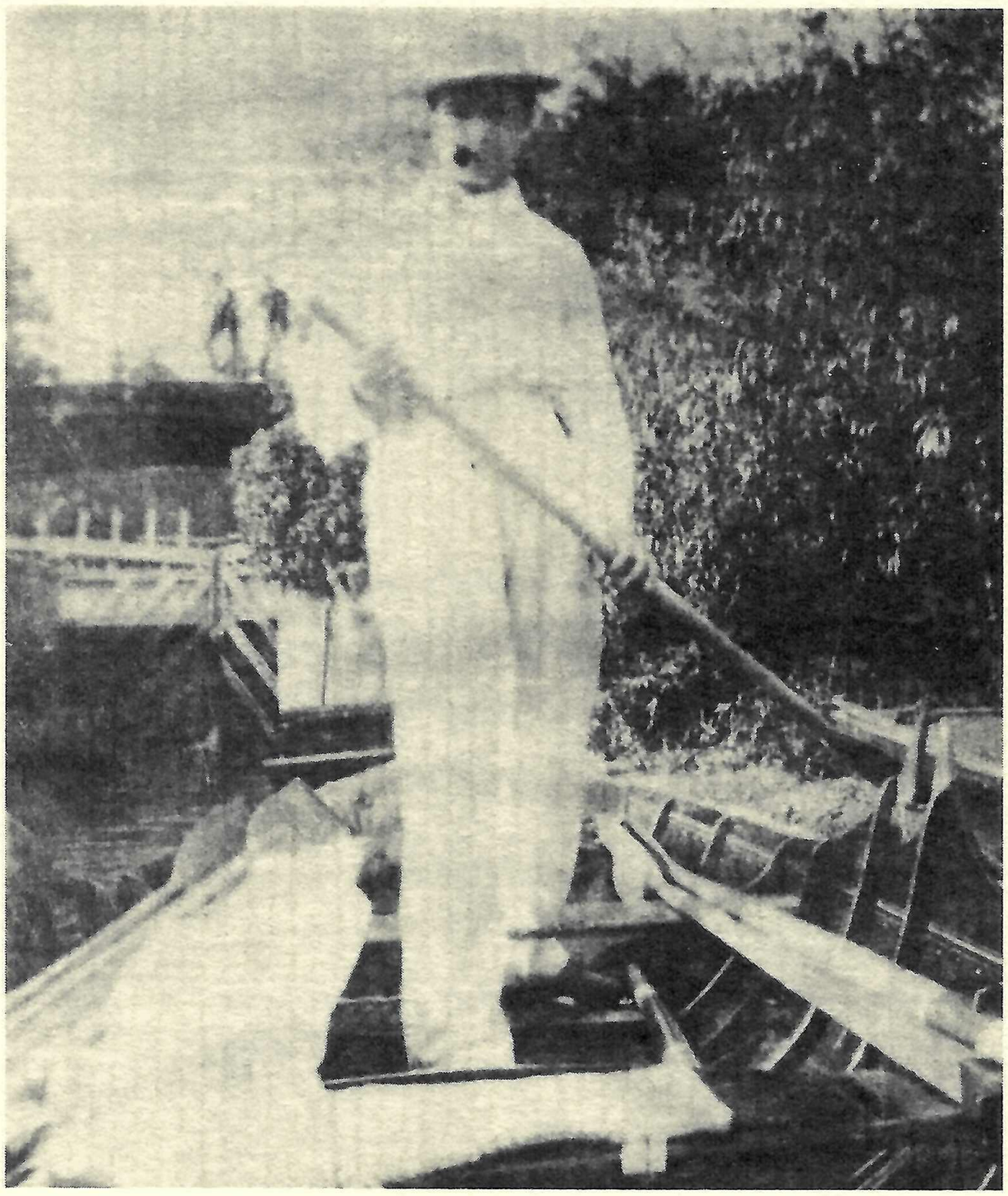
'THE MAN IN WHITE': EDWARD HERON-ALLEN AND THE THAMES

by
RICHARD BOSSONS



Opusculum XV
Heron-Allen Society

'THE MAN IN WHITE': EDWARD HERON-ALLEN AND THE THAMES

by
RICHARD BOSSONS

Opusculum XV
Heron-Allen Society

'The Man in White':
Edward Heron-Allen and the Thames by Richard Bossons.

This edition published by the Heron-Allen Society
c/o West Sussex Record Office, County Hall, Chichester,
West Sussex. PO19 1RN.

© Richard Bossons

Limited to 100 copies numbered 1-100

This is number

49

Cover photograph:
'Edward Heron-Allen at Boulter's Lock, Maidenhead'

'THE MAN IN WHITE': EDWARD HERON-ALLEN AND THE THAMES

The 1880's and 90's were the 'Golden Age' of the upper River Thames, particularly between Oxford and Richmond. The popularity of pleasure boating for all classes of society had increased since the 1860's but the huge growth of the railways in the 1880s meant that anyone from London was only an hour or so away from enjoying the peace and beauty of the river for the price of a train ticket and the modest cost of renting a small boat for the day. Boat builders, hotels, and riverside inns all along the Thames prospered from the crowds that came in the summer to enjoy themselves on the water in skiffs, punts, canoes, steam launches, and houseboats. Three Men in a Boat by Jerome K Jerome, the quintessential book about this era, was published in 1889 and, with tens of thousands of copies sold, created even more interest in boating and the river. Henley Royal Regatta, and many other fashionable events up and down the Thames, attracted thousands. On one Ascot Sunday in June 1888 nearly 900 boats passed through Boulter's Lock near Maidenhead.

Excerpts from two contemporary books give a flavour of these times:

'But presently the lock-keeper called out, "Keep back! There are a lot of boats coming!" and the lock gates slowly opened and out they came, pell-mell, pushing, paddling, poling, steaming, and there was great scrambling and bumping, and meeting of friends, and cries of "How are you?", "Come to dinner at eight", "Look out where you are going!", and brandishing of boathooks, and glaring of eyes and savage shoutings, and frantic hand shakings, and scrunching of boats, and scratching of paint, and somehow we all made our way into the lock as best we could, the lock-keeper

helping the slower boats with his long boathook and fitting us all in, until there was not space for one to capsize if it would.'

Joseph and Elizabeth Robins Pennell
'The Stream of Pleasure' 1891

'I have stood and watched it sometimes, when you could not see any water at all, but only a brilliant tangle of bright blazers, and gay caps, and saucy hats, and many coloured parasols, and silken rugs, and cloaks, and streaming ribbons, and dainty whites; when looking down into the lock from the quay, you might fancy it was a huge box into which flowers of every hue and shade had been thrown pell-mell and lay piled up in a rainbow heap that covered every corner'

Moulsey Lock from Three Men in a Boat
by Jerome K Jerome 1889

It was in the spring of 1890 that Edward Heron-Allen came to the Thames, perhaps also inspired by "Three Men in a Boat" purchasing a 'pair oared skiff' from E Clark and Sons of Sunbury on Saturday May 3rd. He had planned for his Thames excursions earlier in the year by asking his bookbinder to prepare specially bound 8vo size volumes in brown leather, with his name and 'The Thames' inscribed in gold on the spine. He also signed volumes 1 and 2 on the flyleaf *Edward Heron Allen, 2 Ryder St, St James SW.*

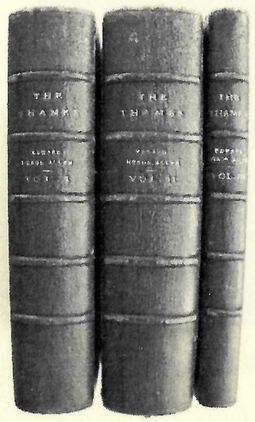
Volumes 1 and 2 consist of the maps from Henry Taunt's 1887 Fifth Edition of his renowned 'A new map of the River Thames' bound in with the 1889 edition of AS Krausse's 'A Pictorial History of the Thames'. Part of the weekly journal of the Thames 'The Lock to Lock Times' *('The only acknowledged organ of boating men, anglers, campers-out, and frequenters of the Thames')* was also bound into volume 1 with a table of distances between locks.

Taunt's maps were quite distinctive in that each map section had several small photographs by Taunt of local scenes placed around the drawing of the river. The photographs were supplied in sheets for the purchaser to cut out and glue into place. Volume 3, much slimmer, is the text only from Taunt's guide.

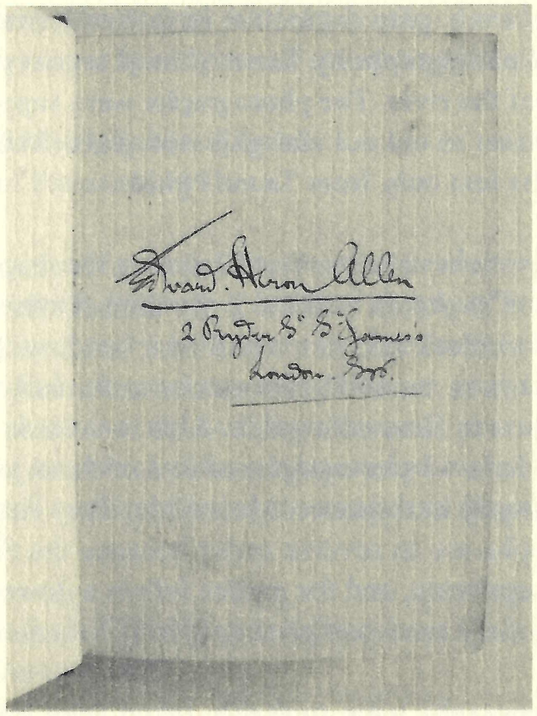
Also bound into volumes 1 and 2 among the maps and text are blank sheets of paper. In volume 2 the thinner white pages have diary entries in black ink, in a small neat hand, with notes about several journeys in his skiff. The entries are usually opposite the relevant section in Krausse's guide. Also in volume 2 the thicker cream pages have 18 photographs of two of these journeys glued on to them, mostly in sequence. Most of the diary entries and all of the photographs are in reverse order because the first and main journey was upstream, and the guides follow a downstream route. There are no diary entries or photographs in volume 1.

The photographs were probably taken with the new model Kodax #2 camera which was introduced in 1889 and had distinctive round images of about 3 ½ inch diameter. The camera was compact and sturdy, ideal for taking on a boating trip.

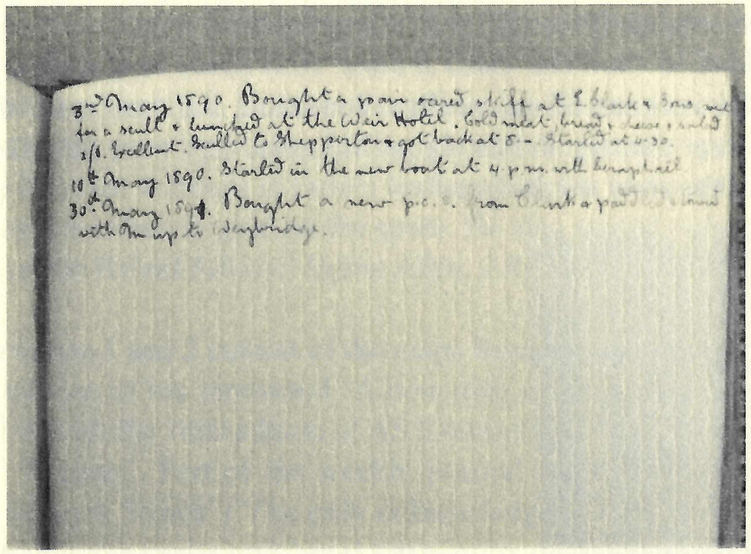
The volumes are in excellent condition, and there is no sign of any water damage indicating perhaps that they were not taken on any of the river excursions.



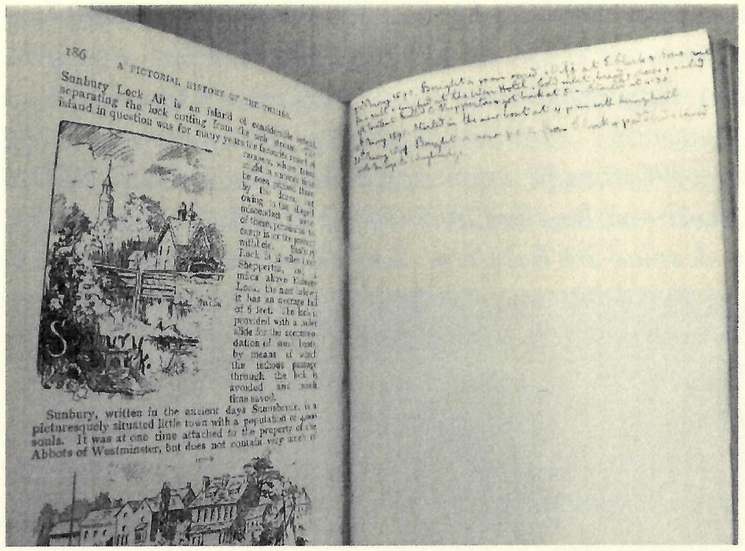
Leather bound three volume set –
The Thames and Edward Heron Allen in gilt on the spines



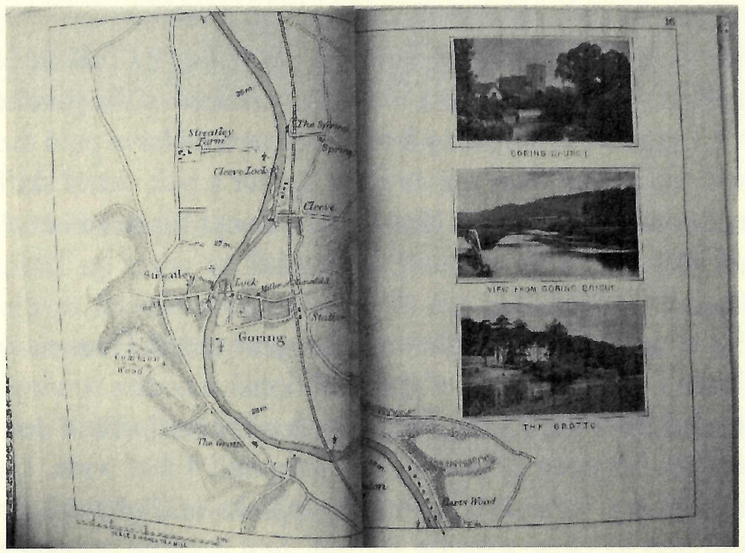
Flyleaf of volumes 1 and 2



First diary entries- "Bought a pair oared skiff at E Clark & Sons...."



Typical arrangement of diary entries opposite the relevant section of Krausse's guide



Bound in maps from Henry Taunt's 'A New Map of The River Thames'

EXCURSION #1 SUNBURY TO READING

The first diary entry reads:

3rd May 1890 Bought a pair oared skiff from E Clark & Sons, went for a scull and lunched at the Weir Hotel. Cold meat, bread & cheese & salad 2/6 Excellent. Sculled to Shepperton & got back at 8.- started at 4.30.

The price of the lunch is mentioned but not that of the skiff which would have been around £25, or £2,500 in today's money (not expensive with the low labour rates at the time as a new skiff today would cost around £15,000!). E Clark was not one of the better known boat builders on the Thames and there is no clue about why they had been chosen. Sunbury, near to the end of the non-tidal river, was not the ideal choice to start a first trip on the Thames as all the rowing would have been upstream against the current! However, the first day's row in the new boat was a leisurely affair as Shepperton is only a 6 mile round trip from Sunbury.

The Weir Hotel is still by Sunbury Lock, but E Clark no longer exists, and I have been unable to find any record of the purchase or EH-A's Thames Conservancy licence. He would have paid the 2/6d required for a three year registration fee for a pair oared skiff, and £2 for the annual lock pass. You could also opt for payment at each lock of 3d.

The elegant, comfortable, and fast pair oared Thames skiff is the ultimate development of the traditional wooden rowing boat. Descended from the Viking longship in construction and design, it is generally between 22 and 26 feet long and 4 feet wide. Usually made of glossy varnished mahogany planks on light oak frames, the skiff and its close relation the gig, first became popular in the 1860's, developing from the wherry, a larger and heavier commercial craft used for ferries, and general transport on the river.

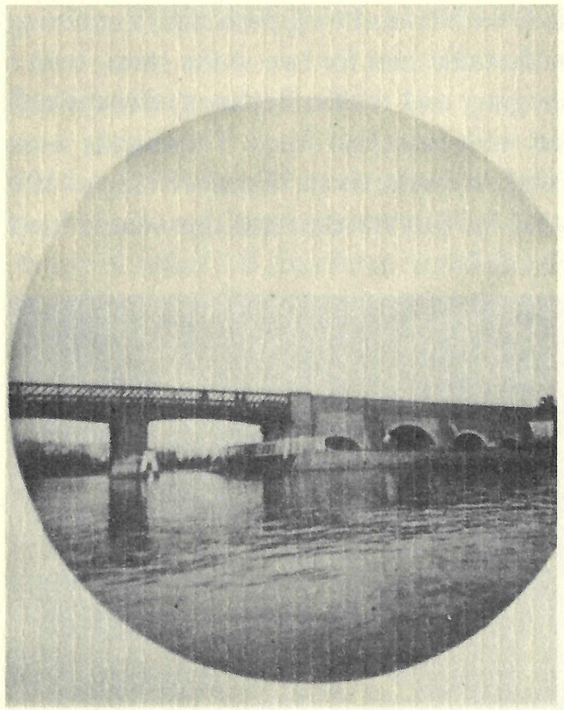
Skiffs were mostly made with two rowing positions, a reclining seat in the bow, and a comfortable seat for two at the stern, with a velvet cushion and a mahogany and wicker backrest, from which the rudder was controlled with tasselled lines. Thousands were made, mostly for hire up and down the river. The more elegant and finely made ones were sold for private use, and this would have been the type purchased by EH-A.

Pair oared Thames skiff

The following Saturday EH-A set off on his first journey in the new skiff up river to Staines, a journey of 9 ½ miles, with a mysterious female companion with the pseudonym 'Seraphael'. There are several diary entries for the same day:

10th May 1890 Started in the new boat at 4 p.m. with Seraphael.

10th May 1890 . With Seraphael



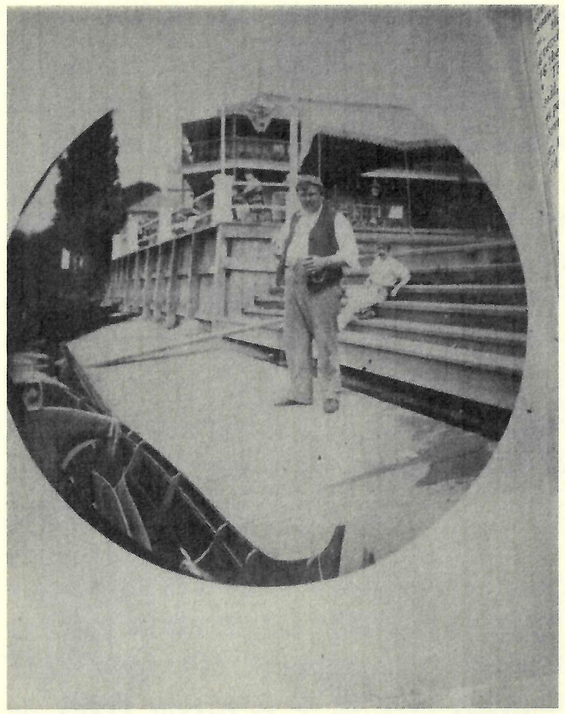
Photograph #1 Old Walton Bridge

10th May 1890. With Seraphael. Got to the Bridge Hotel at 6pm and had tea. Watercress & jam! Excellent 1/- each. Seraphael sculled from here to Penton Hook.

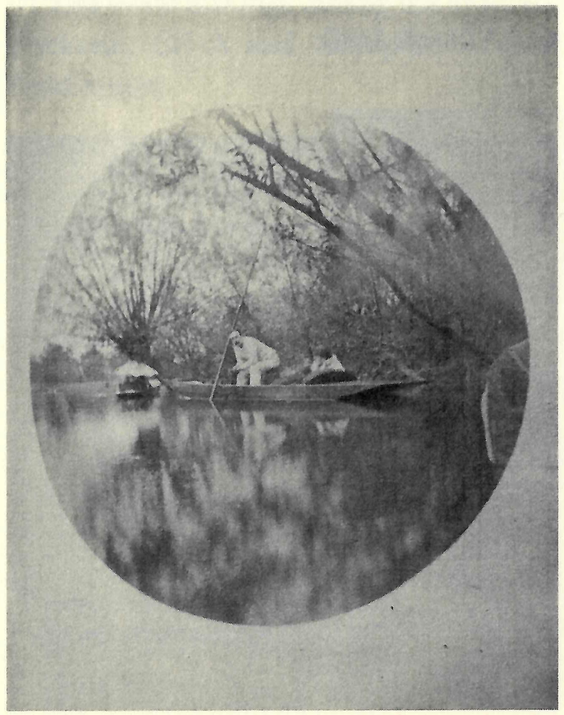
2 hours was about right for a first trip of 6 miles upstream, including a lock. A good average speed on the river is around 3-4 mph, about walking pace.

10th May 1890. Arrived with Seraphael at 8.15. Caught the 8.42 up to Town. Left the boat at the Pack Horse.

'Arrived' at Staines.The original Bridge Hotel at Chertsey was replaced by a modern hotel building. The Packhorse (correct spelling) at Staines still exists, but is now called the Thames Lodge Hotel.



Photograph #2 Landing steps probably at the Packhorse Hotel with a 'working man' looking at the camera. This may be AS Wallis who was the boatman at the hotel at the time. Part of the skiff can be seen on the lhs.



Photograph #3 Punts, possibly around Runnymede and Magna Carta Island

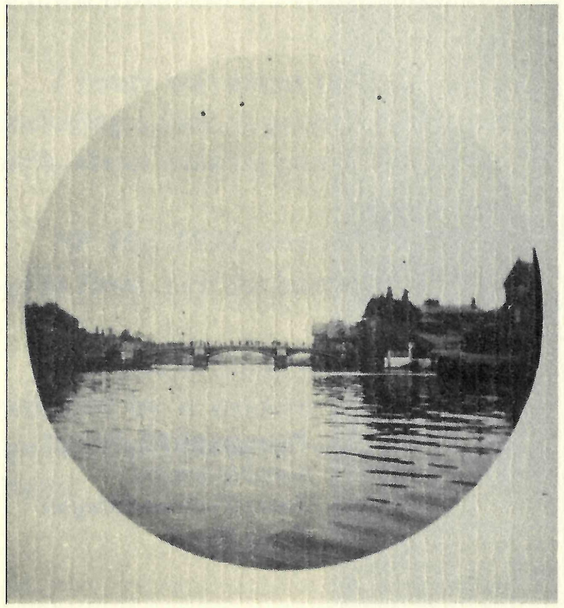
The journey continued on the following Sunday to Windsor:

18th May 1890. Lunched at the Bells with Seraphael. Good. 2/6. joined by A F de F & Burney. Came on to rain

The Bells of Ouseley, near Old Windsor, was a well known picturesque riverside inn and features in many contemporary guides and photographs. It still exists as a 'Harvester', but is cut off from the river by a busy road, and is sadly very unattractive now.

18th May 1890. Arrived with Seraphael at 5. Neuralgia bout. Tea with A F de F & Burney at Bridge House. Left boat at Allen's. Back to town by 6.35. Seedy.

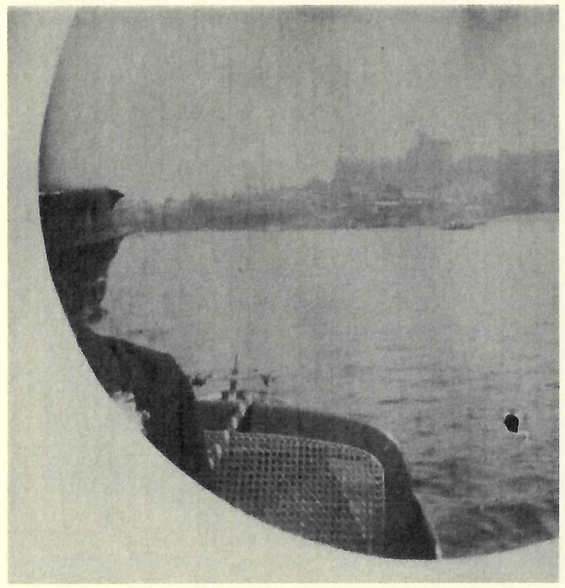
'Arrived' at Windsor. The Bridge House Hotel, was on the Eton side of Windsor Bridge. The building still exists but is no longer a hotel. Allen's was a well known boatyard on the Windsor side of the river, but no longer exists. A F de F is Arthur Frank de Fonblanque (EH-A's relative and a solicitor who worked with EH-A in Soho at the law firm of Allen & Son).



Photograph #4 Windsor Bridge, downstream side

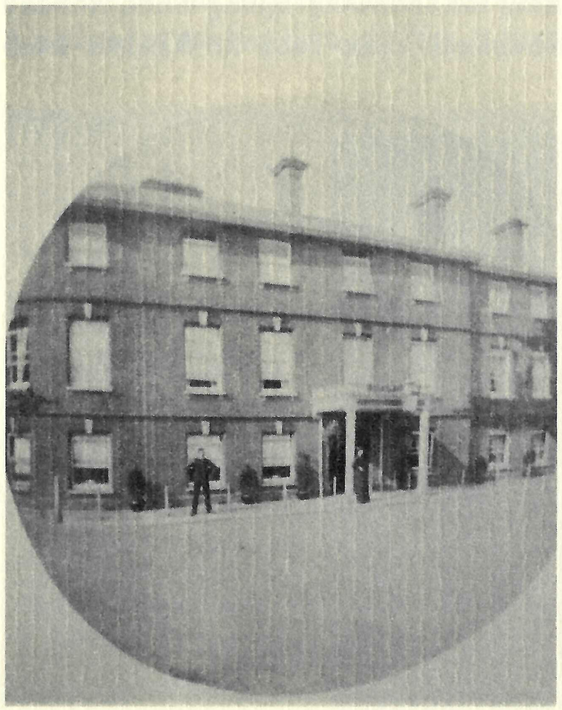
Photograph #5 EH-A on balcony of Bridge House Hotel.
Windsor Bridge in background

On Whit Sunday, during the following Spring Bank Holiday weekend, EH-A and 'Seraphael' came back to Windsor from Paddington:



Photograph #6 Windsor Castle from skiff. There is a first glimpse of 'Seraphael' in the cox's seat, wearing a small silk or velvet hat, and possibly a black dress or jacket(?)

Photograph #7 Maidenhead island from skiff

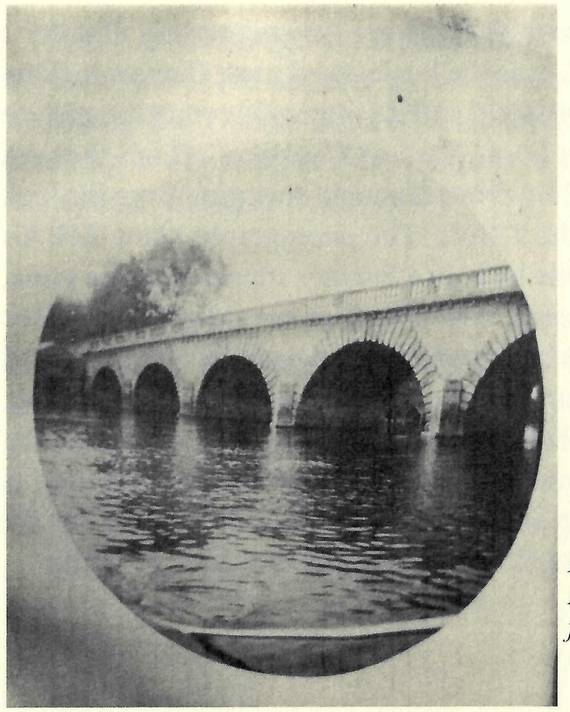


Photograph #8 Skindles Hotel

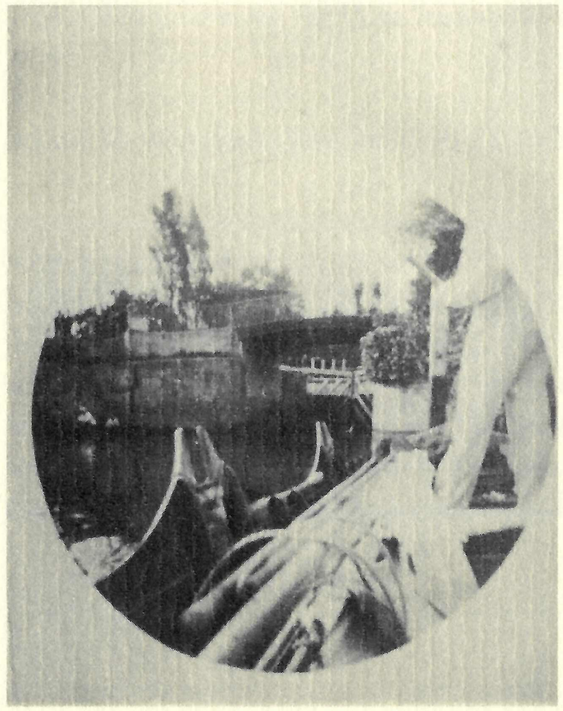
25th May 1890 Left with Seraphael at 11.30. Boat well taken care of at Allen's.

25th May 1890. Arrived at 1.30. Hard pull. Lunch at Skindles. Expensive.

This was a journey from Windsor to Maidenhead of around 6 ½ miles in two hours, including passing through two locks, so good going against the current. Skindles was the best known, most fashionable hotel on the river, notorious as a rendezvous for 'the fast set'. It has been boarded up for many years as a development site. Maidenhead itself also had a dubious reputation in the late 19thC - 'Are you married, or do you live in Maidenhead' was a joke at the time.



Photograph #9 Maidenhead road bridge from skiff



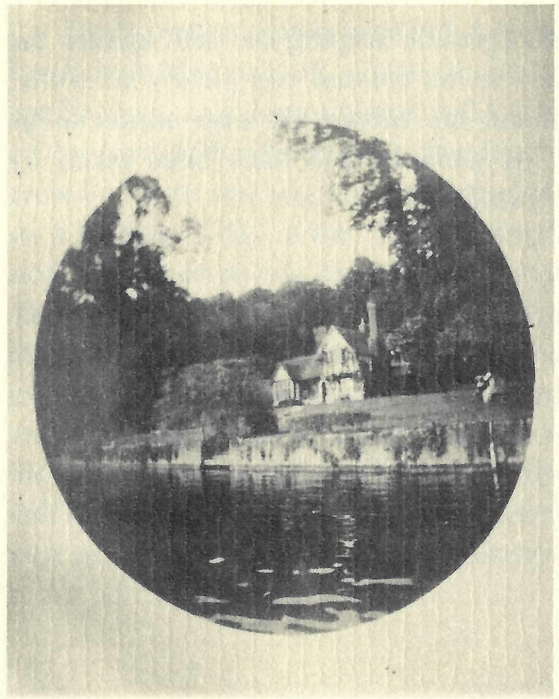
Photograph #10 Taken from skiff waiting for Boulter's Lock to open. Part view of EH-A standing in whites. Old iron bridge over the lock entrance visible in background. Sail and mast rolled up in boat.

The two photographs with EH-A are very interesting. Boulter's Lock, near Maidenhead, was the busiest and most famous lock on the Thames, and immortalised in EJ Gregory's evocative picture of the period *'Boulter's Lock, Sunday Afternoon'* which shows a crowd of boats and brightly dressed people emerging from the lock on a summer's day in the 1890's. The photographs show EH-A's skiff waiting to go into the lock on a Sunday afternoon at the same, downstream (Maidenhead), end. The lock would probably have been just as busy on this bank holiday weekend. The green painted iron bridge, which features so prominently in Gregory's painting, and which can be seen behind EH-A, was removed in 1912 when the lock was enlarged and replaced with the stone bridge that is still there. The rolled up sail can be seen (used frequently for the next part of the trip up to Henley) alongside the oars, or sculls.

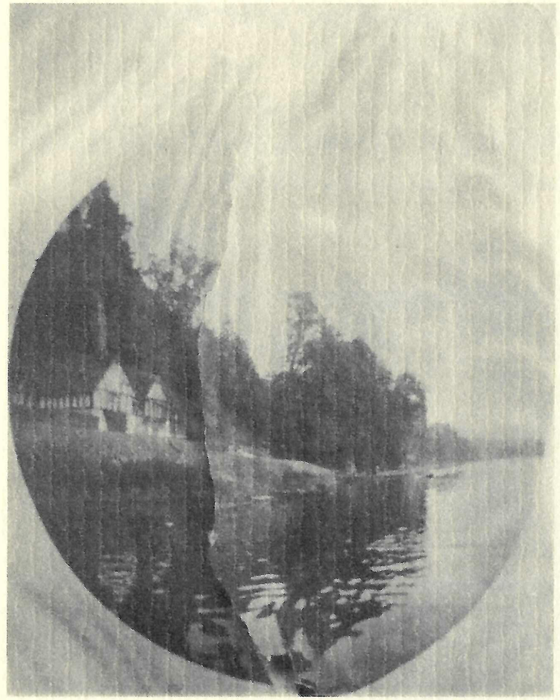
Photograph #11 Taken from skiff of EH-A standing astride bow seat holding paddle in whites with boater and pipe.

EH-A is standing with a paddle keeping the skiff against the adjacent punt. He appears to be dressed completely in white, including the ribbon around his boater. He also seems to be smoking a short pipe. The pictures will have been taken by 'Seraphael' from the cox's seat.

Photograph #12 of cottage at Cliveden



Photograph #13 of cottage at Cliveden

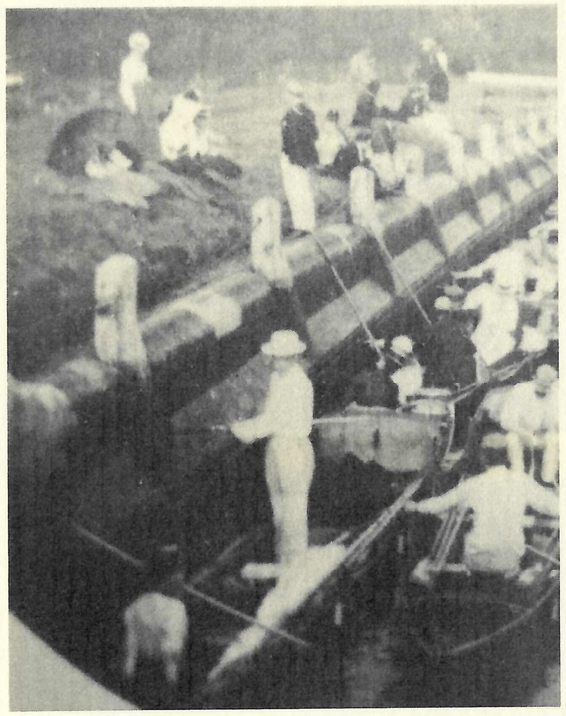


Photograph #14 of cottage at Cliveden

Photograph #15 Cookham High Street

25th May 1890. Landed with Seraphael and paddled about slowly.

This might refer to landing at Cliveden, which was a well-known picnic spot, and paddling about the islands there.



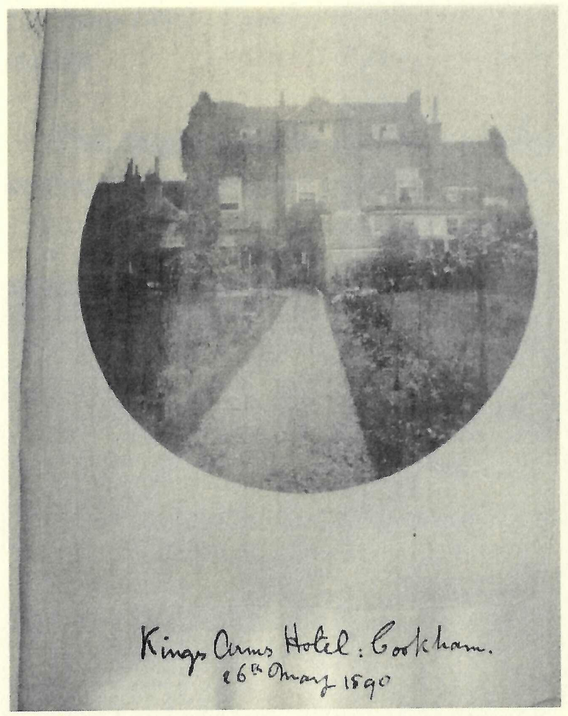
Photograph #16
Cookham Lock
EH-A standing in skiff with Seraphael in the bow seat

This photograph is possibly from EH-A's later trip in August (see later entries) as only 'Seraphael' was with him in May and it looks as though she is now sitting in the bow seat with EH-A standing at the stern. It wouldn't be usual, or easy, to move from the stern seat (where she was sitting in photos 10 & 11) to the bow seat, particularly with a long skirt! The photograph would perhaps have been taken by 'Welsh's' from the top of the upstream lock gates (unless he got Burney, whom they met at the lock, to take the picture). The thick foliage of the trees in the background in Cliveden Park also indicate this was late summer.

Photograph #17 Cookham High Street

25th May 1890. Arrived with Seraphael at 6.30. Met Burney at lock. Put up at Lacy's. Found a bedroom out from Kings Arms. Bathed with Burney and Mossops. Dinner at Kings Arms. Poor, attendance vile. Bed at 11. 26th started upstream at 11.

'Arrived' at Cookham. Lacy's refers to the boatman W Lacey at Cookham. The King's Arms is still there in Cookham High Street.



Photograph #18 Rear view of King's Arms Hotel Cookham

26th May 1890 Sailed nearly all the way up. Halted for lunch at Complete Angler. Awful and expensive. Started on at 2.

This refers to the Compleat (correct spelling) Angler at Marlow by the weir, which is still an expensive hotel and restaurant. Monday 26th May was the Spring Bank Holiday

26th May 1890 Sailed all the way from Marlow to Henley.

Sailing all the way would have been unlikely as the river twists and turns on this stretch through islands and the wind direction is often erratic. Skiffs are not very good at sailing in anything other than a following wind as they have no deep keel.

26th May 1890. Arrived at 6.- and caught the 6.20 to Paddington. Put up boat at Hobbs.

'Arrived' at Henley-on-Thames. 8 miles in 4 hours, including 3 locks – slow going! Hobbs is still a busy boatyard, but has moved further up the Henley riverside. The boathouses where EH-A left his skiff are now sought after private houses. The station, with regular trains to Paddington, is a 5 minute walk from the boathouses which shows just how convenient boating on the Thames was in the Victorian era.

1st June 1890. Came with Seraphael by 9.15 from Paddington. Breakfast (good 2/6) at "Angel" and started sailing at 12.

The Angel by Henley Bridge is still a busy riverside inn, little changed from the 1890s.

1st June 1890. went up the back-water. Very pretty but difficult navigation.

This refers to Hennerton Backwater, near Wargrave, which is still as described.

1st June 1890. Put (sic) *for an hour under a tree and then got towed up to Sonning. Tea (very good 1/-) at the White Hart.*

1st June 1890.Arrived after frightfully hard pull against the wind at 6.15. Waited at station till 8.- very good train up

The 1st of June was a Sunday. Arrival at Reading or Caversham is assumed. The White Hart by Sonning Bridge is still a riverside hotel, now known as the Great House at Sonning. Towing was quite usual for a skiff, especially upstream, either by the occupants or horse walking along the towpath pulling a rope from the boat (there is an amusing chapter in Three Men and a Boat on this subject), or by a steam launch which could be quite hazardous, and could often cover the skiff and occupants in smoke and soot.

From the next diary entry one can assume the boat was left with one of the boatmen at 'The Clappers', an area of the riverbank on the Oxfordshire side near Caversham Lock.

There are no further entries for this first trip.

EXCURSION #2 READING TO DATCHET

20th July 1890. Came up by 10.40 from Paddington with Seraphael. Lunch at Vastern Temperance Hotel, fair. Started down stream at 1. Put boat up at "The Clappers" very good.

This undoubtedly means coming up to Reading as the Vastern Hotel was near to Reading Station (no longer exists). 20th July was a Sunday.

20th July 1890. Put up again under same tree. Very good time.

Refers to the same tree as diary entry for 1st June.

20th July 1890. Arrived at 5.30. Tea at the Angel (1/-) missed train and started for Marlow. Lovely pull. Seraphael tired.

20th July 1890. Arrived at 8.30 after 17 mile pull. Dined at Anglers. Very bad. Came up to town with Seraphael by 9.45 train. Put up boat at Meakes & Redknap's.

These two entries don't make much sense! It would take at least 5 or 6 hours to get from Henley to Marlow, not the 2 hours or so after tea at the 'Angel'. Another bad meal at the Compleat Angler! Meakes & Redknap was a well known boatyard at Marlow near the Compleat Angler.

26th July 1890. Came down alone by 10.55, got to Marlow at 1.30. Sculled down to Cookham.

26th July 1890 arrived alone and put up for lunch at Ferry Hotel. Very good but rather dear. Raining a little. Saw Edgar Fawcett.

The Ferry Hotel by Cookham Bridge is still there. The 26th July was a Saturday.

26th July 1890. arrived at Datchet from Marlow at 7. Stayed with the Savile Clarkes at River View until 28th. Good time photographing. Came up by 4.40 train with Kemble and Harwood.

Possibly the dramatist and critic Henry Savile Clarke who wrote the libretto for the musical version of Alice in Wonderland in 1886? (wife was Helen)

EXCURSION #3 PANGBOURNE

There are no diary entries to explain how the skiff got from Datchet to Pangbourne by the following weekend. Several of the larger boatyards offered a delivery & collection service for skiffs and punts and had multi-racked horse-drawn vehicles for this purpose, so it may have gone by this means.

2nd August 1890. came with C and M Welsh and Seraphael to Pangbourne by 3.30 fr Paddington. Crowd in train. Pouring rain. Got in at George. Very comfortable and good dinner.

2nd August was the Saturday of the Summer Bank Holiday weekend. The George was, and still is, a popular Pangbourne hostelry.

3rd August 1890. Sculled down in morning with Welsh's and Seraphael. Lunched at Roebuck, lazed in Tilehurst Woods after. Got back to Pangbourne at 7.30. Good time with interlopers in boat.

'interlopers' in boat seems a curious expression! The Roebuck was a large Victorian hotel by the river at Tilehurst (a suburb of Reading), recently closed down.

4th August 1890. Sculled up to Goring & Streatley with Welsh's & Seraphael. Lunch at the Swan, charming. Explored Goring after, Church ..., Whole place lovely. Sculled down again slowly, & got to Pangbourne at four.*
**indecipherable*

The Swan was a well known picturesque inn next to the weir at Streatley. It is now a luxury hotel and no longer very picturesque. 4th August was the Bank Holiday Monday.

EXCURSION # 4 MAIDENHEAD

No diary entries to explain how the boat got to Maidenhead from Pangbourne. Possibly by carrier again.

16th August 1890. Arrived at 4.30 with Welsh's and Seraphael. Boat not at Wilders Hired boat and sculled up to Cookham.

17th August 1890. Lounged about all day with Welsh's and Seraphael.

18th August 1890. Sculled up from Maidenhead with Welsh's and Seraphael. Put up at Worboys (Bel & Dragon). Not very good. Poker in Ws. Bed at 12.

Wilders was a boatman by Boulter's Lock, near Maidenhead. Perhaps the skiff hadn't been delivered from Pangbourne when they arrived which is why another boat was hired. The 16th and 17th were Saturday and Sunday, the 18th being a Monday was presumably a day off work.

I can't find any references to Worboys but the Bel & Dragon would be the 14th century inn of that name in Cookham. Possibly he or she was the landlord or landlady of the inn. 'Ws' is perhaps short for Worboys or the poker was in Welsh's room? Photograph #16 in Cookham Lock was probably taken during this late summer excursion.

EXCURSION # 5 SUNBURY TO WEYBRIDGE

30th May 1891 Bought a new p.o.s. from Clark and paddled and towed with M up to Weybridge

30 May 1891. M sculled me up from Sunbury. Tea at Lincoln Arms and home to Putney by train. Put up boat at Harris's.

M is presumably his fiancee, Marianna Lehman. They were to be married only a month or so later. Why a new boat (p.o.s. = pair oared skiff) was purchased from Clarks almost exactly a year since the first one isn't recorded. The fate of the first skiff isn't known. The Lincoln Arms is in Weybridge, and Harris was a local boatman there. It isn't clear why the first entry says 'paddled and towed' and the second says that 'M sculled me up from Sunbury' (to Weybridge, a journey of around 4 miles). 'Home to Putney' refers to the family home at St Johns, Putney Hill.

There are no further diary entries, or photographs, and one can only speculate at the reasons for EH-A giving up boating after so short a time, and what happened to his two skiffs. Perhaps after his marriage he simply lost interest. However, the diary and photographs remain as a personal record of 10 weekends on the water during a unique and special period on the River Thames that Jerome K Jerome described as 'like Fairyland'. Much of the scenery and many of the places in the diary and photographs still

exist, relatively unchanged after 120 years; the upper Thames is one of the few places left where a genuine 'Victorian' atmosphere can still be experienced.

Acknowledgements to Joan Navarre for the title of the article and for her invaluable advice.

People mentioned in the diary in order of appearance:

Seraphael – a mystery female companion in most of EH-A's trips on the Thames; she appears in several of the photographs; the name seems to have originated in a novel written in 1853 by Elizabeth S Shepherd called *Charles Auchester* about Mendelssohn, called 'Seraphael' in the book, a combination of Seraph and Raphael 'connecting the divine with the artistic, the metaphysical with the musical'(!). In the 1870s Seraphael was the nickname of a child prodigy pianist called Henry Wallis. There don't appear to be any other contemporary mentions of this name, and why it seems to have been given to his female friend by EH-A is a bit of a mystery (incidentally, in the diaries Seraphael sometimes has the e with two dots over, but it doesn't when written by anyone else)

Welsh's – unknown

A F de F - Arthur Frank de Fonblanque; EH-A's relative and a solicitor who worked with him in Soho at the law firm of Allen & Son

Burney – unknown

Mossop – unknown

Edgar Fawcett – unknown

Savile Clarkes of Datchet - possibly Henry Savile Clarke, the dramatist and critic who wrote the libretto for Alice in Wonderland the musical with the blessing of Charles Dodgson

Kemble – unknown

Harwood – unknown

C – unknown

M – Marianna Lehman, EH-A's future wife

EH-A's friend Oscar Wilde used to go boating on the Thames apparently, although there do not appear to be any photos or evidence of this, or of any outings with EH-A. He wrote his long poem about the Thames 'The Burden of Itys' in 1890. OW also lived in Goring-on-Thames in 1893.

End.

HERON-ALLEN SOCIETY PUBLICATIONS

Opusculum I *Notes upon the Literary, Scientific, and Artistic Activities of Edward Heron-Allen, F.R.S.* Extracted from his Diaries and other Documents by Christopher Blayre (2000).

Opusculum II *Edward Heron-Allen.* A Talk delivered by his grandson Ivor E. Jones at the first Heron-Allen Symposium, West Sussex Record Office, Chichester, July 2001 (2001).

Opusculum III *The Quest for the Heron-Allen Society.* A Talk delivered at the first Heron-Allen Symposium, West Sussex Record Office, Chichester, July 2001, by Timothy J. McCann (2002).

Opusculum IV *"The Beauty and Mystery of the Foraminifera". The Foraminiferal research of Edward Heron-Allen FRS, with an assessment of his scientific career.* Based on a talk delivered on the beach at West Street, Selsey, to members of the Heron-Allen Society and guests of the West Sussex County Council, following the unveiling of a plaque in honour of Edward Heron-Allen by Ivor Jones, 15 July 2002, by Richard L. Hodgkinson and John E. Whittaker (2003).

Opusculum V *Reflections on Heron-Allen's War Journal.* Talks delivered at the second Heron-Allen Symposium, West Sussex Record Office, Chichester, July 2002, by Brian W. Harvey and Carol Fitzgerald (2003).

Opusculum VI *'Portraits and Persia: Bookplates and Bognor': Proceedings of the 3rd Heron-Allen Symposium, 2003,* edited by Timothy J. McCann. Talks delivered at the third Heron-Allen Symposium, The Allen Room, Dean Street, London, July 2003 by Bryan Burrough, Claire Powell, Peter Allpress and Timothy J. McCann. (2004).

Opusculum VII 'Edward Heron-Allen FRS: Scientist': Proceedings of the 4th Heron-Allen Symposium, 2004, edited by John E. Whitaker. Talks delivered at the fourth Heron-Allen Symposium, The Natural History Museum, London, July 2004, by Richard L. Hodgkinson, Michael A. Kaminski, Clive Jones and Andrew S. Henderson & John E. Whittaker (2005).

Opusculum VIII 'Edward Heron-Allen and Friends': Proceedings of the 5th Heron-Allen Symposium, 2005, edited by Timothy J. McCann. Talks delivered at the fifth Heron-Allen Symposium, The Allen Room, Dean Street, London, July 2005, by Timothy J. McCann, Joann Fletcher and Richard L. Hodgkinson (2005).

Opusculum IX 'Edward Heron-Allen and Music': Proceedings of the 6th Heron-Allen Symposium, 2006, edited by Peter Horton. Talks delivered at the sixth Heron-Allen Symposium, The Royal College of Music, London, July 2006, by Brian Harvey, Pamela Thompson, Peter Horton, Joan Navarre and Garry Garrard (2007)

Opusculum X 'The Purple Sapphire', by Edward Heron-Allen. First published under the pseudonym Christopher Blayre in 1921 and republished with additional material by Timothy J. McCann and Steve Farrer, to celebrate the Natural History Museum's exhibition 'The Vault', 2007 (2008).

Opusculum XI 'Armorel Heron-Allen and Oxford': Proceedings of the 7th Heron-Allen Symposium, 2007, edited by Timothy J. McCann. Talks delivered at the seventh Heron-Allen Symposium, Lady Margaret Hall, Oxford, July 2007, by Ivor Jones, Joan Navarre, Alethea Pitt, Brian Hulan and Timothy J. McCann. (2008).

Opusculum XII 'Treasures: Decorative, Egyptian and Musical: More from Heron-Allen's Collections': Proceedings of the 8th. Heron-Allen Symposium, 2008. edited by Timothy J. McCann. Talks delivered at the eighth Heron-Allen Symposium, the Natural History Museum, London, July 2008, by Lucy Wood, Pamela Thompson, Joann Fletcher and Peter T. Scott. (2009)

Opusculum XIII 'Edward Heron-Allen and Literature and Leisure', Proceedings of the 9th. Heron-Allen Symposium, 2009, edited by Timothy J. McCann and John E. Whittaker. Talks delivered at the ninth Heron-Allen Symposium, the Natural History Museum, London, July 2009, by Timothy J. McCann, Joan Navarre, Garry Garrard, John P. and Pamela P. Mahoney and John E. Whittaker. (2009)

Opusculum XIV Edward Heron-Allen and the Clare Island Survey, 1909-1911, Proceedings of the Royal Irish Academy Symposium, 2009, edited by Timothy J. McCann and John E. Whittaker. Talks delivered at the Symposium, The Royal Irish Academy, Dublin, October 2009, by Timothy Collins, Timothy J. McCann and John E. Whittaker. (2010)

Opusculum XV 'The Man in White': Edward Heron-Allen and the Thames, by Richard Bossons. (2010)

Copies of these Opuscula cost either £5 (*Opuscula 1-VI and VIII*) or £10 (*Opusculum VII and IX-XV*) each from Ivor E. Jones, Treasurer of the Heron-Allen Society, Sweets Farmhouse, Stour Row, Shaftesbury, Dorset. SP7 OQH.

Printed by Selsey Press Ltd. 01243 605234