The Annual General Meeting held on 3rd July 1991.

The ninety-first AGM of the London Topographical Society was held in the Great Hall of the Bishopsgate Institute on Wednesday, 3rd July 1991. Despite the mysterious disappearance of the tea-urn, members enjoyed a good spread, prepared by the staunch Mr and Mrs Cumming.

The interesting part of the meeting began with the Hon Editor’s report on new and forthcoming publications. The facsimiles of the Ordnance Surveyors’ Drawings for the London Area, the main publication for 1991, which members were invited to collect, had proved more expensive than originally anticipated but it was felt that the quality and importance of the publication warranted this.

The additional publication for 1991, Jean Imray’s book on Mercers’ Hall, published jointly by the Society and the Mercers’ Company, could be ordered at a reduced price of £35. Several ideas were in circulation for future publications: the main item for 1992 will be “The A to Z of Stuart London” with an Introduction by Ralph Hyde, Keeper of Prints and Maps at the Guildhall Library. This is to be published jointly with Harry Margery, and will fill a gap in the series.

The Hon Treasurer’s proposal to increase the annual subscription from £10 to £20, with a discount for payment by banker’s order, aroused some discussion. A vote was taken, with the result that the subscription for 1992 will be £20, or £18 for payment by banker’s order (see the notice and forms herewith).

A member proposed a vote of thanks to the officers of the LTS and the congregation settled down to hear three short talks. David Webb spoke about the Bishopsgate Institute, where he is the Reference Librarian; Yolande Hodson, historical consultant to the Ordnance Survey, spoke about the Ordnance Surveyors’ Drawings for the London Area, for which she wrote the Introduction; Anne Sutton, Archivist to the Mercers’ Company, introduced Jean Imray’s book on Mercers’ Hall, and thanked the Society for supporting this publication.

Members departed from the Bishopsgate Institute content, wrestling with the outside tube containing their prize – LTS Publication No. 144.

Advance Notice

The next Annual General Meeting will be held at the Royal Society, 6 Carlton House Terrace, at 6.30pm on Monday, 6th July 1992. Full details will be given in the May Newsletter.

The age of Vauxhall

Penelope J. Corfield

“This is the age of Vauxhall”, wrote a worried clergyman in 1756, deploring the wickedness and frivolity of big city life. He was referring specifically to the glitter and excitement – otherwise known as the wickedness and debauchery – of London’s leading Pleasure Gardens, where huge crowds gathered on summer evenings. “Everybody goes there. The company is universal: from His Grace the Duke of Grafton down to children from the Foundling Hospital”, recorded Horace Walpole in 1744, exaggerating to make the point.

Vauxhall’s fields were first turned into the New Spring Gardens in 1661, when a new 12 acre plantation was laid out in Lambeth, on the south bank of the Thames. The easiest access was by river, though coaches also brought landlubbers via London Bridge. Samuel Pepys was an early visitor. On 29th May 1662, for example, he took a boat to “Fox Hall”, accompanied by his wife, two maids, and a servant boy. They visited first the old gardens, but much preferred the “New-one”. There his party promenaded, chatted, and dined, while “the boy creeps through the hedge and gather(s) abundance of roses”.

By the eighteenth century, the environs were less rustic and the scale of formal amenities much expanded. The capital city had many parks, but none could touch the fame of the Spring Gardens, now commonly known as “Vauxhall”. Reopened under the inspired new management of Jonathan Tyers after 1732, the walkways were improved, hundreds of lamps hung in trees, seating provided, statues of Milton and Handel displayed, arches stretched over the promenades, sumptuous painted scenery hung out to catch the eye, supper kiosks organized, a concert gallery opened, orchestras and singers hired, a Rotunda built as a pavilion for rainy days, and an artificial waterfall installed – which cascaded every evening at 9pm, to the accompaniment of a fanfare.

Wale’s print of Vauxhall Gardens in 1751 (Fig. 1) shows the layout of the terrain, as viewed from the riverside buildings to the west of the site. The attractive combination of the wooded walks and the bright
lights of the entertainment plaza is instantly visible. It is also apparent that the environs of the Gardens were still rural, bosky, and undeveloped.

Access to all this entertainment was available for an entrance fee of one shilling per head, a fee that remained unchanged for decades. It certainly excluded the very poor; but it was not a very high sum for the time. There was also a lively trade in counterfeit tickets. As a result, Vauxhall was popular with a wide range of London citizens. It was not confined to fashionable society. Instead, its social mix was part of the fun. It also attracted people by its reputation as a place for amorous encounters. Respectable lovers promenaded sedately on the Lovers' Walks, while the more daring sought the shade of the notorious Dark Walks, for less inhibited dalliance. Rowlandson's enjoyment of the social hubbub is nicely caught in his drawing of the crowds under the trees, variously wining, dining, listening to the concert, and admiring each other.

Eventually, however, Vauxhall lost its glamour. It became more raffish, smart society stayed away, the number of prostitutes (always part of the clientele) multiplied, and overall attendances fell. Later owners experimented with new attractions, including firework displays and side-shows. A special rum drink, known as "Vauxhall Nectar", went on sale there in 1802. But competition from other, newer places of entertainment, combined with London's physical expansion, overtook the Gardens, which were closed down in 1859. A final firework display spelt out: "Farewell for ever".

Fig.1. Wale's General Prospect of Vaux Hall Gardens (1751). Reproduced by permission of the Victoria and Albert Museum.

Fig.2. Thomas Rowlandson’s drawing of Vauxhall Gardens, late eighteenth century. Reproduced by permission of the Victoria and Albert Museum.
The Future of London Archaeology
A Reply to Victor Belcher

Victor Belcher has replied to my article in courteous terms, (see LTS Newsletter May 1991) and I shall try to follow suit. He has made a clear exposition of the philosophy underlying English Heritage’s policy, and has shown how it stems from the Department of the Environment’s PPG16, no draft of which had come my way when I wrote my article in August 1990. I have, however, since been made familiar with it by spokesmen of English Heritage, and recognize that if it can be fully implemented it will raise the status of archaeology in the planning process.

Unfortunately neither Victor Belcher’s article nor PPG16 itself removes the fears of archaeologists who are conversant with the London situation. These are all conservationists at heart, and would be happy to preserve a monument unseen for generations rather than investigate it to destruction. The real problem is that, with rare exceptions, mostly dating from relatively recent periods when records abound, such as the Rose Theatre, nobody can predict where important remains are to be found. English Heritage seems to place great reliance on the borough maps showing areas of archaeological importance, prepared by the Museum of London and to be revised by English Heritage itself. These are based mainly on the Sites and Monuments Record, which indicates where past discoveries have been made – and usually destroyed. Adjacent sites may or may not contain further evidence. There are, however, vast areas where nothing is known, and these are just as likely to contain important archaeological data.

Greater London must be regarded as a special case for rescue archaeology, because it contains a great part of the Lower Thames basin, a region of known historic and prehistoric importance, and was covered by an urban and suburban sprawl before scientific archaeology began in the late nineteenth century. It is only on its outermost fringes that sites can be located by surface indications, crop-marks and field-walking. Moreover the most important remains of the past, that could fill great gaps in our knowledge, particularly of the region in prehistory and the Dark Ages, cannot be described as “monuments” at all in the ordinary sense of the word. The best that the archaeologists can hope to find is a palimpsest of past structures, for which the surviving evidence will probably be nothing more substantial than filled-in post holes and gullies, with decayed wood recogniz-able only as darkness in the soil. Even substantial walls of the Roman and medieval periods may survive only as foundation trenches from which all stone has been removed for re-use, in a region where building-stone is valuable because it has to be brought from a distance. It is evidence of this kind that must be recognized in a preliminary site evaluation, and either preserved for posterity by adapting the developer’s plans or excavated immediately before he de-
Obituary

Anthony Cooper

Anthony, our Hon Treasurer from 1974 to 1984, and a member of the London Topographical Society since 1963, died earlier this year.

I have a lot to be thankful to Anthony for; he made me welcome at the meetings of Camden History Society when I arrived some twenty years ago and was a gentle but firm leader of the research group set up to write a booklet on the local streets. He had his first stroke in 1982 just when the book was being prepared for the press and I took over from him then, joining the Council of the Camden History Society. Anthony had persuaded me to join the London Topographical Society, and when he decided that the figures were becoming a bother to his failing eyesight, it seemed natural to suggest that I should take that job over from him as well.

In looking at the files, I see that Anthony had a much harder job when he took over as Treasurer in 1974. He was in line to take over from Marjorie Honeybourne at the end of that year, but her illness and subsequent death while still in office meant that he was thrown in at the deep end, having to unravel unfamiliar procedures and many months of erratic book-keeping, whereas I just had to invite myself round to his house to careful explanation from Anthony and plenty of coffee and the odd glass from Marjorie.

I believe Anthony had no special financial expertise apart from that acquired from running his architectural practice, from which he had just retired when he took over the Treasurer’ship. However he successfully steered the LTS through the centenary celebrations and the tax problems caused by the unexpectedly massive sales of the *Rhinebeck Panorama* after it was featured in a Saturday colour supplement.

I now have Anthony’s papers from both these Societies and am impressed by his careful record keeping which puts my over-flowing cardboard boxes to shame. He spent a fair time on research and it has been interesting to see what led to those articles of his I had already read. I am grateful to him for his friendship and his introduction to so many new interests, not least that of this Society.

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Roger Cline

News and Notes

A good report

Recognition of the work of the Society is gratifying, and the New Civil Engineer of 22nd-29th August 1991 awarded the Society both recognition and praise. A piece in Datum Line headed “On the map” is reproduced with permission of the New Civil Engineer Magazine. “I am glad to see that the work of the London Topographical Society is covered in this issue.
of NCE (page 18). The importance of the society's job of making high quality reproductions of London maps, plans and other environmental documents – of which there is often only one original copy – cannot be over-stressed. The fact that as a result every year members get a superb document merely makes membership that much more rewarding. It is one of the organisations of which I most enjoy being a member. Indeed I sometimes wonder why civil engineers cannot be persuaded to band together to do the same thing for civil engineering drawings.

It is easy enough to find shelf room for much of the society's material, but the really big sheets, like this year's Ordnance Survey publication are a bit more of a problem unless you own a plan chest."

There followed details about membership and subscriptions, and the piece ended: "I do not know what next year's publication will be. But that is part of the anticipatory pleasure of being a member of the society. The not unnatural excitement starts when the spring newsletter announces the committee's decision. The real joy is then collecting the publication at the annual general meeting or receiving it in the post."

The reference to page 18 in the same magazine was to an article (with colour illustrations) by Liz Stedman entitled "Capital Idea", which praised several recent LTS publications and gave the background history of the Society.

As if this was not enough, the October issue of History Today (page 57) drew attention to the recently published facsimiles of the Ordnance Surveyors' Drawings for the London Area.

Undoubtedly, this publicity accounts for the sudden influx of new members, who are most welcome, and whose subscriptions enable us to maintain the flow of fine publications.

LTS Publication No. 144. Editor's apology
Two captions to the illustrations in the Introduction to the facsimiles of the Ordnance Surveyors' Drawings of the London Area 1799-1808 were transposed. The caption which appears under the photograph of the Heathrow cannon's removal relates to the photograph of it in situ, surrounded by fields, which appears on the next page, and vice versa.

C. J. Visscher: Long Prospect of London 1616
Visscher's famous view of London from Southwark in 1616 (complete with severed heads on poles decorating London Bridge) is once again available. Published by Guildhall Library Publications, this two sheet facsimile is a reprint of the G.L.C. edition first produced over twenty years ago; and with close attention to detail, quality of print and paper, printer Colin Donne has delivered an even clearer, more vivid image than before. Two sheets approximately 39 1/2 by 16 1/2 inches, price £10, are available from Guildhall Library Bookshop, Aldermanbury, London EC2P 2EJ, tel. 071 260 1858.

The London Views of Thomas Allom
These magnificent prints, engraved on steel after the original drawings of Thomas Allom, and originally published by Gambart, Junin and Co. in 1846, are being reissued by the Wycliffe Gallery, Wotton-under-Edge, Gloucestershire. There are four plates in all: two views, each with a companion key of matching size. One is taken from the dome of St Paul's Cathedral, looking west; the other is taken from the spire of St Bride's Church, looking east. The impressions are printed by hand on Somerset 300gm pure rag paper, using traditional rolling presses. The
paper size is 25 by 34 inches. The St Paul’s plate and its companion measure approximately 18 by 30 inches; the St Bride’s plate and its companion approximately 20 by 29 inches. Prints may be supplied black and white or hand-coloured. The usual retail prices per print are £6.55 plus VAT and £7.55 plus VAT respectively. However, the views are now offered to members of the Society at the special prices of £5.52 plain and £6.60 coloured, plus VAT. With each purchase of a view, a companion key can be supplied at the special price of £2.20 plus VAT. All prices include packing and postage anywhere in the British Isles. Members are invited to order direct from the Wysecliffe Gallery, 25 Long Street, Wotton-under-Edge, Gloucestershire.

Ward maps
Henry Sotheran Ltd, 80 Pimlico Road, London SW1, sometimes has ward maps (taken from the 1754 Strype edition of Stow’s Survey of London) for sale. For instance, the maps of Tower Street Ward and Candlewick Ward are available at £4.50 and £5.00 respectively. Eighteenth century views of London and an anonymous drawing of London Docks in the 1790s may also be of interest to members.

Carlton House
Between 1783, when the Prince of Wales was granted Carlton House, and 1826 when as King George IV he decided to abandon it, five architects transformed a rambling property on the south side of Pall Mall into a royal palace. Sir William Chambers, Henry Holland, James Wyatt, Thomas Hopper and John Nash were responsible at different times, for alterations which were continuous, complex, and attended by elaborate, sometimes vulgar furnishing.

The exhibition at the Queen’s Gallery, Buckingham Palace, (until 11th January 1992) with the accompanying catalogue, explore the architectural history of Carlton House, also its collections of furniture, plate, pictures, armour and porcelain. Clearly, extravagance was one constant factor in the evolution of this royal palace, which, after forty years of spending and wasting, still failed to please the King.

A few late eighteenth century ground plans for Carlton House survive, a watercolour by Belanger showing the rebuilding of circa 1787, designs by Holland for the north front (1794), a general plan of the grounds, and views by Repton (1803). But the most vivid record of Carlton House relates to the interiors, captured in watercolour by Charles Wild and published in Pyne’s The History of Royal Residences vol iii (1819). Fifteen of these are on display and they show the stifling richness of the rooms, whether in the florid Gothic style (Hopper’s conservatory) or classical French hotel (Holland’s throne room). No matter how much was spent on the alteration and decoration of Carlton House, or how frequently the schemes were changed, it was neither large enough nor splendid enough for George IV, who turned his attention to Buckingham House and Windsor Castle. The sumptuous life of the palace drew to a close in 1826 with the King’s decision to abandon and demolish it. Contents, fittings and some architectural details were then dispersed and demolition began in 1827. By the summer of 1829 Carlton House had been removed from the map of London.

The Stow Service
The annual Stow Service and Ceremony of the Quill will take place on Wednesday 29th April 1992 at 12 noon in the parish church of St Andrew Undershaft, St Mary Axe. The speaker will be Stephen Freeth, Keeper of the Manuscripts, Guildhall Library, and the subject “Stow’s legacy today”.

Save Bucklersbury
SAVE Britain’s Heritage is campaigning to preserve the ancient lanes of Bucklersbury and Pancras Lane from redevelopment. Such lanes are an essential part of the character of the City and it is the policy of the City Corporation to preserve the historic street pattern. The proposed development of Number 1 Poultry would replace the thoroughfare of Bucklersbury with a covered pedestrian way through a private precinct. SAVE argues that this is not an acceptable replacement for an open public street which has existed for nearly 2,000 years. Anyone wishing to support SAVE’s petition to preserve Bucklersbury should telephone 071 228 3336.

The London of Henry VIII
The main programme of events at the Museum of London this season continues the theme of the 500th anniversary of the birth of King Henry VIII. The lunchtime lectures on Fridays will be of particular interest to members of this Society – titles include “Royal and noble houses in Tudor London” (by Maurice Howard, 1st November) and “The archaeology of Henry VIII’s London” (by John Schofield, 15th November) at 1.10 pm. The Museum now charges a £3.00 entry fee (£6.00 annually), with concessions for students, pensioners, children; there is no extra charge for the lunchtime lectures or workshops.

The bombing of the House of Commons
An exhibition “The bombing of the House of Commons”, mounted by the Central Office of Information to mark the fiftieth anniversary of the destruction of the Lower Chamber, can be seen at the Museum of London until 8th December. It illustrates the temporary arrangement whereby the Commons sat in the Lords’ Chamber and the Lords sat in the Robing Room while the rebuilding of the House of Commons to the designs of Sir Giles Gilbert Scott proceeded. There is the story of the proposed evacuation of the Houses of Parliament to Stratford-on-Avon (the Commons would have sat in the theatre and the Lords in the conference hall), along with reminders of
wrist's measures such as the setting up of an onsite ARP station, the formation of a Parliamentary Home Guard Unit, and the secret munitions factory which functioned beneath the Houses of Parliament throughout the war.

**Sutton House**

Sutton House in Hackney, built in the 1530s for Sir Ralph Sadler, claims to be the oldest house in the East End. With support from the National Trust and English Heritage, the house is undergoing restoration and revitalization as an educational and cultural centre. Meanwhile it is open to those interested to see the Tudor well recently excavated by the Museum of London's archaeologists, and the progress of the restoration. Sutton House, 2-4 Homerton High Street, London E9, is open to the public on the first Sunday of the month, 2.00pm to 5.00pm, and for special exhibitions.

**Out of print publications for sale**

The Society has recently acquired a copy of our 1905 publication the "Agas" woodcut map of London, circa 1560-70. This is offered for sale at £50 plus post and packing. The eight sheets are in pristine condition, apart from some marginal dust staining and neat embossed library blindstamps.

In addition, an ex-member has the following out of print publications for sale (p and p extra): Hollars drawnings (seven on four sheets, LTS Publication No 50) rather grubby, £4; Langley and Belch's *New Map of London* 1812 (single sheet. In colour, LTS No 114) tear affecting map, £5; Ogilby and Morgan's *Map of London* 1677 (twenty-one sheets with separate introduction and index, LAMAS 1894/5) paper breaking up in margins as usual, £15.

Enquiries about all these to Patrick Frazer, 36 Old Deer Park Gardens, Richmond, Surrey TW9 2TL. Tel. 081-940 5419 after 7.30pm.

**Books for Sale**

From Roger Cline, 34 Kingstown Street, London NW1 8JP. Tel 071 722 6421. A full London catalogue will shortly be issued to customers and others who express interest.


Contact J.J. Plant, 101 Clova Road, Forest Gate, London E7 9AG, tel. 081 536 0924.

**Friendly Societies of East London**

A member, Raymond Kalman, would be interested in hearing from others who have any information, records, rule books, minute books or other ephemera, regalia etc. relating to Friendly Societies in East London generally and those founded by and for foreign immigrants in the area. Mr Kalman writes: "While not strictly concerned with London topographical matters, members might be interested to learn that very considerable efforts are being made by many who are interested in finding and having in safe keeping any records or archives concerned with the history of Anglo Jewry. Much of this has been destroyed, neglected or simply thrown away as the result of the bombing and dislocation caused during the last war. It is very probable that as much, if not more, has been lost owing to sheer indifference. However, even at this late stage much is being done to avoid any further losses, one conference having been held on the subject of the preservation of the Anglo Jewish Heritage last summer at Southampton University. Another is planned for later in 1991. From my own experience and those of my friends who are equally interested, I think that it might be both amusing and instructive for members to tell how and where they have discovered historic records and ephemera. As just one example, I found the complete run, bound into a single volume, of an important London Jewish newspaper, being used as a doorstep by the son of its original editor/publisher and printer! Not even the British Library newspaper collection at Colindale has a complete run. I am certain that similar and even more horrifying stories could be told. My own particular interest is in the history of the Friendly Societies of East London, especially those founded by and for foreign immigrants such as the Huguenot and Jewish communities". Please contact R. P. Kalman, 21 Florence Mansions, Vivian Avenue, London NW4 3UY.
Longstanding members
David Webb's item in the November 1990 Newsletter, about Eric Smith, who was our longest-standing individual member, prompted me to search the records for other members from the 1930s and 1940s. Congratulations go to our lady Vice President, Irene Scouloudi, for taking Eric Smith's mantle as having the longest individual membership record, having joined the London Topographical Society in 1939. Her support in so many ways has been much appreciated. The gentlemen are in the majority in the 1940s, Stephen Denny having joined in 1941. Cecil Farthing and Sir John Summerson began their memberships in 1943, and after the war J.G. Links and Leonard Maguire joined us in 1946 and 1947 respectively. Mrs Cynthia Peel joined in 1948 and Donald Cumming in 1949. My membership records were started in 1932 and the existing members at that date were arranged alphabetically and given reference numbers. Still with us are members number 1, the Athenaeum, right through to member number 140, The Royal Library at Windsor, and number 142, Westminster City Libraries. Member number 4, the Bank of England, has just resigned—business must be bad! After the magazine publicity we have received in the last two years, the membership numbers have now reached 1,800, and half of all the numbers represent current members.

We are grateful to all members new and old for their continued support and are pleased we have provided publications of interest to them over the years.

—Roger Cline

Best wishes
I am sure that the Council and members of the Society would like me to convey our best wishes for a steady and complete recovery to Ralph Hyde, Keeper of Prints and Maps at the Guildhall Library and Council member of the LTS, who has been seriously ill.

—Penelope Hunting

Book Reviews


This is not a book which is aimed, primarily, at topographers, since the geography of Elizabethan London is taken for granted. There are only two maps: one shows the topography of poverty in distinguishing between those parishes which paid out poor relief and those which received it. The other map locates, by a series of dots, the city's bawdy houses in 1575-8 and, since no streets are drawn in, it appears as if London had contracted an acute case of measles, or in this case, more appropriately, the pox.

Dr Archer's concern is with the social fabric of London: what were the networks of loyalty, self-interest, affection and control which held together a society of some 200,000 people and prevented it from dissolving into anarchy? And this question needs to be posed when we consider that London during these years experienced extreme poverty (Archer calculates that 25% of households needed regular, or occasional, support), food shortages in the 1590s, inflation, unemployment, mass immigration, plague and poor housing. With the care and precision of a surgeon, Dr Archer skilfully dissects the different communities, "neighbourhoods, parishes, wards, livery companies and even, in spite of its size, the City" which fostered and held the allegiances of these sixteenth century Londoners. Archer takes nothing for granted and the arguments of earlier writers on the social history of Elizabethan London are subjected to firm, but fair, criticism: Jordan's view that there was a dramatic shift in patterns of charitable giving at the Reformation, Pearl's and Rappaport's arguments in favour of a socially harmonious and cohesive society and Beier's contrasting vision of a city about to be overrun by a massize crime-wave, are all tested and modified. It is one of the many merits of Dr Archer's work that he builds on the work of earlier scholars and values their contributions.

The paradox of social stability in a time of social crisis is approached by Dr Archer by several routes. His first route is historical in that he compares sixteenth century London with the late medieval period when the stability of the city was much less secure. In the earlier period the elite, or governing, class was fractured by economic rivalries which were fought out over "constitutional" issues. By contrast the "ruling elite of Elizabethan London ... showed an extraordinary level of cohesion" in spite of commercial and religious differences. Archer also examines the way in which local government worked at ward and parish level, and the realities of membership of the livery companies, whether merchant or artisan. The dimensions both of poverty and of crime are examined and Dr Archer concludes that it was because all the city's "governors", whether members of the aldermanic elite or lower down the social scale in companies, wards and parishes, were responsive to pressure from below, that organs of government were able to generate those loyalties which were crucial to the stability of London. The "elites" controlled those below them by conditional charity and those below, in their turn, could put moral pressure upon the "elites" (encouraged by the sermons of the time) to promote their interests and welfare. Rich and poor, governors and governed, were locked into a system of interlinking responsibilities. Dr Archer's arguments, which are both cautious and well-founded, will command the respect and attention of all students of sixteenth century London.

The research for this comparatively slim book (260 pages) has been prodigious. The records of fifty city, and five suburban, parishes, thirty livery companies
and four of the London hospitals have all been read and analysed. In order to assess "patterns of philanthropy" Dr Archer read over 2,000 wills. Statistics and tables do not however dominate the text but, rather, serve its purposes and enhance the thrust and clarity of the argument.

From the point of view of London topographers it is, perhaps, chapter three which will be of greatest interest. Here Dr Archer analyses the framework of social relations: local government, neighbourhood and community. He looks carefully at the ways in which networks of loyalty were woven and threatened by religious and economic differences. Most interestingly, Archer encourages us to consider one of the smallest units in which neighbourly loyalties might be fostered and developed, the alley. Those constrained to live in alleys (e.g., the Katherine Wheel Alley off Thames Street where, after 1584, nine good tenements had been converted into thirty-four poor ones) in conditions of squalias and discomfort, were yet not so downtrodden that they were incapable of communal action. The inhabitants of an alley in St Botolph Aldgate petitioned the Lord Mayor to get their parish to provide them with privies. Dr Archer has contrived to people the proliferating alleys of sixteenth century London and in this way to quicken the many grey areas on the city map.

It is not possible to do justice to a book of this richness in a comparatively short review. Dr Archer ranges widely in time and space and the thirty pages of bibliography covering manuscript and printed material will be an important starting point for any historian of Elizabethan London. The only disappointment here is the somewhat laconic entry under the heading "British Library" where the six well-known collections are listed without any indication of the actual manuscripts which have been used!

After reading Dr Archer's book, I closed it and studied the jacket with renewed interest. Here are shown, drawn by the inexpert pen of Hugh Alley, sixteenth century informer and minor London official, the Lord Mayor and his Swordbearer seemingly tip-toeing through the streets of London. The Swordbearer looks sharply about him, keeping an eye open for trouble, and to prevent vagrants, criminals or the diseased from approaching too closely to the Lord Mayor. He, on the other hand, flaps his hands ineffectually and casts his eyes up to heaven "from whence cometh my help". Here Alley has illustrated, if inadvertently, the strong realism and pious invocation which together preserved the remarkable stability of Elizabethan London which Dr Archer has so perceptively analysed.

- Caroline M. Barron

Footnote: the jacket illustration referred to above is from Hugh Alley's "A Caveatt for the City of London" (1598), reproduced as Hugh Alley's Caveat edited by Ian Archer, Caroline Barron and Vanessa Harding, LTS Publication No. 137 (1988).

**Change at King's Cross**

This is a collection of articles by mainly professional experts on the past, present and future of this London centre. Three of the articles stem from a seminar at Birkbeck College held in 1988 on King's Cross and the Railway Age; the others fill out the picture and look to the future. It is no mere picture book; the text is crammed full with facts and if you want more, the copious footnotes lead you to more treasures in the library. The pictures complement the text and include useful drawings and a marvellous modern aerial view.

Gavin Stamp starts off with an architectural and social history of the area, which is a delight in itself and might be expanded into a "Streets of King's Cross" to add to our other Streets booklets. The chapter on the canal gives an outline of its whole building and subsequent commercial fortunes. Gordon Biddle gives us an account of the building of the stations, nicely balanced between architectural and engineering history. Oliver Carter puts the two hotels in the context of the great London hotels of the last 150 years and analyses their management as well as their building.

The goods yards hidden away behind the grand façades occupied a far greater area than the stations themselves and distributed much of the wealth of the metropolis. The conservative attitude of the railway companies kept the handling substantially unchanged over the years, so that we have much of the Victorian equipment, or at least we did until the yards fell into disuse only recently. If only someone had recorded X and Y only ten years ago, laments Robert Thorne. Steam engines might set goods afloat, so much of the moving was done by men, horses and hydraulic power, evidenced by stables, and hydraulic accumulators. There is a fifteen page inventory of the goods yards' remains, prepared for English Heritage with a clear diagrammatic map. If you think coal drops or industrial remains are not your cup of tea, try going on an afternoon's tour led by Robert Thorne and you, like me, will be a convert for life!

The large goods yards area is now the plum which the developers are trying to harvest and Michael Hunter traces the various proposals which have been made, up to the spring of 1990, the result of which must wait for a second edition of the book.

This book is a good combination of enjoyable pictures, interesting history and useful reference information. The main text, the notes and the index are in decreasingly small type, but with that small carp and a need for stronger glasses, I recommend it for your library.

- Roger Cline
Patterns of Thought – the Hidden Meaning of the Great Pavement of Westminster Abbey

Masons and Sculptors

In February 1989, the marble pavement before the high altar in Westminster Abbey was uncovered and revealed for three days – the first time in almost a generation. During those three days, more than 7,000 people filed around its edges. Since then, the Abbey authorities have uncovered the treasure each year, the sight of it a gift bestowed on Londoners and on those who visit in the cold tide of Candlemas.

The pavement was created on the orders, and at the expense of Richard de Ware, Abbot of Westminster, who had journeyed to Rome in 1259 and had there, and in other Italian cities, seen the work of the craftsmen who created elaborate geometrical pavements from differently coloured marbles cut to appropriate shapes. So enchanted was he by this work that he determined to introduce it into his Abbey which the King, Henry 111, was even then rebuilding as a magnificent shrine for Edward the Confessor. The pavement, placed at the very heart of the Abbey, was completed in 1268, just a year before the Saxon saint was re-buried in his new resting place.

The Great Pavement is square, measuring 24 feet 10 inches either way, with a broad border made up from roundels in each corner, and rectangles in the centre of each side. Within the borders is another square, set lozenge-wise, a circle filling each of the triangles so created, and within the lozenge is a quincunx, a central roundel with four others set about it, all five of them entwined together in a band. Every last inch of the main shapes is patterned all over with tiny mosaics; you could stand for an hour – or a day – or a year – and still not know them all.

The design of the pavement is not purely decorative; its intricacies hold a philosophical, a theological meaning, and it is this which the author, Richard Foster, himself an artist, sets out to illuminate.

He begins by describing the history of the pavement, and by explaining the techniques which fashioned it. He tells us about the artists, members of the Cosmati family, who travelled to Europe's offshore island to work on it, and about the stones which they cut into shape. He goes into the history of the now almost vanished inscription, and into the geometry behind the pattern. He then goes into the thoughts and beliefs which the geometry was intended to make manifest, an order which was the pattern underlying creation itself.

This is perhaps the least satisfactory part of the book. The last three chapters are hard reading, and contain a great deal of conjecture; this reader felt they should either have been shorter and more decisive, or much longer and fuller.

But what the book does do is make us look at the
pavement with attention, and wonder, and love; the author is striving to make us realize that the pattern of the pavement is a microcosm of a whole system of belief. Once you have read even a part of the book, you will yearn for next February and another opportunity to view the fragile treasure. In the intervening months, the illustrations are a handsome reminder of its beauties and would alone make the book worth purchasing.

For those who are interested in medieval buildings, the new series, Medieval Craftsmen published by the British Museum Press is of great interest. These are small square books, a mere seventy-two pages each, and available at the remarkably low price of £6.95. Within those pages, a wealth of information and illustration has been crammed. So far, we have four of them – Masons and Sculptors by Nicola Coldstream, Painters by Paul Binski, Embroiderers by Kay Staniland, and Glass-Painters by Sarah Brown and David O’Connor. The first of these is likely to appeal most to LTS members, because it really does give the reader some idea of how the medieval mason set about building the massive walls of the Tower of London, or creating the complex engineering of the fan vaults found in the Abbeys of Westminster and Bath and in St George’s Chapel at Windsor. So short a book is not going to replace Howard Colvin’s History of the King’s Works or L.F. Saltzman’s Building in England down to 1540, or John Harvey’s English Medieval Architects but, given to a teenager at the right moment, it might well provide the foundation stone for a lifelong love of and delight in the wonderful medieval buildings which survive in every city and town and quarter of the English countryside. It might even lead to a determination to study and to defend such buildings, best being given to them by the threats of twentieth century society. I recommend this little book to your attention.

– Ann Saunders

Camden Town 1791-1991: A Pictorial Record
by Valerie Hart, Richard Knight and Lesley Marshall. London Borough of Camden Leisure Services 1991. Introduction, 47 pages of black and white illustrations. £5.75 to include postage and packing from Camden Local Studies Library, Swiss Cottage Library, 88 Avenue Road, London NW3 3HA.

This year Camden Town celebrates its two hundredth anniversary and as part of the “Camden Town 200” exhibition, Camden’s Local Studies Library has published a booklet illustrated with nearly eighty photographs, engravings, drawings and maps showing how Camden Town has changed and developed over the last two hundred years.

The cover of the booklet, featuring a busker delighting children outside Woolworths in Camden High Street in the 1950s, conveys the tone of the inner pages wherein the illustrations prompt feelings of nostalgia, regret, relief or surprise in various measure. The contents consist of an Introduction followed by the illustrations accompanied by fulsome captions. As the Introduction explains, the origin of Camden Town is dated to 1791 because this was the year that Earl Camden began to develop his estate east of the present High Street. Building upon the Southampton Estate to the west of the High Street, the development of land belonging to the Buck and Hawley families and the creation of Bedford New Town on what had been the Duke of Bedford’s Fig Mead Estate, dictated the layout of Camden Town. The Regent’s Canal and the railway viaduct and station were the other main features of mid nineteenth century Camden Town, bringing employment, industry and commerce to the area. Wharves, warehouses and breweries were established around the Canal, while the North London Railway transported commuters into the City.

This is familiar stuff. More intriguing are the snippets of local information – such as the reason for the elephants’ heads which still adorn the exterior of the Camden Brewery Bottling Stores, otherwise known as the Elephant House. They refer to the speciality of the Brewery – Elephant Pale Ale.

It is a pity there are not more early photographs in the booklet; the balance of illustrations is weighted in favour of Edwardian Camden Town. It is also a pity that the poor reproduction of the 1870 Ordnance Survey map makes it difficult to read.

– Penelope Hunting

Coffee and Ices. The story of Carlo Gatti in London
by Felicity Kinross. Published by Felicity Kinross 1991. 64 pages, 30 black and white illustrations. £9.95 including postage and packing from the author, PO Box 1506, Sudbury, Suffolk CO10 6FQ.

This is an unusual title to bring before the notice of members of the London Topographical Society. No, it is not a cookery book, it is a biography which contains some good pieces on the slums of nineteenth century Holborn, Hungerford Market, the ice wells beside the Regent’s Canal, the Royal Adelaide Gallery Restaurant in the Strand, Gatti’s Palace of Varieties in Westminster Bridge Road and Gatti’s in the Arches, Villiers Street (these last two being music-halls). The subject which binds together these topics is Carlo Gatti.

Gatti was brought up in the Ticino, the Italian speaking canton of Switzerland, and the first sections of this book trace his geographical and genealogical roots. Then, with “Carlo Gatti comes to London” the reader’s interest accelerates. Gatti’s career in London began in partnership with Battista Bolla at 129 Holborn Hill, where they established a cafe-restaurant, soon expanding into number 122. The spécialité de la maison was chocolate confectionary made with a novel machine cunningly placed in the window to attract custom.

A continental style cafe in Hungerford Market was Gatti’s next project and it was at this time, the 1850s, that he launched the penny ice cream – a delicacy
that took London by storm. Gatti’s business then expanded into restaurants – comfortable, airy places where gentle music accompanied dinner. The Rt. Hon T.P. O’Connor M.P. went so far as to claim that the Gatti family “must be regarded as one of the pioneers of the brighter, more comfortable London we have today, a transformation which can be appreciated by those, only, like myself, who had to find their frugal meals either in a coffee shop or the tap room of a humble public house”. The Royal Adelaide Gallery Restaurant, facing the Strand, was the grandest of Gatti’s restaurants, and a base from which the family diversified into promenade concerts and pantomimes at Covent Garden, theatres, music-halls and an electric supply system. Perhaps the most interesting of Gatti’s activities, to the modern reader, is his career as an ice merchant. It is said that Gatti had a licence to cut ice on the Regent’s Canal; he certainly imported ice, by the ship-load, from Norway. The huge blocks of ice were unloaded at the Regent’s Canal Dock, Limehouse, then distributed to the ice wells along the banks of the Canal at Kensal Green, Haggerston Basin, Hackney, Shoreditch, Islington and King’s Cross. The ice wells held 2-3,000 tons of ice at a time and Gatti was soon the largest ice merchant in London, with sixty vans and a fleet of yellow and black horse-drawn ice carts which delivered the ice.

This is a refreshing book about an enterprising man whose activities provide insight into mid-nineteenth century London. It is carefully written, and the cover, in delicious tones of cappuccino and coffee ice cream, is apt.

— Penelope Hunting

**The Essential Fleet Street: its history and influence**


“Fleet Street is a state of mind as much as a place”. This apt observation appears on the elegant dust-jacket of Ray Boston’s book, above a photograph of Fleet Street, looking east to Ludgate Hill, circa 1880. Unfortunately for readers of this Newsletter, in their specialist capacity, the book has much more to say about the “state of mind” (journalism, editorial mores, pioneers, pontificators and press barons) than about the topography and architecture of the street which became a synonym for the newspaper industry. Not that the physical setting is entirely neglected – it appears in the text at various points (as indicated below) and is amply represented in the abundant illustrations. The real purpose of Ray Boston’s work, however, is frankly avowed in his Prologue: “We dearly wanted to celebrate the old household gods of Liberty and Fraternity before the new ones, Enterprise and Greed, had swept everything else off the shelf”. Topographers, too, have souls, and such souls may be stirred by the author’s re-telling of the crusading careers of Cobbett, Hazlitt and Stead. (In a journal of newspaper history, one might perhaps query whether even an elastic definition of Fleet Street can properly comprehend a belligerent rustic like Cobbett, loathing yet needing his association with the Great Wen, and a provincial puritan like W.T. Stead, but here we will let that pass).

Keeping to matters topographical, it can be acknowledged that *The Essential Fleet Street* does enable the reader to distinguish some landmarks in the evolution of one of London’s best known thoroughfares. We begin with the commemorative notice to be found on a plaque at Stationers’ Hall, off Ludgate Hill: “Wynkyn de Worde, Father of Fleet Street, first set up his press by Shoe Lane near this Hall, circa 1500”. The attraction of the venue lay in its generative capacity for news, at the interface between the inns of court, the commercial houses of the City, and the ecclesiastical ambience of St Paul’s. For at least three centuries, it was for news rather than printing that Fleet Street was known: the coffee-house and the tavern, rather than the press-room, constituted the “essential” Fleet Street before the nineteenth century. According to Boston, the first purpose-built printing works in the immediate area dates from 1826: James Moyes’s Temple Printing Office. Shortly afterwards, during the Reform Bill agitation, the Fleet Street district, and especially Whitefriars, became something of a safe haven for turbulent spirits. At the behest of the Government, therefore, the City Fathers widened the street from 30 feet to 45 feet, between Fleet Bridge and St Bride’s, removing an ornate conduit, to smooth the passage of the forces of law and order. Further widenings and realignments followed, notably between 1880 and 1914, no longer for purposes of public order, but to accommodate the increasing throng of newspaper undertakings. Metropolitan dailies needed large printing establishments to house their linotypes and leviathan rotary presses. Provincial newspapers sought the kudos of a Fleet Street office. A final flourish of constructional activity came around 1930, notably with the *Daily Express* building of 1933, its black vitrolite achieving the most striking presence on the street.

And now all the birds have flown: dispersed to Docklands, or nesting inside the shell of Barkers in Kensington. Old newspaper hacks will not be alone in lamenting the passing of a unique feature of the London scene. Purchasers of Ray Boston’s book will at least have something by which to remember the “Street of Adventure”. Particular credit should be given to David Linton (who co-authored with Ray Boston an annotated bibliography of *The Newspaper Press in Britain*, 1987) for his work on the illustrations, which go far to make *The Essential Fleet Street* good value for money.

— Maurice Milne
County Hall.

When the first monograph was published by the Committee for the Survey of the Memorials of Greater London (Trinity Hospital, Mile End, 1896), the London County Council, for whom County Hall was to be built, was a mere seven years old, and the building the subject of the present monograph was not even a twinkle in someone’s eye. The Survey Committee, which was responsible for getting the Survey of London going, to be taken over eventually by the L.C.C., retained full responsibility for the monograph series, often about threatened buildings, while it continued in partnership for many years and volumes with the L.C.C. and its successor the Greater London Council (1965-1986) in the publication of the Survey of London volumes themselves, giving up that side of its work only in 1952.

Sixteen monographs were published by the Survey Committee, the last in 1963 (not 1945 as the Preface to the present volume states) – The College of Arms; in the Foreword to that volume it was stated that it would be the last in the series. The L.C.C. and G.L.C. published what were in effect monographs, though one was fitted into the Survey series (Hackney Part I: Brooke House, 1960) and the other was a freestanding volume, Marble Hill House and its owners, in 1970. So it is a welcome move to revive formally the monograph series, which will give the Editor more scope for the occasional work which does not fit neatly into the parish format. Another building which springs to mind as a candidate for such treatment is the Mansion House, which, though smaller, must have a site history and building history much more difficult to disentangle than that of County Hall; we need only look at Jean Imray’s The Mercers’ Hall, just published jointly by the LTS and The Mercers’ Company, to see the “monograph” in all its glory, privately produced, the result of the intense study of another single building and its estate.

The volume under review maintains the usual impeccable standards of scholarship and production. While it does not set out to tell the history, politics or policies of the L.C.C. and then the G.L.C. who inhabited County Hall, there are detailed and careful accounts of the recognition of need, the search for a site, the conflicting views of the Progressives and the Moderates over the scale and grandeur of the building to be provided, as well as detailed descriptions of the architecture and decoration, external and internal, and frequent reference to the pressures of increased duties placed on the authorities, for ever outstripping each more recent move to centralize the staff, even when the G.L.C. was shorn of tasks allotted to the London Boroughs in 1965.

Like so many important buildings, its architect was selected by competition, a process which was blamed for delays, as indeed we have seen in more recent times: it is said that it took three years to find, select and appoint the architect. Ralph Knott (1878-1929) was no more than twenty-nine when he was successful in the competition, and the Council’s own architect, W. E. Riley, had responsibility for many aspects of the work as it proceeded, leading of course to coolness, if not friction, and also to delay. Then the First World War also interrupted work, the northern quarter of the site was not immediately available, and there were periods of financial stringency, so that for a long period County Hall was lop-sided and incomplete.

Work on the main building started in 1909, and apart from the northern part, was completed by 1922. The decision to complete the main building was taken in 1928, with completion in 1933. Perhaps a quarter of a century is not so long for one of London’s great landmarks, but during that period the slow progress must have been dispiriting. Of course, it was not enough, and other suggestions were made, other land acquired, and other buildings erected, both before and after the Second World War: the North and South Blocks, both in stages, and with changes in their design, the Addington Street Annex, the Island Block, and two major infill schemes. All these are set out in the account, and illustrate vividly both the needs for accommodation and the changing architectural solutions.

If you think that County Hall is a huge and monumental building, the like of which we would never dream of erecting now, you need only look at some of the even more imposing schemes submitted for the competition, for example by Lutyens, or Russell and Cooper, or, above all, Lanchester and Rickards. These and several other schemes and plans are reproduced in the volume, giving us a taste of the importance of the project in the architectural world at the beginning of the century.

– Stephen Marks

Reissue of a favourite:
London: 2000 years of a city and its people

Bernard Levin describes this book as “the richest pictorial history of London ever compiled”. Macmillan has just reissued this sturdy evergreen, for the delight of all London enthusiasts. There are almost 1,000 illustrations taken, in many cases, from Peter Jackson’s own collection.

– Ann Saunders
LAMAS Lecture Programme
As the LTS is affiliated to LAMAS, members are welcome to attend its lectures, which are held in the Museum of London on Wednesdays at 6.30pm (refreshments from 6.00).

13 November
Keeping the peace in Regent's Park – Roger Cline

4 December
The Houndsditch Murders – Donald Rumbelow

15 January
The London Bodysnatchers – Dr Ruth Richardson

26 February (at 6.15pm) – AGM and Presidential Address

11 March
Further historical treasures in Whitehall – Peter Lawrence

8 April
Pinner chalk mines – Ken Kirkman

13 May
Ancient monuments, their care and preservation – Helen Paterson

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