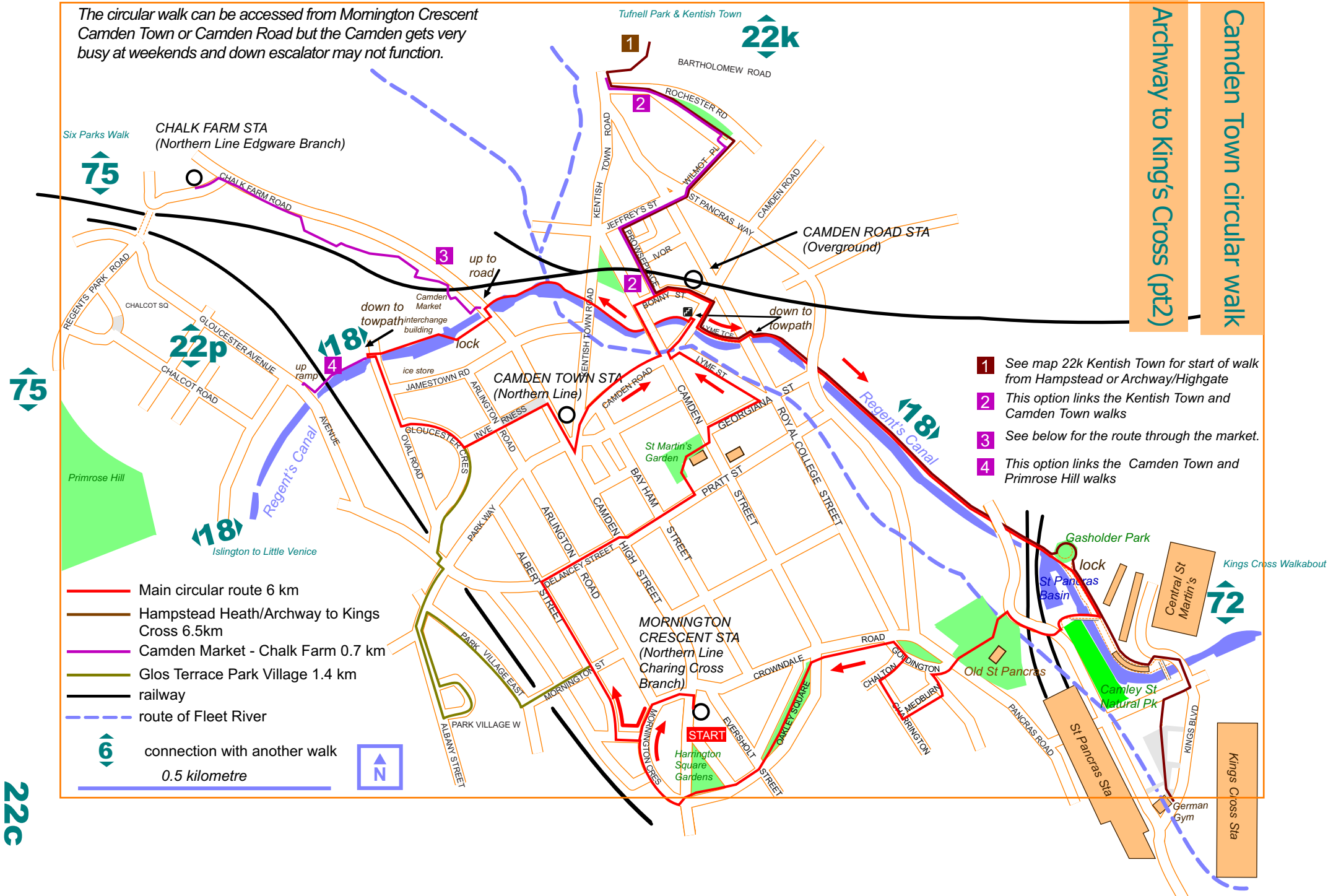


The circular walk can be accessed from Mornington Crescent, Camden Town or Camden Road but the Camden gets very busy at weekends and down escalator may not function.

Archway to King's Cross (pt2)
Camden Town circular walk






- 1** See map 22k Kentish Town for start of walk from Hampstead or Archway/Highgate
- 2** This option links the Kentish Town and Camden Town walks
- 3** See below for the route through the market.
- 4** This option links the Camden Town and Primrose Hill walks

- Main circular route 6 km
 - Hampstead Heath/Archway to Kings Cross 6.5km
 - Camden Market - Chalk Farm 0.7 km
 - Glos Terrace Park Village 1.4 km
 - railway
 - route of Fleet River
 - ↕ connection with another walk
- 0.5 kilometre

A way through Camden Market

to Round House and
Chalk Farm tube

-  pedestrian area ground level
-  pedestrian above ground level
-  pedestrian passageway



**MAP UNDER
CONSTRUCTION**

walk notes [See walks sources for credits.](#)

The area is a mishmash of Victorian residential housing, old industrial buildings, railways on viaducts, council housing schemes and the canal. The walk tries to pick its way through the remaining pockets of picturesque Victorian housing, parks and the Regents Canal towpath.

Camden Town

Camden Town was named after Charles Pratt, the first Earl Camden, Viscount Bayham (see below), who started its development from virtually nothing in 1791. Its expansion as a major centre came with the opening of the Regent's Canal in 1820. The arrival of the railway stations, Euston (1837), King's Cross (1852), and St Pancras (1868), together with their extensive goods yards and sidings, provided massive employment and encouraged local industrialisation and a major centre for the piano, organ and furniture industries, light engineering and scientific instruments.

Canteloves/Camden

In about 1670 the lease of Canteloves manor came into the possession of John Jeffreys of the Priory, Brecknock. His daughter Elizabeth, married Charles Pratt in 1749.

Charles Pratt was an English lawyer, judge and Whig politician. He was a leading proponent of civil liberties, championing the rights of the jury, and limiting the powers of the State in leading cases such as Entick v Carrington (where a property owner

defended his right to secure his property against the King's messengers entering and seizing papers under a warrant issued by the Secretary of State). He held the offices of Chief Justice of the Common Pleas, Attorney-General and Lord Chancellor, serving in the cabinet for fifteen years and under five different prime ministers.

He played a leading role in opposing perpetual copyright, resolving the regency crisis of 1789 and in championing Fox's Libel Bill.

In 1765 he was raised to the Peerage as Baron Camden, of Camden Place in the County of Kent, and in 1786 he was created Viscount Bayham, of Bayham Abbey in the County of Kent and Earl Camden. Bayham was sold to Sir John Pratt in 1714, and remained in that family until 1961.

In 1790, a few years before his death, Earl Camden commenced the development of the Canteloves estate by granting building leases of the southern area, abutting west on High Street, Camden Town. He died in 1794, and building was continued by his son John Jeffreys (Pratt), 2nd Earl Camden, created Marquess Camden in 1812. At the time of his death in 1840 the urbanisation of this area was complete. Camden Road was laid out in 1825.

Camden Place

Camden Place is a seat on the west side of

Chiselhurst common, made famous by two of its illustrious owners, its late lord, who took his title from it, and its former owner, from whom it takes its name, the learned writer, antiquary, and historian William Camden. The seat, after Camden's death, passed through several owners, ending up with Charles Pratt.

The 1789 Regency Crisis

George III became seriously ill in 1788 and his mind became unbalanced. It seemed likely that Prince George would take over and Pitt be dismissed.

Fox was a friend of Prince George and, should he take office, many rewards were likely for him. Fox asserted 'Prinny's' right to assume power, defending and advocating Royal Prerogative.

Pitt also wanted a Regency, but insisted that Prince George could only take over with the consent of parliament and subject to conditions set out by parliament. In January 1789 the Regency Bill was passed by the Commons and clearly intended to deprive the Prince of Wales of power.

The Regent's Canal

The Regent's Canal was built to link the Grand Junction Canal's Paddington Arm, which had opened in 1801, with the Thames at Limehouse. Director John Nash the architect was friendly with the Prince Regent, who allowed the use of his name. The Regent's Canal Act was passed in 1812 and the canal was opened in two

stages, from Paddington to Camden (with a spur to Euston) in 1816, and the rest of the canal in 1820.

The main centre of trade was the Regent's Canal Dock at Limehouse, a point for seaborne cargo to be unloaded onto canal boats. Cargo from abroad, including ice destined for ice stores, was unloaded there and continued its journey on barges. The most important loads however were of coal from the Midlands, building materials, and foodstuffs. The King's Cross Coal Drops and viaduct, still there today, were built by the merchant and coal mine owner, Samuel Plimsoll, who is better remembered for the Plimsoll line. Plimsoll's coal fed the insatiable appetite of locomotives and London's hearths, and ensured London's streets remained well lit, courtesy of the Imperial Light and Gas. City Road Basin was the second most important traffic centre, handling incoming inland freight, to a large extent.

By the 1840s the railways were taking traffic from the canals and there were attempts to turn the canal into a railway as early as 1845.

The freezing of the Regent's Canal was to be its downfall as a commercial venture when the harsh winter of 1962-3 saw the Canal freeze so hard that no cargo could move on it for weeks. By the time the thaw came, the freight traffic had been irreversibly transferred to road.

Camden Market, Interchange Building

The area around Camden Lock took off as a transport hub when the railway intersected the canal. Pickfords moved much of their activities there from City Road Basin and constructed an interchange building for barges, rail wagons and horse drawn road traffic. Other industries moved in and Gilbeys chose the former site of Camden flour mills for their gin factory. Much later a new red-brick interchange building was constructed on the opposite bank with three floors of storage above and is easily recognisable today by its red-brick water tower. The path goes over the barge entrance to the interchange basin with vaults on either side. All the vaults were used by Gilbey's to store wine and spirits and, wrapped round one side of the building, was the horse tunnel linking Oval Road with Stables Market. At ground level were the railway sidings on one side and the roadloading on the other.

With the decline in industry the area deteriorated until developed into Camden Market, making use of old stables and horse hospital and the yards around.

Ice

William Leftwich, confectioner and pastry-cook, set up a business to supply ice to high-class West End restaurants and customers. His first ice well was at Cumberland Basin, conveniently close to the wealthy Regent's Park houses. Instead of canal ice, Leftwich began to import ice from lakes in the clean Norwegian

countryside. This was crystal clear, and soon became very popular. The frozen lakes were ploughed in two directions with narrow cutters to divide the ice into blocks. These were then wrapped and brought by sea to Limehouse and along the Regent's Canal. Leftwich also advertised Ice Pyramids, large blocks of ice carved to shape and be used as table decorations at banquets and help to keep the air cool. Norwegian ice imports by Leftwich and others grew rapidly, so that by 1880, nearly 175,000 tons were coming into London alone. Ice carts, especially the yellow and black one belonging to Carlo Gatti, were a feature of London streets right up to the Second World War.

The ice men descended into the well in the early mornings by a steel ladder and spent up to two hours winching up the ice blocks to the surface. These could weigh from 2 to 4 hundredweight each and might have to be lifted fifty feet or more. The ice was laid in the 'ice table', where each man had to split his blocks with an ice pick into smaller pieces, suitable for the customers. These blocks, carefully swathed in sacking for insulation, were then delivered by cart to restaurants, fishmongers, and private houses. The men arrived back at the ice well for a second delivery by 8.30 in the morning. In hot weather, when the demand was high, they could deliver up to four loads a day.

See sources for credits and further reading.