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To: David Bieda Esq
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From: Tony Dyson

Dear Mr Bieda
I enclose a copy of Sally
Jeffery's article. Sorry, but
the illustrations are equally
bad as the copies I have!

With Compliments & best wishes

— Tony Dyson

PEBBLES, POSTS AND PURBECK PAVING Sally Jeffery

A STUDY OF EARLY-EIGHTEENTH-CENTURY STREET PAVING IN LONDON WITH A GAZETTEER BY ROBERT CRAYFORD

London and Westminster streets before the Great Fire of 1666 were hazardous places for the pedestrian, often lacking proper footways and drainage, and forcing foot passengers to walk in mud, water or worse. John Evelyn comments in his diary entry for 31 July 1662 on the state of the streets:

'I sate with the Commissioners about reforming the buildings and streets of London, and we ordered the Paving of the way from st. James's north, which was a quagmire, and also of the Hay-market about Piquidillo, and agreed upon Instructions to be printed and published for the better-keeping the Streetes cleane...'¹

The Act which provided for such paving² began by deploring the general poor state of London roads and made special provision for some roads to be paved, with the inhabitants paying a rate to enable this to be done. They were also to sweep the streets in front of their homes twice a week (on Wednesdays and Saturdays), maintain them up to 'the Channell or middle', and set out candles or lights in lanthorns from Michaelmas to Lady Day 'from such time as it shall growe darke until Nine of the clock in the evening'. Penalties were payable if they failed in these duties. Unfortunately, the Act gives no details about how the streets were to be paved, and this is true of most of the subsequent statutes, but the legislation provides a framework into which more detailed documentation can be fitted.

The improvement of City of London streets continued after the Fire of 1666. The point of reference for all paving in the City in the first half of the eighteenth century was the Act for Rebuilding the City of London of 1667³ and its successor of 1670-1⁴ which established the authority to control 'the numbers and places for all common sewers, drains and vaults, and the order and manner of paving and pitching the streets and lanes within the said City and Liberties thereof'. The responsibility for implementing these instructions was given to a permanent Commission of Sewers which was set up in 1667. Its powers were extended by subsequent Acts of Parliament.⁵ In the City of London the Commissioners were always appointed by the Court of Common Council.

Detailed regulations governing the paving of City streets were set out in a printed document of 1671⁶ containing 'certain Orders, Rules and Directions Touching the Paving and Cleansing The Streets, Lanes and Common Passages within the City of London and Liberties thereof':

I. Item, That hereafter all Streets within this City, called, known, or set down to be High Streets, shall be paved round or Causeway fashion, and upon notice given to the

Commissioners of any defective Pavements⁷ in any of the Streets, Lanes, and Passages within this City and Liberties, the same shall be forthwith made good and amended, unless by general Consent some better Expedient be found and published.

II. That inasmuch as it hath been found by common experience that the Paviers, to hide and cover their bad Workmanship, have oftentimes spread and laid great quantities of Gravel over their Pavements, to greater charge to the persons setting them on work, than was needful, and which upon a sudden Rain, did either choak the Common Sewers, or turn to dirt and mire in the Streets, therefore the said Paviers are required, that hereafter they do forbear to lay or spread any more Gravel on the Pavements, than will only fill up the Joints of their Work, and cause the same to be swept and well ram'd, and leave the Pavements bare of Gravel, and keep a regular Method of Paving, not paving one door higher than another, upon pain of paying five shillings for every Complaint.

III. That the Breadth of six foot at the least from the Foundation of the Houses in such of the said High Streets which shall be allowed to be posted, shall be paved by the Inhabitants or Owners with flat or broad Stone for a Foot-Passage, unless such parts thereof as shall lie before any Gate-way, which may be done with square Rag by the said Breadth of six foot, upon pain of paying Five shillings for every Week the same shall be omitted to be done after notice given.

Paving for roadways and courtyards: Pebbles

From these 1671 regulations it emerges that the 'High Streets' were to be paved 'round or Causeway' fashion. 'Round' seems to refer to the water-rounded pebbles used⁸ and the verb 'to causeway' or causey, means to pave with cobbles or pebbles, rammed in.⁹ The regulations were therefore specifying uncut pebble paving.

Such a surface was very durable but not easy on either the foot passenger or the traveller in a wheeled vehicle. Evelyn commends the Paris roadway 'pav'd with a kind of freestone of neere a foote square which renders it more easy to walke on then our pibbles of London',¹⁰ and comments, when in Holland, on the sensation produced by wagons which '... running very swiftly upon the pav'd Cause-ways, give a wonderful concussion to such as are unacquainted with that manner of travelling ...'¹¹

Paving contracts issued by the Commissioners of

Sewers of the City of London, although dating from 1766 and later, give details of pebble paving. In 1766, Bryant Welling of Blackman Street, Southwark, a paviour, was contracted to work at Smithfield.¹² He was instructed to take up old pebble and other stone paving of the carriageway and new pave it with old pebbles, laid in gravel. For every 15 superficial yards repaired he was to use one load and a half of best screened gravel, containing a quantity of 27 bushels.¹³ Similarly, James Hedderly of St Botolph Aldgate, a paviour, was contracted to use pebbles on parts of the carriageways of Broad Street and Coleman Street Wards in 1766.¹⁴ The quantities quoted would give an overall layer of about three inches of gravel if laid on a flat surface. In view of the 1671 instruction just quoted that the paviours 'forbear to lay or spread any more Gravel on the Pavements, than will only fill up the Joints of their Work', this quantity of 27 bushels to 15 square yards must have been found by experience to be sufficient for the purpose. The consensus of eighteenth-century topographical views is that the tops of the pebbles were visible. Once carts and other wheeled traffic had run over the surface, and it had been well washed in by rain, the pebbles would be even more visible.

William Salmon's *Palladio Londinensis* of 1767¹⁵ lists prices for pebble paving:

1. New Pebble Paving, not less than 14 Inches deep, finding Materials and Work, at 3s. 6d. per Yard. The Pebbles in each such Yard ought to be 3 Hundred Weight,
2. Ditto, 15 Inches deep, finding Materials and Work, at 4s. per Yard. The Pebbles in each such Yard ought to be 4 Hundred Weight.
3. Ditto, from 16 Inches to 18 Inches deep, finding Materials and Work, at 4s. 6d. per Yard, the Pebbles in each such Yard ought to be 5 Hundred Weight.'

He gives a price per ton for pebbles of 20 shillings.

These pebbles were of granite, from Guernsey, as described some 50 years later by Abraham Rees:¹⁶

1. Pebble-paving, which is done with stones collected from the sea-beach, mostly brought from the islands of Guernsey and Jersey; they are very durable, indeed the most so of any stone used for this purpose. They are used of various sizes, but those which are from six to nine inches deep, are esteemed the most serviceable. When they are about three inches deep they are denominated bolders, or bowlers; these are used for paving court-yards, and other places not accustomed to receive carriages with heavy weights; when laid in geometrical figures they have a very pleasing appearance.

Outside the newly-built Mansion House, pebble paving was used at the front (north) and on the west side, for the roads beyond the footways. The pebbles were set nine inches into the ground¹⁷ (the size stated by Rees to be the most serviceable) and they were referred to as 'best Midling Guernsey Pebbles'.¹⁸ Prices quoted in 1744 were 20 shillings a ton for pebbles (which agrees with Salmon) and 3 shillings a load for gravel. A later bill for extra paviour's work at the Mansion House dating from 1752-3 gives prices of 20 shillings a ton for 'Pebble Stones', and 3 shillings and 6 pence for

a load of gravel.¹⁹

The centre of many roadways was referred to as being marked by a dentre or denter stone. This is mentioned in the paving act of 1690²⁰ as 'the Denter Stone Channell or middle of the Streete...' and it evidently often served as a drainage channel as well. Central drainage channels continued to be built early in the eighteenth century, particularly for narrower streets. However, the drainage was not always in the centre of the roadway, and by 1765, the Paving Act was specifying channels on each side of the roadway, which was to be convex rather than concave in shape. William Hogarth, who provides us with a marvellous visual chronicle of all aspects of mid-eighteenth-century London life, shows channels quite clearly (complete with loose stones and dead cat) in *Noon*,²¹ set near St Giles in the Fields, outside the French church 'des Grecs' in Hog Lane, Soho (figure 1). Maurer's view of the Royal Exchange in 1741, with Cornhill in the foreground (figure 2), shows the pebbled street, with stone paved footpaths on either side protected by posts, and a channel running a foot or so outside the line of the posts, in the way prescribed later in the 1765 Act.

A further example of pebble paving is taken from the records of the Commissioners for the 1711 church building act. John Mist, paviour, was employed to work at the church of St Mary Woolnoth in 1725 and 1726. He was paid for '24 Days work of a Paviour to Pave about the Church' at 3 shillings a day, and '26 Days work of a Labourer' at 2 shillings a day, using '24 Tons of pebbles' at £1 per ton and '18 Loads of Gravel' at 2 shillings and 6 pence per load. He was also responsible for digging the post holes and setting up the posts.²²



Figure 1 Hogarth. *Noon* (1738). Pebbles with branching drainage channels outside the Huguenot church in Hog Lane, Soho, about 100 yards south of where Foyles is today.



Figure 2 Maurer *A Perspective view of the Royal Exchange* (1741). Large pebbles, posts and broad stone paving in Cornhill. Note that the street width is exaggerated.

No examples of pebble paving in its original form have so far been located in the City of London.²³ However, Schnebbelie's watercolour of the yard of the Spread Eagle in Gracechurch Street in 1814 (figure 3) gives a good idea of how the pebbles were used, and of the drainage system in such a yard.



Figure 3 Schnebbelie *The Yard of the Spread Eagle, Gracechurch Street* (1814). Small pebbles with drainage channels. Leadenhall Market is now on the site.

Flat paving for footways: Purbeck

The regulations of 1671 mention the paving of footways with broad-stone, and gateways (ie cross-overs) with square Rag. Broad stone is defined by Neve in *The Builder's Dictionary* of 1726²⁴ as 'raised broad and thin out of the Quarries, viz. not above 2 or 3 Inches in thickness.'

Such flat (or broad) paving stones were generally available as either 'promiscuous lengths and breadths', that is rectangles of varying sizes; or as squares, of equal length and breadth, and selected of uniform dimensions for any one job. Neve was describing stones which he said were most suitable for paving yards and passages: 'The Use of these sort of Free stones, is for Paving of Yards, and Passages, and before Shop-doors and Stalls, &c.' Later editions of the dictionary add 'as in Walks or Paths in the City of London, to separate them from the Highway'. Neve continued: 'Price. If they are promiscuous breadths and lengths, then the usual Price for the stone fitting, and laying in Mortar, from 6 to 8 d. per Foot square, or from 4 s. to 6 s. per Superficial Yard.' He then goes on to describe squares: 'But some of these Stones are cut into perfect Squares, as Paving-tiles are, but much larger, as 18, 20, and 24 Inches square, or more, but those, as they are neater, so they are dearer; some Paving with these, being worth 1 s. per Foot, but 'tis worth 15 or 16 d. per Foot, if the Stones be good and well polished, as they ought to be, for Kitchens, Dairy-

houses, and neat private Places.'

Salmon,²⁵ a few years later, lists the prices of the various thicker and smaller paving stones available, which would perhaps be more suitable for public footways and even private carriageways:

Purbeck Paving in random Courses, at 7d. per Foot. Ditto, in streight Courses, at 8d. per Foot.
Old Purbeck Paving, squared and laid, at 2d. per Foot.

and

New Purbeck square Paving, 6 Inches thick, at 5s. 6d. per Yard.
Ditto, if of the hard blue Sort. at 6s. per Yard. ...
New Purbeck square Paving, 4 Inches thick, at 4s. 6d. per Yard.

Ditto, Workmanship only, Gravel included, at 6d. per Yard

Paving with Kentish Squares, at 4s. 6d. per Yard.

Paving with Ragg, at 1s. 8d. per Yard.

Ditto, old Work, at 8d per Yard.

New Ragg Paving or Bowlers, at 2s. 6d. per Yard. ...

Free-stone Paving, with Stones of promiscuous Lengths and Breadths, at 3s. per Yard.

Gravel is listed as costing 2 shillings and 4 pence per load, and rag stone at 10 shillings per ton.

Rees²⁶ also describes paving stones:

Rag paving was formerly much used in London, but is very inferior to the pebbles; it is dug in the vicinity of Maidstone, in Kent, from whence it has the name of Kentish ragstone; there are squared stones of this material for paving coach-tracks and footways.

Purbeck pitchens; squared stones used in footways; they are brought from the island of Purbeck, and also frequently used in court-yards; they are in general from six to ten inches square, and about five inches deep.

Other paving materials were available, such as Portland stone, marble, brick (Flanders and white), and clinkers, but they are were either not usually used for street paving, or were not prescribed by regulation or law in the first half of the eighteenth century.

By 1737, the City was specifying not just 'broad stone' for footways, but more particularly 'Purbeck squares'. At a session of the Commissioners of Sewers and Pavements held at Guildhall on 16 December of that year it was decided that 'all the Pavements of the said narrow Streets which shall hereafter be new paved or repaired, shall be paved or repaired with Purbeck Squares two Foot into the Street from the Curbs of the Cellar Windows, or Spurs or Steps of the Houses'.²⁷

At the Mansion House, the footway in front of the iron railings and obelisks, was laid with 'best squares',²⁸ and the passages close to the house on the west, south and east with 'good sound Purbeck'.²⁹ Thus, the important front footway seems to have been treated in a rather grander way than the foot passages at the sides. Unfortunately, there are no prices per square foot to compare, because these contracts were agreed at a global sum for the whole job, but uniform rectangles must have involved more time and labour, and Salmon's prices indicate that they were more expensive. Thomas Humphrey, paviour, laying

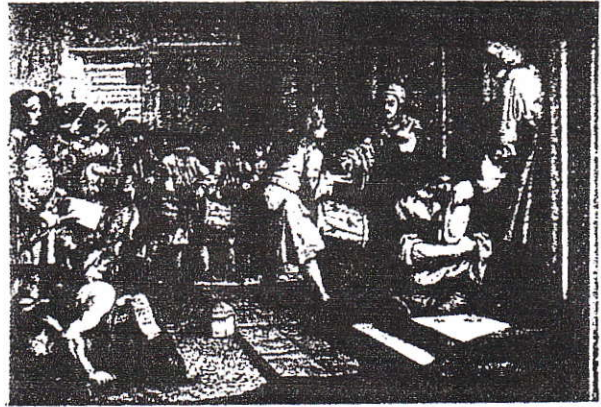


Figure 4 Hogarth *The Industrious 'Prentice out of his Time, and Married to his Master's Daughter* (1747). Footpath paved with Purbeck squares in Fish Street Hill near the Monument, a fashionable area in Hogarth's day.

squares in the coach house at the Marison House in 1752 charged 5 shillings a yard.³⁰

There are a number of further references to Purbeck squares in City paving contracts, but no survivals have been found so far in the City of London. However, Hogarth frequently illustrated paving stones which were uniform in size and had straight joints in both directions. They are seen particularly clearly (with a slight change of level from the pebble paving and a very small post) outside the door of a house in Fish Street Hill near the Monument in *The Industrious 'Prentice out of his Time and Married to his Master's Daughter* (figure 4).³¹

Flat stones (both square and promiscuously sized) for paving in the City at this time seem to have come in every case so far discovered from the Isle of Purbeck. For example, the Commissioners of Sewers' reports refer to Purbeck pavement outside Drapers' Hall, Throckmorton Street in 1749,³² and Purbeck squares at the bottom of Garlick Hill in 1739.³³ Quarries on Purbeck can still supply the stones, now called 'flanners'.

Courtyards and enclosures could be paved with Purbeck stone, pebbles, gravel, or a combination of all three, according to the amount they were used. An engraving of Guildhall Yard of about 1720 (figure 5) shows a pebbled surface with a carriage driving

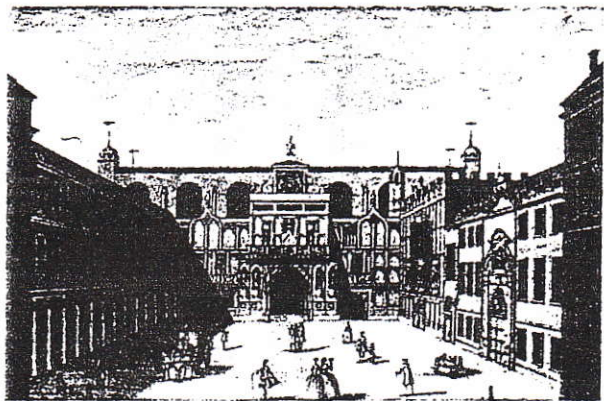


Figure 5 Toms *Guildhall Yard* (c 1720). Purbeck path between pebbles. Other, probably more accurate, prints show the stones laid as in Hare Court.

through on it, and a heavy wheelbarrow. Pedestrian access was by a footpath paved with what appears to be 'promiscuous' paving. There is a photographic record of a pebbled yard with footways of 'promiscuous' paving stones and drainage channels, taken in about 1875 at The Oxford Arms, Warwick Lane, near the Old Bailey (figure 6).³⁴

Paved paths across courts or yards were very common, and descriptions of them occur in the City paving contracts. For example, William Staines of Millbank and Joseph Carr of London Wall, masons, were instructed on 7 October 1766³⁵ to take up and repair footways in Fetter Lane, Chancery Lane and courts in Fleet Street. They were to level, take away improper materials, relay good earth or hard rubbish, ram down, and repave with good sound and hard Purbeck paving not less than 2½ inches thick. They

were also to lay a moor stone kerb.

On some less well-trodden paths, a few examples of 'promiscuous' paving survive undisturbed. At Field Court, Gray's Inn, beside the gate to the gardens, there is a wide stretch, carefully laid in courses (figure 7). The stones beneath the gates show dishing as evidence of years of wear, and the rest of the paving there does not appear to have been relaid. The stones range in size from 5½ to 9½ inches wide and up to a maximum of 13 inches long. Opposite, there is more of the 'promiscuous' Purbeck paving, but the stones have been reset, with some York stone mixed in (figure 8). The effect of a large stretch of Purbeck paving can be very well appreciated here. It is lighter in tone than York stone, reflects the light better, and was used in smaller units than York stone is today.

In Hare Court, Inner Temple, protected by seclusion, are the remains of a system of footways of 'promiscuous' Purbeck paving which crossed the enclosure when it was rather larger than it is now (figure 9). The effect is very similar to that seen in the engraving of Guildhall Yard. The paving stones range from 8 to 11 inches in width, and are set in regular courses. About every 4 to 5 feet there are two or three much narrower courses which serve as visual breaks. These are probably standard paviours set on edge. Longer stones 6 inches wide are set each side of the footway, which measures 5 feet 6 inches in overall

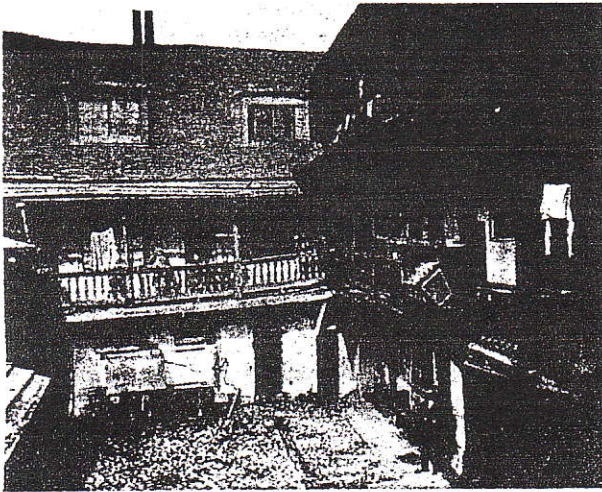


Figure 6 The Yard of the Oxford Arms, Warwick Lane (c 1875). Interesting early photographic record of pebbled courtyard with pathways, probably of Kentish rag.

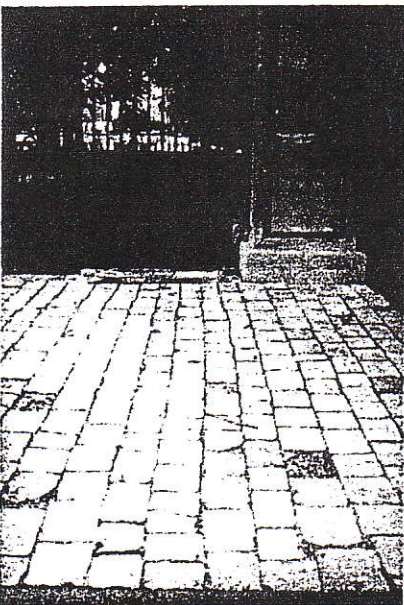


Figure 7 Field Court, Gray's Inn, north side. Superb stretch of well-coursed Purbeck paving, apparently untouched since the early eighteenth century.

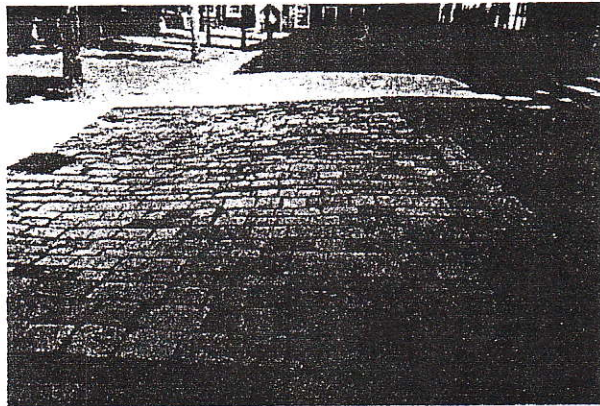


Figure 8 Field Court, Gray's Inn, south side. Another fine stretch despite some York stone patching, on the opposite side to that in figure 7.

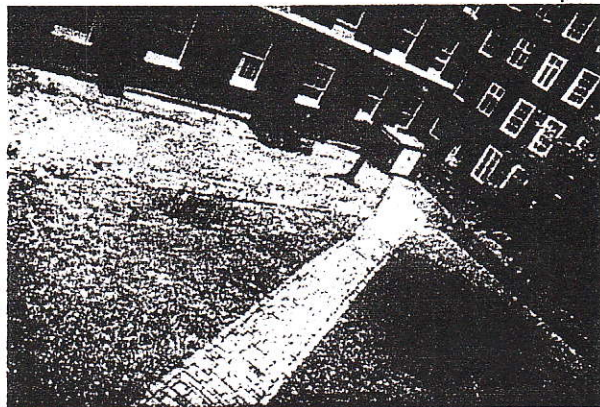


Figure 9 Hare Court, Inner Temple. One of the most evocative examples of paths and drainage channels paved with Purbeck stone.

width (figure 10). There is also a channel of Purbeck stone, possibly to drain off excess water from a pump which stood there (figure 11). The footways may have been set into a pebbled courtyard, or there may have been gravel, or just bare earth. Early eighteenth-century engravings of the Temple show a path crossing the court diagonally, with trees along one side of it.

In the courtyard of Staple Inn, Holborn, there are more Purbeck pavements. Some of the stones are still laid in their original courses, but others have been reset without regular courses, with wide joints of sandy 'Ancient Monuments' mortar between (figure 12). This was not the effect sought by the eighteenth-century paviours, whose eyes appreciated regularity, with relief provided by courses of narrower stone from time to time as in Hare Court.

Posts

The function of keeping wheeled traffic off the more fragile flat stones of footways was carried out by rows of very substantial-looking posts, usually of timber. The Commissioners of Sewers were frequently consulted over posts, and recommended a height from the surface of between 3 feet 6 inches and 3 feet 9 inches above the ground, with approximately the same below ground. For example, the Drapers were granted permission to set up posts outside Drapers Hall in Throckmorton Street in 1749 which were not to 'exceed ten Inches Diameter and ... not placed above the Distance of two foot from the front of the said Hall & Houses to the Inside of the said Posts And that the Posts be not less than three foot six Inches nor more than three foot Nine Inches high from the surface of the Ground and the Space between the said Premises and the said Posts be paved with Purbeck Stones ...'³⁶

If traffic was to pass, spaces between the rows of posts each side of the street had to be regulated. A space of 18 feet and not less than 17 feet was recommended in Cannon Street 'for the Convenient passing and repassing of Coaches Carts and other Carriages'.³⁷

From records of work at the Mansion House we know that the posts there were of oak, painted four times in oil, with iron caps weighing 18 lbs. Those at the front were 6 feet long and 1 foot square, and those along the side were 7 feet long and 14 inches square. Prices quoted for them ranged from £1 9s. per post

(the accepted tender) to £1 17s.³⁸

Later Developments

After the Act of 1765,³⁹ footways continued to be paved with Purbeck stone not less than two and a half inches thick but with the addition of a kerb of moor stone, and carriageways were increasingly paved not with uncut pebbles but the stone known as 'Blue Whynn', with Scotch granite (red or brown) or squared pebbles in courses laid across the road, bedded in lime mortar, and laid on gravel. In addition, the carriageways were cambered to allow the water to drain off into channels at the sides.⁴⁰ Granite setts of various kinds remained in use until macadamised road surfaces began to be used in about 1820, and wood blocks to reduce the noise of hooves and iron-shod cart wheels on granite. Much documentary material is available on this later form of paving, and examples of it survive. However, detailed discussion of it is beyond the scope of this article.

By the mid nineteenth century, York stone was becoming increasingly popular for paving footpaths,



Figure 11 Hare Court, Inner Temple, detail of Purbeck drainage channel, 11 inches wide with 1-inch dishing.



Figure 10 Hare Court, Inner Temple, detail of diagonal path. Note border stones and edge-bedded stones to save cutting and for decorative effect.



Figure 12 Staple Inn, Holborn. How not to do it: Purbeck paving laid in haphazard fashion, with wide gritty joints.

but in 1827 Purbeck paving was still being used. A contract for paving a corner of Aldersgate Street and Bull and Mouth Street by Charles Thomas Depree⁴¹ instructs him 'To lay the intended footpath ... with Purbec paving in courses. Such of the Old Paving as is sound and approved by the Clerk of the Works ... may be used again and the remainder to be new.'

Conclusion

The picture which emerges from all the above sources is of carriageways of pebbles set in gravel, with the gravel usually swept clear of the tops of the pebbles. The drainage channel was either down the middle of the street or to the side. For the pedestrians, or foot passengers, there might be a footway beside the houses or shops, of between two and six feet in width, depending on the width of the street itself. This would be paved with Purbeck paving, often 'squares'. These might be from 4 to 6 inches deep and of varying sizes. There were few kerb stones at this period, and usually little or no change of level between pavement and road, so posts of timber or stone were used to protect pedestrians (and buildings) from passing traffic. This single level gave a much-needed feeling of space to City streets, despite the fact that many of them were very narrow.

Purbeck paving is very attractive. In sunshine, light is reflected so that the surface is brilliant and both pavements and surrounding buildings appear lighter and cleaner. Even in dull weather, Purbeck paving has a lighter tone than York. It has a soft grey colour when weathered, with an interesting texture, and is extremely durable. It was laid, as may be seen from the photographs, with very narrow joints, so that the lines form a delicate web over the stone surface. It has a natural affinity with buildings of Portland stone, such as St Paul's Cathedral or the Mansion House, and it was the material chosen by the designers of those buildings as a setting for them. It also looks very well set against brick, with grass, and, of course, with

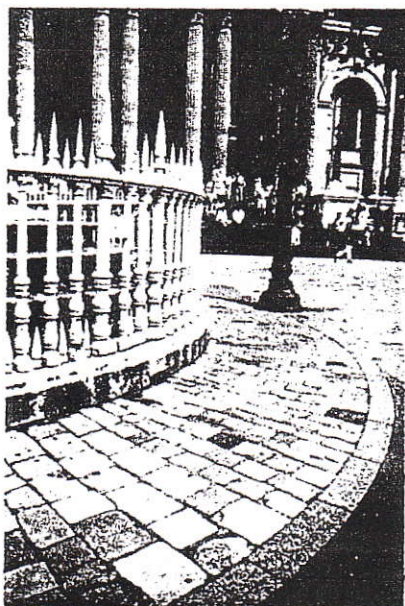


Figure 13 St Paul's Cathedral, west forecourt. Pleasantly relaxed Victorian relaying of radiating Purbeck paving, patched with various granites, alas.

pebbles.

Much attention is paid to the choice of materials for the repair of historic buildings, but less consideration is usually given to an historic setting for them, in the form of paved surfaces, perhaps because detailed information is not very readily available. The material in this article goes some way towards providing this, although the subject has by no means been exhaustively investigated. The few areas of Purbeck paving mentioned above, and in the following gazetteer, illustrate its enduring appeal, and perhaps they will provide encouragement to use this form of paving again in settings where it is particularly appropriate.

SOME EXTANT EXAMPLES OF PURBECK PAVING IN LONDON: A BRIEF GAZETTEER

Despite its widespread use in the past, and with the notable exception of the west forecourt of St Paul's Cathedral, there is virtually no Purbeck paving to be seen in the streets of London today. However, a surprising amount has survived in semi-public or private places such as the Inns of Court and City churchyards. The purpose of this far-from-comprehensive gazetteer is to list a few locations where both the qualities and the techniques of Purbeck paving may be seen. It would be interesting to hear of more documentary sources and surviving examples.

Small Purbeck Pavings

- 1 St Paul's Cathedral, west forecourt (figure 13), Purbeck pavings from the early eighteenth century, reset in 1873. Note in particular the radiating courses around Queen Anne's statue.
- 2 Field Court, Gray's Inn (figures 7, 8), probably the largest and best area of small Purbeck pavings, sizes noted in text. Some areas have obviously been reset, but carefully.
- 3 King's Bench Walk, Inner Temple, roadway. Possibly similar in extent to Gray's Inn, but unfortunately not obvious because of parked cars.
- 4 Hare Court, Inner Temple (figures 9, 10, 11). Superb diagonal pathway and other paving. Interesting shaped drainage channels.
- 5 Staple Inn (figure 12). Fascinating courtyard with more drainage channels. Good examples both of how the paving should be laid, and of how it should not.
- 6 St Mary Abchurch, Churchyard. As at St Paul's Cathedral, a Victorian layout which incorporates old pavings.

Large Purbeck Pavings

- 7 St Paul's Cathedral, exterior, south side of nave. Many large Purbeck stones laid irregularly and mixed and patched with York stone. Obviously old material, probably also reset in the 1870s.
- 8 St Paul's Cathedral, exterior, north and south sides of choir. One needs to penetrate behind the shrubbery to see these areas, but the paving is probably largely original and undisturbed.
- 9 King's Bench Walk, Inner Temple, footpath on north side (figure 14). The only example seen of large pavings in regular courses, beautifully laid, complete with Purbeck kerb stone. Unfortunately, the continuation of the footpath on the east side is in York stone.
- 10 Wooderson's, 123-4 Cheapside, passage behind

shop. Entry from Wood Street. Not St Peter's churchyard, which is paved with horrible gritty concrete crazy paving, but the small passageway where the dustbins are kept.

Pebbles

11 Deanery of St Paul's Cathedral, Dean's Court, forecourt. Several areas of pebbles; not the large type needed to carry heavy traffic on public roads but the 'bolders' or 'bowlers' described by Rees which were used in courtyards, probably reset. There are paths of small Purbeck paving stones as well.

ACKNOWLEDGMENTS

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NOTES AND REFERENCES

- 1 The Diary of John Evelyn (OUP 1985), p 195.
- 2 14 Car II c 2 (1662).
- 3 19 Car II c 8.
- 4 22-23 Car II c 17.
- 5 2 Wm & Mary Session 2 c 8 (1690): paving and cleansing.
- 10 Geo II c 22 (1736/7): paving and cleansing and posts.
- 17 Geo II c 29 (1743): lighting by glass lamps. 33 Geo II c 30 (1759): street widening, repair of pavements damaged by water pipes. 6 Geo III c 26 (1765): better paving, cleaning and lighting; certain 'great streets' to be paved with whyn quarry stone, or rock stone or stone of a flat surface (ie, not pebbles); streets named, houses numbered. 8 Geo III c 21 (1767): a sole authority to act on paving etc.
- 6 Guildhall Library A.8.6 No 40 *An Act of Common Council: Together with certain Orders, Rules and Directions Touching the Paving and Cleansing The Streets, Lanes and Common Passages within the City of London and Liberties thereof: and other things relating thereto.* 1671, p 16.
- 7 The word 'pavement' here refers to the roadway, and was

generally used for any paved surface and not, as today, to indicate a footway.

8 These were sometimes surprisingly large, as noted below. Today, we would probably use the word 'cobbles' in preference.

9 This use seems to derive from the original meaning of causey, which was a mound made firm by stamping or treading down.

10 *Op cit* p 45, 24 December 1643.

11 *Ibid* p 15, July 1641.

12 Corporation of London Records Office (CLRO), Commissioners of Sewers, Paving Contracts, 1766-1791, p 9.

13 27 bushels (33¼ cubic feet) to 15 square yards is 2¼ cubic feet to 1 square yard, that is ¼ of a cubic foot or 3 inches to 1 square foot. For discussion of bushels and cubic feet, see Robert Crayford 'Notes on the Use of Trass in the Wren Period', *ASCHB Transactions*, 5 (1980), p 14, note 14.

14 CLRO, Cmrs of Sewers, Paving Contracts, 1766-1791, p 11.

15 William Salmon, *Palladio Londinensis; or The London Art of Building*, 7th edition 1767, 'with alterations and improvements by E. Hoppus, Surveyor to the Corporation of the London-Assurance; and other Eminent Hands', p 66.

16 Abraham Rees, *Rees's Manufacturing Industry* 181-20, Volume 4, under 'Pavement', p 107.

17 CLRO, Mansion House Cttee Papers, Box 2, proposal of Jeremiah Carr of March 1748/9.

18 CLRO, Mansion House Cttee Minutes, Volume 1, 7 November 1744.

19 CLRO, Mansion House Cttee Papers, Box 2, 1753, bill of Thomas Humphrey.

20 Wm & Mary Session 2 c 8.

21 Plate 2 of *The Four Times of Day* (1738).

22 Lambeth Palace Library, Records of the 1711 Act Church Commissioners, Work Book MS 2700, p 261.

23 There are, of course, examples elsewhere.

24 Richard Neve *The Builder's Dictionary: or The Compleat Builders Guide*, 2nd edition (1726) p 57. The first edition was published in 1703, and the third edition in 1736.

25 *Op cit* footnote 15, pp 59, 66.

26 *Op cit* footnote 16.

27 CLRO, Reports of Cmrs of Sewers and Paving, volume 4, cover page.

28 CLRO, Mansion House Cttee Papers, Box 6.3, undated, but of 1746. The work was done from 1746-7 by John Hind of Bond Street.

29 CLRO, *Ibid*, Box 2, proposal of Christopher Horsnaile, mason, of 3 March 1748/9, which was agreed for £116.

30 CLRO, *Ibid*, Box 2, 1753, bill of Thomas Humphrey.

31 Plate 6 of *Industry and Idleness* (1747).

32 CLRO, Reports of Cmrs of Sewers and Paving, volume 6, f 10.

33 *Ibid*, volume 4, f 88v.

34 View published by the Society for Photographing Relics of Old London (1875).

35 CLRO, Cmrs of Sewers, Paving Contracts, 1766-1791, p 14.

36 CLRO, Reports by Cmrs of Sewers and Paving, volume 6, f 10v.

37 *Ibid*, volume 4, p 67.

38 CLRO, Mansion House Cttee Minutes, 18 June 1746 and 3 March 1748/9.

39 6 Geo III c 26.

40 CLRO, Cmrs of Sewers, Paving Contracts, 1766-1791, pp 1-3, 21-27.

41 CLRO, Comptrollers Deeds Box 334 No 26.

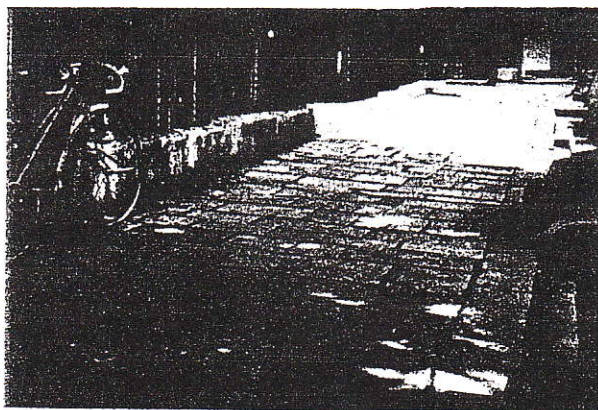
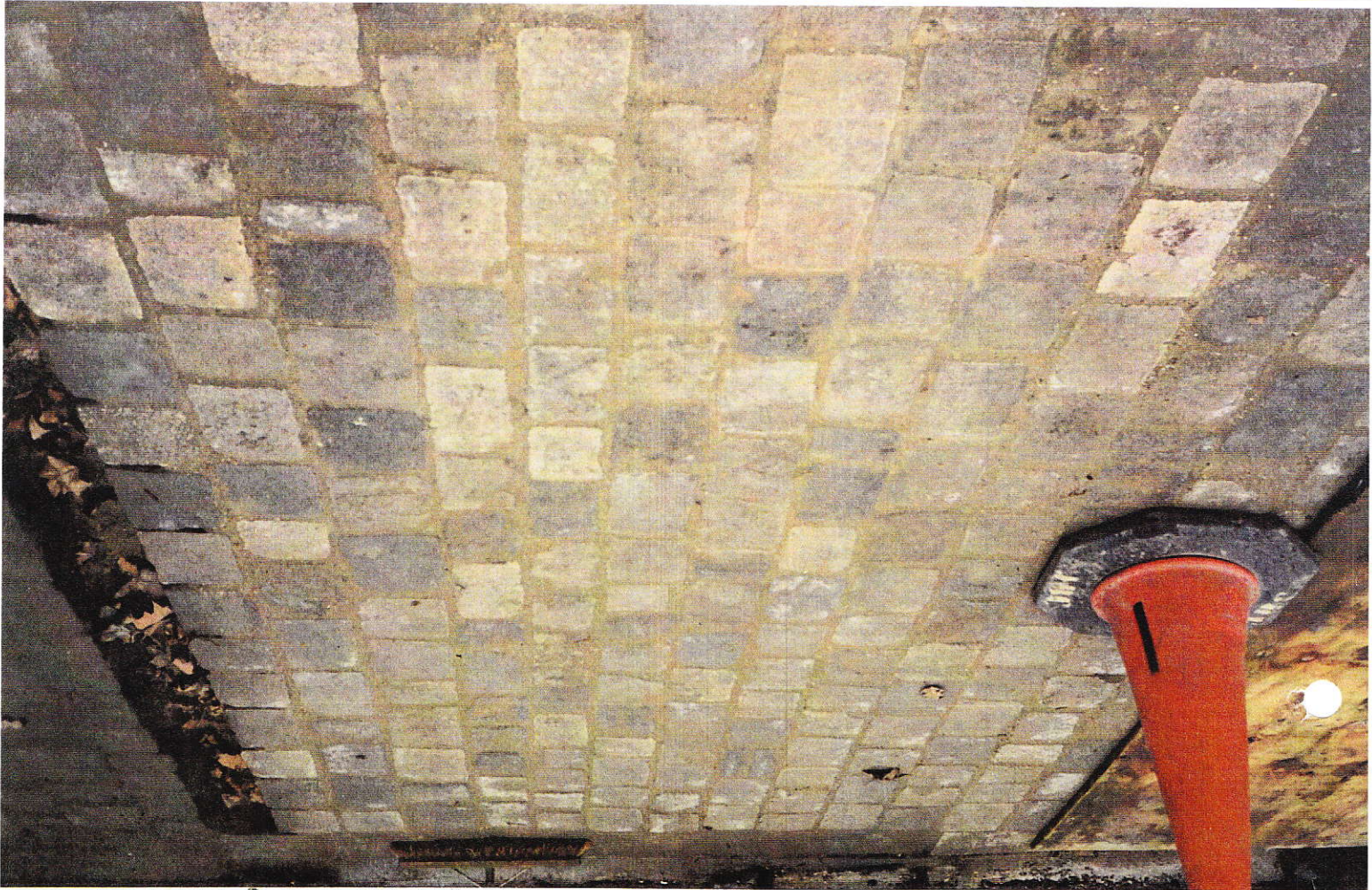


Figure 14 King's Bench Walk, Inner Temple. Fine example of large Purbeck paving stones and kerbs.



Inberth sets at Gray's Inn,
 Field Court '02
 Daniels level Assoc.
 prior to pointing ↓
 work by Comstock, some
 new, mixed in & pointed ↓

