

NOTES AND QUERIES

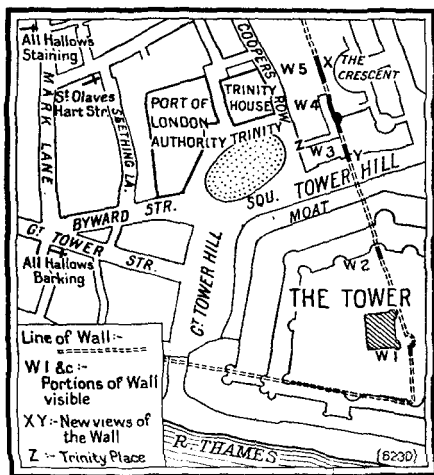
1. London Freeman. 2. London Wall, near the Tower. 3. London Wall, near St. Giles'. 4. Bombed London Sites. 5. The Nelson Monument. 6. Post-War Reconstruction in the City of London. 7. The City of London Reconstruction Plan. 8. City Churches. 9. The Future of St. Paul's. 10. Other Problems. 11. Kings in Exile. 12. National Collections Saved. 13. The Record Office. 14. Final Survey of Damage. 15. Wren's Churches. 16. Past and Present. 17. Romano-British Finds at Littleton. 18. Red Deer at Laleham.

1. LONDON FREEMEN.—Gordon Home, whose works on *Roman* and on *Mediaeval London* and on *London Bridge* are so well known, writes:—"In the pages of the *Register of Freeman of the City of London in the reigns of Henry VIII and Edward VI* my eye fell on some blanks at the top of page 117. They can be filled in as follows:—

[Edward] Osborn, son of [Richard Osborn] of Ashford Co. [Kent, not Lanc., an easy misreading] yeoman, apprentices to William [Hewet, Clothworker] (Entry) N.

Dec. 18, 3 Edw. VI. This Edward Osborne was the ancestor of the Dukes of Leeds, and while apprentice to William Hewet lived for a time, how long I have so far not discovered, on London Bridge, and it was during that period that the famous episode of the rescue from drowning of Anne Hewet occurred.

2. LONDON WALL, NEAR THE TOWER.—It is perhaps remarkable that Roman London should have been a walled city, seeing how far it was from the northern border, where Hadrian had systematised such strong defences. But some effort to fortify London may date from the time of the ineffectual opposition to Boadicea, Queen of the Iceni; and a further effort was probably made in the time of Hadrian, when a serious disaster occurred to the



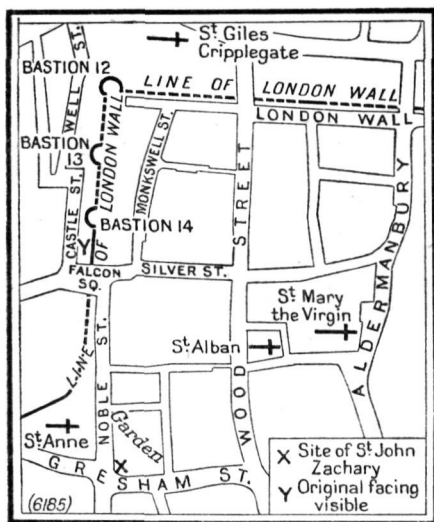
WALL NEAR THE TOWER.

(By kind permission of *The Times*.)

Roman army by which the Ninth Legion disappeared from the Imperial Army Lists. Whatever the cause, London was a walled Roman town, and its history as a settlement is clear from the invasion of Claudius up to the departure of the Legions in A.D. 410.

Just north of Tower Hill considerable portions of the wall have now been revealed, which join on to the substantial fragments which were already known. Into the wall of Barber's Bonded warehouses in Cooper's Row is built the portion of wall 110 feet long, 35 feet above the ancient ground level, complete with sentinel's walk and protecting breastwork. "Underground, the Wall has been recorded to its Roman footing, with the original masonry and mortar and bonded ~~cause~~ of brick attributed to the beginning of the fortification, somewhere about A.D. 120."

3. LONDON WALL, NEAR ST. GILES'.—As was only to be expected, the bombing of London has revealed many new vistas of



BASTIONS 12-17.

(By kind permission of *The Times*.)

the past, and during the last year and more London Wall has been more visible than at any time since the reign of Charles the Second. The Bastion near the church of St. Giles Cripplegate has always been well known, though little visited. It stands at the north-west corner of the Roman City, and the wall here turns south and runs down to the Wren Church of St. Anne and St. Agnes, Gresham Street. On the way south "two other bastions have been revealed together with important fragments of the Wall and a clear demarcation of more." Unfortunately, a good deal of needless demolition has taken place, and the upper levels have disappeared. But in the more southerly of the bastions there is about 20 feet of wall above ground, and some of the facing is Roman and not mediaeval.

There are courses of Roman tile intact; and elsewhere tile mingles with ragstone, indicated the re-use of older material. With typical Cockney grit, there has been planted a garden among the ruins which has been tended by men of the N.F.S., who produce flowers and tomatoes and also rear pigs and poultry.

4. BOMBED LONDON SITES.—The problem of the bombed City churches does not seem to have been finally solved. Complete restoration is suggested wherever possible; the church tower is usually fairly complete even if the rest will need to be demolished; the site might well be retained "as an open space for the use of the numerous City workers, who seek refreshment and rest during the day." The idea of selling a site, removing a City church and rebuilding it in the suburbs does not appeal to many of those who have planned the City's restoration. To them it would seem disastrous, seeing that they want to "retain and maintain these great memorials of the past for all time in memory not only of the great traditions of the past, but of the magnificent courage and devotion which the City showed during the terrible bombardment which it received during the Battle of Britain.

5. THE NELSON MONUMENT.—There is an interesting centenary reminder of what took place in the House of Commons in August, 1845, when Sir Robert Peel announced in the House that the Committee supervising the erection of the Nelson column in Trafalgar Square had consulted Sir R. Smirke and Mr. Walker, who, considering the length of the fluted Corinthian column, which was also to have a bronze capital and statue on the top, declined to answer for its safety, strongly advising that the shaft should be reduced by 20 feet. The curtailment was injurious to the effect, but it arose entirely from consideration of public safety, as it was thought that it would be extremely inconvenient should the monument fall in that crowded part of the Metropolis.

6. POST-WAR RECONSTRUCTION IN THE CITY OF LONDON.—The air attacks on London have given its citizens a chance for drastic and epoch-making planning such as will never occur again. Should there be another world war, the damage caused by atomic bombs would make the Battle of Britain seem like

child's play, and there would be no one left to replan London at all. And so it behoves those in charge to do their utmost now to devise a scheme for the "square mile" which shall take advantage of a great opportunity, and produce a centre which shall satisfy our descendants for many generations to come. The Report "relative to post-war reconstruction in the City" has not met with universal approval." One well-informed critic writes that, though the County of London Reconstruction Plan is thorough and even drastic, the City Report presents no scheme "for re-planning that mediaeval jig-saw, that antique warren which still corresponds in most respects to the earliest maps of London we possess." He points out that times and habits have entirely changed even in the last century, and that we must not plan for an age "when the merchant lived above his counting-house and alongside his warehouse."

One real difficulty is the ownership of the land where the City is built, and where the replanning has to take place. A map showing exactly who owns the City estates would be extremely interesting and essentially useful. It might very well surprise us, and help us to understand some of the difficulties that face the City replanner.

7. THE CITY OF LONDON RECONSTRUCTION PLAN was circulated as a private and confidential document to the Court of Common Council on 26th July, and was authorised for publication.

It is a magnificent production (produced by B. T. Batsford, Ltd., for the City Corporation), with a splendid series of sixteen maps of the whole of the city, illustrating present or past conditions, and future proposals; with seven drawings by J. D. M. Harvey, showing three aspects of the City, incorporating various big schemes of development, and four views of St. Paul's Cathedral, which give some idea of the grand improvements proposed in its vicinity as envisaged from the embankment on the Southwark, from the corner of Friday Street and Cannon Street, from the east end of the Cathedral and from the west, from the corner of Shoe Lane and Fleet Street; and with a clear commentary on the proposed changes which it is hoped to achieve.

Among the outstanding features of the report are the continuation of the Embankment on the north side of the Thames, so as to reach from Blackfriars to London Bridge, and then continue as a wide inland street as far as Tower Hill; a Ring

Park from the Tower round the north of the City to Holborn; and an open space showing the bastions of London Wall, south of St. Giles's, Cripplegate.

The Ring Road is to be 80 feet wide, and is to have major junctions where it is intersected by the principal existing radial routes into the County.

8. CITY CHURCHES.—There were proposals in the 1936 Report, made by the City Engineer and Mr. Gerald Eve, P.P.S.I., to respect the existing churches and other historic buildings; and the damage done by aerial assault have made it still more important to preserve what is still left. "With the privilege of possessing such buildings goes the responsibility of their care and protection. Many of them are examples of architecture that have set the keynote to a whole period of building, but might, by virtue of their age, have outlived their purpose; but they are to-day actually forming the background to both local and national life as suitably and effectively as at the time they were erected. They are, indeed, no dead 'museum pieces' preserved only for the sake of their past glories." This was the aim in 1936, and the present Report indicates that "some of the buildings listed by the Royal Commission on Ancient Monuments, 1929, have unfortunately been destroyed. Those that remain are therefore doubly precious and should equally be guarded against loss of amenity."

9. THE FUTURE OF ST. PAUL'S.—From an antiquarian and historic point of view the proposed treatment of St. Paul's is vital; and most if not all of those Londoners and visitors who have enjoyed during the last few years the glorious, unchecked views of Wren's masterpiece will hope that some at least of these opportunities will be preserved for all time. It would please many if the railway viaduct crossing at the bottom of Ludgate was removed; but the Report points out that "a proposal to discontinue the line in order to obtain a local aesthetic advantage would throw a load and inconvenience upon the railways elsewhere which would be difficult to justify, while to put it underground would involve several miles of tunnels and an expenditure upon engineering works alone likely to cost, we understand, some tens of millions of pounds. Despite, therefore, the aesthetic advantage which would arise

from the elimination of the bridge at Ludgate Circus in relation to the western approach to St. Paul's Cathedral, this is not a scheme which we feel the Corporation of London is in a position to sponsor unless a favourable opportunity arises."

Still, in spite of the apparent timidity of the Corporation, the widening of Ludgate Hill and the enlargement of Ludgate Circus which was proposed, make us hope that such a superb change will not be lost. J. D. M. Harvey's drawing gives us the opportunity of comparing the two views.

10. OTHER PROBLEMS.—Perhaps the chief defect of the Scheme is that it is not sufficiently definite; for instance, in discussing open spaces it approves of the County scheme for one acre for every 10,000 day population; it recognises the need to acquire open spaces, both as amenities and as possible "fire breaks," but it does not "at this stage show any specific sites for the purpose. Other problems are wholesale markets, three of them inside the City boundaries, the use of the riverside, adequate zoning, control of heights and angular set-back, and road construction on the lines of previous efforts of the City Fathers in Holborn Viaduct and Queen Victoria Street.

The suggested Ring-Route is one of the most important features, as it would tend to diminish traffic in the centre, by sending through traffic round instead of across.

Perhaps it is the lack of sufficient concrete and immediate schemes of planning that led Mr. W. S. Morrison, the Minister for Town Planning, to refer the plan back to the Corporation.

The new Minister, Mr. Lewis Silkin, has had so much experience in his work at the L.C.C. in connection with the County schemes, that he will doubtless be helpful in dovetailing the two schemes together and producing a thoroughly satisfactory scheme. It may take years if not a decade or two to complete the carrying out of a satisfactory plan, but such a chance will not occur again and must be utilised to the full.

11. KINGS IN EXILE.—*The Times*, in a recent Fourth Leader, commented on the evacuation of royal statues and waxworks from London to safer places in the country or in disused tubes. George III, says the Fourth Leader, "was the last to be persuaded to leave London—though he stayed quietly in his

home when another enemy, also preparing the invasion of his kingdom, had occupied the Channel ports. George IV, giving substance to his belief that he fought at Waterloo, kept his stirrup-less charger under control throughout the Battle of Britain; the marble Queen Victoria continued to survey the processional road which is her memorial; her gilded consort remained quietly under the canopy opposite the Hall which bears his name; and Edward VII still firmly sat his horse." Soon they will be rejoined by the evacuees, and Le Sueur's lovely equestrian statute of Charles I, perhaps the noblest of London statues, will be restored to its plinth looking down Whitehall. The carved plinth was encased in brickwork during the war, and the military authorities built round it the strong-point which still dominated Whitehall and the Mall, even after the submission of Germans and Japanese. A battery seems to have been placed near this commanding spot in the days of the Commonwealth. The statue of King James II, as a Roman legionary, was moved into the Aldwych tube. Charles II at Chelsea and George II at Greenwich had to be protected on their sites, but William III was moved from St. James's Square, George III from Cockspur Street, and, though not royalty, General Gordon was moved from Trafalgar Square, and Rodin's Burghers of Calais from their garden near the Houses of Parliament.

12. NATIONAL COLLECTIONS SAVED.—It was a very wise move on the part of Mr. Ormesby-Gore (now Lord Harlech), First Commissioner of Works in 1933, to consult the directors of museums and picture galleries, and make plans to meet the dangers of a probable war. Some things, when the time came, were protected where they were; others were put underground in deep shelters under the museums. But a very great many were moved away, Leonardo da Vinci's wonderful cartouch of the Holy Family from the Royal Academy to a Piccadilly section of the tube, with pictures from the Tate, and the wax effigies from the Abbey.

Over eighty big country houses up and down the kingdom housed collections belonging to the nation; and when these plans were made the Government also arranged for the safe-keeping of treasures from Dulwich, Ken Wood and the Soane Museum. It was lucky that the famous screen and mantelpiece

from Stationers' Hall was put into a place of safety. The armour from the Tower was divided between Hall Barn, Bucks. and Caernarvon Castle; the National Gallery pictures went to Bangor and Aberystwyth; the Wallace Collection went half to Hall Barn, and half to West Wickham Park. To Mentmore, Lord Rosebery's seat, went most of the National Portrait Gallery exhibits, the King's coach and the Speaker's coach, and valuable fittings from Westminster Abbey and St. Paul's. A feature of especial interest is the organ in the Church of St. Peter as Vincula in the Tower, formerly in the Banqueting House, Whitehall. That also went to Mentmore.

13. THE RECORD OFFICE.—Researchers will be interested to learn that 2,000 tons of documents, in 88,000 large packages, were dispatched to seven different refuges, where they were available in case of real need. Other documents of great value were similarly safeguarded.

As bombing became more severe and more widespread, the Manor Quarry, near Blaenau-Festiniog, and the Corsham Quarries, near Bath, were converted, one into a repository for the National Gallery pictures, and the other for the British and the Victoria and Albert Museums.

Considering what a lot had to be left behind in London, only a small amount of damage was done. In a raid at Hendon, many valuable newspaper files at the British Museum branch were burned; books and specimens were destroyed in the various London museums; but, considering the tremendous risks, the losses were infinitesimal.

14. FINAL SURVEY OF DAMAGE.—Now that the war is over, it is possible to estimate precisely the damage that has been done to the *London City Churches*.

When A. E. Daniell published with Constables' his book with that title in 1896 there were 108 churches anterior to the Fire still standing, 35 of Wren's and 12 of a later date. Before the second World War broke out eight of them had already been pulled down, leaving 47, out of which one only is comparatively untouched, St. Mary Woolnoth, which was in serious danger of demolition when the Tube first arrived. Three churches have been completely destroyed, Austin Friars' (called by the Dutch Reformed worshippers Jesus Temple) St.

Mildred, Bread Street, and St. Stephen, Coleman Street. Another church which has been very badly damaged is All Hallows—Barking, or by-the-Tower. As *The Times* recently remarked in a recent leader, this church is an epitome of English history. Roman pavements, a Saxon doorway, Decorated nave and chancel, a "Cromwellian" tower, memories of such opposites as Archbishop Laud and William Penn, and a new association, now 25 years old, with Toc H, all these demand a speedy reconstruction.

There are 24 severely damaged churches, of which the worst are, St. Alban, Wood Street; St. Augustine by the Cathedral; St. Lawrence Jewry (the Corporation church); St. Mary Aldermanbury; St. Nicholas Cole Abbey St. Olave, Hart Street (the church of Pepys and his wife); and St. Swithun by London Stone. The other seventeen are All Hallows, London Wall; St. Andrew, Holborn; St. Andrew-by-the-Wardrobe; St. Bride, Fleet Street; Christ Church, Newgate Street; St. Giles, Cripplegate; St. Dunstan-in-the-East; St. James, Garlickhithe, St. Katherine Cree; St. Mary Abchurch; St. Mary Aldermay; St. Mary-le-Bow; St. Michael, Paternoster Royal; St. Sepulchre, Holborn; St. Stephen, Walbrook; the Temple Church; and St. Vedast, Foster Lane. Five of these churches still have their famous steeples standing—St. Bride, Christ Church, St. Dunstan, St. Mary-le-Bow, St. Vedast.

Comparatively slight damage has been done to St. Andrew Undershaft (Stow's church); St. Anne and St. Agnes in Aldersgate; St. Bartholomew the Great; St. Bartholomew the Less; three churches dedicated to St. Botolph, patron saint of wayfarers, at Aldersgate, Aldgate and Bishopsgate; St. Benet, Paul's Wharf, the Welsh Church; St. Clement, Eastcheap; St. Dunstan-in-the-West; St. Edmund King-and-Martyr; St. Ethelburga, and St. Helen, Bishopsgate; St. Magnus, Lower Thame Street; St. Margaret, Lothbury; St. Margaret Pattens; St. Martin, Ludgate; St. Mary-at-Hill; St. Michael, and St. Peter-upon-Cornhill.

Several of these churches were damaged by rocket bombs, especially the two dedicated to St. Bartholomew; in most of them the fittings were mainly spared.

15. WREN'S CHURCHES.—Fifty-one churches were rebuilt by Sir Christopher Wren after the Great Fire of 1666, and thirty-two had survived up to the beginning of this war. How many

will be restored or rebuilt now remains to be seen, as nothing definite has yet been decided. It seems almost incredible that nineteen of Wren's churches were demolished in peace time. As *The Times* aptly quotes—*Quod non fecerunt barbari, fecerunt Barberini*; only the "London imitators of the Barberini perpetrated their mischief first." Two of the nineteen were domed churches, some of the six designed by Wren as studies for St. Paul's. Two more have suffered badly in the Blitz—St. Mildred, Bread Street, which is totally destroyed, and St. Stephen, Walbrook, "more or less seriously damaged," but not completely burnt out. It is fortunate that we shall still see some of his spires and bell-towers rising above the City sky-line. Wren's towers and steeples, the product of his mature thought, and the most striking evidence of his exuberant genius, have been more fortunate than his interiors.

The two loveliest of them all, St. Mary-le-Bow, and St. Bride, still rise above the walls which alone remain of the churches to which they gave their final grace.

N. G. BRETT-JAMES.

16. PAST AND PRESENT —The Correspondent, who summarises the situation in London in a recent issue in *The Times*, concludes his survey with these words:—"Behind the facts is a glow of splendour. The flames of 1940 and later years lit up an elder past. Deep and hidden things called to one another. The churches were the visible link with generation of men long passed away.

"These were not the first ruins of London, nor the second or third. After each calamity they rose again. Where there was nearly a clean board, as in 1666, survivals from earlier centuries were recognised and their tradition preserved. Wren is said to have rebuilt London, but it would be truer to say that he found and cherished and adorned much that would otherwise have been forgotten.

"And the citizens, attached to little crowded parishes where their ancestors lay buried, held to their spot of soil and prolonged the name when nothing else remained.

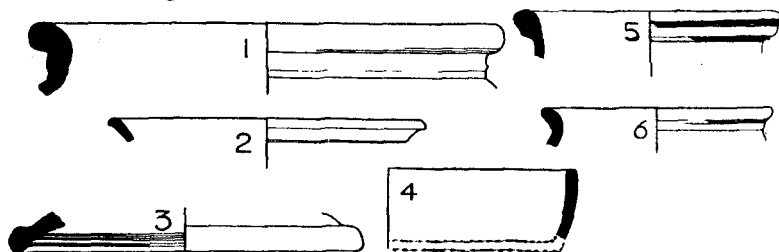
"Many such names have come through all the years to the peace of 1945. St Edmund King and Martyr was an East Saxon sovereign when England was England. St. Alban became the first British martyr when Verulamium was a Roman municipality.

"All the St. Botolphs, watching over the gates of London, recall that Saxon saint, who was the patron of wayfarers. St. Magnus the Martyr stood at the northern end of London Bridge from 1196 to 1831. Something akin to a personality belongs to them all. It is gathered up in the character of London, like the furrows on an old, old face deeply lined with years and experience."

17. ROMANO-BRITISH FINDS AT LITTLETON. There is a very large water-filled gravel-pit in the parish of Littleton, lying on the north side of the main road from Shepperton to Chertsey bridge. In October, 1943, the western end of this pit was being worked for gravel, and some black patches appeared in the gravel where the top-soil had been removed. I examined one of these; it seemed irregular in shape, and its bounds were not ascertained in the short time available. The gravel filling of these areas was hard and well compacted, and the pottery sherds were very small and few. Several other black pits were observed in the side of the gravel-working, but these could not be approached owing to continual subsidence into the lake.

The Pottery:—

1. Rim and neck of large jar; hard, pinkish granulated ware.
2. Lip of sandy grey ware.
3. Fragment of lid with internal steppings; grey ware, dark grey surface.
4. Plain dish; red-brownish, sandy paste, polished black surface.
5. Rim of hard granulated buff ware; rough surface.
6. Rim of grey ware.



ROMANO-BRITISH POTTERY, LITTLETON, MIDDLESEX.

Some of these sherds can be paralleled among the local wares of Surrey. No. 1 is very similar to an early 2nd-century

rim from Wisley (*Surrey Arch. Colls.* XLVI, 135, No. 9); No. 2 no doubt belongs to a jar of the type figured in *Surrey Arch. Colls.* XLVIII, 55, No. 27, from Ewell, also of 2nd-century date; while No. 5 is of a type of ware which has been found with late 1st century pottery at Thorpe. Thus, a date in the 2nd century seems probable for the collection. The site will have been a peasant village of normal type, flourishing at a period which was one of prosperity for many similar villages in the area. It lies on O.S. 6-in. sheet, Surrey, XI, N.E., at a point 4·7 in. from the left inner, and 5·3 in. from the bottom inner margin.

S. S. FRERE.

18. RED DEER AT LALEHAM. In November, 1943, I visited Lavender's gravel-pit in the parish of Laleham, about three-quarters of a mile north of Chertsey bridge, and was shown the antlers and part of the cranium of a red deer which had been dug up in the pit, it was said from a layer of peat which thought to be an old river-course. The skull had been cleaned, but I was able to obtain some pieces of dried mud from the interstices of its inside. Dr. K. P. Oakley kindly arranged for these to be examined by Mr. A. S. Kennard, A.L.S., F.G.S., who reports as follows:—

"The material contains shells of the following mollusca:

Bithynia Tentaculata (Linné).

Bithynia leachii (Sheppard).

Lymnaea peregra (Müller).

Planorbis albus (Müller).

Ancylus lacustris (Linné).

Zua lubrica (Müller).

Valloni excentrica (Sterki).

Trochulus hispidus (Linné).

Pisidium amnicum (Müller).

These are clearly from a peaty deposit. In age they are probably pre-Roman and may even be Early Bronze Age."

S. S. FRERE.