Abstracts of Periodical Literature

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These abstracts are selected from personal scrutiny of a large number of archaeological, architectural, art and historical journals which reflect my own interests and, I hope, those of readers. Where an abstract forms part of the original publication it is generally used, but it is often edited to bring out those aspects of the content which are likely to be of particular interest to readers of this journal without – it is hoped – doing violence to the intentions of the author(s). Where no abstract is provided, I have done my best to summarise the content and thrust of the argument, generally by extracting key sentences or short passages from the text. Some of the abstracts are written from scratch by myself.

Readers are referred to the very comprehensive bibliography published annually as a supplement to Technology and Culture, the journal of the Society of the History of Technology (SHOT) whose valuable articles are so often abstracted in this section.

I am very grateful to readers who have sent offprints of their own publications for abstracting in this journal. If readers are aware of papers published in journals which do not appear to be in my own sphere of interest and reading, I would be most grateful for the opportunity to follow up on suggestions.

ANNEMARIE ADAMS, **"The House and All That Goes On In It": The Notebook of Federica Shanks**, *Winterthur Portfolio: A Journal of American Material Culture* 31, 2 & 3 (Summer & Autumn 1996), pp. 165-172. The Home Economics Movement around 1900 sought to professionalize housework and enlist informed support amongst women for the rationalization of domestic layout and equipment. Historians have assumed without much hard evidence that the huge body of advice literature from "experts" was read and understood by middle-class women, that the technologies "sold" to women were used as directed and that women did indeed exercise a measure of real control over their domestic environment. This analysis of the high school notebook of a 15-year old Boston girl establishes that in the Roxbury High School at least home economics extended far beyond cleaning, cooking and sewing. The notes, drawings, and pasted-in photographs show that this home economics course included the planning and building of the house, its furnishing and decorating, lighting, heating, plumbing, water-supply and drainage, cleaning and laundry work, food handling and emergency plans which would not leave housewives at the mercy of tradesmen. Sketches illustrate cut-aways of stud and lath construction, joists and floorboards, plumbing systems, and plans of a $2,000 house as well as reading list (ticked for those works consulted). This fascinating article explores the textbook literature, and makes the unintended point that for some boys, as well as girls, understanding of their home environment, its construction and performance may well have declined over the last century of progress.

GORDON BIDDLE, **Goods Sheds and Warehouses**, *Journal of the Railway and Canal Historical Society*, 32, 4 (March 1997), pp. 293-299. Detailed studies of the construction and operation of goods sheds, warehouses and depots are a neglected area of railway history, yet in terms of revenue they were much more important than passenger stations. Large areas of big cities and industrial centres were occupied by goods yards, while only the smallest country

stations lacked a goods shed - although there was invariably a "dock" for horses and livestock, weighbridge and loading guage. This article introduces the subject with a review of the structure and construction of a variety of different 19th-century goods yard buildings, some of them major structures with as many as five floors equipped with hydraulic and steam-powered goods lifting mechanisms.

JEREMY BOULTON, **Wage Labour in Seventeenth-Century London**, *Economic History Review* XLIX, 2 (1996), pp. 268-290. This important article presents data on wages paid to London building workers (mainly bricklayers, carpenters and their labourers) culled from a large number of different manuscript sources. Since the Capital was the high wage area *par excellence* in early modern England, London should be expected to show the same divergence of money wage rates between skilled and unskilled workers discovered in other "high wage" towns. Relationships between the supply of labour and the demand for it can be assessed in the light of the Capital's regular and well-documented visitations of the plague and the extensive fire damage of 1666. Both of these factors mean that periods of acute labour shortages in relation to current demand are relatively easy to identify, while enough work has been done on other aspects of the Capital's early modern economy to supply information on fluctuations in the size of the skilled and unskilled wage sector. In fact, the author shows that wages of building craftsmen and their labourers roughly doubled in the course of the century and there does not appear to have been any divergence between the rates for craftsmen and labourers - indeed, there may even have been convergence for a period after the Restoration, despite the strong demand for skilled building labour after the Fire. This failure of skilled wage rates to rise may be explained by the all too successful recruitment of skilled labour into the Capital to cope with the rebuilding after the Fire. The study is clearly important to economic historians, but those whose interests are more focussed on the management of early modern construction and its work force will find much of value in this paper and its references.

DAVID BROOKE, **The Fall of Barentin Viaduct, 10 January 1846**, *Journal of the Railway and Canal Historical Society*, 35, 5 (July 1997), pp. 363-366. The 1840s saw a number of railway bridge collapses, at Stalybridge (1845), Knaresborough (1848) and Congleton (1848) in England, and in 1846 at Barentin in Normandy where the British firm of Mackenzie and Brassey were contractors for the Rouen-Le Havre line and its bridgeworks. Here on the night of 10 January, 28 piers of the viaduct fell "almost instantaneously" - mercifully causing no casualties amongst people sleeping in houses only a few yards from both sides of the bridge. Subsequent investigations attributed the collapse (and its providential outcome) to weaknesses in the stone masonry under pier number 5, which gave way bringing down the arches on either side of it and progressive collapse of the other arches "inwards" towards pier 5 along the line of the viaduct.The author believes that poor mortar and insufficient margins of safety in the design also played their part in a disaster which - in a freewheeling age - did not end the continental contracting activities of the firm.

GISELLE M. BURNES, **Surveying - the Maori and the Land**, *The New Zealand Journal of History* 31, 1 (April 1997), pp. 85-98. The central thrust of this paper is of course the sensitive relationship between the Maori and the surveyors seeking to map their land in the mid-19th-century. It seeks to deconstruct the "representation" of the Maori "without reinscribing or endorsing these same representations." As a bi-product, the paper offers numerous insights into the working lives of a profession which was at the cutting edge of colonialisation, charged with reining in the wilderness, creating order from chaos, and making sense from confusion.

DAVID BROOKE, **The Equity Suit of McIntosh v. the Great Western Railway: the "Jarndyce" of Railway Litigation**, *The Journal of Transport History* 3rd series, 17, 2 (September 1996), pp. 133-49. On 2 November 1847 David McIntosh and Timothy Tyrrell opened an action in the Chancery Court for £265,557 against I. K. Brunel and Charles A. Saunders in respect of work carried out by McIntosh and Tyrrell as contractors for sections of the construction of the Great Western Railway. The Great Western refused arbitration, and were later to be censured by the judge for this and other aspects of their notoriously harsh treatment of contractors. When the action was eventually settled in McIntosh's favour 19 years later, he and all of the other principal litigants were dead, and the length and complexity of the suit invited obvious comparison with the fictional case from *Bleak House*. Besides reinforcing once again the financial perils surrounding major construction contracts in the 19th-century, this paper sheds interesting light on the career and financial success of the relatively unknown figures of David McIntosh and his father, Hugh, who had started life as a canal labourer but whose estate was valued at £300,000 on his death in 1840.

DAVID CROSSLEY, **The Fairbanks of Sheffield: Surveyors' Records as a Source for the Study of Regional Economic Development in the 18th and 19th Centuries**, *Industrial Archaeology Review* XIX (1997), pp. 5-20. Maps and surveys of all kinds have long been recognised as invaluable sources for a variety of historians working on the development of urban and rural areas. Less attention, however, has been given to the surveyors' own working records, which can greatly amplify the contents of the finished maps which were supplied to clients. The paper - presented first as the Rolt Memorial Lecture for 1995 - describes the survey books, sketch maps and other working materials from four generations of the Fairbanks family surveying firm, who practiced in Sheffield from about 1750 to the mid-19th-century, a period of rapid population growth and development of industry, agriculture and transport. The Fairbanks were involved in the development of mills, workshops and factories, the building of houses of many kinds, estate valuation and agricultural enclosure. They also worked on the planning of turnpike roads and canals, as well as the first generation of railway schemes. Their records preserved in the Sheffield Record Office are probably the biggest and most coherent collection of surveyors' working documents to survive, with a value that encourages the search for comparable material elsewhere.

GEORGE FREESTON and JON BUNKER, **The Great Blisworth Contractor: Richard Dunkley and His Building Projects**, *Northamptonshire Past and Present* IX, 3 (1996-97), pp. 259-264. Richard Dunkley (1807-86) was the most successful of a family of carpenters and jobbing builders active in the Northamptonshire villages of Great Blisworth, Gayton, Milton Malsor and Towcester for at least three centuries. Although many details of his life have escaped the authors, this popular piece assembles an impressive catalogue of houses, housing estates, schools, and public buildings, as well as bridges and stations for the London and North Western Railway - including most of the railway company town at Wolverton - which were built by his firm, often in association with Browns of Northampton. Dunkley emerges as what today would be called a developer, employing architects and builders, and using a variety of political and social contacts to finance his projects and secure approvals.

TERRY FRIEDMAN, **The Golden Age of Church Architecture in Shropshire**, *Shropshire History and Archaeology* LXXI (1996), pp. 83-134. Although listed here as an article, this 50-page (small print, large format) paper is really a monograph on the extensive late 18th century church building, re-building and modernisation programme in one part of the country, which was handled - for the most part - by a small group of architects. Besides being a window on the

classical and medieval issues confronting church architects, the paper is a mine of information on the construction, costs and contracting world of the provincial enlightenment.

STEVEN M GELBER, **Do-It-Yourself: Constructing, Repairing and Maintaining Masculinity**, *American Quarterly* 49, 1 (March 1997), pp. 66-112. The metamorphosis of the restrained and distant Victorian father into the engaged and present suburban dad was one of the most significant changes in the structure of the modern family, and the male use of tools around the house was a critical component of that change. "Mr Fixit" put in his first formal appearance just after the turn of the century, although there had been calls and precursors as early as the 1870s. His appearance signalled an important alteration of the male sphere of influence. By taking over chores previously done by professional building tradesmen, the do-it-yourselfer created a new place for himself inside the house. In theory it overlapped with a widening female household sphere (see the article by Annmarie Adams), but in practice it was sufficiently distinct so that by the end of the 1950s the very term "do-it-yourself" would become part of the definition of suburban husbanding. This thoughtful essay is mainly a cultural study, of course, but it nevertheless contains much information and ideas on DIY tasks, tools and the sociology of making and fixing things which is essentially modern and novel, despite cherished male stereotypes based on "old-fashioned, all-American, know-how."

P. A. HARDING and R. NEWMAN with J. HILLMAN and C. NEWMAN, **The Excavation of a Turf-Sided Lock at Monkey Marsh, Thatcham, Berks**, *Industrial Archaeology Review* XIX (1997), pp. 31-48. Turf-sided locks were a traditional form of river lock first used in England in the 16th-century. Built of timber and turf, they were far from watertight and need twice the volume of water required by a normal canal pound lock. For this reason they were used on canalised rivers, rather than completely artificial canals. The uppermost part of the lock comprised a turfed bank which was battered to about 45 degrees. When the locks were flooded the water level would cover the sides, necessitating the use of guidance rails or piles to prevent barges grounding and damaging the turf banks. This paper describing the construction of the Monkey Marsh Lock arises from archaeological investigations associated with the re-opening of the Kennet and Avon Canal. Described as "the outstanding eighteenth-century navigation", the Kennet was constructed between 1715 and 1724, and later in the same century (following a junction with the Avon system) many of its locks were enlarged to accommodate the west country barges. Most of the timber and turf locks were replaced by brick structures in the 1830s, but a few of the earlier locks have survived to reveal a forgotten construction system. (See also the paper by Lord and Salisbury.)

BARRY M. KATZ, **Technology and Design - A New Agenda**, *Technology & Culture*, Vol. 38, 2 (April 1997), pp.452-66. This is a review article prompted by the recent publication of four anthologies from what art historians would probably dub "the *Design Issues* circle" at the University of Illinois at Chicago, where the journal was launched, and Carnegie Mellon University, where the new journal is currently edited. These include Victor Margolin (ed) *Design Discourse: History, Theory, Criticism* (Chicago, 1989), Richard Buchanan and Victor Margolin (eds) *Discovering Design: Explorations in Design Studies* (Chicago, 1995), Victor Margolin and Richard Buchanan (eds), *The Idea of Design: A Design Issues Reader* (MIT, 1995) and Dennis P. Doordan (ed) *Design History: An Anthology* (MIT, 1995). It provides a very useful overview of some of the research trajectories being pursued in the new literature of design and provides a context within which to evaluate them, especially insofar as they address issues of concern to historians and theorists of technology. Katz, however, identifies an agenda emerging from a body of work which not only brings together theorists and practitioners, artists and engineers, scholars

and working designers in common discourse but - more ambitiously - begins to speculate openly about design as the "new liberal art" and about design studies as the integrative discipline of the technological culture.

NANCY CLAIRE LOADER, **Mycenaean Building Standards**, *American Journal of Archaeology*, Vol 101 (1997), p.376. Mycenaean monumental architecture, such as the fortifications at Mycenae, Tiryns, and Mideia in the Argolid and Gla in Boeotia, is a tribute to the considerable engineering skill of Mycenaean builders. Similar constructions and building methods suggest that a level of cooperation must have existed within communities and between neighbouring settlements over an extended period of time. References in Linear B are made to "wall builders" and "sawyers", but no documentation or treatise exists to explain widespread and common building techniques. This paper identifies technology in relation to its basic standardisation of technique and examines how this may have been maintained in a period when architectural treatises are unknown. In some instances building specifications are too similar to suggest anything other than a shared practice, suggesting to the author (who is based at the University of Durham) that masons may have exercised the right to move among communities acquiring and disseminating building knowledge.

PHILIP LORD JR and CHRIS SALISBURY, **Brush-Piling: Eighteenth Century Engineering in an American Wilderness**, *Industrial Archaeology Review* XIX (1997), pp. 49-60. At the turn of the 18th and 19th-centuries (some 25 years before the completion of the much better known Erie Canal) efforts were made to improve river communications along the Mohawk-Oswego water corridor between the Hudson River and the Great Lakes. This paper describes the work sponsored by General Philip Schuyler - an important figure from the Revolutionary War - to canalise and equip with locks the Mohawk-Oswego River link. Lacking supplies of bricks, the General's experience as a local water-mill-owner led him to devise a new system of braced timber retaining frameworks for the locks, treated against rot by fish-oil and tar, and roofed over against rainwater. Improvements to the water-flow in the canalised river, however, raised the prospect of silting-up. This situation was avoided by the use of herring-bone mats of brushwood wattle to stabilise the banks and bottoms of the rivers. A letter to General Schuyler from a certain Abraham Ogden, who was engaged on the project, makes it certain that this was a much older English technique which was employed successfully in upper New York state in 1803.

ROBIN LUCAS, **Traditional Roof Coverings of Norfolk Parish Churches**, *Norfolk Archaeology* XLII, Part III (1996), pp. 344-355. In the 1820s and 1830s the artists Robert Ladbrook and James Sillett published a series of lithographs of churches in Norfolk and the city of Norwich. Not only do the lithographs show the forms of churches as they then existed (with features which in some cases have been altered or removed), but they also show the materials with which the roofs were covered. Lead, thatch, pantile, slate or stone were all represented - often in different combinations on the same church - on the roofs of chancels, naves, aisles, porches, towers and additional features such as chapels, transepts, vestries and sacristies. These have been analysed for 23 illustrated churches, and the results compared with data on the occurance of thatch and thatchers, as well as with data on parsonage roofing materials gleaned from glebe terriers.

JULIE JOHNSON MCGRATH, **Who Built the Built Environment? Artifacts, Politics, and Urban Technology**, *Technology & Culture*, Vol 38, 3 (July 1997), pp. 690-6. In the past two decades, scholars of American urban society have increasingly turned their attention to urban technologies, developing a literature - mostly in the form of articles - on water and sewage

systems, railroads, streetcars, gas and electricity, and written from points of view variously classifiable under civic or professional boosterism, engineers' biographies, and public works history. This review article ranges widely over the article literature in this varied field whilst commenting critically on four recently published book-length works: John Fairfield's *The Mysteries of the Great City: the Politics of Urban Design, 1877-1937* (Ohio State UP, 1993), Larry Ford's *Cities and Buildings: Skyscrapers, Skid Rows and Suburbs* (Johns Hopkins, 1994), Mark Rose's *Cities of Light and Heat: Domesticating Gas and Electricity in Urban America* (Penn State, 1995) and Carl Smith's *Urban Disorder and the Shape of Belief: the Great Chicago Fire, the Haymarket Bomb, and the Model Town of Pullman* (Chicago, 1995).

JEAN-PIERRE PROTZEN with STELLA NAIR, **Who Taught the Inca Stonemasons Their Skills? A Comparison of Tiahuanaco and Inca Cut-Stone Masonry**, *Journal of the Society of Architectural Historians*, 56, 2 (June 1997), pp. 146-167. At Tiahuanaco on the southern rim of Bolivia's Lake Titicaca are the remains of a culture that flourished there about 1000 years ago; enormous stone slabs and carved building blocks dressed with astonishing skill. Some 600 kilometres to the north-west in Cuzco, Peru, are the very different yet equally remarkable masonry remains of the Incas who dominated the Andean world from the middle of the 15th-century to the Spanish conquest of 1532. Did the Inca stonemasons learn their skills from their predecessors at Tiahuanaco? A comparative study of Inca and Tiahuanacan construction technique reveals fundamental differences between the building techniques employed by the two cultures. The Inca's one-on-one stone fitting technique and their reliance on gravity and friction to join their irregular building blocks are conceptually distinguished from the Tiahuanacans' standardised building stones, jointed with cramps and surprisingly complex "dovetail"-type joints, but requiring little or no individual fitting. The authors conclude that the two pre-Columbian systems were developed independently.

ROSAMUND REID, **The Architectural Work of George Wightwick in Plymouth and the County of Devon**, *Reports and Transactions of the Devonshire Association for the Advancement of Science, Literature and the Arts* 128 (1996), pp.121-138. The early 19th-century architect George Wightwick is decribed by Colvin as probably "the first English architectural journalist" and it is for his biographical sketches in *Bentley's Magazine*, his essays on the classic and the gothic in *The Builder* (in church he was a Goth), his disputes with the *Ecclesiologist* and his books that he is best known. This paper reveals aspects of his west country architectural practice and his intellectual and social activity in Plymouth, where he married and settled following his training in London, Italian travels and a brief period in Sir John Soane's office.

SALLY K. REEVES, **The Plan Book Drawings of the New Orleans Notarial Archives: Legal Background and Artistic Development**, *Proceedings of the American Antiquarian Society* 105, 1 (1995), pp. 105-125. The Gallic (Roman Law) notarial system survives to the present in New Orleans and, because of the reliance it places on records of commercial and legal agreements of all kinds, notaries are obliged to preserve their acts under secure and fireproof conditions. In the notarial archives of the Louisiana state capital are preserved the "Plan Book" drawings from 1803 to 1918, a collection of some 5,200 oversized "engineer's scale" (approximately 1 inch to 23 feet) watercolour plans by civil engineers, architects and artists prepared for legal notice. For historians, these illustrations provide valuable documentation of building types, landscaping and topography, many of the finest artworks coming from the drawing boards of well-trained emigre French and Italian professionals who had fled the Continental European wars and revolutions of the early 19th century to settle in surroundings which were culturally more familiar to them than other parts of the United States.

JAMES W. RING, **Windows, Baths, and Solar Energy in the Roman Empire**, *American Journal of Archaeology* 100 (1996), pp. 717-24. Window openings were prominent features of large Roman buildings, not least in the magnificent baths of the Imperial era. But were they enclosed behind glass? That the Romans possessed the skills to produce flat planes of glass is known from D. B. Harden's paper on "Domestic Window Glass: Roman, Saxon and Medieval Studies in Building History" in E. M. Jope (ed) *Studies in Building History: Essays in Recognition of B. H. St. J. O'Neil* (1961). A growing literature attests to the Romans' use of solar energy in heating these large buildings. Edwin Thatcher claimed in 1956 that the windows in such baths did not require glazing. The author of this paper refutes Thatcher's claim, drawing on modern ideas about solar energy, heat transfer, human comfort, and the effect of glazed windows to analyse one of the major rooms in the Forum Baths at Ostia. This analysis is compared to that of Thatcher for the same room, but Ring concludes that human comfort could only be achieved with some form of glazing to complement the builders' hypocaust heating system and their evident concern for orientation. In window size and solar orientation this room is typical of those found in Roman baths in many parts of the Empire. What is now needed to complete the discussion reactivated by this interesting piece is some work on the traces left by the framing techniques used by the Romans to support glass over areas as big as 10 ft (wide) by 18 ft (high), the largest opening between columns and transom in the arched window illustrated by Ring from the Ostia Forum Baths.

CURTIS J. SIMON and CLARK NARDINELLI, **The Talk of the Town: Human Capital, Information, and the Growth of English Cities, 1861-1961**, *Explorations in Economic History* 33, 3 (July 1996), pp. 384-413. The growth of cities virtually always accompanies modern economic growth. Many observers attribute the relationship to the rise of modern factories and improvements in transportation, but the authors of this much-discussed paper believe that information-based human capital, particularly as embodied in business professionals, provides a better explanation for urban growth. In their analysis, cities grew because concentrated human capital raised productivity, and they believe this analysis to be supported by the fact that the fastest gowing English cities between 1861 and 1961 were those where the work force contained the highest proportions of professionals. "The talk of the bourgeoisie," in their phrase, "not the smoke of the factory, was the defining characteristic of the modern city economy." But they reject the view that the growth of IT will make obsolete the face-to-face transfer of information.

J. T. SMITH, **A Builder's Estimate of 1720 and Its Implications**, *Hertfordshire Archaeology* 12 (1994-96), pp. 129-134. Among the documents preserved in the St Albans City Archives is an estimate of 1720, which had been accepted and signed to become the contract for a three-storey dwelling house in Chequer Street. The document gives considerable detail for the construction, finishing, fitting and decorating of the house, combining the functions of estimate, contract and much of what today would be called a specification. The author has been able to identify a number of the signatories - which he supposes to be shareholders in an investment property for rent - but unfortunately not the contractor. The commentary, however, yields useful comparisons between provincial building standards and those enforced in London following the Great Fire.

SPECIAL ISSUE, **Architettura e Costruzione**, *Rassegna di Architettura e Urbanistica* XXVIII, 84/85 (1994-95). A special number of this well-established journal is the first outcome of a policy of increased collaboration between the two universities in Rome: La Sapienza (the older institution) and Tor Vergata (younger, but with a stronger engineering focus). The staff of Roma Tor Vergata organised this issue on architecture and construction, which was edited by Vittorio De Feo, and which contains a rich series of contributions from scholars of the Renaissance to

students of Modernism and post-war architecture. De Feo (biographer of Andrea Pozzo) himself contributes a paper on the construction of the architect's late-17th century altar of Saint Ignatius (Loyola) in the Roman church of the Gesu, dealing with the competition, contract, and the handling of the great weights represented by the altar's components. Claudia Conforti (biographer of Vasari) discusses the practical problems posed by the Uffizi project which was built in the heart of Florence, against tight time and cost constraints, and on a site circumscribed by important buildings (the loggia, the mint, and the church of S. Piero Scheraggio). Lamberto Ippolito contributes a useful piece on the quarry sources for the different types of *pietra serena* and *pietra Fossato*, the characteristic grey stone beloved of renaissance Florentine architects. Maurizio Gargano writes on Rome's 15th century bridges, Paolo Belardi on the timber structures supporting the anatomy theatres which were among the most impressive spaces in early modern universities, Nicoletta Marconi on the treatment of foundations in treatises and in Renaissance applications, Renata Codello on the properties and chemistry of Venetian plasterwork, and Maria Grazia D'Amelio on the oval cupolas of the late 16th century which seemed to reconcile renaissance ideal circular forms with post-Tridentine longitudinal plans, but posed geometrical problems of some complexity for those constructing the vaults. Not all of these vaults worked, of course, as is shown by Giulio Lupo's account of the early collapse of the one over Sansovino's Marciana library. Chiara Peroni's contribution on the production and use of cement in 19th century Florence fills the chronological gap between the Renaissance and Baroque articles and the group of papers dealing with modern construction and materials. Often seen as an expression of National stylistic features and the product of confrontation between traditionalists and modernisers, the Italian version of modernism took shape against a background of political and economic debate which laid great emphasis on the need to limit the use of imported steel for construction as part of Mussolini's policy of *autarchia* (self-sufficiency). Steel was for armaments. Sergio Poretti's study of the stone cladding of the Naples Post Office (which shifted from official classicism to Fascist modern in successive projects between 1928 and 1936), Rosalia Vittorini's paper on metal structures in Thirties Italy, Stefania Mornati's account of the construction experiments carried out during the building of Rome's University City, and Rinaldo Capomolla's description of experiments in lightly reinforced concrete beams and flooring systems all illuminate this often misunderstood aspect of Italian modernism. Claudio Greco's paper on the construction and detailing of Nervi's thin shell structures, and Cristiana Marcosano Dell'Erba's account of the genesis of the flying roof of Corbusier's Maison des Jeunes at Firminy-Vert complete a valuable collection.

SPECIAL ISSUE, **Twentieth Anniversary**, *The London Journal* 20, 2 (1995). For its twentieth anniversary the London Journal invited seven London historians to contribute survey articles on the current state of knowledge in their different periods. Each paper is extensively referenced, and each of them is followed by a bibliography sorted into categories appropriate to the period. The issue also contains an index of articles, review articles, viewpoints and book reviews which have appeared in *The London Journal* over the twenty years of its life. There is a vast amount of material here to interest construction historians. Michael Fulford's "Roman London" (pp. 1-8), Derek Keene's "London in the Early Middle Ages 600-1300" (pp.9-21), Caroline Barron's "London in the Later Middle Ages 1300-1550" (pp.22-33), Vanessa Harding's "Early Modern London 1550-1700" (pp.34-45) and Leonard Schwarz's "London 1700-1850" (pp.46-55) all provide bibliography sections on archaeology, building, topography and manufacture containing material for construction historians. John Davis "Modern London 1850-1939" (pp.56-90) and Michael Hebbert "London Recent and Present" (pp.91-101) list construction under housing, planning and the built environment.

JO THOMAS, **The Building Stones of Dorset: Part 4**, *Proceedings of the Dorset Natural History and Archaeological Society* 117 (1995), pp. 95-100. The first three parts of this series (see *Construction History* vols 11 and 12) have been concerned with the building stone quarried in the western parishes (Thomas 1993), those from Chideock to Broadwindsor (1994) and the parishes inland from Chesil Bank (1995). In the area north of the chalk downland as late as the 1920s there was a further scattering of Forest Marble and Cornbrash limestone quarries, although most of them are now so degraded and overgrown that the author has relied heavily on published accounts, Tithe maps from the 1840s and the depiction of quarries, pits and limekilns on the Ordnance Surveys of the 1890s. As with the earlier publications, gazetteers give maps of the stone quarries and notes on their use in local buildings.

Transport Records Deposited in 1995, *The Journal of Transport History* 3rd series, 18, 1 (March 1997), pp. 72-77. The journal regularly prints lists of major archive collections acquired by British repositories; this one being compiled by staff of the Royal Commission on Historical Manuscripts. A significant proportion of the entries recorded here relate to material of potential interest to construction historians, such as records of airport, dock and harbour or canal construction as well as rail and road projects, and the records of individual engineers. The information is published on the Internet by way of the Commission's web site (address http://hmc.gov.uk) as well as in this and other thematic digests which appear in learned journals.

RALPH TURVEY, **Street Mud, Dust and Noise**, *The London Journal* 21, 2 (1996), pp. 131-148. The title of this paper refers to the well-known problems associated with London's paved street surfaces in the last century - whether of Macadam's small granite cubes introduced in the 1820s, the much larger 9 inch deep granite sets recommended by Telford, or the wood pavements and asphalt introduced experimentally in the middle of the century. All had their problems, including the balance to be struck between initial capital outlay and long-term maintenance costs, and the safety of horse-drawn vehicles which appears from the evidence of contemporary studies reproduced in this paper to have varied substantially under different weather conditions. Construction historians will find much useful information on the costs and specifications of 19th-century urban road-building which is well balanced by the social and environmental factors so often ignored in purely technical studies.

BLAKE TYSON, **Some Cumberland Builders, 1670-1780**, *Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society* XCVI (1996), pp. 161-185. Builders tend to be less well reported than architects or engineers, and provincial builders less than their metropolitan confreres. Cumbria and Westmorland is perhaps an exception, for a series of papers in this journal (referenced in this article) deal with the activities of those who earned their living by undertaking any construction work irrespective of its social status or intended function. In this paper no distinction is drawn between apparent architects and other builders, or between tutored and vernacular architecture in the presentation of short work biographies of William Thackeray (fl.1670-82), mason and carpenter of Torpenhow; James Swingler, joiner (d.1712 at Penrith); John Addison (fl.1680-92), mason and building manager; Edward Gibson (fl.1678-87) of Whitehaven, mason and brickmaker; and Daniel Benn (d.1777) of Whitehaven, mason, architect, building contractor and materials supplier. The job titles indicate the different combinations of skills and activity to be found in 17th century provincial building, while the article itself is a mine of information on the costs, risks and profits of early modern constructors.