



Fig. 1. The section of the Roman road north of Montague Chambers where the resurfacing produced a gravel thickness of 1.5 metres. (Photo: John Earp)

Roman London Bridge:- RALPH MERRIFIELD

A View from Both Banks HARVEY SHELDON

A Southwark View

NO EVIDENCE of the bridge itself has been found on the Southwark side of the Thames. Possibly none ever will, for it seems that much of the Roman river bank has gone, almost certainly swept away in the disastrous late 13th century erosion.¹ However, the

1. Identified first at Toppings Wharf (Fig. 2, No. 10) and later to the north of Montague Close (Fig. 2, No. 7) and New Hibernia Wharf (Fig. 2, No. 8).

position of the bridge might be inferred from the alignment on to the bank of the roads within the suburb.

Before 1969 no unequivocal evidence of the streets approaching the southern bridgehead had been produced from within the area of the settlement. Since then excavations have revealed two major highways (see fig. 2: roads I and II) but it is only as a result

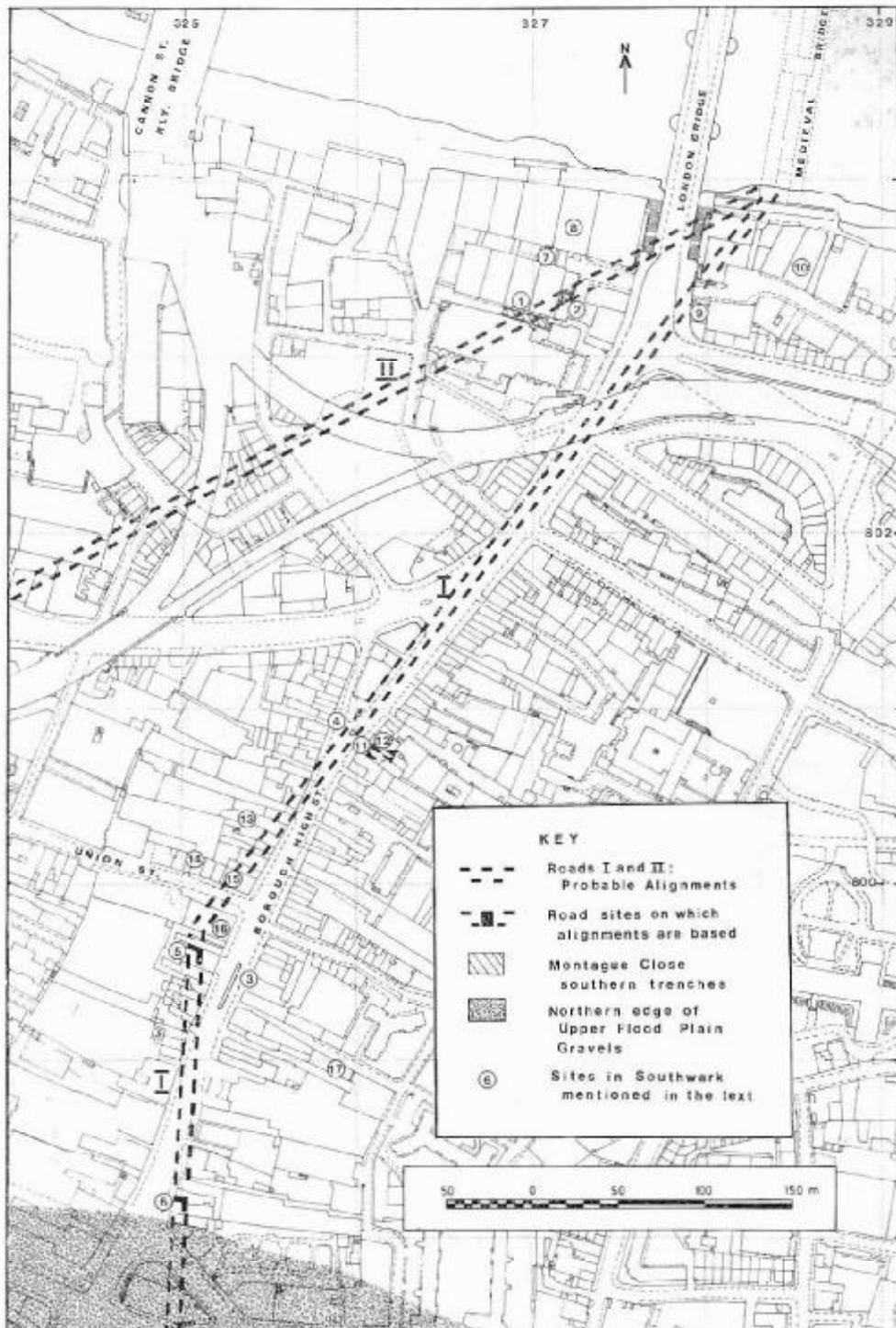


Fig. 3. A section showing timbers bedded over a silted-up channel at 207-211 Borough High Street.

(Photo: John Earp)



of work done in 1974 that predictions as to their alignment can be made with some degree of confidence. These suggest that the bridge was built either on the site later occupied by its medieval successor or very marginally upstream of it.

There is still much to be learnt about the complex topography of Roman Southwark between the Thames and the northern border of the upper Flood Plain Gravel some 650 metres to the south. It is here that the urban settlement developed, probably along the final stages of the roads coming through to the bridgehead. It is reasonable to assume that the construction of these would have presented difficulties to the road-builders. They may well have been confronted with a number of sandy knolls, stretches of silt and a network of natural channels, which it was necessary to cross before firmer gravels were again reached near to the river bank. The land surface is unlikely to have been, at its highest, more than + 2 metres O.D. with the more low lying clay-silts only recently liberated from the water.² This restricted area would probably have been bordered to the east and west—and possibly intruded into—by less hospitable marshes and mud flats stretching out into the river.

Road I (see fig. 2) is probably the northern continuation of the two major highways coming to London from the south coast, Watling Street and Stane Street. It is possible that they had joined together on the high ground further to the south. Road II seems to represent a route connecting two Thames crossings: that between the City and Southwark in

the north-east, and Lambeth and Westminster in the south-west.

Road I was first found during the excavation of the western part of 207-211 Borough High Street (fig. 2, no. 6) in June 1972. Although cellars had removed most of its higher levels and surfaces, the foundations survived. To the south of the site the road had been laid down across the course of a natural channel which had cut into the underlying sands. Only the northern part of the channel ran through the site and here it had silted up. Four successive layers of horizontal timbers had been bedded over the filled channel at the base height of + 0.7 metres O.D.³ (fig. 3). These were retained by side beams running along the edge of the road, with the whole structure revetted by posts.⁴ Above the wooden raft, sand had been laid, presumably as an extra bedding for the gravel agger. The channel which the road crossed, was at least 5 metres wide, and there is a possibility that further south it was still open, necessitating a bridge crossing.

The probable continuation of this road was found some 150 metres further north at 106-114 Borough High Street (fig. 2, no. 5) in February 1974 where it

2. Underlying these silts, Iron Age and earlier artefacts were found at a height of about +0.8 metres O. D. at Toppings Wharf (Fig. 2, No. 10) and 106-114 Borough High Street (Fig. 2, No. 5).
3. Timbers from the Southwark roads are undergoing analysis at the Dept. of Human Environment, Institute of Archaeology, London.
4. The use of timber foundations under Roman roads, on soft marshy ground and at river crossings is known from Belgium, where the main network is thought to be largely Claudian, perhaps just preceding the invasion of Britain. J. Mertens "Les Routes Romaines de la Belgique," *Archaeol Belgica* 33 (1957).

Fig. 2. Map showing probable alignments of Roman roads on to the Southwark bridgehead.

was traced for a length of 7 metres. Here the timber foundation had been laid on clay-silt at a height of just under + 1.2 metres O.D., and was some 7.6 metres wide. It consisted of two horizontal layers of split trunks each set across the line of the road (fig. 4). These were capped by a 10 centimetre thick deposit of sand and covered by some 0.7 metres of road gravels within which three successive surfaces were traced.

It was clear from the evidence on both sites that Road I had been built soon after the conquest and was in use at least by the sixties of the 1st century A.D. At 207-211 Borough High Street much debris belonging to the first 30 years of the occupation was found in its associated ditches while at the more northerly site similarly dated material lay in deposits overlying the road edge.

The major problem posed by the discovery of Road I on these two sites was that the alignment, if continued to the north, would have taken it to the river bank just east of the modern Cannon Street railway bridge, opposite the "Governor's Palace" and in an inappropriate place for a bridge crossing. In fact excavations on this line, at 8 Union Street in March 1974 (fig. 2, no. 14) suggested that the road did not cross the site and had therefore changed direction just north of 106-114 Borough High Street.⁶

The probability is that the road turned north-east for in March 1974 a 3.7 metre deep shaft dug for the G.P.O. in Borough High Street was examined and seen to contain in section a 1.30 metre thick deposit of road gravels (fig. 2, no. 4). As at site 5 three surfaces were identified and the gravels were again bedded in sand. In the shaft the sand overlay three layers of a timber raft of which the top and bottom course ran east-west, and the middle one north-south. The bottom layer rested on silt at a height of + 0.6 metres O.D.

No sides of the road were found in the shaft so it was clearly not possible to deduce an alignment based on road edges. However, the floor of the tunnels running north and south from the shaft were examined and the foundation timbers traced for a total distance of some 14 metres. This indicated that the road ran north-east, south-west and the alignment suggested by the central timbers as exposed in the shaft, is shown in fig. 2.

It was only possible to do a limited amount of

archaeological work in the tunnels, but some explanation as to why the timbers could only be traced for this distance can be offered.

In April 1974 to the east of the shaft, at 93-95 Borough High Street (fig. 2, no. 12), excavations revealed a stream at least 8 metres wide, running on a north-south course. The eastern bank, which had been revetted probably before the Flavian period, stood at a height similar to the land surface under the road on which the road timbers had been laid.⁷ The stream represents, presumably, a natural channel 'canalised' by the Roman engineers which may have crossed the line of the road. Indeed in the tunnel, to the north of where the timbers were traced, layers of sand and vegetation were found which were very similar to those deposited within the stream during the later 1st and early 2nd century A.D. It is therefore possible that the road was bridged over the stream, and this would explain why the timber foundations ceased to appear some 7.3 metres north of the entrance to the shaft.

In the tunnel to the south of the shaft the timbers were traced for a distance of some 6.7 metres where the levels had been disturbed previously by a sewer pipe. They were definitely absent some 27.4 metres from the tunnel entrance, but this was to be expected as the tunnel was orientated along the length of the southern part of Borough High Street, while the timber in the shaft indicated that the road would, at this point, be to the west.

There is no further evidence to support the alignment suggested to the north of 106-114 Borough High Street, but other archaeological activity has not contradicted it. Theoretically the road would have passed just to the west of the 1969 'London Bridge' site⁸ (fig. 2, no. 9) but probably through the part of 78-80 Borough High Street dug in 1963 (fig. 2, no. 13). No Roman deposits were found in that excavation, as the strata appeared mixed,⁹ but occupation levels were recorded further to the west during redevelopment in 1973.

Two other sites on the route were also observed during the construction of new buildings. Examination of 92 Borough High Street (fig. 2, no. 15) in 1974 showed that the cellar rested on natural sand at a height of + 1.4 metres O.D. Clearly this was one of the higher knolls where the relevant levels had been removed in earlier building. In 1961, at 96-104 Borough High Street (fig. 2, no. 16) a Roman

5. At both sites the earliest levels identified were Neronian.

6. *London Archaeol.* 2 No. 7 (1974) 180. The possibility that the primary "gravel yard" represented a northern continuation of the road which had become disused by the late 1st century seems unlikely. It cannot, however, be ruled out until more excavations have taken place along the line, nearer to the river.

7. The probable western bank was seen as a line of revetting, west of similar deposits, at 97-99 Borough High Street during commercial redevelopment in 1972 (Fig. 2, No. 11).

8. *London Archaeol.* 1 No. 5 (1969). See plan on p.115.

9. F. Celoria, "Training Excavation at Borough High Street 1963" S. A. E. C. *Interim*, (1964).

ditch and well were seen, but east of the suspected line of the road.¹⁰

The need for the change in alignment may well have been caused by local conditions, for examinations of the trenches dug for the G.P.O. further south along Borough High Street (fig. 2, no. 3) showed an area of low lying land, not filled in until the medieval period, clearly bordered by higher sand to the south.¹¹ It may have been to avoid this marshy hollow, than the southern part of Road I (as shown in fig. 2) ran to the west, only turning to align directly on the bridge further to the north.

The second major road (Road II), first located in 1969 at the south of Montague Close (see fig. 2, no. 1) was at the time regarded as the north-south road approaching the bridge. It was therefore suggested that the latter was situated perhaps as much as 100 metres upstream of its medieval successor.¹² Continued excavation on the site indicated that a south-west/north-east alignment was more likely indeed this was made more probable when no sign of the road was found in the excavations to the north of Montague Close in 1971 (fig. 2, no. 7) or at those in New Hibernia Wharf in 1973 (fig. 2, no. 8).

However excavations in 1974, just to the north of Montague Chambers (fig. 2, no. 2) revealed a substantial road running south-west/north-east across the site. As at Montague Close the road had been laid on natural clay silt the surface of which was just over + 1.2 metres O.D.

The road, in its early stages, appeared to be some 6.1 metres wide and the total height of the gravels, representing a number of re-surfacings, was 1.5 metres (fig. 1). The lack of a timber foundation, as at site 1, may best be explained by the local geology. On both sites the silt was only some 0.3 metres thick and lay over firm gravels: in consequence the ground was probably judged to be solid enough to take the road without additional support. Pottery from quarry pits just south of the road suggested that it was built before the Flavian period and an accompanying ditch to the north indicated the alignment shown on fig. 2. Clearly to the south, the projection would take the road across the site dug in Montague Close (fig. 2, no. 1) and, to the north, to the river bank at much the same point as Road I.

The south-west/north-east orientation of the highway is of interest in that it suggests a landward connection between two river crossings, one at London



Fig. 4. The site at 106-114 Borough High Street, where the road gravel was laid on a timber foundation.

(Photo: John Earp)

Bridge, the other between Westminster and Lambeth. It has long been suggested—though not without opposition—that 'Watling Street' crossed the Thames at Westminster and represented a pre-Roman track incorporated in the post-conquest road network and diverted to the City. Clearly should Road II go there then some credibility must be allowed for this and for the continued use of a crossing point in the West-

10. P. Marsden, "Report on Recent Excavations in Southwark and Bermondsey. Part 1." *Trans London Middlesex Archaeological Soc.* 20 (1931). The well would be very near to the suggested eastern edge of the road. At 106-114 Borough High Street a well of similar date lay at the western road edge, and was overlain by later phases of the road.

11. Dr. Kenyon's excavations to the west of Borough High Street between Mermaid and Chapel Court (Fig. 2, No. 17) also suggested low lying land with a 'deposit of "peat, presumably formed in the natural hollows found in this area."' K. M. Kenyon, *Excavations in Southwark* (1959).

12. *London Archaeol.* 1 No. 7 (1970), See Plan on p.158.

minster area during the Roman period.

Thus recent work on two of Southwark's Roman roads demonstrates their possible alignment on to the river bank and, if correct, the probable position of the Roman bridge. In this context it may not be fortuitous that the most northerly straight lengths of probable Roman roads approaching the Thames from the Sussex coast, Stane Street at Kennington Park Road and the London-Brighton road at Brixton Hill, seem to be aligned on the river bank here.

It is possible that for short stretches, the roads may not conform to their straight courses which perhaps should be seen as marking the shortest distance between two points: a surveyor's line to be followed whenever possible, but to be left when major hazards or obstacles were encountered. Certainly security and traffic order near

to the bridge mean that some sort of enclave may be envisaged there with the roads stopping at its boundary some way back from the river.

Clearly more evidence of the Southwark roads especially the northernmost stretch of Road I would be useful, although the chance of the bridgehead being elsewhere seems to be small. Two riverside sites, one on each side of the medieval bridge, have been investigated without yielding any trace of it. Road II was clearly heading towards the river behind New Hibernia Wharf (fig. 2, no. 8) and to the east of the site. Early Roman buildings at Topping Wharf (fig. 2, no. 10) seem to rule out its location there although the alignment of these could suggest they were part of an early Roman bridgehead complex.¹³ Certainly to the east of this site the firm natural gravel was dropping away considerably indicating a location for the bridge further to the west.

A City View

IT MUST BE said at once that we have as yet no direct evidence from the City of the position of the Roman bridge. Nevertheless, students of Roman London working in the City have long believed that it was on or near the site of the medieval bridge, along the line of Old London Bridge¹⁴ — and have been reluctant to accept Miss Honeybourne's view that it was further downstream in the neighbourhood of Pudding Lane, where she believes that the wooden Saxo-Norman bridge stood¹⁴, or Dr. Dawson's view that it was further upstream, to the west of the present bridge¹⁵.

The recent opinion of City archaeologists has been based not so much on Roach Smith's observation, more than 140 years ago, that quantities of Roman coins came from the bed of the river along the line of Old London Bridge¹⁵ — an archaeological fact that should not be ignored — but rather on an attempt to make historical and topographical sense out of the numerous unrelated scraps of evidence for the shape and development of Londinium. To use current jargon, a "model" has been constructed, in which a bridge on or very near the site of the medieval bridge would be more appropriate than one anywhere else.

The argument that Londinium owed its origin to the Roman army has been set out more than once¹⁷ and need not be repeated here. The view of its appropriate than one anywhere else.

development from a defended bridge-head to a supply base and administrative centre has not been challenged, and several recent discoveries have underlined the military nature of its earliest occupation.¹⁸ The continuation of army control beyond the invasion period was ensured, not only by the strategic importance of Londinium as a centre of communications, but also by its convenience for the military government — a convenience which, in due course, led to its recognition as the official capital. It may indeed be doubted whether Londinium was a city at all, in any legal sense, for the first twenty years or so of its existence at least. It is more likely to have been a military base with an over-grown *vicus* which was "crowded with traders." This would account for the fact that, in spite of its size and importance, it was not a *colonia* in A.D. 60, when its status apparently remained undefined¹⁹.

It might be expected, therefore, that the central part of Londinium would be laid out according to a regular military pattern, which would have a direct relationship to the position of the bridge. Outside this, from an early date, there would be a fairly rapid, unplanned development along the roads leading from the military area and on the eastern slope of the Walbrook valley just beyond its limits. The indications are that this is what in fact did happen, and some vestige of London's origins

13. "Excavations at Toppings and Sun Wharves" *Trans London Middlesex Archaeol Soc* 25 (to be published December 1974).
14. M. B. Honeybourne, "The Pre-Norman Bridge of London," *Studies in London History* (A. E. J. Hollaender and W. Kellaway ed.) (1969) 17-39.
15. G. Dawson, "Roman London Bridge" *London Archaeol* 1 No. 7 (1970) 156-60.

16. C. Roach Smith, *Illustrations of Roman London* (1859) 20-1. Also *Archaeologia* 29 (1842) 161-3.
17. R. Merrifield, *Roman London* (1969) 20-7. Also in N. Pevsner, *The Buildings of England, vol. 1 — the Cities of London and Westminster*, 3rd edition (1973) 24-5.
18. H. Chapman and T. Johnson, "Excavations at Aldgate and Bush Lane House in the City of London, 1972" *Trans London Middlesex Archaeological Soc* 24 (1973) 1-73, especially 71-3.
19. Tacitus, *Annals* XIV.

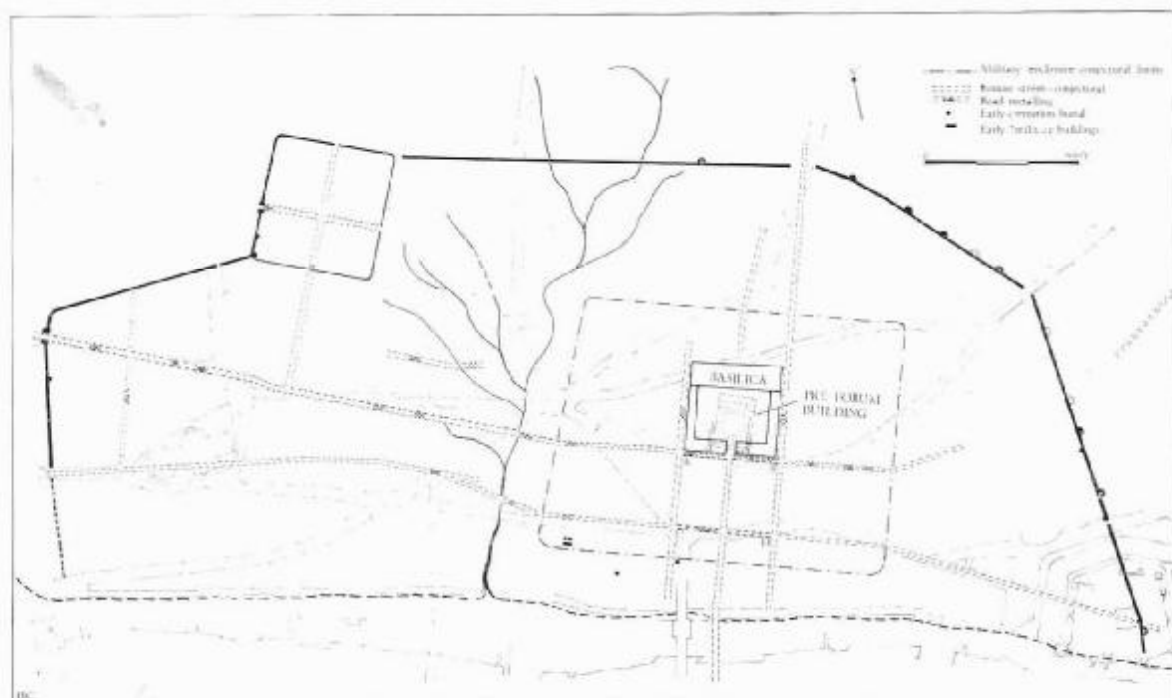


Fig. 5. A map of Roman London showing the outline of the conjectured early fort.

can still be detected in the modern street-plan of the City. The planned central area was, of course, on Cornhill, and the parallel lines of two of its principal E-W streets are known (fig. 5). One (A-B), of proven early date, underlying the eastern part of Lombard Street and the western part of Fenchurch Street, seems to be the *via principalis* of the hypothetical military plan. The other (C-D), running along the top of the steep slope rising from the Thames, and underlying Cannon Street and Eastcheap, would be an essential feature of any development, and should be equally early, although this remains to be proved archaeologically. If we are in fact dealing with a military plan, the *via praetoria*, centrally placed at a right angle to the *via principalis*, should lead directly to the "front door" of the enclosure, and this must surely have been opposite the bridge itself. First, therefore, we have to discover the position of this central axis, which was presumably determined by the position of the pre-existing bridge.

Since nobody has yet found any trace of the defences that might be expected to enclose our supposed military area—hardly surprising, since only a buried ditch would be likely to survive—its limits can only be determined by other criteria. It is sug-

gested that the points where the Roman E-W streets east of the Walbrook change direction, departing from their parallel alignments, may indicate the position of early defences, and they certainly indicate the end of the regular street pattern, which we think may be a military lay-out. Where does this suggestion lead us? It does, in fact, define very closely the west side of our supposed military precinct and, as we shall see, equally closely but less certainly its east side. The west side runs along the edge of the Walbrook valley, just below the crest of its slope, following the contour, not quite making a right angle with the E-W roads—a slight departure from the rectangular plan made necessary by the lay of the land. The south side is closely defined by the need to include an early timber building believed to be military²⁰ which should lie within it, and to exclude two cremation burials on the Thames-side slope²¹, as these ought to lie beyond it. Again, it would follow closely a contour just below the crest of the slope. If anything, it is too closely defined, allowing no depth for a defensive line. This may, however, have been merely a token barrier separating the military zone from the docks which it dominated and controlled. On the north side the limit is vague, but it must

20. H. Chapman and T. Johnson *op cit* 58-64.

21. Royal Commission on Historical Monuments

(England), *An Inventory of the Historical Monuments in London, vol. III, Roman London* (1928) 135.

lie to the south of the eastward sweep of the Walbrook valley north of the Bank of England.

Geographical considerations must, therefore, have dictated the northern, western and southern limits of the regularly planned central area which we suggest may have been a military enclosure. No such consideration influenced the choice of the eastern limit, where the terrain is much more level. Here the need for symmetry must have been the principal criterion, so that the location of the eastern side has a direct bearing on the position of the central axis, which, as we have seen, was probably determined by the bridge. Now there is a possible clue to the precise position of this eastern limit. The Roman building on the site of All Hallows Barking Church was aligned parallel to Great Tower Street²², suggesting that there was a Roman roadway on this line, which is set at an angle to the regular grid that we have been discussing. If the line of Great Tower Street is projected to the east it meets the Wardrobe Tower, built on a bastion that may be of Roman date, and bastions tend to be placed at the ends of Roman streets. Immediately adjoining the bastion to the north the city wall changes direction slightly, and there is an internal Roman turret, two other features that might well mark the meeting-place of the city wall and a pre-existing roadway. The Great Tower Street Roman road can, therefore, be rated as a fair probability, but not a certainty. If it did exist, it would have met the Cannon Street/Eastcheap street and the regular grid at the eastern side of the junction between Mincing Lane and Great Tower Street.

If this assumption proves to be correct, the two ends of the straight stretch of the southern E-W Roman street would be precisely determined, and its centre point would give us the position of the central axis on which the *via praetoria* should lie. This would lead straight to the northern end of Old London Bridge.

So far we have been dealing with a hypothesis based only on probabilities, and all that can be said for it is that it does seem to fit all the known facts, and that it makes reasonable historical and topographical sense. Now, however, we have to consider two incontrovertible facts, which do seem to confirm the position suggested for the central axis of Londinium.

In an orthodox military plan, the *via praetoria*,

laid out on the central axis, would lead to the entrance, centrally placed, of the *principia* or headquarters building, containing the cult centre, administrative offices and deep strong-room of the unit. In this case, of course, we are not dealing with an ordinary fort, but with a base for the administration and exploitation of a province. We might expect, therefore, that a major public building, a *praetorium* in its earlier sense²³, would replace the normal *principia* on this central site, and this is exactly what we find. Unfortunately, it has been observed and recorded piece-meal under difficult conditions—notably and most recently by Mr. B. J. Philp²⁴—so that many details of its plan remain obscure, especially on its western side. It is clear however, that it had a central courtyard, enclosed by ranges of offices on its east, west and south sides, and by a north range of a very different and more impressive character. It is also clear that it had considerable architectural pretensions, for the external walls had buttresses which would probably have supported applied columns. It was in use in the early Flavian period, and was probably built during the post-Boudiccan reconstruction, although an earlier date for part of the structure cannot be entirely ruled out. What was it? It has sometimes been suggested that it was an early basilica and forum, but these are essentially a centre for local self-government, and it seems most unlikely that Londinium had received its civilian charter at this date. It is much more probable that it is in fact either a *praetorium* or an over-grown *principia*, developed for a special purpose, and perhaps replacing a simpler structure of purely military character on the same site. It is suggested, therefore, that this was an administrative centre of the provincial government rather than of local government.

For our present argument, however, the important fact is that the central southern entrance of this important public building coincides exactly with our supposed central axis, and would have faced the northern end of the road leading to the site of Old London Bridge. The one irregular feature, that cannot easily be explained, is that the building is set slightly askew to the line of this road and to the east-west road on which it fronted. This might suggest that the north-south streets to the west had a corresponding irregularity, because they had been laid out parallel to the west

22. R. Merrifield, *Roman City of London* (1935) Gazetteer, Nos. 358, 359, pp. 296-7.

23. The central position of a camp was originally occupied by the commander's tent, and in earlier forts the central building, known as the *praetorium* (hence *via praetoria*) combined the functions of residence and administrative block. In the mid-1st century

these functions came to be separated in two different buildings—the *principia* or administrative headquarters, centrally placed, and the adjacent *praetorium* or commander's house. The term *praetorium* was also applied to a legate's palace, which was both residential and administrative.

side of the military enclosure.

In the city centre, at least, any irregularity was eliminated in the next phase, when major re-planning took place. There is no doubt that this was the outward and visible sign of a radical change in the status and nature of Londinium. New north-south streets and a new E-W street on the north side were laid out, increasing the size of the central insula to accommodate the largest basilica and forum in north-western Europe. There is no doubt that Londinium was now a city with local self-government, and it must surely have been a city of the first rank—a *colonia*. The re-planning may therefore mark the transition from a military base and administrative centre with undefined status to official capital of the province. It was as drastic as any replanning operation that the city has since suffered, and it could not be implemented at once. First a new home had to be found for the governmental activities formerly carried on in the centre of the city. It is suggested that these were now accommodated in the vast new complex of public buildings built on the river-front and nicknamed by archaeologists — perhaps correctly — the "Governor's Palace." The building of this seems to have begun in the eighties, but it would clearly have been a number of years before the new forum site could be cleared of its earlier buildings. The final stage of the transformation was, of course, the building of the Cripplegate fort as a barracks for the military component²⁵ of London's population, but this seems to have been delayed for some thirty years, during which the soldiers were presumably billeted among civilians.

Whether a completely new street grid was imposed on the whole of the central area is doubtful, but the opportunity was apparently taken to change the position of two major approach roads to it—the road from the north, which was probably then moved to its Bishopsgate position to meet one of the new N-S roads, and the road from Camulodunum, which was moved to its Aldgate position from a position further south (probably marked by the Alie Street burials),²⁶ presumably to meet the new E-W street north of the basilica.

Throughout this great upheaval, however, two

24. B. J. Philp, "The London Forum and other excavations" *Current Archaeol* No. 19 (1970) 219-22.

25. This would presumably have comprised mainly the Governor's Guard and soldiers seconded for staff

streets remain unchanged — the E-W street under the eastern end of Lombard Street, on which the new forum faced; and the N-S street which had led from the river at the site of Old London Bridge to the main entrance of the pre-forum building, and now led to the main central entrance of the forum itself. The continuity of this central axis of Londinium strongly suggests that it was firmly anchored at its southern end to the Roman bridge.

It must be emphasised that our evidence relates solely to the century following A.D. 60. The earliest bridge, which would probably have been totally destroyed by Boudicca, may well have stood elsewhere, and there are hints, in the form of fragmentary stone foundations of very early date on the west side of Gracechurch Street, that the first centre of Londinium may possibly have been a little to the west. Similarly we know little or nothing about the internal lay-out of later Roman London, and it is not impossible that the bridge may eventually have been rebuilt elsewhere — or even that a second bridge was built. Nevertheless, the coincidence that Peter of Colechurch built his bridge on precisely the same site as that apparently occupied by its predecessor a thousand years earlier is sufficiently striking to force us at least to consider the possibility of continuity.

A hypothesis that is based on admittedly slender evidence has been put forward here to encourage the further investigation that could prove or disprove it, wholly or in part. It is hoped that it will also provoke discussion of a positive kind, in which alternative hypotheses are formulated, so that these, too, may be similarly tested.

Acknowledgements

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duties who were not accommodated in the Governor's residence. See M. W. C. Hassall, "Roman Soldiers in Roman London," in D. E. Strong (ed.) *Archaeological Theory and Practice* (1973) 230-7.

26. H. Chapman and T. Johnson *op. cit.* 13.

Local Societies — Amendments

The fifth list of amendments to the list of local societies published in Vol. 1, No. 15, is as follows:

Enfield Archaeological Society — Sec. R. A. Coxall, 64 Faversham Avenue, Bush Hill Park, Enfield, Middx.
Barnes and Mortlake History Society — Sec. Mrs. E. M. Evans, 22 Ranelagh Avenue, Barnes, SW13.

The list of archaeological and local history societies which was published in Vol. 1, No. 15, will be completely revised in the next issue. To ensure an accurate compilation, secretaries of societies are requested to send a postcard with their current address to: Gale Canvin, 58 Claverdale Road, SW2 2DP, by 1st November.