NOTES AND QUERIES

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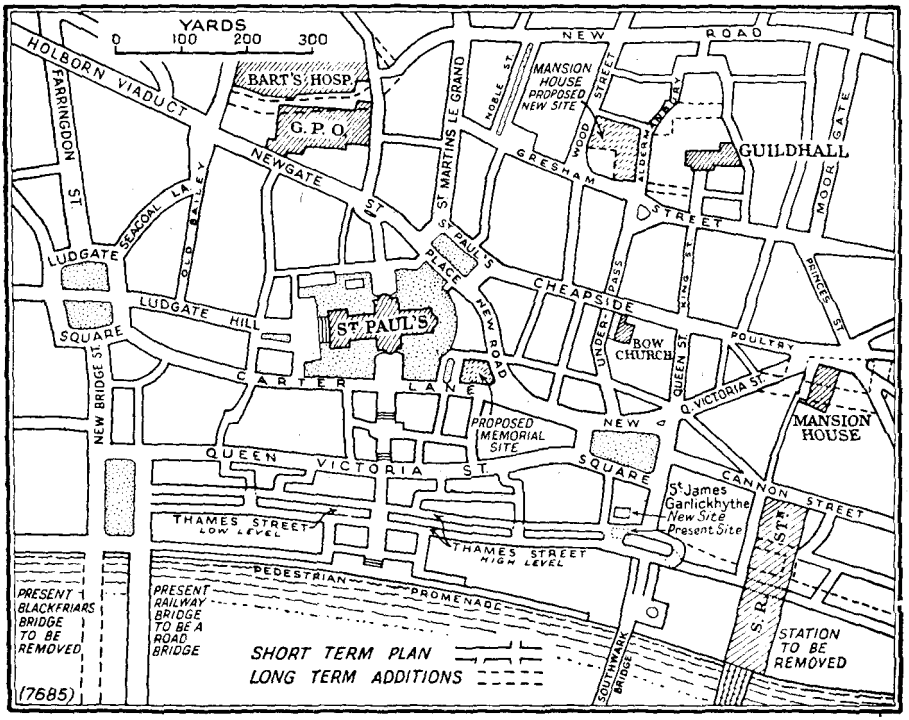
1. REPLANNING THE CITY OF LONDON.—On 14th November, 1940, a Committee of the City Corporation was appointed to consider the post-war planning of London, and they presented their report on 24th May, 1944, and it was published by Messrs. Batsford in July of that year. It had a number of valuable plans, a bird's-eye view of the City before the blitz, and several perspectives of proposed changes drawn by J. D. M. Harvey. These especially considered the correct treatment of St. Paul's Cathedral from all angles. Another important addition was a plan made in 1903 of all the street improvements carried out in the City between 1851 and 1902, which had involved an expenditure of nearly £6,000,000. But Mr. W. S. Morrison, who was in 1944 Minister of Town and Country Planning, rejected, as inadequate, the plans put forward, and Town Planning Consultants were appointed to produce a more satisfactory scheme. Dr. Charles Holden and Professor W. G. Holford were the two asked to consider the reconstructional problems, and they presented their report to the Improvements and Town Planning Committee on 17th April, 1947, and a full discussion was possible in *The Times* of 22nd May.

One of the chief features of the present survey is that it considers not only acreage, but also the height which might be recommended, and the problems of daylight which are vital to successful business efforts. It is well to remember that if all the people in central New York were to come into the streets at the same time traffic would be impossible. The report on London suggests that almost the same thing would have happened if recent development had been on the largest permitted scale. Fortunately, during the last 40 years, owners contented themselves with older, smaller buildings with a fair supply of daylight. It is a most important warning that in a number of these overdeveloped areas 40 per cent. of the high-density accommodation remained unlet in the three or four

years before the recent war. The density suggested for the City of London is based on the idea that the normal floor-space should be five times as great as the area of the building plot. This would seriously reduce the available accommodation round the Bank of England, and round St. Paul's, but would increase it north of the General Post Office and south of Queen Victoria Street. The total reduction for the whole City would not be more than 4 per cent.



ST. PAUL'S AREA.
(By kind permission of *The Times*.)

The whole of the City is to be regarded as a single zone devoted to business purposes, but there should be considerable elasticity in average City blocks of about two acres; care being taken to provide sufficient light and air, and to adjust the claims of adjacent owners. It is good to find that the planning proposals are dictated by a desire to preserve where possible buildings of historic or architectural significance. In recent discussions on the replanning of London, emphasis has been

laid on the precinctual notion of areas devoted to one special industry or profession, and preserved from through traffic and other intrusive elements. This new plan recommends that the area round St. Paul's shall be treated as a precinct, and in the plan given of the area from the Mansion House to Farringdon Street, and from Bart's to the River, the Cathedral is given outstanding prominence. From Carter Lane to Paternoster Row is all devoted to St. Paul's, much as Wren designed and as mediæval development permitted. Ceremonial steps are suggested from a pedestrian promenade along the River just south of Thames Street, across Queen Victoria Street and rising in two flights to the level of the Cathedral Close. Where Fleet Street and Farringdon Street join, just at the bottom of Ludgate Hill, a large open space is proposed, Ludgate Square, which will give a magnificent view of the Cathedral from the West; with another open space east of New Bridge Street close to the river. It looks as though, at last, Holborn and Ludgate Hill stations are to be removed, and the railway bridge to their south will become a road bridge over the Thames. To the north-east of St. Paul's there will be an open space at the west-end of Cheapside, where Newgate Street and St. Martin's-le-grand join, with a new road running south-east past a proposed memorial site, joining up with Carter Lane and running into Queen Victoria Street. Close to where Queen Victoria Street crosses Cannon Street there will be a large open space, New Square, and Cannon Street station is planned for removal. Almost all these suggestions are part of an immediate programme, which is timed to take 10 years to accomplish. Engineering operations are planned to begin in June, 1948, and building operations about 9 months later.

The second scheme, which is planned to take three times as long, includes a big open space where the Bank underground station is situated, the real hub of London's "High" Street, and the removal of the Mansion House (largely paid for by electing dissenters as sheriffs, and then fining them because they were legally forbidden to serve) to a new site between Gresham Street, Wood Street and Aldermanbury. Another feature of the long-term policy is to remove Blackfriars Bridge, no longer needed when the adjacent bridge is converted to passenger traffic. A really ingenious scheme, which might as well be put into force at once, is the digging of an "under-pass" roadway from south to north, just west of Bow Church and underneath Cheapside.

The attitude of the planners towards sacred and historic buildings is admirable, and the City churches and the Livery Companies' Halls are given respectful consideration. There is an attempt made to aid pedestrians by linking up footways across the City, while massive views are encouraged, the intimacy of curving streets, so loved by Hilaire Belloc and many another, is preserved where possible, and there is some attempt made to preserve something of the picturesque skyline given by the spires of those of Wren's churches which survive. It is to be hoped that, when spires have outlived their churches, they should be allowed to go on doing so.

One of the most difficult problems of any planning for a great city is to balance the claims of through traffic and intimate peregrinations; and it seems as if this new plan has done something to adjust these conflicting interests.

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2. NUMBER ONE, LONDON.—Legend has it that a foreigner, coming from Kensington into London, decided that after passing the southern end of Hyde Park he had arrived; and so gave to Apsley House the designation "Number One, London." Whoever first gave the title, it has undoubtedly stuck, and the Duke of Wellington's generous gift of Apsley House to the nation has brought it into prominence. The official postal address is stated by E. V. Lucas, the famous "Wanderer in London," as being 149, Piccadilly, as the numbers start the other end.

An old veteran of Dettingen, named Allen, and his wife had an apple stall at the southern end of Park Lane and when George II passed one day he recognised his comrade in arms, gave them the piece of land upon which his wife had kept the stall on suffrance, and allowed him to build a tenement there. The stall is shown in a print of 1766, and it continued in a second generation until the land was bought by Apsley, Lord Bathurst, to serve with adjacent property for the site of his house. The brothers Adam, whose Adelphi is no longer with us, built it in red brick in 1771–78, and for 27 years it was occupied by the Bathursts, until they sold it in 1805 to the Marquess Wellesley, a former governor-general of India, elder brother of the Duke of Wellington. But the name remained unchanged, and the Bathurst stag is still a decoration of several rooms in the house. Two years later, James Wyatt made a few changes

in the house, and, on 17th July, 1810, the Marquess, who was then Foreign Secretary, received the South American liberator, Simon Bolivar, whose name is commemorated in the State of Bolivia.

In 1820 Wellesley sold the lease to his brother, Wellington, who got the younger Wyatts, Benjamin and Philip, to case the brick of Apsley House with Bath stone, and to add the portico on the south side and the rooms on the west, including the Waterloo Gallery. Wellington, who was then Prime Minister, began the custom of holding a Waterloo Banquet each year, and in 1828 he bought the lease from the Crown for just over £9,000.

Only a year or two later, when the agitation for the Reform Bill was at its height, the mob hurled stones through the windows into the Waterloo gallery. The Duke had bullet-proof iron Venetian blinds fixed to protect his windows, and they were not removed during his lifetime. "They shall remain where they are," he said "as a monument of the gullibility of the mob, and the worthlessness of that sort of popularity for which they who gave it can assign no good reason. I don't blame the men who broke my windows. They only did what they were instigated to do by others who ought to have known better. But if any are so disposed to grow giddy with popular applause I think a glance towards these iron shutters will soon sober him."

The old brick front figures in Thackeray's *Vanity Fair*, recently broadcast each Sunday evening:—"And the carriage drove on, taking the road down Piccadilly, where Apsley House and St. George's Hospital wore red jackets still; where there were oil-lamps; where Achilles was not born, nor the Pimlico circle raised." It was also the place where the toll-gate still obstructed the westerly approach to London and emphasised that when it was opened London really began.

Not far from the entrance stood the Duke's statue from about 1846 to 1884, when it was removed to Aldershot. But there is a less prominent statue of the Duke in bronze, on his charger, "looking steadfastly for ever at his old home." The other Wellington trophy is the Achilles statue in the Park, a gigantic figure cast from cannon captured at Salamanca, Vittoria, Toulouse and Waterloo, and erected at the cost of the women of England to commemorate Wellington's victories.

By the generosity of the present Duke of Wellington, Apsley House and most of its contents will shortly become national property. Some rooms on the ground and second floors will

continue to be occupied by the Duke, but most of the house will be a museum linked to the Victoria and Albert in South Kensington, and part will be used for governmental entertainment.

When Napoleon's brother, Joseph, for the time King of Spain, was trying to escape into France after his troops were defeated at Vittoria, Wellington captured a large number of Spanish pictures which Joseph was trying to carry off as loot. For three years Wellington kept the pictures in London, but in 1816 he tried to give them back to the royal family of Spain. One pleasant trait in the otherwise tiresome character of Ferdinand VII was a generous instinct that prompted him to send a message to the Duke that "touched by your delicacy he does not wish to deprive you of that which has come into your possession by means as just as they are honourable." These pictures include priceless examples of Corregio and Velasquez; three Murillos; and works by Titian, Luini and Andrea del Sarto. There are also portraits of Wellington by Goya and Laurence, a colossal nude marble statue of Napoleon by Canova, a gift from George IV; famous Dutch and Flemish masters such as Van Dyck, Breughel, Rubens, Teniers, de Hooch and Stein, many English masters, including a picture commissioned by the Duke from Sir David Wilkie, for which he paid £1,260 in 1825, showing "Chelsea Pensioners reading the Waterloo Dispatch." There are a great number of personal possessions of the great Duke, gifts from English and foreign royalty, and from the Merchants of London. The badge of the garter which George IV gave to Wellington was formerly the property of the Duke of Marlborough.

The Ambassador's plate, presented in France to the Great Duke when he was ambassador there, will be available for use by the government of the day on special state occasions. No wonder that the Museums Correspondent of *The Times*, writing on 24th May, 1947, says: "The immensely valuable gift now being made will bring into the nation's possession a treasure, nobly housed, which will appear as something strikingly individual among the museums and show-places of London."

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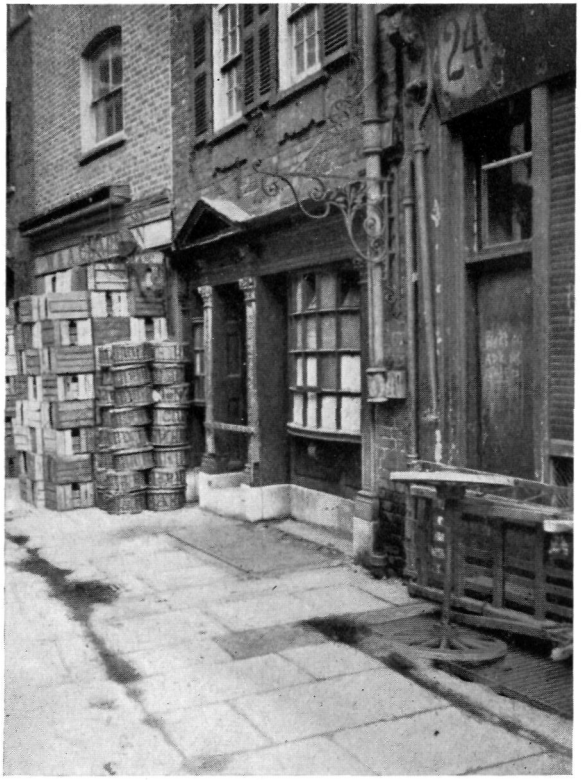
3. BANKSIDE.—One of the vital differences between London and Paris is the poor quality of the southern bank of the river that flows through London as contrasted with the attractive



[*Photo by H. E. Chiosso*

HOUSE IN GREEN DRAGON COURT, SOUTHWARK.

[*Photo by H. E. Chiosso*

GUYS' HOSPITAL.

Mr. William Kent in front of one of the alcoves removed from Old London Bridge.

[*Photo by H. E. Chiosso*

ALL HALLOWS CHURCH, TWICKENHAM—SWORD RESTS.

[*Photo by H. E. Chiosso*

ALL HALLOWS CHURCH, TWICKENHAM.

quality of both sides of the Seine. It may be that the island in the centre of Paris helps its structure by providing a very obvious "precinct" or "enclave"; it may be because Paris is really situated more at a spot like Oxford where the Cherwell and the Isis are linked like the Marne and the Seine. But the fact remains that the Surrey side in London, the Borough, as it is historically called, has had for some centuries very little to recommend it.

As Lord Llewellin commented in the Bankside Power Station Debate in the Lords, for centuries Lambeth Palace, almost alone, had the Surrey side relieved from being completely barren of beauty once one came up the river from Greenwich Hospital.

The fine administrative home of the L.C.C. gave rise to hopes that from Westminster Bridge down to London Bridge there might develop a finely planned scheme of things which would make the south side of the river a good place to look upon and a desirable place in which to live and work.

And now comes the proposal to rebuild the existing power station on Bankside on a much larger scale, and the scheme has been opposed by all the civic authorities concerned and by the Dean and Chapter of St. Paul's Cathedral.

Opposition was voiced by Lord Latham, Lord Lieutenant of the County, and Leader of the L.C.C., who said that all his colleagues on the County Council save two were opposed to the scheme, which was against good, sound planning, and violated the whole conception of the development of the South Bank. Southwark had borne for 100 years the ravages of disordered and unregulated building, and the scanty allowance of open space, less than any other borough in England, cried aloud for reform. The Bishop of Hereford was for nearly 10 years Bishop of Southwark, and he added his plea for a complete reconsideration of the scheme. Viscount Samuel compared the size of the proposed structure with other prominent buildings, and noted that it would be almost as long as St. Paul's and half as long as the Houses of Parliament; while its chimney would be as high as the Clock Tower at Westminster and more than double the height of the Nelson Column. He reminded the House that Southwark had for years consisted of a mass of half-derelict low-grade warehouses along the water's edge, with a huddle of wretched buildings, a melancholy desolation of tidal mud and decaying poor-class property. It lived down to Dicken's tale

of sinister silence and solitude. The new London plan envisaged a fine embankment with roadway and gardens, and a magnificent layout of streets and squares. And into this redeemed suburb, this internal link between Westminster, the governmental capital, and London, the commercial capital, was to be introduced this Bankside power station. He could imagine travellers in the future from overseas coming up the river in a steamer from Greenwich and being pointed out the various objects of interest: "On the right is St. Paul's, 515 feet long, built by Wren. On the left is the Bankside Power Station, 450 feet long. Its chimney is one of the tallest in the world and was erected in 1948. It is usually known as Silkin's folly."

The Southwark Borough Council also objected very strongly and protested against the disastrous effects of such a building, which would "lose, possibly for ever, the opportunity now presented, of making the area reconcilable with the magnificence of the opposite bank, and worthy of its associations with the everlasting memories of Shakespeare, Dickens, Wren and others; and of its position on the most famous water front, and in the heart of the greatest city in the world."

A very urgent appeal against the Minister's decision to allow the power station scheme to proceed was voiced in St. Paul's Cathedral on 25th May, 1947, by the Dean. After praising the new plan for central London which would make the next generation "citizens of a city which will have no cause to hang its head when compared with other great capitals," he said that he found it hard to express his feelings about the Bankside power station with becoming moderation. It was not so much the affront to St. Paul's that was to be feared, but the risk "that the great sweep of the river, which ought to be the most beautiful of all city waterways, will once again be given up to piecemeal and sporadic exploitation."

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4. HEATH ROW.—When the Maxwells wrote their important book on *Hounslow Heath* in 1938, they commented on the rural aspect of the land to the west of Hounslow between the Bath Road and the Staines Road and northwards towards West Drayton and Hayes Station. Especial reference was made to such places as Mogden, Perry Oaks and Heathrow, which seemed almost "off the map." The increase in the size and speed of aircraft has made the earlier aerodromes of little use for long-distance planes. Hendon, Feltham and Heston can still be

used for small craft, and Northolt Aerodrome can cope with much of the European traffic, but for world journeys something far bigger was needed. And so what was called in 1935 the Harmondsworth Aerodrome has been enlarged in all directions until it will ultimately occupy more than seven square miles, between 5 and 6 times the area of Croydon Airport. Its boundaries will roughly be Harmondsworth, Sipson, Harlington, Cranford and Hatton, West Bedfont, Hanwell, Longford, with Heathrow, which gives its name to London Airport, in the centre. Mogden and Perry Oaks have been taken over in connection with the sewage disposal works for N.W. Middlesex. Already London Airport is actively engaged in receiving and despatching V.I.P. and others less important, though sometimes they have to be diverted to Bassingbourn or Hurn. According to the original plan, the whole of the hamlet of Sipson and part of the village of Harlington were due for demolition by the end of 1950. Representations as to the beauty of Harlington Church have met with great sympathy from Lord Nathan, who besides being President of the London and Middlesex Archaeological Society, is also Minister of Civil Aviation. Harlington Church is to be preserved *in toto*, and the work of removing such parts of Sipson and Harlington as will have to go is postponed till 1953. When the whole scheme for Heathrow Airport is complete, 3 schools, 2 churches, 12 inns, a hospital and a police station, besides more than 1,000 houses, will have disappeared to make way for hangars, offices and the gigantic runways needed to enable the Airport to deal with 160 aircraft and 4,000 passengers every hour. An early extension of the Central London Tube from Hounslow West Station will, no doubt, simplify arrivals in the metropolis still more.

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5. WESTMINSTER CITY.—There is little reason to fear that the royal city will be absorbed in one of the London Boroughs, but the Council have prepared evidence to show the great age of what is really the capital of England, housing, as it does, the home of the Monarch, the seat of the Parliament and of the Government and much if not all of the Judiciary. Westminster goes back to A.D. 610, when Sebert, King of the East Saxon Kingdom, which then included Middlesex, built a church "to the honour of God and St. Peter" just about where the Abbey now stands.

Westminster, which contains 2,503 acres, became a borough in 1900, when a Royal Charter declared it to be a city. The population has declined from 183,000 in 1901 to 65,700 in 1944, but its daytime population, due to its increasing importance as a business centre, is to-day about half a million.

The rateable value is almost ten million pounds, three million more than the City of London, and one-sixth of the rateable value of the County of London, which contains almost 75,000 acres. The City Council maintains 100 miles of public highway; issues more than a million and a third of books from its three libraries; has spent three quarters of a million in highway improvements in less than 20 years; and plan to build 2,000 flats.

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6. Victory Celebrations.—To light up London from 8th June to 15th June, 1946, 66 searchlights and 2,545 floodlights were used, and 35 of London's principal landmarks were illuminated at a cost of £27,000. The dome of St. Paul's Cathedral was illuminated with twelve searchlights, and the statue of Nelson on the top of the column in Trafalgar Square was pin-pointed from four searchlights mounted on buildings at points round the Square. Buckingham Palace was floodlight with purple, and the upper storeys and the Royal Standard were illuminated. St. James's Palace had 27 floodlights, mostly red. but a few in amber. Especial care was taken to throw blue and white, and red and dark blue on the Admiralty Arch.

The National Gallery, the Government Offices in Trafalgar, especially the War Office and Admiralty Buildings, had red, gold and flame floodlights. Canada House, in Trafalgar Square, and the fountains there added to the glamour of the scene; while the Abbey, Lambeth Palace, the Houses of Parliament and Big Ben gave that portion of Westminster a majestic appearance. All the other Government offices in the West End were lit, and, further afield, Hampton Court, Windsor Castle, the Tower, Bethnal Green Museum, Waterloo Bridge, and Royal Naval College at Greenwich completed the picture.

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7. Henry VII's Chapel.—In restoring, cleaning, repairing and replacing items of historic interest in different parts of

London, chances have been given and accepted of close investigation. The elaborate beauty of the sculptured detail in the ceiling of Henry VII's Chapel at Westminster has been examined and photographed, and any actual or possible damage has been carefully treated. New cusps of various sizes have been cemented into place, and these have been carved in facsimile either before or after replacement. The damage was not very severe, being due to a bomb which fell in Old Palace Yard. The Chapel was erected between 1503 and 1519, being commenced by Henry VII and finished by his son.

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8. THE TEMPLE.—Few things have been more noticed than the disasters that overtook the Temple, among them Middle Temple Library, seriously damaged by blast from a bomb on the Embankment, two landmines and some flying bombs. To make some plans for a new Library, which may have to last for ten years, a site for temporary accommodation was made in Brick Court, where 80,000 books can be re-assembled from the country house where they were stored during the war and for some time afterwards. It is claimed that this is the only single library in London which can cater for the needs of returned lawyers and new students for some years to come.

A big crack which was to be seen by the side of the Tower was not due to the bombs, but had been there for nearly half a century, and was due to a subsidence caused by the soft soil of the old wharf that formerly stood on the site.

Many old bricks are being used to restore parts of Elm Court and Brick Court, some of them late 17th century, some salved from the Great Fire. The oldest house in Middle Temple Lane, with its timber-framed and plastered front has been jacked up and repaired and pulled back into its original line. It is interesting to note that Caen stone, which was used in many mediaeval London buildings, does not withstand the atmosphere well. Portland stone gives far better resistance, and wears and weathers admirably.

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9. LONDON'S LOST WATERS.—In a recent book by A. Courtenay Williams, *Angling Diversions*, we read with interest of the lost tributaries of the Thames from which could once be caught plenty of good fish. The Westbourne, which must be the only

river which runs above a railway station (Sloane Square), is now entirely covered in, the last part having been covered in by 1891. Edward the Confessor gave the lands which adjoin the stream to the monks of Westminster, and plenty of fish used to be taken from what is now a rat-haunted London sewer. The Effra, which runs from Wandsworth to Vauxhall, used to open out "into placid lakes, in which boys were want to angle for the fish which were found in shoals amid the water-lilies which studded its surface. Time was when anglers seeking trout were wont to wade in it—but, alas! they are London sewer men clad in black thigh boots and thick jerseys."

Salmon were to be found in the Thames from Roman times almost to within living memory. An entry in the churchwarden's book for Wandsworth for 1580 records:

> "In the Somer, the fysshers of Wandsworth tooke, between Monday and Saturday, seven score salmon in the same fishings, to the great honour of God."

Ponds attached to taverns, inns, hostelries and the like frequently had stocks of fish to attract customers, especially from 1750 onwards. At week-ends or on a fine summer's evening "their banks were lined with a jostling crowd of fishermen, even if fishing was only an excuse for enjoying a convivial time at an adjacent hostelry." From Chelsea to Lechlade good salmon were obtainable, netting being practised near London during the reign of Charles II. The last native salmon was caught more than a century ago in 1833, and all subsequent attempts to stock the Thames have not had the success they deserved.

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10. COUNTY BOUNDARIES.—Between the wars the Middlesex and Surrey County Councils agreed to a transfer to Surrey from Middlesex of 31·3 acres of land, and from Surrey to Middlesex of 18·8 acres; so that the county boundary would follow precisely the course of the Thames, except in the case of Brentford Act, which belongs to Richmond Corporation. This scheme is to be put before the Boundary Commission for the whole country, and it will be asked to confirm the agreement. As our Vice-Chairman of Council, William Wheatley, remarks, it leaves the Honorary Editor 12·5 acres less to write about in his book on *Middlesex* in Robert Hall's new County Series! But it is only fair to remark that, by a gentleman's agreement with Sir William

Beach-Thomas (who is responsible for the volume on Hertfordshire), Arkley, and the three Barnets (High, New and East) and Totteridge are to be reckoned in Middlesex, if so desired, which adds nearly 10 square miles to the task! As is well-known the curious boundary between the two counties which permits this curious "enclave" to be in Herts. is due to the rival claims of the Abbots of St. Albans and Westminster, and dates from before the Conquest.

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11. PUBLIC RECORDS.—The work of repairing the Public Record Office was made necessary by a bomb in September, 1940, which destroyed one of the turrets, by a flying bomb in 1944, and about 70 incendiary bombs. The priceless manuscripts were packed in 90,000 cases and were evacuated to such refuge centres as Shepton Mallet Gaol, Belvoir Castle, Haddon Hall, and a Poor Law building near Market Harborough. It was a very difficult and complicated task to unpack the containers, check the documents and make sure that jolting, movement and dampness had done no harm, which fortunately was the case. The earliest documents to be on view once again were such historic specimens as Domesday Book, specimens of Chancery Rolls from the reign of King John, the original warning which revealed Guy Fawkes and the Gunpowder Plot, the Log-book of *H.M.S. Victory*, despatches from the battlefields of Waterloo, and the original "Scrap of Paper" of 1839, by which the Germans guaranteed the neutrality of Belgium.

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12. ST. PETER AD VINCULA.—The Chapel of St. Peter ad Vincula in the Tower of London was probably built in the reign of Henry II, and was partly reconstructed after a fire in 1512, at much the same time as the building of Henry VII's Chapel. One of the most complete monuments to be seen in the Tower is the Blount Tomb which was cleaned in the spring of 1946.

Macaulay has well called the Chapel one of the saddest spots on earth, so many tragic figures in history having been buried there. Among Tudor victims were More and Fisher, Ann Boleyn, Thomas Cromwell, Catherine Howard, the Duke of Somerset, Lady Jane Grey and her husband, Lord Guildford Dudley; the Duke of Monmouth during the disastrous reign of James II; and victims of Jacobite conspiracy, Lords Tullibardine, Kilmarnock, Balmerino and Lovat.

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13. An M.P.'s Prayer.—In an appeal for money to aid Britain's bombed churches and to restore religious work on the Continent, a speaker quoted a prayer composed by John Ward, M.P., in 1727:

> "O Lord, Thou knowest that I have nine houses in the City of London, and that I have lately purchased an estate in fee simple in Essex. I beseech Thee to preserve the two counties of Middlesex and Essex from fires and earthquakes—and for the rest of the Counties, Thou mayest deal with them as Thou art pleased."

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14. The L.C.C. Come Home.—Among evacuees during the war the London County Council and staff of 450 were housed at Cooper's Hill, a middle-19th century mansion on Englefield Green, a fine eminence not far from Windsor. It was a good many years ago the Royal Indian Engineering College, and will now be taken over by the Ministry of Education so as to train ex-servicemen for five years. Then the L.C.C. will convert the 375 rooms into a convalescent home. The L.C.C. will have restored to County Hall the two magnificent London libraries collected by Henry A. Harben and John Burns and given to the Council by the owner and by Lord Southwood respectively.

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15. London Libraries.—The two collections mentioned above are probably the best to be found in public hands, but there are two other fine accumulations still in their owners' possession. One of these belongs to our President, Colonel Rt. Hon. Lord Nathan, who has for many years been a keen student of London history, and has been able to make a collection which can challenge comparison with that made by John Burns. The second library is that made by Colonel A. C. Bromhead, C.B.E., J.P., at Douglas House, Petersham, famous for its association with Carleton, Kitty, Duchess of Queensberry and John Gay, who wrote "*The Beggar's Opera*" in the summer-house. Colonel Bromhead's collection consists of nearly 4,000 books and tracts on London, including a first edition of John Stow's *Survey*, tracts dealing with social conditions in London in early Stuart times, minute lists of victims of the Great Plague, many playbills recording the gay life of the 18th century, a contemporary panorama of the funeral procession of Anne of Cleves.

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16. ROMAN LONDON.—Before the war we had a London Committee to watch all City excavations, whether small or great, in order to record any Roman remains which might be discovered. The damage done from the air has given archaeologists a unique chance of exploring the sites of the old Roman foundations. To the Lord Mayor's Committee for the excavation of Roman London two of our members were invited, the Honorary Secretary, Commander Bridgmore Brown, and the Honorary Editor. W. F. Grimes, Keeper of the London Museum and Director of Excavations to the Roman and Mediaeval London Council, was able to make a trial excavation, the first ever made in the City exclusively for archaeological purposes, on the bombed site of the Saddlers' Hall in Gutter Lane, north of Cheapside. The cutting was 50 feet long and five feet wide,and went 28 feet below the level of the street. After a very careful study of the finds,the conclusion is that the level 28 feet down is approximately of the date A.D. 50, while 4 feet above is c. A.D. 100. There are indications of huts belonging to Roman-British settlers, soon after the Claudian conquest, with timber floors and roofs supported by posts. A number of unimportant Roman pottery fragments help to determine dates. There are later timber dwellings, and traces of occupation up to mediaeval times,when there seem to have been pits of the 14th century, possibly used by saddlers in leather-tanning. The prospects of results to be obtained by these trial excavations are good, and may give us important news about mediaeval methods and "supplement the history of the City Livery Companies as well as the wider story of unknown London."

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17. COOPER'S ROW.—Underneath the pavement of Cooper's Row, near the Tower of London, is one of the City's greatest relics, the longest piece of Roman wall, 110 feet long, 30 feet high, holding up the floors of the bonded warehouses of Joseph Barber and Co. A bomb which blew off the roof of the warehouses did not damage the wall which was probably built in A.D.79. The original patrol path used by Roman sentries is still extant, with two loopholes in the wall, and it was evidently the strength of the cement which kept the wall intact, a secret method of holding stones together which has not yet been discovered. The vaults containing the Roman wall cover about

two acres, and were formerly occupied by the East India Company. There is a large tunnel at the extreme south end of ths wall and there is a tradition that it linked up the Roman wall with the Tower of London.

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18. LONDON BRIDGE.—The old nursery rhyme telling us that "London Bridge is broken down" suggests that earlier generations were well aware of the only bridge over the Thames from Kingston to the sea. The story of the Bridge from its construction by Peter of Colechurch in the reign of King John was told recently in the Children's Hour of the B.B.C. Considerable local patriotism would no doubt have been thereby aroused, and it is to be hoped that similar talks will produce a wave of keen students who want to know more about the metropolis and the county of Middlesex. Meantime, our members, Dr. F. W. M. Draper and W. E. Maclagan are interesting other schoolchildren in local history; young men who have recently been conscripted are using spare time in the army to discover antiquities, and we are glad that a number of keen younger members and schoolboys and girls availed themselves of the chance of helping in the recent excavation of Sulloniacae on Brockley Hill. The Honorary Secretary of the work was Douglas Gabriel of 103, Sunnyside, Mill Hill, N.W.7, and besides our parent society, Barnet Records, Edgware and Stanmore and Mill Hill and Hendon joined in. We hope to resume work next summer.

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19. BRUNSWICK WHARF.—This wharf is part of the site marked out for the new Poplar power station, and a great deal of historic material is in process of demolition. From the dockmaster's house a bronze plaque has been carefully removed to a place of safety, because it records the fact that in 1606 (before the sailing of the *Mayflower* and *Speedwell*), on 19th December, the *Sarah Constant* (100 tons), the *Godspeed* (40 tons) and the *Discovery* (20 tons) sailed from this spot with 120 adventurers on board, and, after a voyage of four months and a week, landed them at Cape Henry, Virginia, thus founding the first permanent English colony over there. All those on board were men and 15 died on the way, but Captain John Smith survived to be rescued from his Indian captors by Pocahontas, and to bring her back to England as his wife. Two centuries and a half

later on Brunswick Wharf was used as a transhipment point for German and Dutch emigrants to U.S.A. They were brought ashore in living memory, driven off to lodgings in horse-drawn wagonnettes, and after a night's rest brought back to join their ship and sail to their new home across the Atlantic.

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20. STRAWBERRY HILL.—Twickenham today connotes International Rugby Football, but our minds were recently sent back two centuries to one of its most famous inhabitants, Horace Walpole. On the road from Twickenham to Teddington the coachman of the Earl of Bradford built Chopped Straw Hall, where in later years lived Colley Cibber, a Bishop of Durham and the Marquis of Carnarvon. It was in 1747 that Horace Walpole acquired the lease and afterwards the freehold of the property from the toy-woman, Mrs. Chenevix. He was delighted with his purchase, he enlarged it with bastard Gothic library and cloisters, and many of the wits and beauties of his day came to visit him at Strawberry Hill. "Thank God," he wrote, "the Thames is between me and the Duchess of Queensberry."

The house as furnished by him and a handsome annuity were left to Mrs. Damer, the sculptress, and later on the Earl and Countess of Waldegrave gave garden parties there. It is now St. Mary's College, Twickenham, and to commemorate the bicentenary of Walpole's purchase, R. W. Ketton-Crewe gave a lecture on "Horry," the rival of Pepys, Evelyn and Boswell, and perhaps also of Hervey, Creevy and Greville. A great deal of the real history of the 18th century is to be gleaned from his writings, and he certainly contrived to write one of the comparatively rare books to which the epithet "immortal" can fairly safely be given. Macaulay devotes an essay to his "Whims and oddities and virtuosities," and during the Second World War Dr. G. P. Gooch gave us in *Courts and Cabinets* a series of characters of almost all the well-known royal and political notables who were known to Hervey and Walpole.