

Ludlow Heritage News

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FREE

Horses in Ludlow

Peter Howell looks at our equine heritage

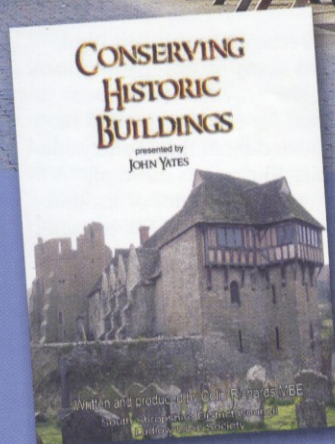
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Israel Ludlow

Jim Gosling tells his story

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the building, not preserve it.) The other observation that Colin made was that the necessary skills were dying out and needed somehow to be maintained.

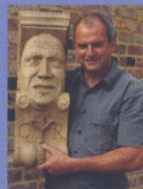
Colin felt it was important to record, not only in words but also visually, the craft techniques of earlier times, so that these could be called upon when needed. Ludlow Civic Society agreed with him. As part of the celebration of our 50th anniversary, we provided enthusiastic support but also part of the necessary funding. The former BBC reporter, the late John Yates, also rallied round, providing not only his own services but also the experience and skill of the necessary cameramen.

The outcome is a two-hour DVD, now on sale at £9.99. The four sections of *Conserving Historic Buildings* cover brickwork, stonework, metalwork, and timber structures. Many of the buildings featured are in

and around Ludlow and South Shropshire.

Sales income will fund a new charity devoted to the encouragement of conservation skills and the training of people in appropriate skills. The Society is administering this charity and taking on the promotion and sale of the DVD. Following a successful launch in Ludlow, we are now seeking to distribute the DVD nationally.

Copies can be obtained from Ludlow bookshops or from John Nash, Chairman, Ludlow Civic Society 01584 879029 or email john.nash@vodafoneemail.co.uk



Ludlow Civic Society, South Shropshire District Council and a former BBC reporter have worked together to produce a record of craftsmanship unique in the country.

The inspiration came from Colin Richards MBE, when he was Conservation Officer at SSDC. Colin's involvement with the repair and conservation of ancient and remarkable buildings made two things very clear to him. The first was that sometimes modern methods of building and repair do not sit happily with the methods used in previous times. (One example is the use of cement mortar to replace original lime mortar: such replacement can damage

The importance of horses...

Peter Howell explains how horses and their accommodation used to be central to life, and puts out a call for equestrian memories of Ludlow.

It is curious how almost chance events bring back memories. And, since memories are history which in turn should give us a basis for the future, we should consider them carefully. Recently I noted that the elegant weighing house close to Ludlow railway station had gone, and with it the reminder that the railway was the key to the delivery of just about everything that the town needed to grow in the 19th and well into the 20th century. Yet another link with the past has gone, without any real consideration. Also the building that we have all known for many years that contained the station stables has been exposed. As a consequence my mind then goes quickly to horses and their function in historic Ludlow. This was a gentle reminder that before railways, the main form of transport was the horse, not for a hundred years but for thousands.

Over the last few years I have, with the Marches Georgian Group, visited many large (and small) country houses, particularly of the Georgian period. While the houses contain much that needs to be understood, and, indeed, are almost Myttonesque but often elegant, the related stables are almost universally impressive. It is worth mentioning, as Mark Girouard points out in his book *Life in the English Country House*, that the country house was the centre of an estate that was effectively a large commercial organisation with a central reception area that was the house. The form of the house must also have been the brand

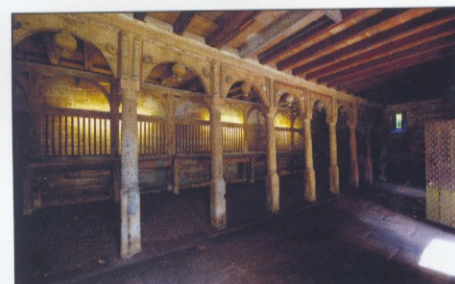
image of the enterprise. This is an oversimplification of a complex situation, but it does give a motivation for a large and efficient transport system. It was the maintenance of the horses that was central to this and what dictated the form of the stables. We are fortunate to have many operating stables in the area now that can be observed to give us a basis for the understanding of historic stables.

An integral part of life

One must remember that the horse was an integral part of life in the 17th and 18th centuries and for even longer. People often travelled by horse, so riding was a part of life. Mrs Philip Lybbe Powys writes in her diary in 1771, "Wednesday Morning: I mounted double. But found it utterly impossible, as I thought, to keep on, so had recourse to my tall horse and side saddle, provok'd beyond measure to follow Mrs Hill, who sat knotting on her pillion with such unconcern, while we were going up and down such places as I imagin'd our necks in danger at each step." In the same way, horse racing was close to everyone's experience. Again quoting Mrs Lybbe Powys writing about Ludlow racecourse, "Tis a circular spot one mile round, and a perfect flat, so the horses are in your view the whole time."

The form of the large estates often followed the trend of the time but also had to follow the logic of production – or the enterprise would, and frequently did, fail.

Indeed, the logic of the economics and overall organisation of estates seems to have escaped the architectural press. There were obviously also personal reasons for impressive forms of transport and this can be seen in the elaboration of the stables. Many of these stables were very well-designed. Their footprint, at a guess, is about the same as that of the houses. The houses, of course, have more than one floor, but then the stables usually have two. They are still there to be seen. However, very reasonably, since horses are no longer needed for straightforward transportation, many stables have been converted to housing. Two examples of houses which are quite close to Ludlow are Berrington Hall (1778) and Attingham Hall (1783-5). Berrington and Attingham are now both owned by the National Trust, and the stables are used for offices.



Whitmore Hall stables interior – probably 1620-1680

Carolyn Steel's recently-published book *Hungry City* gives many of our assumptions a shake. For me, she provides a vigorous reminder that food for our town would have had to be transported from the countryside on very bad roads. She points out that, "A day's journey by cart, a distance of around 20 miles, was the practical limit for bringing

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in grain overland." Twenty miles from Ludlow is not very far – only a few minutes in a car. The fact that there is nowhere to park the car is another matter. However, the distribution of food which is the reason for many historic buildings, is the main subject of Steel's book, and these and the flow of foodstuffs suffered from the same problems then as now.

There seem to be few books that deal with transport by horse. One such is *The Rise and Rise of Road Transport 1700-1990* by Theo Barker and Dorian Gerhold, published by Cambridge University Press. This book obviously deals also with more modern methods of transport and the changes that are continually taking place. For example, "At the end of the 17th century... wagons typically covered 20 to 25 miles per day at a rate of about two miles an hour" and, from the end of the book, the question that we all ask, "Are the numbers of vehicles on some of Britain's roads, especially in towns and cities, reaching their ultimate limit?"

There are many books about horses because, although its role has radically changed, the horse still has great significance. There are few people who grab hold of the historic situation as well as Giles Worsley, and his ideas are well presented in his book *The British Stable* published by Yale. Julia Ionides and I had helpful discussions with him about horses and Ludlow Castle in connection with our book *Thomas Farnolls Pritchard of Shrewsbury*. Sadly, Giles died in 2006. His book bridges the gap between the worlds of 'architecture' and 'the horse', and should be on the shelves of architecture and horse enthusiasts. The distinct cultural form of horse appreciation is well evaluated. The significance of the horse in the consideration of historic towns is implicit in Giles's book, as, for example, in his examination of the development of the mews system in London. While he does not talk of planning as such, he does discuss its raw material.

With this in mind, I was prompted to think about the horse in historic Ludlow.

Maybe the commercial organisations in Ludlow were not as large as the country estates, but they would not have been able to operate without horses and, on occasion, donkeys. One has to remember that the world was country- rather than town-centred in the 17th and 18th centuries.

Where were the horses and how many were there? One can guess at the need for, say, five square metres of stabling per horse, and more for feed and other needs. I have based this figure on Peter Smith's book, *The Design and Construction of Stables*. This area is of significance in the provision in the town for horses which must have been considerable. Where were the wagons kept? Where was the feed stored? What goods were transported? There are many questions about our town and its functional form in the 17th century through to the 1950s. To the best of my knowledge, the questions have not only never been answered, but not even been asked.

Coaching Inns in Ludlow

When David Lloyd, Margaret Richards and I worked on the book about what is now the Feathers Hotel, it became clear that the horse had a part to play in its history as an inn. In fact, the inns were a vital part of the transport system even to the extent of owning the staging facilities, the horses and coaches. The Angel Inn in Broad Street was a staging inn. Anna Maria Fay arrived there on her way from America to Moor Park, and she describes how they travelled to the Angel in the mail coach, and then "a fly or cab was soon got ready to take us over to the Moor." The Bull Hotel still has the original form of the yard where the horses were kept on the ground floor and the visitors slept on the upper floor over their horses. Several paintings of Ludlow, such as the one painted by William Gwynne in the 19th century, show horses in the street. And indeed many photographs.

However, while we have Christmas cards with romantic views of country inns, they were not always so picturesque. Lord

Torrington, in his diary in 1792, writes of an inn, "The Talbot, the best inn, by no means answer'd my hopes, being a miserable inn; but here my standard being fix'd, and my horses ill-lodg'd, I walk'd to the Post Office for letters, and to the church yard as usual; there for my living, and dead information." On the cover of the book by Barker and Gerhold there is a six-horse-wide wheeled coach packed with people and goods. I find it is 'Die Packetpost von Ludlow'; the date is 1801. Subsequently, goods and people were separated since people put a greater emphasis on their personal speed than goods. People and their horses worked together, and it is not without reason that Housman writes "Is my team ploughing?", putting the thoughts of a departed ploughboy first with his horses.

Do you remember horses in and around Ludlow? Do you have a good story to tell, or a good description of that period? I am old enough to remember the horses in my home town, which was not Ludlow, but maybe you have memories of Ludlow and its surroundings. Between us we should be able to put together a more complete picture. This would include recorded conversation, photographs and documents, and would give us a greater understanding of the historic function of our town. I am prepared to record what you say, and perhaps make a CD of this oral history. Maybe there would be enough information to form the basis of a book?



Development has exposed the building that used to be Ludlow Station stables...

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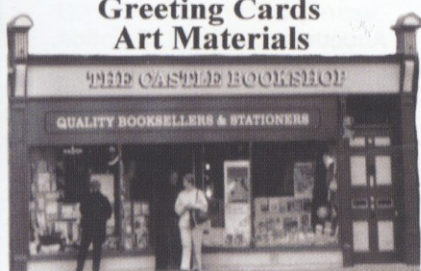
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Israel Ludlow: US Surveyor

Jim Gosling turns his attention to a man called Ludlow rather than to a town in his series on the Ludlows in the United States.

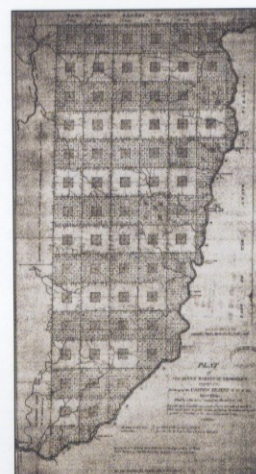
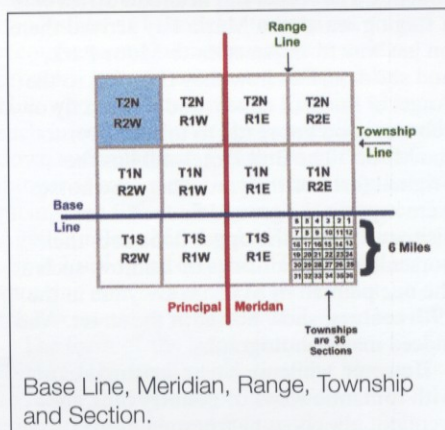
So far in this series of articles on Ludlows located in the United States we have concentrated on the communities and not on their founders. One founder stands out in that he was, as a land surveyor, directly involved in the expansion of the newly formed United States into lands yielded by an England perhaps glad to free itself of the burdens of the War of Independence. The surveyor in question, Israel Ludlow, was born in 1765 at Long Hill Farm near Morristown, New Jersey. He received a college education, married Charlotte Chambers, daughter of General Chambers of Chambersville PA, in 1786 and was appointed as a surveyor to the North West Territories in the late 1780s.

The Land Ordinance

A scheme for the administration of Federal America was thrashed out by the thirteen founding states at a series of Conventions held in the 1780s. Two of the most productive outcomes are pertinent to our story. The Land Ordinance 1785 laid down how the new territories should be surveyed and measured such that an orderly sale of land and subsequent settlement could take place – with the aim of filling empty Treasury coffers. The Northwest Ordinance 1787 provided the format for the settlement of lands to the west of the Appalachians defining how the new territories formed could achieve statehood on a par with the founding states.

Those who have flown across the Mid-West will have noted the results of the surveys. Square mile after square mile of land can be seen with roads running as straight as an arrow east to west but, north to south, regular dog-legs are found to allow for the 'orange segment' effect of the lines of longitude. The squares were first surveyed as six-mile by six-mile 'townships' then broken down into mile squares numbered sequentially such that sub-divisions down to 40 acres could be identified. For example the North East Quarter of the North East Quarter, Section 16, Township 15 North, Range 9 West, 3rd Principle Meridian exactly defines a 40 acre plot.

Such extensive surveys require a starting point and a measured base line. For the



Plat of the Seven Ranges of Townships, Ohio.

English Ordnance Survey, General Roy measured a base line with great accuracy across Hounslow Heath in 1784. Remarkably the first plat of surveys in the United States was initiated only a year later on the 30th September 1785 at a point on the state boundary between Pennsylvania and Ohio. A stone labelled 'The Point of

Beginning' marks where Thomas Hutchinson, the first Geographer of the United States, initiated the survey known as the Line of the Seven Ranges which eventually extended to the Pacific Ocean. That Israel Ludlow may have been involved is suggested by the fact that one of the 75 townships mapped within the seven ranges carries the name Ludlow.

The Symmes Purchase

Ludlow then became involved in survey work within the infamous 'Symmes Purchase'. This came about when John Cleves Symmes persuaded Congress to release some two million acres in Ohio Territory which were quickly promoted for sale at less than 1\$ per acre. Many controversies later ensued. 800 of the acres were sold on to a Matthias Denman who hired Ludlow in 1789 as surveyor (Ludlow later became a partner) and together they



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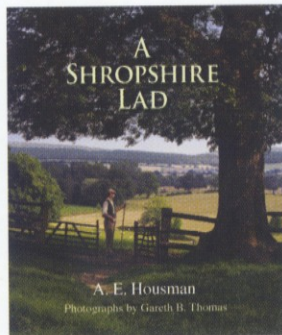
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laid out a town to be called Losantville. It was to be renamed Cincinnati. Ludlow completed this survey work in 1792 and then went on to found other communities in Ohio ranging from Ludlow's Station to the major towns of Hamilton and Dayton.

By 1798 Ludlow was in charge of surveys of government lands north of the Ohio River between the Greenville treaty line and the Virginia military district. His notes survive and the following extract gives a flavour of the work of the surveyor:

The Miami River is ten chains and fifty links wide, and the Ohio 27 chains wide. Observed the variation of the magnetic needle to be at this place 5° 10' east. Commenced surveying north on a meridian from a point near the center or middle of the mouth of the Great Miami River, from which point a cottonwood tree bears N 87°, W. three chains distant. Started from a cottonwood on the west bank of the river.

N. 16 chains 59 links.

A honey locust, thirty inches in diameter

N. 77 chains 50 links.

Crossed a stream running north-east, another improvement and cornfield on the east of the line.

...and so on, noting (and notching) the position of trees and rivers and of any



The surveyor's chain.

'improvements' made or cabins built. These early surveys were carried out in hostile conditions of mostly virgin land, inclement

weather and potentially hostile Native Americans, and were a mammoth undertaking. The only tools available were the compass and surveyor's chain. The surveyor would be paid \$2 per mile but this had to cover the cost of chain carrier, markers, horses and all other expenses.



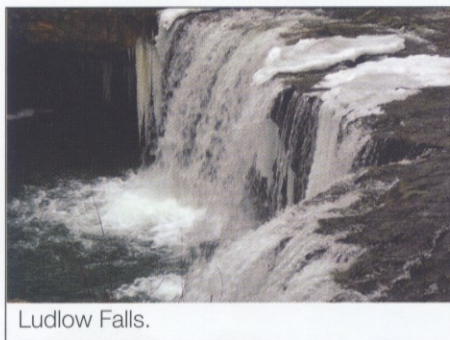
Rinard Bridge, Ludlow Township.

The Ludlow Legacy

Ludlow was responsible for the early beginnings of a number of Ohio cities but he also left the legacy of his name. We have already mentioned the Ludlow Township located within the first seven ranges. It is part of Washington County, created in 1788, and is composed of 83 percent forest and 16 percent farmland.

Governed by a three-member board of trustees the 36 square miles are sparsely populated; 330 inhabitants in the year 2000, 326 white, 1 black and 3 mixed!

Ludlow's Station was his own property and was at one time abandoned due to



Ludlow Falls.

Indian fears but later becoming his final resting place. It now lies within the limits of Cincinnati.

In addition, the Ludlow River located north of Dayton was named after Israel, and, a small community, Ludlow Falls, was established at a series of waterfalls on the river. The village was founded in 1882 and incorporated in 1910. It had a population of 200 in the year 2000. Finally, one of the

largest of the Ludlow towns is located immediately across the Ohio River from Cincinnati. Ludlow, Kentucky was first settled by a General Thomas Sandford who built Elmwood Hall in 1821. The hall was later sold to Israel L Ludlow (1804-1846), the son of surveyor Ludlow.

Israel L. subdivided and developed the property. By 1864, when the village was incorporated it was named Ludlow and at



Ludlow Kentucky seen from across the Ohio River.

that time had a population of some 500. Ludlow Kentucky was transformed in the 1870s when the Cincinnati Southern Railroad ran its tracks through the eastern part of the town and established a major railroad yard. The town, once a centre of local attraction based on the delights of 'Ludlow Lagoon', declined in the post-war and by 2000 had a population of some 4400.

Israel Ludlow therefore left a legacy of towns platted and communities named. With the arrival of his brother a substantial Ludlow family presence was also ensured in Ohio. Ludlow died on the 21st January 1804 at the age of 39 and his grave is found at Ludlow's Station.

He was obviously a successful surveyor but rumour had it that his main attraction was the speed at which his surveys were undertaken and not their accuracy – hence the 'Fastest Surveyor in the West'. He certainly had a name for fearless entry into Indian lands and did not require protection – perhaps this was the reason for his speed.

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New role for Colin Richards in the county



Colin Richards was Ludlow's first – and only – Conservation Officer. Appointed in August 1989 by the District Council, he has now become the County Heritage Manager within Shropshire Council,

the new unitary authority. Based in Shrewsbury he is responsible for a team of fifteen professional staff that includes archaeologists, landscape historians and conservation officers. He is not severing his links with Ludlow, but helping to share the experience he has gained over twenty years with his new team.

While Colin dealt exclusively with South Shropshire, his successor, Sarah Lowe, will cover the Bridgnorth area as well, supported by assistant Rachel Parry. Sarah and Rachel will be able to call upon other specialist expertise within the Historic Environment team as and when necessary. So the new unitary, Shropshire Council, should maintain and expand the services provided for conservation matters.

Although the team is based at Shirehall, Sarah and Rachel will have accommodation in both Ludlow and Bridgnorth and will maintain a regular presence for local residents to access.

It is a new era for conservation in Shropshire. The challenges of the task are not underestimated, but a real commitment exists to endeavour to hand on this precious heritage in a manner which is relevant to the 21st century, yet continues to tell the story of occupation in the Marches area by previous generations.

John Nash

Rooftop gardening

Ian Bott wonders whether rain is becoming a Weapon of Mass Destruction and then proposes a co-operative solution to a growing problem...

Ludlow Civic Society has raised its sights – literally. Looking up at the roofs in Ludlow town centre has revealed a roofscape that is surprisingly rich in plant life. This high level growth, which can be quite attractive, does, however, have expensive drawbacks. Root systems loosen bricks, the shedding of rainwater is impeded, and gutters and drainpipes can be blocked.

It is not entirely fanciful to treat rain as a Weapon of Mass Destruction – one with a highly developed delivery system!

Our defence is a weapon disposal system comprising roofs, guttering, down-pipes and drainage systems. Failure in any one of these defences is trouble in the making. Building on these failures are birds that drop seeds into damp and receptive nooks and crannies, and wind-blown seeds seeking their own landing spots. Then, in winter, water freezes

any trapped water and enlarges the niches available for plant life. The extent of the assault on our homes can be made almost tangible by the fact that in excess of 200,000 tons of water falls on the centre of Ludlow each year.

The best and most secure defence against this assault is vigilance, and prompt repairs to emergent problems. Unlike the military attack, however, the initial damage is not easily spotted and it is certainly slower in its effect than real Weapons of Mass Destruction. The former is relatively quick, the latter seasonal. But what water lacks in speed, it makes up for in persistence.

Significant savings can be made if early remedial action is taken, and it is here that an initiative by the Civic Society is being considered. The intention would be to organise the hire and operation of a cherry-picker (or some other means of gaining access to the buildings affected) to resolve any problems. The cost of clearing gutters and removing any obstructions to the shedding of rainwater would be shared (in proportion to the work done) by the owners of the buildings being dealt with.

Substantial savings should be achievable by owners in such a co-ordinated approach. The implementation of such a scheme would depend on the extent to which support is available from those with responsibility to maintain those buildings needing attention. Let us know what you think. Together we may be able to fight more cost-effectively...



Unwanted plant life establishing beach-heads in Ludlow...

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Charles Michael Coleman-Smith (1930-2009)

Michael will stay fresh in the memory of those who knew him, not least because of his cheerful, boyish and always courteous presence; even a casual meeting gave an uplift to life as he invariably broke into a smile, often accompanied by laughter. Indeed, Michael was blessed with a naturally optimistic, warm personality and a loving and supportive family.

He will be greatly missed by his wide circle of friends in Ludlow and well beyond, and certainly by the Civic Society to which he and Sue gave much service.

He served on the Committee and acted as Secretary and later as Membership Secretary for eight years.

Michael was born in Chelmsford in 1930 from where he went to Oundle School and then to Cambridge where he read Classics. His first job was with Tube Investments

where he and John Biffen, later Lord Biffen, were the two graduate trainees taken on that year; they remained lifelong friends.

Sport, in particular cricket, golf and fishing, were an important part of Michael's life; he was Captain of cricket at Oundle and a valued member of the Midlands Fly Fishers Club for which he served as Secretary for seven years.

I can personally testify, having spent many happy hours in his company on the river bank, that he was a very proficient and delicate caster of a fishing fly.

Michael will be missed by his many friends and very deeply by Sue, their three delightful daughters and five grandchildren, who loved him dearly.

Daniel McDowell



Michael Coleman-Smith: "...cheerful, boyish and always courteous presence." Greatly missed by a wide circle of friends.



Dear Sir,
I found Kitty Campagno's article on Arnold Mason RA very interesting, although I do feel his connection

with Ludlow was rather tenuous. He was a well-known character in Chelsea where his tall figure and neatly-trimmed beard made him instantly recognisable as he strode along the King's Road.

A stalwart of the Chelsea Arts Club, Mason enjoyed his friendship with fellow artists there, including my father, Henry Rushbury (another Royal Academician), and for whom he modelled as William Morris – one of the 'Essex Worthies' – part of a series of vast murals that my father was painting for Chelmsford Town Hall.

He became engaged to the fine, but

neglected, artist Winifred Knights in 1920, when she, having won the coveted Prix de Rome, soon departed for Italy. Mason and Tom Monnington, who both won the same award, followed. Winifred Knights was a very beautiful woman who dressed in the



Bohemian style favoured by Augustus John's models, with long skirts and shawls. Many students fell under her spell. At this time their engagement was clearly disintegrating and Monnington was

successful in prising her away from Mason. She declared, "free once more thank God". Mason was heart-broken and devastated. They did not meet again until 1947 when she visited his Chelsea studio where she collapsed and died instantly.

Monnington married again and, on the retirement of Sir Charles Wheeler in 1966, was elected President of the Royal Academy. He also became Chairman of the Faculty of the British School at Rome.

Mason was not elected a full Academician until 1940, although he was a fine portrait painter whose work appeared almost every year at the Summer Exhibition and included a number of children's portraits as well as successful soldiers, bishops etc. The Academy was always a superb showcase for portrait painters, and commissions would come their way.

*Yours etc
Janet Verasanso*

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NOTES

from the chairman

It is hard to believe that six months have passed since the last edition, but it does now provide the opportunity to report on a number of projects where we have been active.

After many years in gestation, the *Conserving Historic Buildings* DVD has been released. The income generated by the sales will be used to support young people in obtaining conservation skills.

The Civic Society has now taken full responsibility from South Shropshire District Council for the promotion of this whole scheme, including the operation of its charitable aims. If any members have marketing skills, we would be pleased to hear from you!

The applications for grant support to enable the 'architectural and historical research' of the Reader's House have been

successful, and work is now starting on this innovative programme of work which is in collaboration with Birmingham University and Ludlow Historical Research Group.

Members should have recently received a letter outlining our intention to try to buy the land next to the Reader's House, known as Advocate's Walk. Please let us know what you think about this, and particularly if you are able to provide any financial support!

Consultations with the new council

The advent of the new Shropshire Council has precipitated a number of consultative exercises on the future approach to planning, and we have been represented, where possible, to express our views.

At a local level the present economic crisis has resulted in a reduction in the number of planning applications.

We continue to look for ways to expand our membership and are open to ideas from you as to how this might be achieved.

Finally, it was with sadness that we said farewell to Michael Coleman-Smith who died in February. He had been our membership secretary for many years. Our

thoughts are with Sue and the family. John Bowles will be taking over this important role, for which we are grateful.

I look forward to seeing you at the AGM on 13th May.

John Nash

EVENTS

The final lecture of the 2008-9 season, held on April 8th, was given by Rose Kerr, the well-known expert on oriental art who spoke on Chinese ceramics. The AGM will be on May 13th.

Next season's lectures will start in September with Peter Brears talking about Traditional Food in Shropshire. Caroline Magnus will be giving a lecture on Stokesay Court, and Jean Brown, from the Historical Research Group will be talking about Rickards, the well-known local ironmongers. Also included in next year's lectures will be Simon Buteux on the Reader's House, and Barbara Holcombe, local lecturer on literature.

Prue Bellak

Ludlow Civic Society

2009-2010 Officers and Committee Members

President Vice-Presidents

Sir Keith Thomas
Dr Martin Speight,
Dick Stephens,
Matthew Green,
Philip Dunne MP
John Nash
Mike Evans

Hon Treasurer Hon Secretary Committee Members

Tony Cant
Valerie Thomas
Prue Bellak, Ian Bott, John Bowles,
Andrew Byrne, Bill Eastwell, Paul Haslam
Fox, James McFarlane, Stanton Stephens,
Nick Tonkin

Chairman Vice-Chairman

MEMBERSHIP

The Society currently has 242 paid up annual members and about 130 life members. This represents a disappointing drop of about 20 in annual membership which probably represents a normal number of non-renewals combined with a lower number of new members owing to fewer people moving to Ludlow recently.

If you would like to join, please complete the form on this page.

Don't wait until September to join. If you join now your £12 subscription will last until September 2010. If you are already a member, please encourage any newcomers you meet to join us.

John Bowles

IF YOU LOVE LUDLOW



Six good reasons why you should join Ludlow Civic Society:

- 1 An increased membership strengthens our influence in protecting this unique town;
- 2 We need your support in our fight against over-development and bad design;
- 3 We need your ideas on how we can promote improvements for the town;
- 4 You can enjoy social functions, lectures and trips;
- 5 You will receive this free magazine which normally comes out twice a year;
- 6 You choose just how much you do for us.

Annual membership subscription is £12 per person – normally due on September 1st.

To: The Membership Secretary, Ludlow Civic Society, 3 The Maltings, The Snickett, Ludlow SY8 1PZ I enclose £..... Cheques payable to "Ludlow Civic Society" please. Please treat all my subscriptions and/or donations to the Ludlow Civic Society until further notice as GIFT AID. I am currently a UK taxpayer.

Date:.....Signed:.....

Name (Mr/Mrs/Miss/Ms/other):.....

Address:.....

PostCode:.....

This issue's cover image:

Attingham Park

Shrewsbury SY4 4TP
01743 708123
www.nationaltrust.org.uk



View from Attingham Park across the lawn from the South. Attingham Park is an elegant C18th mansion with Regency interiors, set in Repton landscape