Rous, and this family intermarried with one named de Brent, the Brents being resident at Brent Street, close to the River Brent and retained some holding there for many generations. It should be explained that it is quite usual to find a principal Manor with one or more sub-manors, and in fact a le Rous, about 1300, exchanged his holding in the Manor of Hendon for the portion which included Hodford and Cowenlaw, and thus this worthy and powerful man held the estate which now forms part of Golders Green, while his kinsmen, the de Brents, held the land from the River Brent, now Brent Green and Brent Street as far as the Parsonage and extends westwards to the Burroughs.

Both le Rous and de Brent paid rent in kind and were bound to do service to the abbot as Lord of the Manor of Hendon, but each in turn sub-let portions of their property and enforced fees and labour by way of rent, and otherwise derived income and profit. On the dissolution of the monasteries the sub-manor of Hodford was granted to the Dean and Chapter of Westminster, who remained Lords of the Manor till about 1828, when this part of the Manor was freed from Manorial rights, or "enfranchised," so that the land became freehold. Some years later the estate was administered by the Ecclesiastical Commissioners.

Returning to the principal Manor, it appears that on the dissolution of the See of Westminster the Manor of Hendon surrendered to the Crown, when it was re-granted to Sir William Herbert, Earl of Pembroke, whose descendants became the Earls of Powis, in

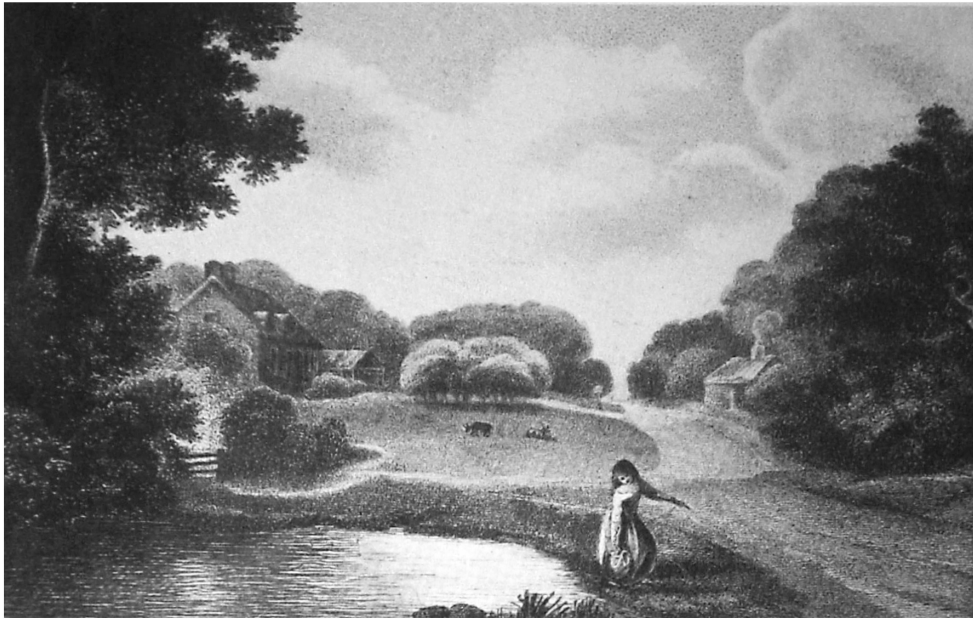


GOLDERS GREEN
IN
1796.

BOUNDARIES OF ESTATES
SHOWN THUS
Dean & Chapter of Westminster } — — — — —
Eton College Estate }
Demesne Land } x x x x x

SCALE.
FEET 1000 500 0 1/4 MILE 1/2

F.H.



View of Golders Green.

From a print dated 1797, and would appear to represent HODFORD FARM, near the site of the present Tube Station.



Part of an Old Barn.

The sole surviving relic of HODFORD FARM, as seen from Redborough Road.

whose family, except for a short interval, it remained till 1748, when it was sold by Mr. Langford in 1756. The lordship and the advowson were purchased by the celebrated David Garrick, who gave £13,381 for the first, and also appears to have acquired Hendon Hall at the same time (now used as a residential hotel), so that many a time would his carriage be seen along Golders Green Road as he made his journeyings to and from the Great City flushed with his theatrical triumphs. The demesne lands of 1,226½ acres sold for £40,580.

On Garrick's death it passed to his nephew, the Rev. Carrington Garrick, who died in 1787, when the estate was put up for sale, but remained unsold until 1790, when it was purchased by John Bond, who previously held a considerable amount of copyhold in the Manor. On Bond's death the Manor passed to his executors, and a few years later the mortgagee, Lowndes, put it up for sale, but it remained unsold and Lowndes was in possession of the rents from 1812 to 1825, when it was sold to Samuel Dendy (who seems to have been Steward of the Manor), who, in 1845, was succeeded by Arthur Hyde Dendy. On his decease the trustees of Mrs. Eliza Dendy, the widow, subsequently conveyed the Manor to her grandchildren, namely, Sir John Carteret Hyde Seale, Bart, Mrs. Russell Simpson and Major Henry Dendy Seale, who are the present Lords of the Manor.

It may be mentioned that the Manor Courts are still held at "The White Bear," Hendon.

In addition to the land of the sub-manor of Hodford and Cowenlaws there are other properties which have been at one time or another converted into freehold and separated from the Manor of Hendon, the most extensive of which is perhaps that of the Provost and College of Eton. The title of the College can be traced back to 1450, and commences with a grant by Henry VI. of Wyldes, in the parish of Hendon, and the land has since been held by the College as freeholders until nearly the whole was taken over by the Hampstead Garden Trust, in 1906.

To sum up, we may say that the Manor gradually decreased as property passed, either by agreement or otherwise, to other owners, until only a few freehold fields remained to the Lord. The heriots, reliefs and services were often commuted until the freehold itself was alienated from the Manor. But even to-day there are many

people in Golders Green who own their freehold houses, and yet the "minerals" in the ground still remain vested in the Lords of the Manor.

CHAPTER II.

THE GREEN FIELDS OF GOLDERS GREEN AT THE END OF THE EIGHTEENTH CENTURY.

(See Map facing page 11.)

Let us, in imagination, take a morning walk along Golders Green Road in 1796, about a century and a quarter ago. We had best make our way there from London by the usual route over Hampstead Heath. For miles we have walked through country lanes, and we must remember that London at that time had a population of considerably under a million and George III. was King. From the position of the present pond near Jack Straw's Castle we look north over an undulating country with scarcely a house to be seen, while in the west the well-known landmark of Harrow Church points its spire to the sky. Passing down the hill we leave the Manor House on the right and Golders Hill House on the left. The latter was formerly called "Great Boggy Mead." The road is somewhat narrow till we pass the "5 Mile Stone." It then finds its way between hedges which are some hundreds of feet apart, so that on each hand we have the "common land" or "green." In a few minutes we see on the left a large farm house with its outhouses, yards, barns, garden and an orchard. This is Hodford Farm, now demolished, the only part surviving being part of an old barn, which is shown facing page 8. We will stop and look round. On our right are two fields, one with a sheep pen, and looking north we see field after field to the sky-line. It is difficult to imagine that we are now standing within a few yards of the present Tube Railway Station.

We may hear the lowing of cows and bleating of sheep, or the slow progress of a farmer's cart, but such rural sounds would be the only ones to disturb the quietness.



The Swan Public House.

A picturesque survival of old Golders Green. A Mounting Stone still exists near the entrance. Since the photo was taken the narrow strip of land behind the iron fence has been built upon.



View of Mutton Bridge.

In Bridge Lane, shortly to be demolished for road-widening.

The Finchley Road was not yet made, and to get to Finchley we should have to make a wide detour through Hendon if in a carriage, or walk along devious footpaths and tracks, before we find ourselves on Finchley Common.

Looking south we can see Child's Hill, with its few scattered houses, but there is no highway leading there, and over thirty years will pass before Child's Hill, Golders Green and Finchley are connected by a new highway.

We continue our walk towards Hendon, and in a few minutes the welcome sign of "The Hoop Public House" lures us from the King's highway. It is not a pretentious place, but has the usual outhouses, yard and garden, "likewise a cottage, adjoining the above House." It is almost opposite Weild Lane, now known as Hoop Lane; presumably to commemorate the vanished glory of our temporary resting place. Let us imagine our host as one of the old cheery inn-keepers full of local knowledge. He would tell us the owner of the house was John Bond, the then Lord of the Manor,* and that the two largest landholders were the Dean and Chapter of Westminster and the Eton College Trustees. If in a talkative mood he would ask us the news in Town, and in general conversation it is likely that we should hear his views of the French Revolution, barely over at this time, but it is more than doubtful if either he or us would realise that the star of Napoleon had just risen, which in a few years was to cast its beams as far as England and for many a year cause anxiety for the safety of our island folk.

Resuming our walk we pass Weild Land and again find the narrow road running between two great strips of "common" land. The hedges in some places are four or five hundred feet apart, and the total length of the wide "green" is about a mile. Technically speaking, it is known as the "waste" of the Lord of the Manor.

*The two freehold fields, comprising an area of about 24½ acres, and marked "Demesne Land" on the map, formerly belonging to the Lord of the Manor. This property was sold by auction in 1756 by order of the Trustees under the will of the Duke of Powis, late Lord of the Manor, for £1,030, and the yearly rent was £27 10s. This works out at about £42 per acre, and showed a return of about 2½ per cent. gross. The sale is of interest as it was the last piece of demesne land owned by the Manor in Golders Green. The original auction particulars may be seen at the British Museum.

It will be noticed that certain portions of the "waste" had already been closed.

This process of enclosure often in very small parcels had been gradual, and the earliest took place in 1700, near the present Golders Hill Park.*

The old house, now known as "The Oaks," was then in good condition, and gives some indication that London was not too far away to exercise its urban power. Further down the road a somewhat pretentious building meets the eyes. This is "Woodstock House," which now forms part of the greater "La Sagesse Convent." Almost adjoining is the "Swan Public House," the last house of call before crossing the narrow bridge over the River Brent, beyond which the road rises to the village of Hendon. We will retrace our steps, and passing the farmhouses, barns and cottages on the left, turn up Weild Lane between the fields, and following its course we arrive at a cottage, at this time almost the only habitation at Temple Fortune. Look where we will there are only fields to be seen, except for a large area of "common" land, near where the present "Royal Oak" stands. From this spot there is a track or bridle path which leads to Finchley over Mutton Brook. This route does not quite follow the present Finchley Road, and in those days was no doubt in a foundrous condition in bad weather, where it reached the low-lying valley. The road to Hendon (now Bridge Lane) led in its present direction to Old Hendon, over Mutton Bridge, near the Decoy.

Such was the simple geography of Golders Green at the end of the eighteenth century, and we must picture it as a rural district with a small amount of traffic, and always between it and

* The "waste" was held by the Lord of the Manor who obtained leave of the homage at one of the Manor Courts to enclose the properties and then to grant them out to tenants of the Manor. Thereafter such lands ceased to be waste of the Manor and became lands in the holding of the various tenants and subject to all the customs and rules of the Manor. A smaller area of "waste" is shown at Temple Fortune, near where the present "Royal Oak" stands. There were also strips of waste in Bridge Lane, Hoop Lane and also "Cow House Green," adjoining what is now known as Cricklewood Lane.

London rose the Northern Heights of Hampstead Heath, a barrier to the development of this side of London which was not to be overcome for over a hundred years.

CHAPTER III.

THE GREEN FIELDS OF GOLDERS GREEN DURING THE 19TH CENTURY.

(See Map facing this page.)

Several maps of the district exist showing Golders Green between 1796 and 1864, and the principal alterations are shown on the map facing this page.

The chief points of interest are:—

1. The construction of the Finchley Road. The continually expanding population of London needed good roads as lines of communication, and the matter became so urgent that, by an Act passed in 1826,* the old turnpike system, with its gates and bars, was done away with. The passing of this Act led in the same year to the passing of another authorising the carrying out of the bold conception of a new road leading from Mary-le-bone to Finchley. This road changed for ever the character of Golders Green, as it cut with Roman straightness right through the district from south to north. Many road improvements had taken place in London about this time, but here is an instance of the "making" of an entirely new road, as in the earlier maps no road is shown in the same direction, although it is possible that there was a footpath or bridle-way leading from Mary-le-bone across the Mary-le-bone Fields (out of which Regent's Park was afterwards formed), thence to Child's Hill and perhaps on from there to the Village of

*The Act is 7 Geo. IV., c. XC.

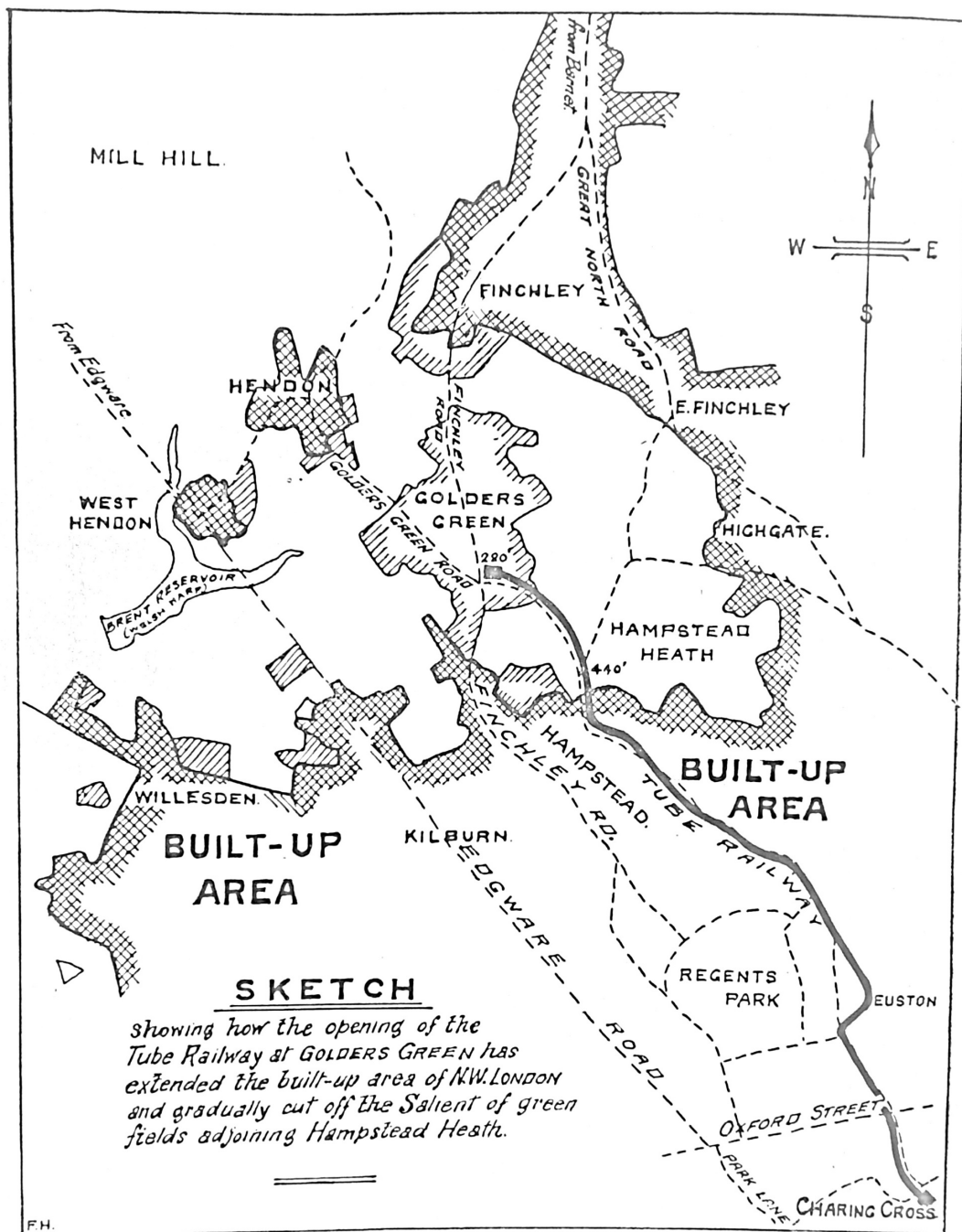
Finchley. Of course this new road was not the same as we see it to-day, but those who knew Golders Green only 20 years ago will be able to form a better idea of its original state before it was widened and re-graded. On the Tithe Map of Hendon, dated 1840, a toll-house is shown on Finchley Road near Hoop Lane, but the Hoop Public House referred to in the previous chapter had ceased to exist.

2. The enclosure of the "waste" still continued. The open "green" along Golders Green Road was greatly reduced in extent, and the "waste" near Temple Fortune had been added to the adjoining fields between 1828 and 1860. The area marked on the map adjoining "Golders Green Farm," and near the site of the present Tube Station, was still unenclosed, but was gradually diminished by various enclosures between the years 1871 and 1880. A few small strips of land were still "open" in other parts of the district.
3. The two large estates belonging to the Church and Eton College still retained their old boundaries with but small variations.

In order to gain a true perspective it is necessary to remember that the dawn of the nineteenth century corresponded with the beginning of the great industrial era of England. George Stephenson, of steam engine fame was then living, and also Mr. McAdam and Thomas Telford, "The Colossus of Roads."

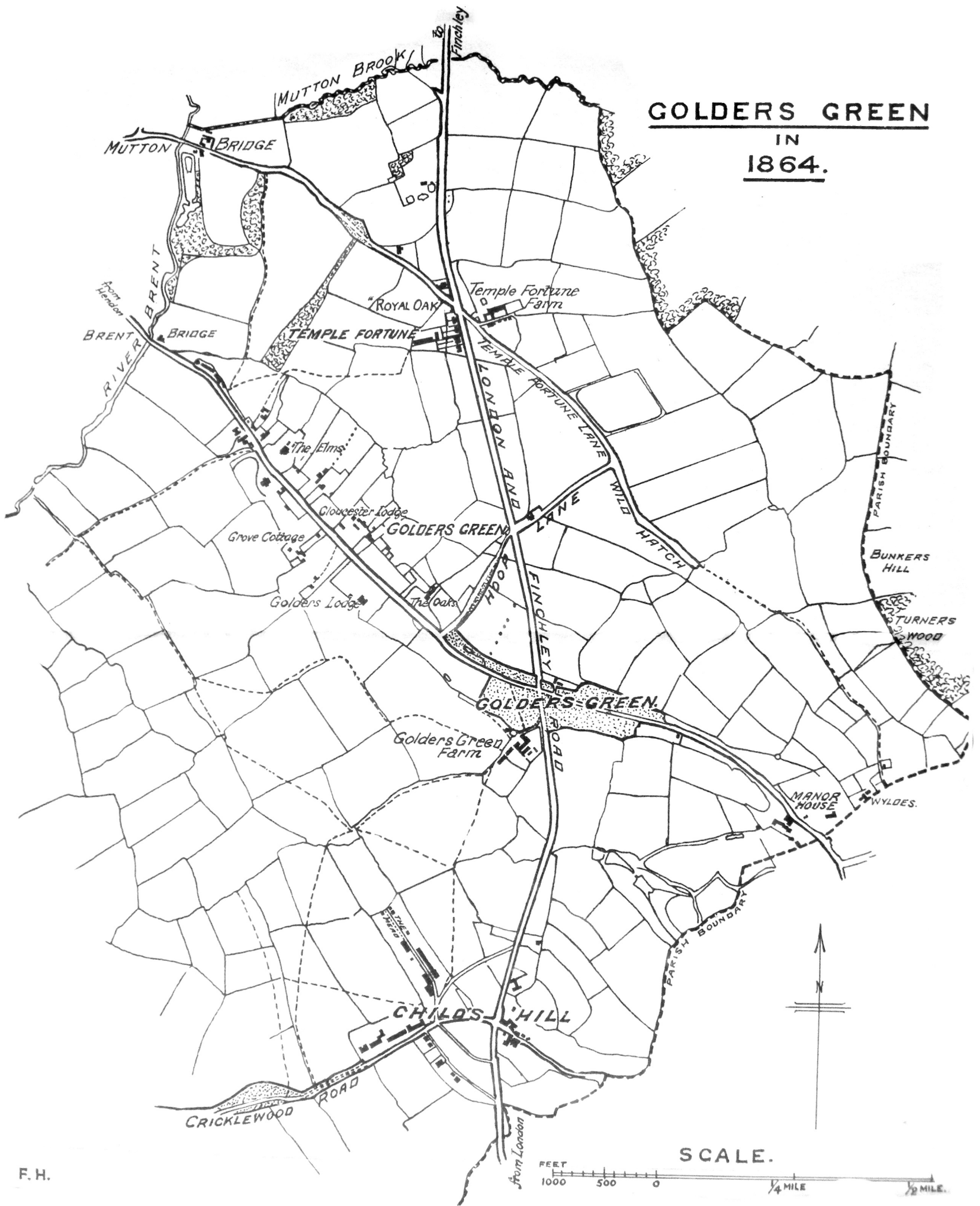
The population of London was constantly increasing, and towards the end of the century the new railways were causing it to spread out in outlying hamlets and villages, which later became "up-to-date" suburbs, and in many cases actually joined up to and formed part and parcel of the Metropolis.

While these changes were taking place in other parts of London we can safely say that from 1828 to 1900, an interval of about three-quarters of a century, the general "lay-out" of Golders Green remained almost unaltered. We note some development at Child's Hill for small weekly properties, and the construction of West Heath Road, or really roads, but these were for large detached



GOLDERS GREEN

IN
1864.



F.H.

SCALE.

FEET 1000 500 0 1/4 MILE 1/2 MILE

residences and had no connection with the later development of the district. The "Royal Oak" had been built, and an adjoining row of small cottages, with a few adjacent houses of good class. A sporadic development at the best, but the main direction-lines had been irrevocably laid down. Thus was the stage set for one of the most amazing and dramatic developments known in England.

CHAPTER IV.

GOLDERS GREEN IN THE TWENTIETH CENTURY.

The Northern Barrier

In the preceding chapter we have referred to the continual growth of London. The spread of suburban development naturally followed the routes of the various railways which had been recently constructed.

It will be noticed from the sketch facing this page that London was extending on each side of Golders Green, or, to put it another way, there was a salient of more or less open country stretching towards Town.

The range of hills, known as the Northern Heights, includes the famous Hampstead Heath, which rises to a height of nearly 450 feet above sea level. A fairly long climb with a steep descent is a sufficient hindrance to ordinary road traffic, and especially railways, if an easier and a flatter remunerative route can be found. Thus the development of Golders Green was blocked by the Northern Barrier.

Meantime London in the north-west was steadily pushing its way along the Edgware Road and Finchley Road, but beyond a certain distance from quick and reliable means of transit development stops or straggles onward in a sporadic way.

The great years of Underground Railway construction were from 1884 to 1907, a period of seventeen years, and no less than six railways were opened between 1890 and 1906.*

The making of a railway is a highly complicated matter. There are four main factors to be considered :—

1. The consent of Parliament must be obtained.
2. The engineers must say it can be constructed.
3. Money must be forthcoming to pay for materials and labour.
4. It should stand a reasonable chance of earning a dividend on the money invested.

Soon after 1880 the Metropolitan Railway proposed to extend their line from West Hampstead across Cricklewood Lane, midway between Child's Hill and Cricklewood, and almost due north to Finchley Lane, Hendon, terminating somewhere near the old brick-fields near Finchley. The Railway Company even went so far as to purchase an estate on the Hendon side of the River Brent, but in spite of these efforts the extension was not proceeded with and their powers lapsed.†

Some few years later a scheme for constructing an underground railway from Charing Cross to Hampstead and Golders Green had taken shape, and in 1892 Parliament authorised its construction.

The route had one peculiarity. Instead of terminating in a built-up area, as had hitherto been the rule, the railway was to pass through these and find an outlet on the surface amid the green fields of Golders Green. The Northern Barrier was to be conquered at last. But eleven years were to pass (1903) before work was commenced. During the interval great changes had taken place in the finances of the Tube Railways, and many difficulties had to be overcome, but the details of these hardly fall within the scope of this story.

*City and South London Rly. (the first Tube Railway) was opened in 1890.

Waterloo and City Rly. was opened in 1898.

Central London Rly. was opened in 1900.

Great Northern and City Rly. was opened in 1904.

Baker Street and Waterloo Rly. was opened in 1906.

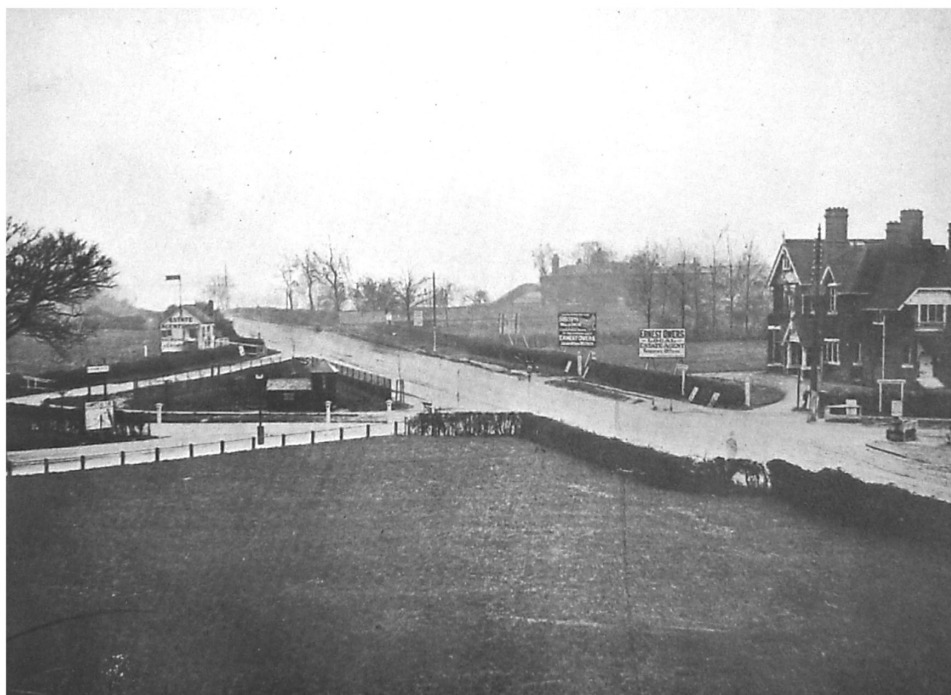
Great Northern, Piccadilly and Brompton Rly. was opened in 1906.

†The proposed route is shown on the map facing page 35.



View of the Cross Roads, Golders Green, looking North in 1906.

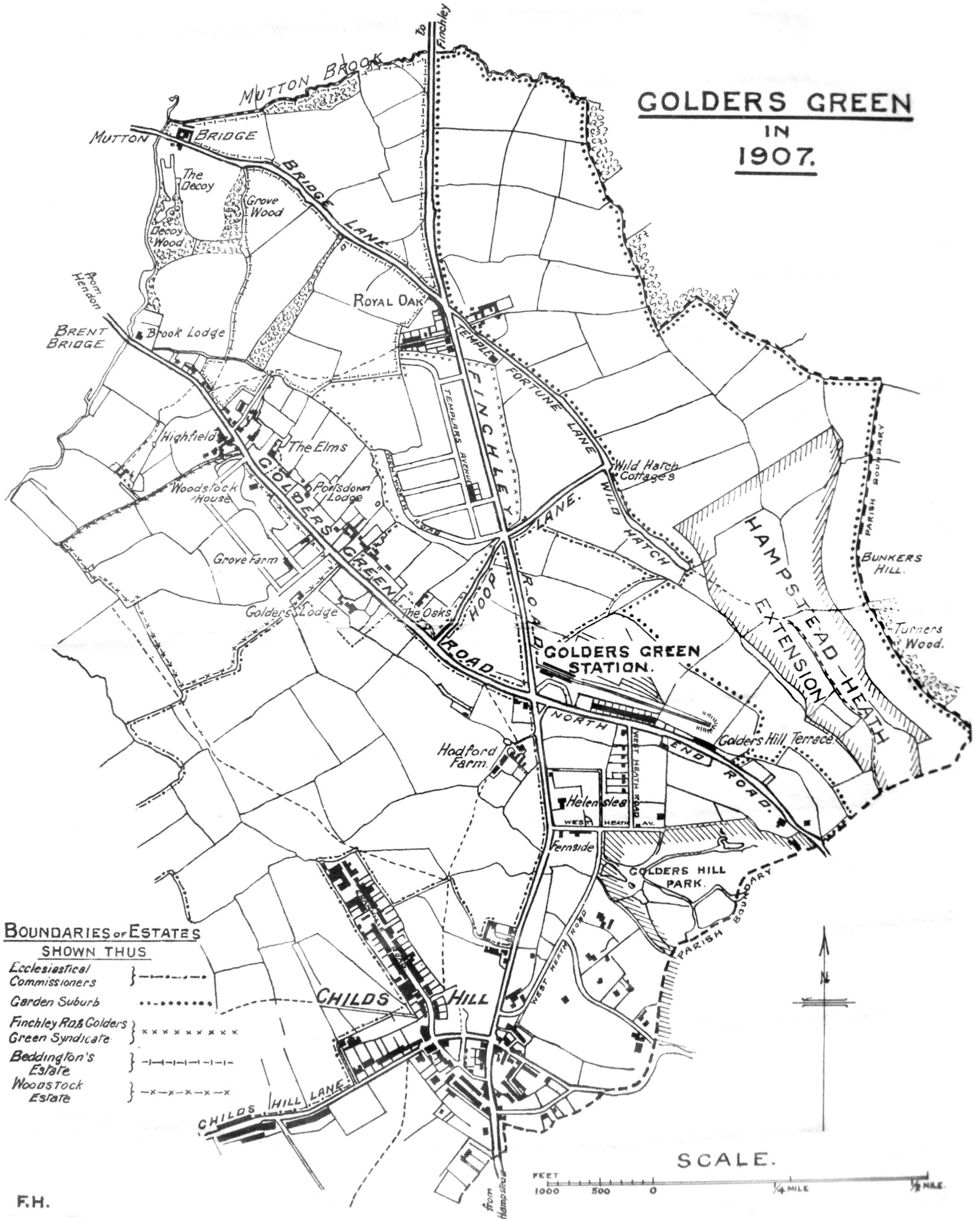
The year before the opening of the Tube Railway. The house was demolished shortly afterwards and in its place a handsome block of shops was erected. Note the railway embankment on the right. Compare with the views facing pages 7 and 22.



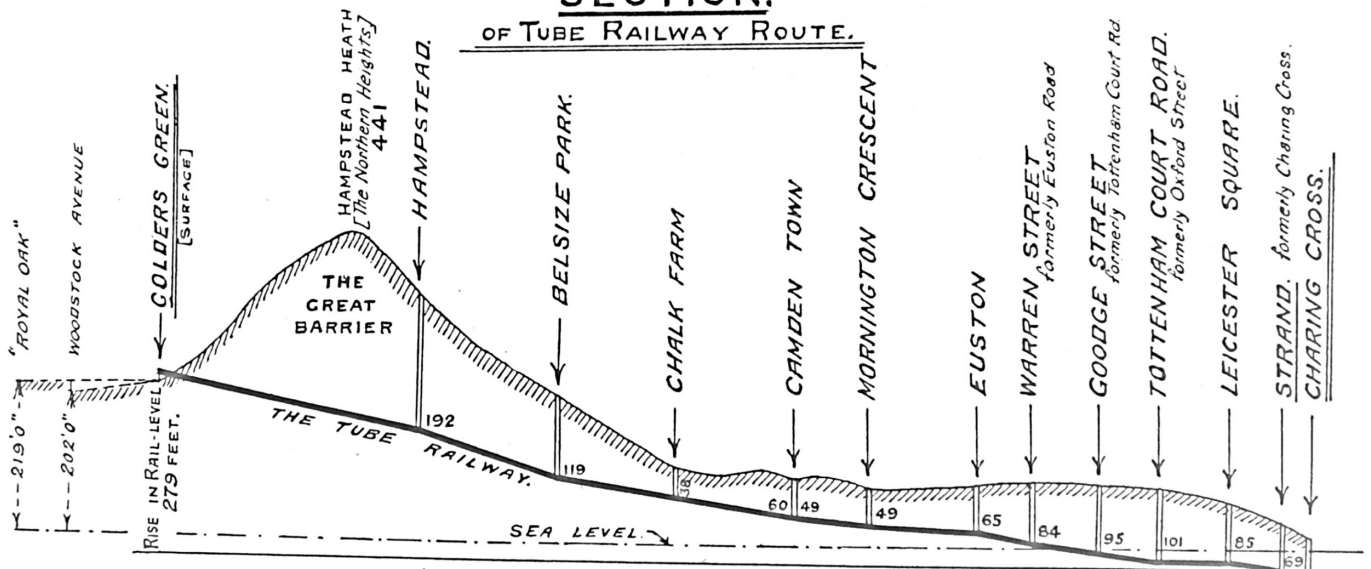
Another View of the Cross Roads, Golders Green, in 1906.

The triangular area on the left is now partly occupied by the War Memorial.

GOLDERS GREEN IN 1907.



SECTION. OF TUBE RAILWAY ROUTE.



VERTICAL SCALE GREATLY EXAGGERATED.

CHAPTER V.

GOLDERS GREEN, 1903-1905.

The Great Tunnel—Boring through the Barrier.

Few people who travel from Golders Green to Town could tell you the depth at which they travel, or the gradients of the track.

The passenger pays his fare and all he expects is to be carried safely and in comfort to his destination. But it may be worth while to understand the work which has been carried out to enable him to do this.

From Charing Cross to Golder's Green is a distance of just over $5\frac{1}{2}$ miles as the crow flies, but about a mile longer by rail. The route is shown on the map facing page 15, from which it will be seen there is a dog-leg bend near Euston. The section of the ground through which the railway runs is shown on the opposite page.

The surface of the ground is only about 20 feet above sea level at Charing Cross, and with a few small variations gradually rises to the summit of Hampstead Heath, near Jack Straw's Castle, which is over 440 feet above sea level. The surface then makes a rather steep descent of over 200 feet to Golders Green, which stands about 220 feet above sea level. It was proposed to drive two tunnels throughout the whole distance, and as the platform level at Charing Cross is 69 feet below ground, and comes to the surface at Golders Green, the total rise is about 279 feet. At Hampstead the rails are nearly 200 feet below the ground. The various stations are clearly shown on the section, and where they have been re-named the old names are also indicated.

The work of tunnel boring began in 1903, and was carried out by Messrs. Price and Reeve. In the most part the tunnel was driven through London clay, and no special difficulties were encountered, except at Euston, where water bearing sand was struck. Each tunnel is 11-ft. 8-in. in diameter on the straight and 12-ft.

on curves not less than 10 chains radius, and 12-ft. 6-in. on sharper curves. The diameter of each station tunnel is 21-ft. 2½-in. The actual work of excavation was completed in about 22 months (December, 1905). The tunnelling alone does not make a tube railway, and nearly two years were to pass before the line was opened for passenger traffic.

CHAPTER VI.

HOW THE LAND WAS HELD.

While the tunnelling for the Tube is going on, let us see what has been happening at Golders Green. There is a certain class of people who, when a new district is about to be opened up by transit facilities, is ready to buy up land in large or small quantities in the hope of obtaining a profit on its re-sale. In some cases land has been bought and re-sold in a few hours or a few weeks at a considerable profit. This, of course, is a "deal," and usually leaves the buyer with a greater risk in order to get his money back and some remuneration.

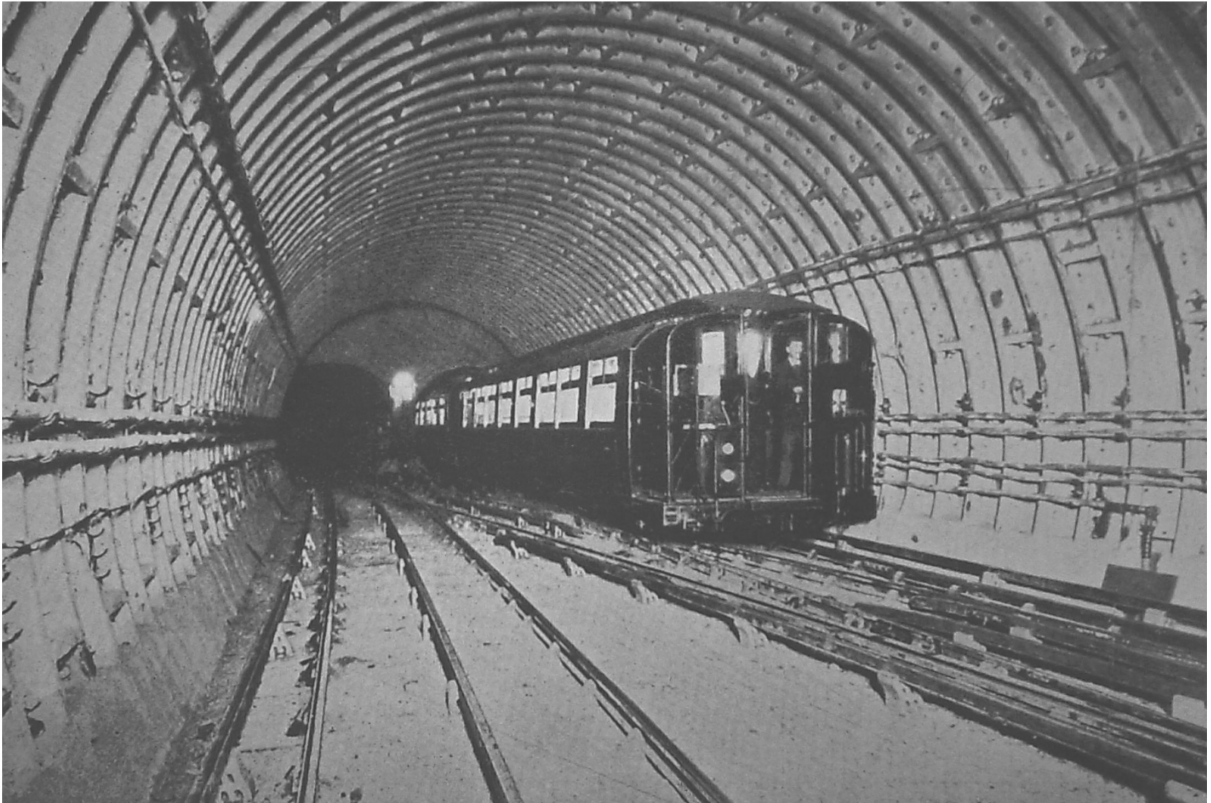
The land may be bought or leased by one person or a syndicate, who, as soon as the land is purchased, spends money on preparing plans and the construction of roads and sewers, etc., and so renders it ready for immediate building operations.

The land is then sold or leased in smaller areas or plots. This is buying or leasing "wholesale" and then "retailing."

The above process involves considerable risk and a large amount of capital, but the method becomes more complicated when in order to assist builders to commence operations "advances" are made to them as the work proceeds. Later on when the houses are erected, and purchasers are found, the help of Banks, Building Societies and private investors comes into operation.

In other cases the builder may himself buy the land, construct his own roads and erect the buildings.

These cases are mentioned because before going on to the story of development in Golders Green, it is necessary to have some idea

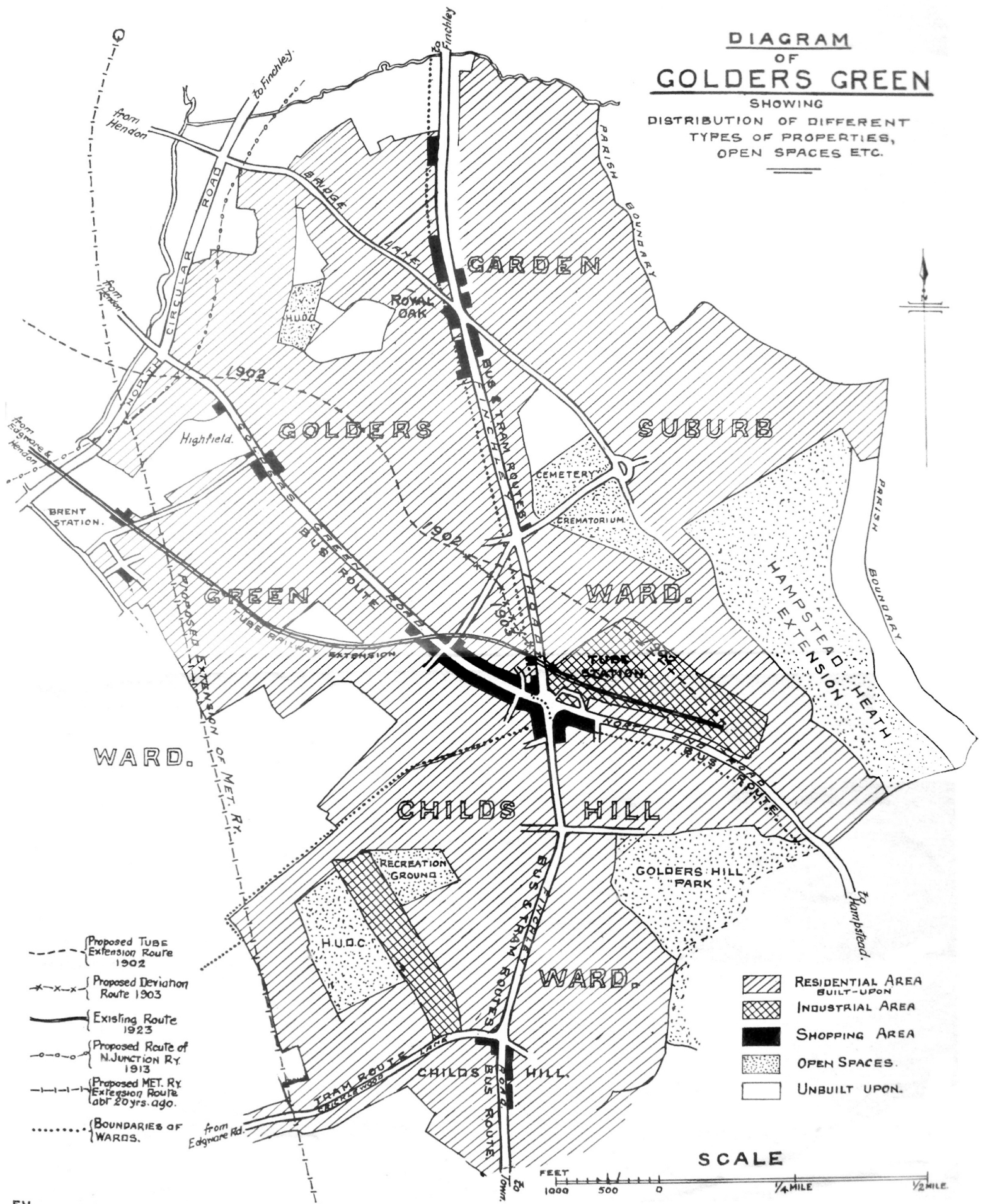


The Golders Green Tube Railway.

Cross over at Hampstead showing approaching train.

DIAGRAM OF GOLDERS GREEN

SHOWING
DISTRIBUTION OF DIFFERENT
TYPES OF PROPERTIES,
OPEN SPACES ETC.



as to how a district grows. In this particular district the land at about the time the Tube Railway was under construction, or soon after, was mainly held by a few owners, and the boundaries of the largest estates are clearly shown on the map facing next page. It is interesting to notice that the Church land and the Eton College Estate still retain approximately their old boundaries.

The district was much the same as that shown on the map facing page 13, except that a few new roads had been constructed on the west side of the Finchley Road and on the Woodstock Estate fronting Golders Green Road.

But before houses can be erected and dealt with on up-to-date lines the conveniences and sanitary arrangements must be arranged and roads must be widened, and it must be remembered that at that time there were few public sewers, and the main roads were narrow. This was to be the work of the Hendon Urban District Council. From dealing with an area which showed comparatively normal growth in development, they were almost suddenly faced with an enormous amount of constructive work costing hundreds of thousands of pounds.

The year 1905 may be regarded as the end of old Golders Green and the creation of the new.

We will now see how the work proceeded.

CHAPTER VII.

GOLDERS GREEN, 1905.

How Golders Green started to grow.

From the year 1905 the green fields of Golders Green were destined to be covered with bricks and mortar. At the beginning the progress was slow, a vast amount of preliminary work had to be done, and large sums of money were temporarily locked up in land.

There were some interested in estate development in various parts of London who looked upon the future suburb without enthusiasm. They felt there was undue risk in venturing large capital

sums in what might turn out to be unremunerative speculation. Others regarded it as a pure gamble, while others, again, seem to have been led by a kind of blind faith that here, if anywhere, would boldness, energy and work be remunerated, and these had a saying that there was Gold in Golders Green. Not all the ventures were successful. In some cases money was lost, and months of work were spent without reward, but, generally speaking, those who started, either in a large or a small way, found the district suited their capabilities, and from the time the first brick was laid the future of Golders Green was never really in doubt.

One of the first important works to be undertaken was the sewerage of Finchley Road, as until this was done large areas could not be satisfactorily developed. About the same time the width of Finchley Road was discussed in connection with the coming of the trams. This scheme would connect the routes at Finchley and Cricklewood. Horse omnibus services existed from Finchley through Golders Green to Oxford Circus, and another from Hendon. No telephone facilities existed, and to show how different things were then at Mill Hill, not far away, oil lamps were used to light the roads. In effect, Golders Green was awakening from a long sleep, and was about to take a very active part in helping the growth of Greater London.

But others were thinking of a more distant future. As far back as 1902 Parliament had sanctioned an extension of the Charing Cross, Euston and Hampstead Railway (that is to Golders Green) as far out as Edgware*. The deviations of the proposed routes are shown on the map facing page 35.

It is interesting to note that the first new house at Golders Green was erected at the corner of Finchley Road and Hoop Lane in October, 1905. (See view facing page 22.)

The tunnelling for the Tube was carried out in sections. As an indication of the accuracy with which the work was carried out, the double tunnels between Hampstead and Golders Green were started from both ends, and when they met, a point about 100 yds. north of Heath Street, the error was only $\frac{3}{4}$ of an inch.

For some time past the Local Authority had been endeavouring to get their bye-laws revised, one of the most important of which

*See Chapter XI.

was that over a certain length roads should be 50-ft. in width, instead of 40 feet as hitherto.

I mention this because the draft bye-laws were to be sent to the Local Government Board and returned with amendments for many months to come.

While this was going on the land belonging to the Eton College Trustees, comprising about 260 acres, had been selected as offering a promising area for laying out a "Garden Suburb."

The local authority, besides having immediate and pressing work to carry out, had to make provision for the future sanitation of the district. A large increase in population carried with it the responsibility of enlarging their sewage works. A provisional agreement was therefore entered into under which the ratepayers would acquire over 13 acres for future extension.

The surplus earth derived from the Golders Green Tunnel end of the railway had to be disposed of, and most of it was carted to Child's Hill to fill in some low-lying ground.

CHAPTER VIII.

THE HAMPSTEAD GARDEN SUBURB.

The development of Golders Green was in the main carried out by private individuals, but the creation of what is now known as the Hampstead* Garden Suburb has a somewhat different history.

It will be seen by referring to the map facing page 11 that the Eton College Trustees controlled an area of about 326 acres, and the way in which this estate became divided up into an extension of Hampstead Heath and a Garden Suburb may be briefly set out as follows:—

1. In the summer of 1903 a strong committee was formed to acquire about 80 acres to extend Hampstead Heath. After various re-adjustments of the boundaries and difficult negotiations the agreement to purchase was signed on January 15th, 1907, for the

*A misnomer. The whole of the Estate lies in the parish of Hendon.

sum of £43,241. In March of the same year the land was conveyed to the London County Council as an open space for ever. The money to purchase the land was obtained by private subscriptions and grants from various public bodies.

2. While the arduous work of collecting the money was going on it occurred to Mrs. S. A. Barnett, C.B.E. (the wife of the late Canon Barnett) that the balance of the estate, amounting to about 243 acres, should be purchased for the creation of a garden suburb. An option was first obtained, and in March, 1906, The Hampstead Garden Suburb Trust was formed, and the 243 acres were purchased from the Eton College Trustees and conveyed to the Company on May 1st, 1907, for the sum of £112,000.

"It is an interesting and significant coincidence that the last time this land changed hands it was under the signature of Henricus Octavus—Henry VIII.—a king who bought it with royal gold for his pleasure. The next time it changed hands the deeds were signed by Henrietta Octavia, a woman who bought it on behalf of a public company, with the people's money, to provide the people's homes."*

When the land was acquired the Board of Directors set themselves to the task of developing the estate.

As the proposed scheme of development did not comply with the bye-laws of the Hendon Urban District Council, a Private Bill was brought before Parliament.

The Local Authority opposed several of the clauses, but in the end the Bill passed with some amendments, and The Hampstead Garden Suburb Act was passed in 1906.

Mr. Ebenezer Howard's book, entitled, "To-morrow: a Peaceful Path to Social Reform," published in 1898† had created a great impression, and the subsequent experiments at Letchworth and Bournville had been commenced. It was proposed by the pro-

*Henrietta Octavia is now Mrs. Barnett, and the story of the negotiations and difficulties which were surmounted by her untiring energy and clear vision is well told in her book entitled, "Canon Barnett, His Life, Work and Friends" (Chapter 50), published by John Murray, 1918.

†This book was subsequently published under the title of "Garden Cities of To-morrow," and originated the "Garden City" movement.



The Centre of Golders Green.

Note the Station Buildings and the War Memorial on the right and the Roman Catholic Church in the distance. Compare with the view facing page 16.



The First New House erected in Golders Green.
At the corner of Finchley Road and Hoop Lane in 1905.

moters of the Hampstead Garden Suburb Act to lay out the estate acquired from the Eton College Trustees on "Garden City" lines.

The Hampstead Garden Suburb Act contained clauses which limited for ever the number of houses which might be built on the estate, and gave the Trust power to lay out roads of a narrower width than required by the Local Bye-laws, and to construct grass margins and wayside greens.

In order to secure the best scheme of development, Messrs. Barry Parker and Raymond Unwin, who had worked out the scheme for the Letchworth Garden Suburb, were called in to act in conjunction with Sir Edwin Lutyens. The estate was first carefully surveyed and contoured, and with this as a base the architects evolved a scheme which departed considerably from the usual kind of lay-out adopted by private owners who had been bound down by rigid bye-laws. The result is known to-day, not only locally, but throughout England, and even further afield. High brick walls were not allowed, hedges separate the various house-plots, the houses are grouped, too, in an artistic setting, and every effort is made to avoid the "shut-in" effect so apparent under other schemes.

Certain areas were set apart for education and recreation. A large central square was laid out on the high ground, and the two churches erected upon it dominated the estate and serve as landmarks for miles round. The construction of narrow cul-de-sac roads, with buildings grouped round the frontages, gave rise to the numerous "closes" which give such an old-world, restful atmosphere to the estate.

In addition, a Co-Partnership Tenants' Society was formed which has erected some hundreds of houses. Under this system an occupier can never own his own house, but is part owner of all the other houses erected under this scheme.

A purchaser from the Trust cannot acquire the freehold, and all leases date from June 24th, 1907. It was not the intention of the promoters to develop the estate on commercial lines, in this respect agreeing with Letchworth, Bournville and Port Sunlight.

CHAPTER IX.

THE WORK OF THE LOCAL AUTHORITY.

So far we have chiefly dealt with Golders Green from the point of view of private enterprise, but the work of the Local Authority—the Hendon Urban District Council—cannot be overlooked.

Those who are resident in the district, and also those who intend to be, usually test the work of the Council by the amount of rates which are payable, and the diagram facing this page shows in a convenient form the variations from 1905 to date. The total rates per annum are very low indeed as compared with others in suburban London.

Details showing how the rates are made up are as follows:—

GENERAL DISTRICT RATE.

5th April, 1923.

Purposes for which the General District Rate was made, and the amount in the £ levied for each purpose, Agricultural Land being charged on one-fourth rateable value.

ESTIMATED CHARGES.	
	d.
Sewage Disposal and Sewerage...	1.27
Highways, Maintenance and Repairs	3.09
Dust Removal, etc.	1.89
Public Lighting	2.29
Hospital and Public Health Services	1.44
Fire Brigade, etc....	.63
Salaries	1.51
Town Hall and Establishment Charges50
Loan Repayments and Interest...	4.36
Recreation Grounds, Open Space and Miscellaneous39
Housing50
Town Planning13
	<hr/>
Pence	18.00

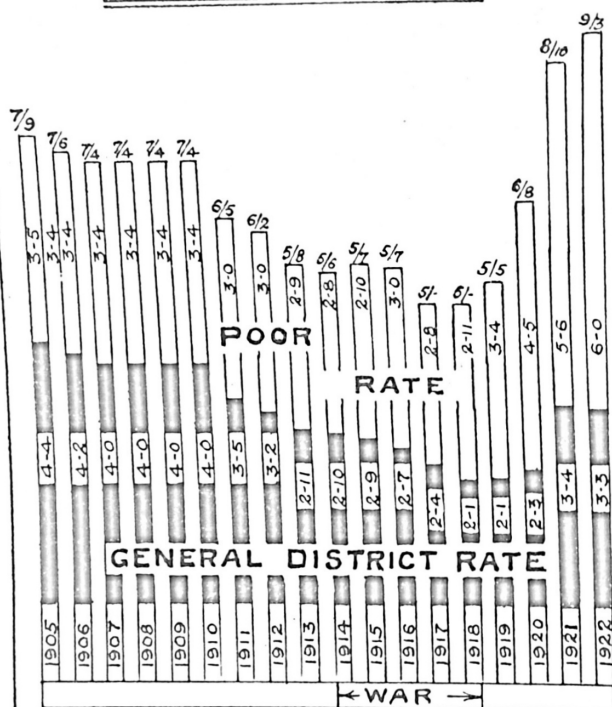
POOR RATE.

5th April, 1923.

Purposes for which the Poor Rate was made, and amount in the £ levied for each purpose, half the amount being levied on Agricultural Land.

ESTIMATED CHARGES.	
	Pence in £.
Poor Law Expenses ...	2.95
County Council Expenses:	
General Rate	9.58
Higher Education	3.36
Registration16
	<hr/>
Metropolitan Police Rate	13.10
Elementary Education ...	6.17
	<hr/>
	Pence 29.00

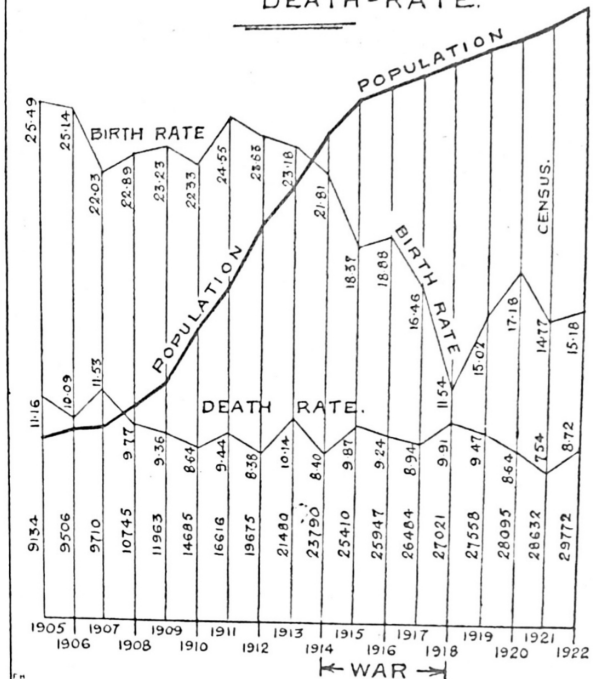
GOLDERS GREEN.



From Figures kindly supplied by H. HUMPHRIS, F.C.I.S., Clerk to the Council.

GOLDERS GREEN.

POPULATION
BIRTH-RATE &
DEATH-RATE.



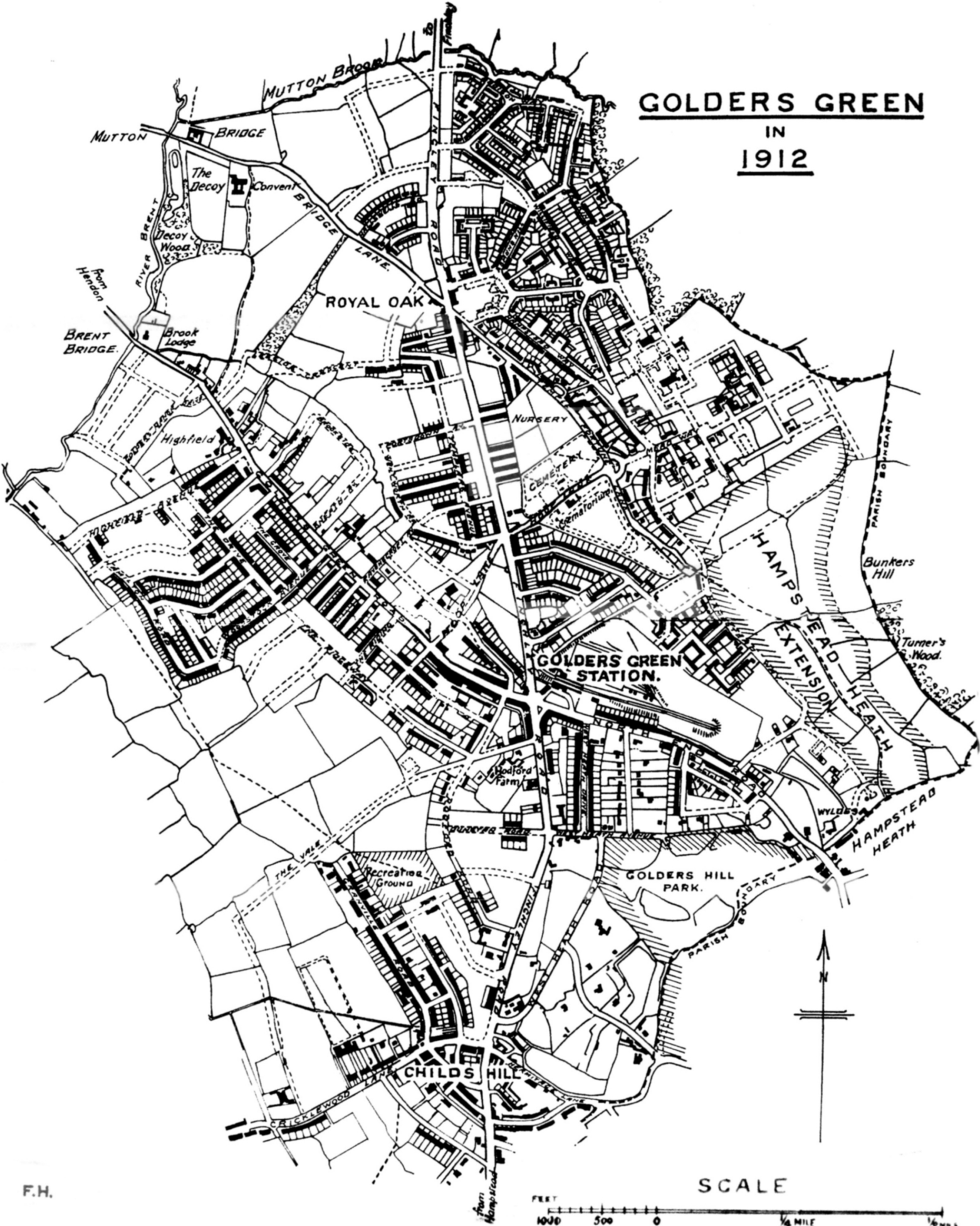
From Statistics kindly supplied by DR. T. S. MCINTOSH, Medical Officer of Health.

The administrative powers of the Local Authority cannot very well be discussed in relation to only a small area of the parish, but, generally speaking, the work from a development point of view is chiefly concerned with the administration of the bye-laws dealing with new streets and buildings. These were re-drafted a good many years ago, and after much negotiation and many delays eventually received the approval of the Local Government Board in December, 1914. As a result roads exceeding 450-ft. in length are now 50-ft. in width, and although more costly to owners of houses when the roads are made up and "taken over," the effect of the greater width has been to enhance the appearance of the district.

The passing of the Housing and Town Planning Act of 1909 and the amending Acts put into the hands of the Local Authority a great power which, wrongly exercised, might have hampered or sterilised the development of the district. Fortunately the Council did not rush in and spend money uselessly on abortive schemes, or "tie-up" the district by a scheme which was to be inelastic and a danger in the future. The Council, however, took action under the Act and practically the whole of the district of Golders Green was included in a Town Planning Scheme (officially known as Scheme No. 2), but in March, 1923, owing to the abnormal developments which have taken place since 1914, the Local Authority has decided that little advantage would be gained by including in the Hendon scheme lands which for all practical purposes are fully planned. As a result it is proposed to exclude Golders Green (including the Garden Suburb and Child's Hill Wards) from the Town Planning Scheme.

Unfortunately the details of municipal work are apt to be uninteresting to the normal resident, and he is not disposed to spend his time in studying technical questions which he rightly feels can be safely left to the elected representatives and executive officers of the Council.

GOLDERS GREEN
IN
1912

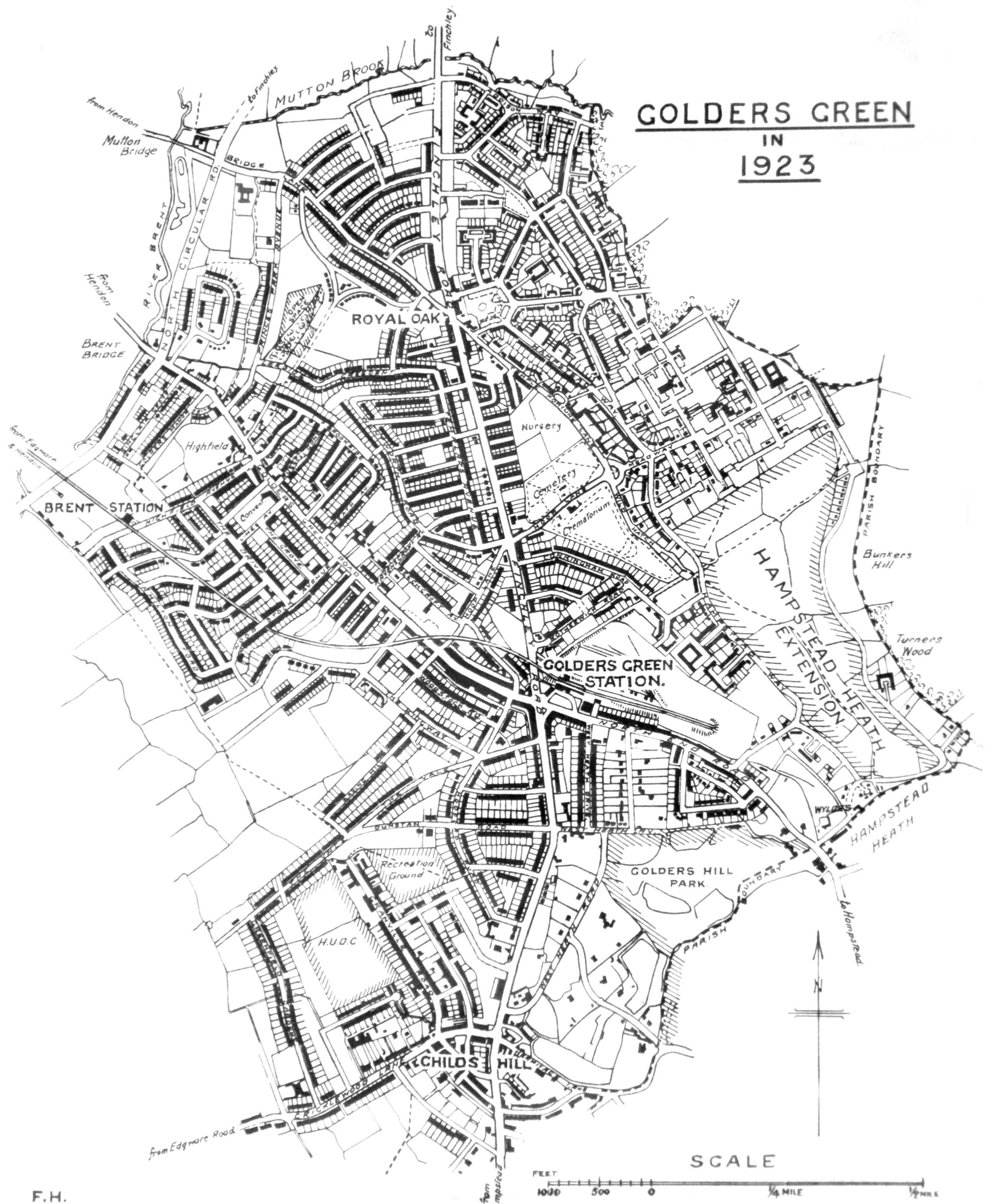


F.H.

SCALE



GOLDERS GREEN
IN
1923



CHAPTER X.

THE AMAZING GROWTH OF GOLDERS GREEN.

The formal opening of the Charing Cross, Euston and Hampstead Railway took place on Saturday, June 22nd, 1907. The first train was started by the Rt. Hon. David Lloyd-George, M.P., then President of the Board of Trade, in the presence of a distinguished company.

In order to familiarise passengers with the railway, free tickets were issued, and no less than 30,000 people availed themselves of the privilege.

From 1907 till the outbreak of War in 1914 the story of the district is one of constant progress.

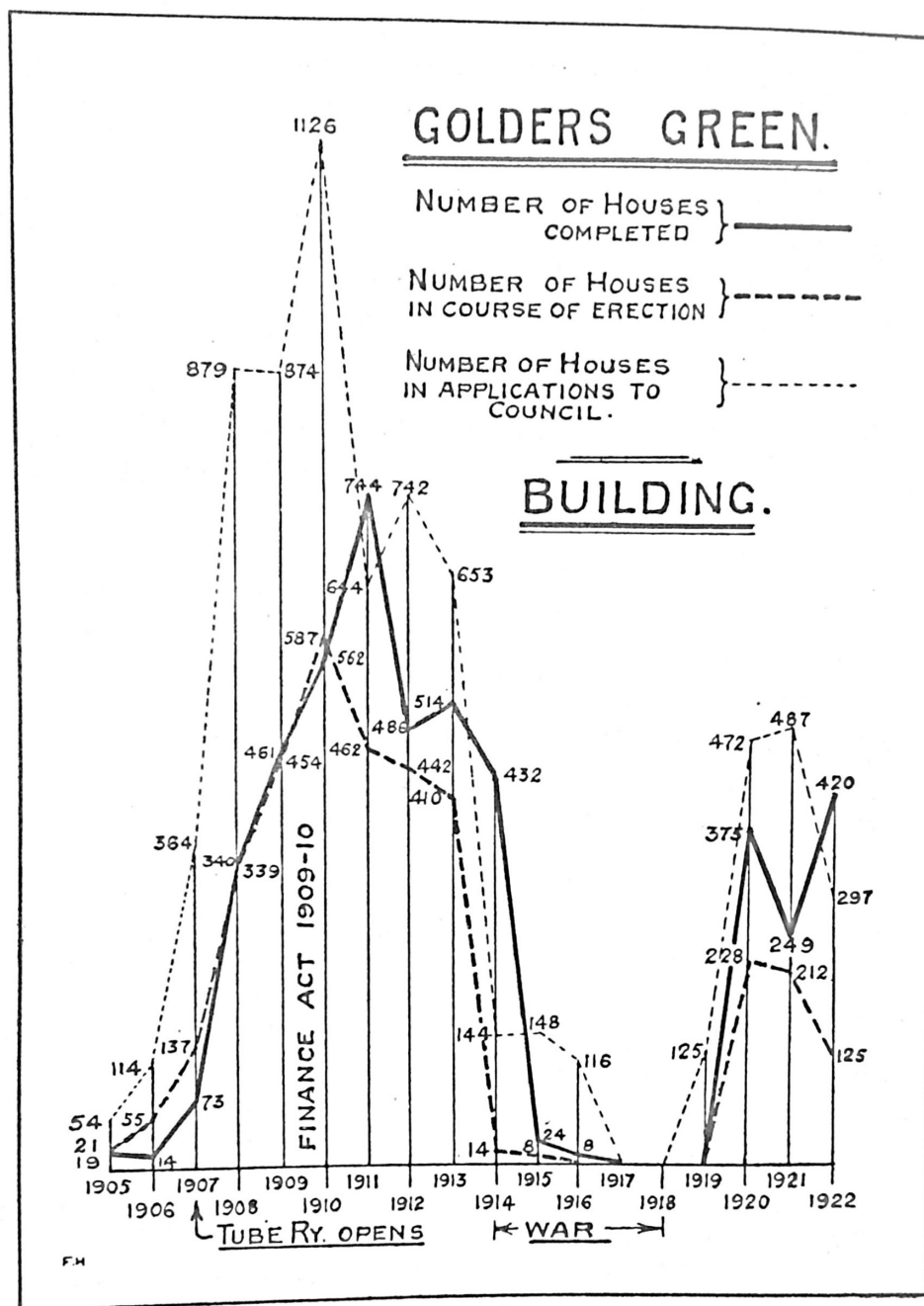
It was a time of road-construction, sewer laying, road-widenings and house-building. Unremitting work and constant energy and behind it all the speculative spirit were rapidly changing the aspect of the district until in a few years the green fields of Golders Green had gone for ever to make way for wide roads, miles of houses and all that is generally considered necessary in a modern London suburb.

The following diagrams, which have been prepared from official statistics* will convey in an impressive manner the amazing growth of the suburb, and how since the War building operations have shown continual progress. It is interesting to note that the number of houses which qualified for the Government Grant ("Subsidy Houses") is as under:—

1920	-	-	-	-	228 houses
1921	-	-	-	-	165 "
1922	-	-	-	-	234 "

This is emphasised still more by the passenger returns of the Railway. When the line was opened in June, 1907, the number of passengers to Golders Green was negligible, as at that time it terminated in green fields. Over eleven million people are now booked

*By the courtesy of the Hendon Urban District Council.



This diagram is interesting as it clearly shows the effects of the Finance Act, 1909-1910 ("The People's Budget") and that of War.

From Statistics kindly supplied by A. O. KNIGHT, A.M.I.C.E., Surveyor to the Council.

per annum at Golders Green Station, and the service of trains has increased from five per hour of two-cars' length to 17/20 of six-cars' length per hour.*

Three million people per annum are exchanged between the station and contingent tram and 'bus services.

It is hardly necessary to give in detail the many events which one by one built up the district from the opening of the railway. The story would, however, be incomplete unless mention was made of the following:—

1:—MOTOR-'BUS SERVICES had been running some time before 1907, and so displaced the old horse-'buses.

Many will remember the cheery conductor near Oxford Circus who, before starting out on the long expedition to Golders Green and Finchley, would hail passers-by with his "Any more for the corn-fields?" occasionally varied with an invitation to "visit the Northern Heights." The Motor-'buses, however, were later on withdrawn, and again the horse-'bus took to the road. For some time it seemed doubtful which would win, but eventually petrol overcame horse-flesh. At one time during this inter-regnum, strenuous efforts were made to induce the Council to agree to Trackless Trams, or rail-less cars, along Golders Green Road, but this scheme collapsed when the London General Omnibus Company inaugurated a regular service of their buses along the same route.

At the present time no less than eleven services pass or terminate at Golders Green.

2:—TRAMWAY CONSTRUCTION had been in hand since 1905, but progress had been slow. Differences of opinion between the Local Authority and the Middlesex County Council as to the widening of the main roads and granite setts v. wood blocks, did not hasten matters. In 1910 the work was completed, and it was then possible to travel from Barnet, through Finchley to Golders Green, and from there link up with the existing routes in the Edgware Road. This convenience causes large numbers of people to take the tram from Finchley to Golders Green and so to Town rather than travel on the slow circuitous route of the Great Northern Railway.

3:—THE OUTER CIRCLE RAILWAY BILL was promoted in 1905, and although the route just missed Golders Green, it would no doubt

*See diagram facing page 30.

have greatly affected its development. In 1906 the scheme was rejected.

It was revived in another form in 1910 under the name of the GREATER LONDON RAILWAY, but this met a similar fate in 1911. THE NORTHERN JUNCTION RAILWAY was promoted in 1913 and affected a part of Golders Green, including The Hampstead Garden Suburb. Owing to strenuous opposition, the Bill was rejected in 1913. In one form or other schemes for the making of some such Railway had long been contemplated. The conception was to construct a railway round the Northern part of London, which would connect with all the great Railway Companies and so facilitate inter-communication.

4:—THE NORTH CIRCULAR ROAD, at present in course of construction, forms part of the great scheme for Arterial Roads in and around London. So far as it affects Golders Green its route is shown on the map facing page 33. The object of the road is to give the Eastern counties a road round the North of London, and so relieve congestion at the centre. The total length of this route in Middlesex is $12\frac{1}{2}$ miles, of which $7\frac{1}{2}$ miles will be entirely new. The lay out of the new road is 100 feet wide between fences.

The acquisition of land for widening purposes has been carried out under the Unemployed Relief Works Act, 1921, and the work itself is being carried out by unskilled labour.

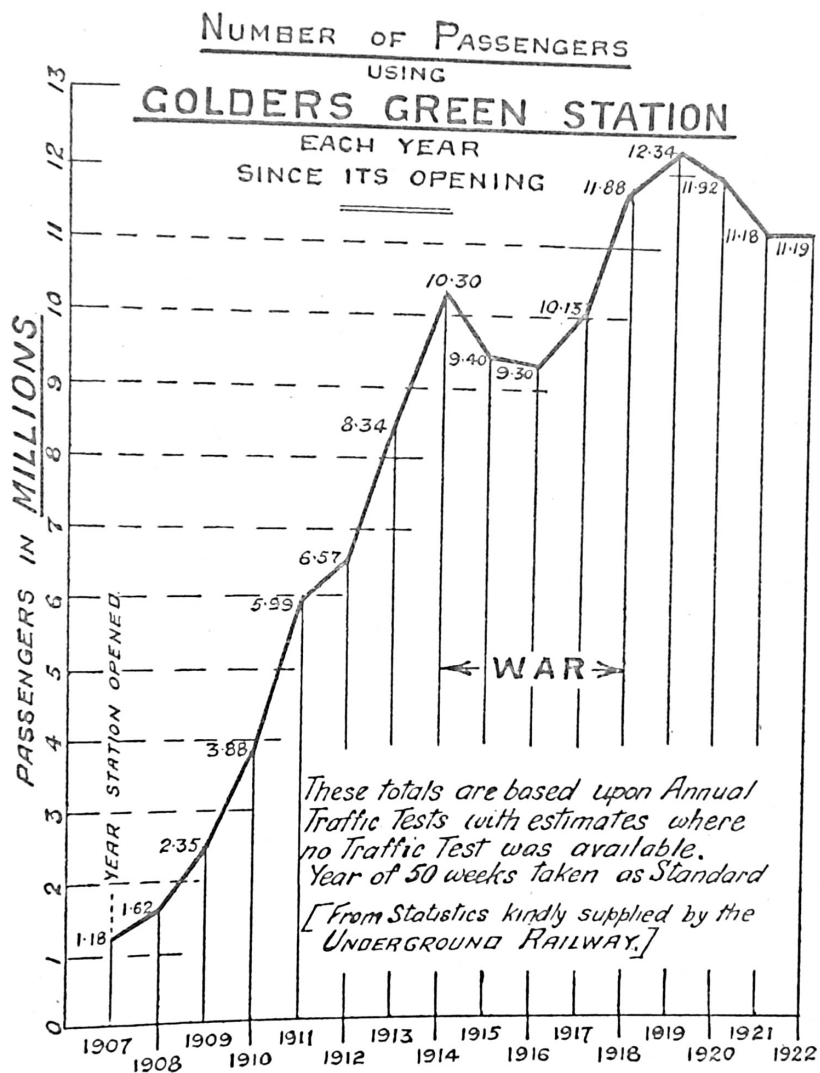
CHAPTER XI.

THE GATEWAY TO THE GREAT NORTH-WEST.

The Extension of the Tube Railway.

An account of the development of Golders Green would be incomplete without a reference to the extension of the Railway through Hendon to Edgware. Parliamentary powers were obtained as far back as 1902. Certain deviations of the proposed route through Golders Green were made in 1902 and 1903.

Owing to difficulties outside the control of the Underground Railway Co. repeated applications were made for extensions of time, and the outbreak of War in 1914 unavoidably delayed the work again. Eventually, the Government, under the provisions of



the Trade Facilities Act, 1921, agreed to guarantee both Principal and Interest on $4\frac{1}{2}$ per cent. Redeemable Second Debenture Stock 1942-72 of the London Electric Railway Co. and the City and South London Railway Co. up to £6,000,000.

This arrangement enabled the work to go forward, and on Monday, June 12th (1922) Sir Philip Lloyd-Greame, K.B.E., M.C., M.P., Member for the Hendon Parliamentary Division, carried out the ceremony of "cutting the first sod."

A contract has been placed with Messrs. Charles Brand and Son for the construction of the line to Hendon, a distance of one-and-a-half miles. An intermediate station, called "Brent," will be opened between Highfield Avenue and the North Circular Road.

The line will cross the River Brent by means of a viaduct 30 feet high. It is hoped to complete the line from Golders Green to Hendon by October, 1923, and a through service of trains will then operate between Charing Cross and Hendon, and Moorgate and Hendon.

A contract has also been placed with the Foundation Co., Ltd., for the construction of the railway from Hendon to Edgware, with its intermediate stations at Colindale (adjoining the Hendon Aerodrome) and Burnt Oak.

The extension to Edgware is scheduled to be completed by January, 1924.

In order to complete the scheme a new short connecting railway from Euston to Camden Town is now being made, and at the same time the City and South London Railway is being re-constructed. The nett result of these improvements will be that a passenger will be able to travel from Clapham Common and the City to Golders Green and Edgware without changing.

It is anticipated that the opening up of the district from Golders Green to Edgware, with an up-to-date service of Motor Buses linking up out-lying places, will lead to the erection of a large number of houses, and that the amazing story of Golders Green will be repeated.

If this be so, then indeed will Golders Green be the open gateway to the Great North West.

CHAPTER XII.

WHY GOLDERS GREEN SUCCEEDED.

It might be said that every suburb of London is a success if only because its growth has meant the erection of new houses and thereby given shelter to more of London's millions, but Golders Green differs in many respects from other parts of outer London. Many factors have contributed to its success, and it is not easy to rank them in their true order, but the following are amongst those which have contributed to make it a favourite suburb.

1 :—The construction of the Tube Railway from Charing Cross, giving direct access to the City and West End, a quick service of trains and low fares. A little later the coming of the trams, and regular services of motor-buses were useful auxiliaries.

2 :—The nearness to Town.

3 :—The land lent itself to easy development. It is near the open spaces of Hampstead Heath and Golders Hill Park, and close to the natural beauties of Mill Hill, etc., and stands high above sea-level.

4 :—It lies at the junction of two main-roads, one of which is a direct means of access to the North, and the district thereby gained in publicity.

5 :—The land was mainly held by a few large landowners who, from motives of "enlightened self interest" and, in many cases, without conscious co-operation, did their best to help its development along right lines.

6 :—The absence of any industrial area, with the exception of a small "patch" at Child's Hill.

7 :—The district started free from the hampering effect of being built round a nucleus, such as an old village or hamlet, as has been the case in nearly all other suburbs. It started with a "clean sheet."

8 :—The rates were low. This is still the case, especially if they are compared with those of adjoining Urban Districts.

9 :—The Local Authority did not interfere unduly with private enterprise, but confined itself to its proper sphere of administering the district in an efficient and economical manner.

10:—The world-wide publicity given to the Hampstead Garden Suburb undoubtedly reacted on other parts of Golders Green.

Some of these factors have been absent in the development of other suburbs, and they have suffered accordingly. The erection of houses alone is insufficient. There must be adequate shopping facilities, and it is generally admitted that in this respect Golders Green stands without a rival in suburban London.

RETROSPECT.

The preceding pages have shown us in outline the gradual evolution of the district from one which was rural in the eighteenth century, with its large unenclosed "greens" and how these have been gradually enclosed through the last hundred and twenty years or so, until the only "common land" left is the small triangular piece opposite the Tube Station, and upon which the War Memorial is now erected.* We have seen how the old road from London led over Hampstead Heath down to Hodford Farm and so to Hendon, and that later on, in 1828, a great road leading direct from Town to the North was cut with Roman straightness through the district.

The maps tell their tale of land ownership. For many centuries the Church held land as Lord of the Manor, and still does so (but not as Lord of the Manor), and as time went on areas became enfranchised, and we have large estates such as that of Eton College, which has only recently passed into the hands of those who have created a new "Garden Suburb."

All this is of interest, and no one can know the district without realising how much the present is the child of the past.

Events which took place in Saxon times, in that of William the Conqueror, Henry VI. and Henry VIII., are still evident in Golders Green, and what is done to-day will also, in its turn, be stamped for ever on the pages of local history.

But the recent developments, properly considered, are alien to the district. It is as if the old conditions of steady progress through the centuries received a sudden jolt, and by mechanical means a portion of the ever-growing population of London was released in this direction, and a great incursion of those "who knew not Joseph" spread themselves out over the green fields and dwelt thereon. There is, therefore, a very modern "layer" over one much

*The Memorial was designed by Herbert A. Welch, A.R.I.B.A., unveiled by Princess Louise, Duchess of Argyll, on April 21st, 1923.

older, what geologists would call an "unconformability" and as this has been the story of many countries, we see in one district an epitome of the history of the world.

NOTES ON SOME MAPS OF HENDON AND GOLDERS GREEN.

It was my original intention to reproduce in facsimile the old maps, showing the Golders Green area, but as these are often very inaccurate, so far as the boundaries of the fields are concerned, and are drawn to various scales, the task of identifying the various places becomes very difficult. I have therefore taken these maps and, by adopting the first Ordnance Map of 1863 as a base, made the necessary adjustments so that the changes and growth of the district are all shown to one scale on one or other of the five maps. The loss of the picturesque titles, borders and north points of the earlier maps and the reproduction of the often beautiful engraving is, I hope, more than compensated for by greater accuracy and easy comparison.

The following are the chief maps which show the Parish of Hendon, of which Golders Green forms part.

1754 :—"MAP OF HENDON PARISH, SURVEYED AND DELINEATED BY JAMES CROW," is on parchment and very neatly drafted.

Each field is named, and there is a reference to owners, etc., on the borders.

The Map is divided into 100-acre squares, and the scale one-inch to 5 chains or 330 feet to one inch, which is a little smaller than the 25-in. Ordnance Map.

The original, or copy, is in the custody of the Urban District Council, Town Hall, Hendon.

1754 :—"A PLAN OF THE MANOR AND PARISH OF HENDON IN THE COUNTY OF MIDDLESEX, surveyed and delineated by Isaac Messeder, Senr.," also on parchment. The scale is 10 chains or 660 feet to one inch.

The original, or copy, is in the British Museum (Manuscript Room).

1796 :—"THE MANOR AND PARISH OF HENDON IN THE COUNTY OF MIDDLESEX, drawn and engraved by JOHN COOKE, of Hendon. Published September 1st, 1796, by W. Faden, Geographer to the King and His Royal Highness the Prince of Wales, Charing Cross."

The Lots of the "Great Tythe" and those of the Demesne Lands are shown by dotted boundaries. An Index or Book of Reference to the Map was also printed giving freeholders' and copyholders' names, names of houses and fields, and their areas, etc. The Index and the Map were also published together in Book form.

1828 :—" MAP OF THE WHOLE MANOR AND PARISH OF HENDON, in the County of Middlesex, respectfully dedicated to the Subscribers by their Obedient Servant FRANCIS WHISHAW, Civil Engineer and Surveyor, also Book of Reference to the New Map, together with an Index of the names and owners of lands and tenements in Hendon. Printed for the proprietor by Geo. Taylor, 7, Little James Street, near Grays Inn." The Map may be inspected at the British Museum.

1840 :—" PLAN OF THE PARISH OF HENDON, in the County of Middlesex, revised, corrected and in part re-surveyed in 1840 by James Bocock Holbrook and Richard Dent deposited in the Parish of Hendon (signed) F. O. Martin, July 10, 1843." A certified entire copy made by the Commissioners under the provisions of the Tithe Acts 1836 to 1891, and dated October 19th, 1914, may be inspected at the Ministry of Agriculture and Fisheries.

The scale is one inch to 5 chains or 330 feet to one inch.

1863-1870. The First Ordnance Edition.

1891-1894. „ Second „ „

1912 re-levelled 1913: The third and latest Edition (published 1914).

In addition to the above John Rocque's Map of London in 1741-5 may also be consulted. The scale is about 1,000 feet to one inch. Edward Stanford of Long Acre publish a reproduction of this map and Sheet XII. includes the area of Golders Green (shown as "Groles Green"), Child's Hill and Hampstead.

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