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THE FACE OF
LONDON

Other works by Harold P. Clunn

LONDON REBUILT

AN ANALYSIS OF LIFE

FAMOUS SOUTH COAST RESORTS

THE FACE OF
LONDON
THE RECORD OF A
CENTURY'S CHANGES
AND DEVELOPMENT

By HAROLD P. CLUNN

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*DEDICATED TO THE
INDUSTRY AND ENTERPRISE
OF THE
CITIZENS OF LONDON*

PREFACE TO THE FOURTH EDITION

IN presenting the fourth edition of *The Face of London*, I again wish to thank my readers. Owing to the great interest which they have displayed towards this work, it has been possible in the Fourth Edition to correct a number of minor errors notified to me by various readers. As a general rule, these relate to those particular districts of this vast metropolis in which they reside, and with which they are naturally more intimate. An ambitious work like *The Face of London* is more prone to errors than most others if only because of the enormous amount of detail recorded in its pages. The text has likewise been brought up to date and, by utilizing the vacant spaces available at the end of each chapter, it has been possible to include all the principal changes and improvements which have taken place in the metropolis between 1931 and 1933.

HAROLD PHILIP CLUNN.

1933.

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INTRODUCTION

THE following work is an attempt to present, within the limits of a single volume, a bird's-eye view of the growth, progress, and development of the world's most wonderful city. Its main features have been confined to the century from 1831 to 1931, but much information dating farther back has also been included, without which the historical interest of the book would be considerably smaller.

A work of this kind cannot claim to be original or to remain up to date for any length of time, having regard to the constant changes which are taking place in this mighty city, but no effort has been spared by the writer to incorporate such features as have not hitherto been chronicled in works on London. He will always be glad to receive notification from his readers of any errors which may have crept into his work.

In compiling a work dealing with the entire metropolis and its suburbs, the problem is to determine the most suitable method of portraying it in such a way as to render it useful and interesting. After careful consideration, the writer has come to the conclusion that a work of this sort can best be presented in the form of a series of walks and motor drives. The walks are described in the chapters describing the smaller areas in the heart of London, whereas the motor tours are intended to apply to those dealing with the more extensive areas of Greater London. Then again, so many of London's daily workers now reside at a distance of twenty miles or more from the City, that many of the surrounding towns and villages are assuming the character of outlying dormitories. Such being the case, the writer has thought it right to devote a special chapter to a general survey of those towns which are within one hour's journey from the centre of London. This brings in such places as Windsor, Guildford, Brighton, Tunbridge Wells, Southend-on-Sea, Chelmsford, St. Albans, and many more.

Owing to the vast amount of material contained in this work, it has not been found practicable to include a description of the interiors of our numerous churches, museums, and other public buildings, but since these figure in every history and guide book of London, the writer has deemed this quite superfluous. Needless to add, a work of this nature can only be compiled with the aid of numerous authorities and works of reference. To all these the writer desires to express his grateful thanks.

A century ago London could properly be termed an oblong-shaped city with a much greater extent from east to west than from north to south, but owing to its rapid growth on the south side of the Thames in more recent times, it now presents more the form of a square with a maximum length and breadth of twenty miles. Eighteenth-century London presented the anomaly of a city increasing greatly in size but almost stationary in population, despite a steady influx of people from the provinces. It extended already from Hyde Park on the west to Mile

End and Limehouse on the east. The estimated population in 1700 was 700,000, with no further increase down to 1750. This absence of progress was largely due to the heavy mortality from typhus and small-pox, which caused the deaths to exceed the births, and was further aggravated by the overcrowding of the poor in huge rookeries as squalid as any that had existed before the days of the Great Fire of 1666. Other contributory factors were primitive sanitation and the lack of any central authority to control the districts outside the City.

Medieval London with its frequent visitations of the plague is said to have had a lower death-rate than Georgian London with its constant ravages of infectious disease. Its magnificent squares and spacious streets were offset by the rookeries of Westminster, St. Giles, and Southwark. Yet even then London was deemed to be extremely well built, the houses being mostly of brick and the shops of much better appearance than those commonly seen in any other city in Europe. By 1700 it had already become the largest city in the world and was said to have been unexcelled in size by any other city excepting ancient Rome. After the Great Fire of 1666, London had a splendid opportunity of laying out her streets and houses with due regard for domestic comfort, convenience, and beauty, but then, as now, private interests were allowed to stand in the way of London's future welfare. Thus the enlightened tradesmen of that age were more concerned with the contents of their warehouses and shops than with their approaches and appearance. The buildings were huddled and packed together like the bales and casks they contained, without any regard to fresh air and sunlight.

By 1801 the population of London had increased to 865,000, or taking that of the combined parishes within an eight-mile radius of St. Paul's Cathedral, to 1,030,000. Even so, visitors arriving in London by road were impressed by the immense size of the outer villages and suburbs, a thing which largely escapes the notice of those arriving by railway.

Successive years of war, notably those of Napoleon and the recent World War, have been indirectly responsible for great developments in the metropolis. Vast resources have been brought into action by the financial situation then obtaining, and by the creation of paper currencies beyond all parallel, thus enabling individuals to spend much more money than they could otherwise have done. In addition, the emergency operations arising out of such wars have compelled the Governments of the day, as well as the various trading and commercial companies, to employ a larger number of people in London.

Thus between 1801 and 1831 the growth of London was remarkable, increasing from 865,000 to 1,474,000, or including the suburbs within the eight-mile radius, from 1,030,000 to 1,776,000, or nearly 75 per cent. in thirty years. That London could grow with such rapidity before ever the first railway or rapid means of transit had been invented, was a phenomenon unparalleled even in the annals of ancient Rome. By the

time the first railway entered the metropolis, London had actually doubled its population within the short period of thirty-five years, and had further increased by 1841 to 1,870,000, and including the outer district, to 2,235,000.

A writer in the *Monthly Magazine* for February 1811 asserted that within the preceding forty years a thousand houses had been added each year to the metropolis, this increase being partly due to the number of retired people and civil servants quartered there. Between 1821 and 1831 London grew with such amazing rapidity that Paddington, Marylebone, and St. Pancras doubled their populations within those few years; almost endless lines of new houses were then erected. To quote a remark made at that time, Kennington, Camberwell, Hackney, Bethnal Green, Stoke Newington, Highbury, Chelsea, Knightsbridge, and even Kensington, were making haste to join London. In this year of grace 1931 it is places three times the distance of these inner districts from the City, such as Bromley, Downham, Eltham, Dagenham, Romford, Enfield, Barnet, Edgware, Southall, Hounslow, Kingston, and Croydon, that are making haste to join, and even the distant towns of Watford and Caterham, over fifteen miles from the City, are rapidly becoming joined to the great province of houses by continuous lines of straggling suburban villas and large private residences.

The reign of George IV, justly termed the Augustan age of London, did scarcely less for the metropolis than was boasted by the Emperor Augustus when he declared that he found Rome built of brick, and left it of marble. Richer and more varied architecture and park-like scenery replaced shabby houses and cow-sheds, and fine new roads were constructed, inviting favourable comparison either with those of ancient Rome or the best which have been since constructed in or around this great metropolis. Certainly our grandfathers must be accorded their share of the credit for the great progress which has taken place since the dawn of the nineteenth century. The splendid wide streets of Bloomsbury, Belgravia, and St. George's-in-the-Fields show that they greatly appreciated the blessings of fresh air and fine homes. The wide roads leading into the centre of London from both the north and south sides of the Thames, with their rows of well-built houses standing back in long front gardens, show that they knew how to build fine suburbs to suit the requirements of their own age.

By 1831 it was not only in architectural beauty and town-planning that London had improved, but its moral and intellectual progress had been commensurate with its embellishment. During the previous forty years the people themselves had altered as much in appearance as the place itself. Their dress, manners, and morals had improved, and already the use of machinery had made clothes cheap, resulting in an improved standard of behaviour and deportment to such an extent that the Emperor of Russia upon visiting England in 1814 inquired, 'Where are your poor?' Coffee-houses had already done much to raise the

character of the working classes; formerly artisans or single men had no better place than a public house to go for their breakfast. Institutions and Savings Banks had already begun to confer great benefits upon the working classes.

The introduction of gas-lighting into the streets of London early in the nineteenth century greatly lessened the danger to its inhabitants of going out after dark. Mr. Hughson, writing in 1817, asserts that owing to the vigilance and exertions of Mr. Matthew Wood, then Lord Mayor of London, the City had been entirely cleared of common prostitutes and that the officers and their watchmen had been compelled to do their duty so thoroughly that according to the latest official report thieves then appeared afraid to enter the City. But then Mr. Hughson was undoubtedly an optimist. He cried victory too soon, for now in this year of grace 1931 we are confronted with the motor bandit, the bag snatcher, and the problem of Hyde Park after dark. Unfortunately crime can hardly be said to have diminished in proportion to the material improvement of the populace. On the contrary, its scope has been greatly enlarged owing to the spread of modern inventions, or to quote the French proverb, 'Plus ça change plus c'est la même chose.'

Before the creation of the Metropolitan Police Force in 1829, the policing of the metropolis at night-time was chiefly entrusted to elderly men, mostly hired at a small weekly wage by the different parishes, and provided with a greatcoat, staff, and rattle. Each watchman had a regular beat which it was his duty to perambulate several times in the hour, and ludicrous though it may now seem, to proclaim aloud the time and state of the weather. The entire force of watchmen, including the patrols and inspectors, did not exceed 4,000, whereas to-day the Metropolitan Police Force numbers 25,000.

Writing in 1833, Mr. J. Britton, F.S.A., author of *The Original Picture of London*, says:

'We don't deny that there are various classes of sharpers and imposters in London, but as their places of rendezvous are generally gaming houses, brothels, and amongst the occasional crowds on public occasions, these may be fairly avoided by any stranger. He should also forbear to carry much money in his pocket and at places of public resort he should resist the apparently polite and kind attentions of unknown persons, guard against intoxication, the company of the frail sisterhood, retire to his home after twelve o'clock at night, and he will then be likely to avoid personal dangers and be freed from impositions. When flats voluntarily place themselves in the way of sharps, the latter will readily transpose them into naturals. If fools obtrude themselves into the company of knaves, they have no right to complain of being cheated.'

The writer of these words added that he had lived in London for forty-seven years, had traversed the streets by day and night, frequented

all its public places and thus mixed with various classes of society, and had never been robbed or suffered any personal injury.

The passing of the new Police Act produced the most beneficial effect upon the morals of the metropolis. The frightful scenes of bestial drunkenness no longer desecrated the Sabbath, and no longer rendered the public highways impassable to the well-conducted, nor were the slumbers of the tired citizens disturbed by the boisterous blackguardism of the drunken and dissolute. Stealing door-knockers and ringing bells ceased to be laughed at as fashionable frolics, and the fear of the treadmill proved the best cure for those outbursts of aristocratic wit.

Until after 1860 heavy sentences of three years' penal servitude were imposed upon women shoplifters and other people for smaller offences. Whilst vindictive punishment out of all proportion to the crime committed makes criminals rather than reforms them, the trivial sentences now imposed by our magistrates for shoplifting has led to a great increase amongst women in that form of crime. An outbreak of robberies with violence, known as 'garotting', which broke out in London in 1862 was ruthlessly suppressed by flogging. Similar punishment meted out in our own day to the bag snatcher might well produce an equally beneficial result.

Though London was generally admitted even then to be the finest city in the world, it was remarked by the leading authorities in 1831 that a review of the recent buildings erected between Buckingham Palace on the west and the Custom House on the east caused one to lament the many failures which they displayed. In some respects London was behind the other great cities of Europe, notably in the matter of hotel accommodation, which less than a century ago was said to be inferior to all others with the exception of Constantinople. Though London possessed a few high-class family hotels in the West End, it was not until the fifties and sixties of the last century, when such hotels as the Westminster Palace, the Great Western, the Langham, and the leading railway hotels were erected, that the supply became equal to the demand. Toll-gates persisted in London for long after they had been abolished in some other countries, and remained as an unmitigated nuisance to the free circulation of the traffic until 1868. The very objectionable window-tax also remained in force until well after 1850, despite the most strenuous efforts to get it repealed, and burials still took place in the crowded churchyards in the centre of London to the great detriment of the public health. Public executions at Newgate were not abolished until 1868.

In respect of its sanitation, London was probably superior, even a century ago, to most other great cities, having regard to the backward state of affairs which prevailed everywhere. Even so, it was very defective from a present-day standpoint. Before the construction of the new main drainage system in 1859, the stench on the river between Westminster Bridge and Blackwall was abominable when hot weather

set in. The gigantic improvement in the sanitation of London is reflected in the death-rate, which has dropped from 31 in the thousand in 1831 to less than 10 in the thousand in 1931. The main drainage system now covers about 159 square miles and comprises 400 miles of main storm relief, intercepting and outfall sewers, eleven pumping stations, two sewage precipitation stations, and five sludge vessels.

Notwithstanding the success of the earlier railways laid down in the north of England, London was slow to adopt the new method of transit, and it was not until 1836 that the first line was opened between London and Greenwich. Previous to that time some 600 coaches and other conveyances brought 50,000 toilers daily into the city from all parts of the metropolis. By 1845 the rage for railway speculation had become so great that there were more strangers in London than there had been at any time since the Coronation of Queen Victoria. Many of these were witnesses in attendance for the purpose of giving evidence before the special Parliamentary Committees, together with numerous solicitors and agents. However, many bogus railway companies were formed which never materialized as honest concerns and the general public declined to meet the calls due on allotment which could not successfully be enforced by law.

Omnibuses were first introduced into the streets of London by Shillibeer in 1829, and by 1853 their numbers had increased to 3,000, each carrying 300 passengers daily or 2,000 per week, or an aggregate of 300 million a year. In 1856 various small omnibus companies were absorbed by the French General Omnibus Company of London, the management of which was afterwards taken over by an English Board of Directors. About 1849 the so-called knife-board type of omnibus came into general use on the streets of London. Stairs not yet having been evolved, passengers riding outside had to climb to the roof by a series of iron rungs on the right of the door. The knife-board was a central seat running longitudinally the length of the roof and divided into two by a low vertical partition so that the outside passengers sat back to back with their feet against skirting-boards fixed to the edges of the roof. No self-respecting woman was ever seen on the knife-board unless the vehicle was specially chartered for a picnic or outing, upon which occasions a ladder would be provided for their decent ascension, during which all males looked the other way. The floor inside the buses was usually covered with a thick layer of straw, dry and clean every morning, but in wet weather damp, dirty, and smelly for the rest of the day. The first omnibuses to be provided with stairs were those introduced by the Metropolitan Railway about 1864 between Portland Road Station and Piccadilly Circus in connexion with their trains.

In 1834 Mr. J. A. Hansom of Birmingham invented the curious cab named after him, and in 1842 the Reynolds improved patent safety-cab was first put on the streets of London. It was designed to remedy the objection made to the driver sitting in front of the passenger so as to

obstruct his view. The modern style of hansom cab was the invention of Sir J. Clifton Robinson, who was well known in connexion with the development of tramways, and was first placed on the streets in 1887.

Despite the ever-increasing congestion of traffic existing in every great city at the present day, that of London was even greater in the forties and fifties of last century. For the benefit of those Londoners who question the accuracy of this statement, we cannot do better than quote the following article from the *Illustrated London News* of 31 October 1846:

'Great as are the inconveniences which have arisen with the growth of London, we seem to have little of that courage with which such difficulties should be grappled with; all our principal thoroughfares have become too small for the enormous stream of traffic hourly poured through them. We want new roads, long and wide, establishing perfect lines of communication between the extremities, yet the best we can do is to patch and mend, bit by bit and fearful of the cost of a real grand improvement, fritter away half a million in a back street. London we repeat is not now a city, it has outgrown the population and dimensions of a capital and has become a nation of itself, busier and more populous than many sovereign states that fill a considerable space on the map of Europe. What was the old city has become the mere centre of the mass surrounded for miles in every direction by thickly populated districts. Their traffic passes through from point to point in every possible direction, railways pour in their hourly contributions from every corner of the kingdom, and from the centre outwards there is a never ceasing export of men and merchandise, the material trade of nearly two millions of human beings, the intercourse and activity of an empire, and the commerce of half a world now run through streets and ways built nearly two centuries ago, and very badly even for the age that planned them, or rather built them without any plan at all. The result is that the streets of London are choked by their ordinary traffic, and the life blood of the huge giant is compelled to run through veins and arteries that have never expanded since the days and dimensions of its infancy. What wonder is it that the circulation is an unhealthy one? that the quantity carried to each part of the frame is insufficient for the demands of its bulk and strength, that there is dangerous pressure in the main channels and morbid disturbance of the current, in all causing daily stoppages of the vital functions, a kind of diurnal apoplexy which the ministrations of Mr. Daniel Whittle Harvey and his surgeons palliates slightly but can never prevent. No widening of these channels between point and point within the great fabric can remove the pressure, at best it will only redistribute it, leaving it on some points, to concentrate again on another. The real remedy is the opening of entirely new routes through the whole mass. The streams of traffic would then be diverted into parallel lines, and it would be possible to pass through the metro-

polis in which time is more valuable than any other in the world, at something above the pace of a funeral. Impossible is the first exclamation uttered when anything beyond the scale of ordinary doings is proposed. But the word is losing its terror, we have disposed of so many impossibilities in the most effectual manner that the despairing voices grow fewer and fainter. We even find men acknowledging that the obstacles resolve themselves into two, namely the want of money and the want of will. Of the two, the last is the most formidable, and as to money, let us have the courage to spend a quarter as much in the construction of peace as for the destruction of war and we should find it easy enough to obtain.'

Those wise words were written eighty-five years ago, in reference to the forthcoming construction of the new Cannon Street, but for all practical purposes they might just as well have been written yesterday. Many wonderful improvements in the shape of new streets and the widening of the older ones have been carried out since that time, but thanks to our English method of doing things by halves, the advantages derived have been largely offset by the work which has remained undone. The noble Victoria Embankment and Northumberland Avenue have come into being and afford invaluable relief to the enormous traffic of the Strand and Fleet Street, which have themselves been greatly widened throughout almost their entire length from Ludgate Circus to Trafalgar Square. Victoria Street, Holborn Viaduct, and Shaftesbury Avenue also figure amongst the great London improvements of the nineteenth century.

The uniformity of Cannon Street is broken by the tiresome bottleneck at the western end adjoining St. Paul's Churchyard, and a similar obstruction reduces the width of the spacious Queen Victoria Street opposite the Mansion House Station from 80 feet to 55 feet. Kingsway, the master work of the London County Council, has been constructed at a cost of £5,000,000, but High Holborn is suffered to remain too narrow to accommodate four lines of traffic, and thanks to the ignominious surrender to fanatics we look like being deprived of the badly needed construction of a new Waterloo Bridge, in favour of the spectacular Charing Cross Bridge at a cost of some £12,000,000. Owing to the absence of any definite plans for the future requirements of Central London, a splendid opportunity of widening the narrow end of Oxford Street on the south side, as a result of extensive rebuilding operations some twenty years ago, was lost, and a second opportunity of widening the north side has more recently been prevented by the erection of Messrs. Lyons's Oxford Corner House.

Instances in which valuable street widenings could have been carried out in the past owing to rebuilding could be multiplied indefinitely, but thanks to private interests which have invariably been suffered to stand in the path of the more urgent requirements of London, many golden opportunities of that kind have been lost for ever. In that respect,

the attitude of London has not altered in any way since the days of Sir Christopher Wren, whose plans for the improvement of the city were similarly checkmated by private interests. This difficulty can and should be overcome by formulating a general scheme for the improvement of London as a whole, under which every main street which is of insufficient width to accommodate four lines of vehicular traffic would be scheduled for future widening as and when opportunities permit. We want a through road from the Bank to the Marble Arch capable of taking four lines of traffic for the entire distance. In order to fulfil this requirement, High Holborn and the narrow end of Oxford Street should be widened, and likewise Cheapside opposite Bow Church. A new street should also be constructed at the back of the General Post Office to connect Holborn Viaduct with a widened Gresham Street, and Aldgate should be widened between the Minories and the junction of Cornhill and Leadenhall Street. Other improvements badly needed include the widening of the narrow end of Tottenham Court Road, and the construction of a new street from St. Giles's Circus to connect with Great Marlborough Street by way of Soho Square. The recent dislocations to the traffic caused by the upheaval of gas mains and water-pipes in this immediate locality and the absence of any relief thoroughfare prove this up to the hilt.

A new and noble Waterloo Bridge should be constructed with accommodation for six lines of traffic, Piccadilly widened at the western end by setting back the railings of the Green Park, the bottle-neck in the centre of Bond Street eliminated, Charing Cross widened on the east side between Trafalgar Square and Old Scotland Yard in order to bring it into alinement with the greater width of Whitehall, and Cromwell Road extended across the West London Railway to connect it with the proposed new bridge over the Thames between Fulham and Barnes.

Let such a programme as this be spread over a period of twenty years, and the necessary Act of Parliament obtained to enable these improvements to be carried out. Let us abandon the scheme for Charing Cross Bridge, involving the colossal expenditure of £12,000,000, and instead devote a similar sum of money to a war to the death on the narrow streets and bottle-necks in the centre of London which exercise a stranglehold on the free circulation of London's traffic. Until a determined effort is made by our local authorities to grapple with this problem, London is not justified in expecting any practical solution of the traffic difficulty. Congestion caused by cross traffic presents special difficulties which it is not within our province to discuss, but congestion caused by narrow streets and bottle-necks should be eliminated, and can be if the problem is tackled on practical lines. Then again, the draught-horse which sets the pace for all other traffic in our narrow streets is a scandal which ought not to be tolerated in any main thoroughfare of insufficient width to accommodate at least four lines of vehicular traffic.

A century ago toil in London was severe and continual, as though

men were born only to feed power-looms and to weave cotton until they died, leaving another generation to follow the same career. In 1846 an attempt was made to bring in a ten hours a day working Bill, but although it received much support, it failed to mature for many years afterwards. Despite the enormous wealth which had been amassed by Great Britain as the result of really hard work, everybody was not rich, but everybody was condemned to excessive toil. This applied to all excepting those who lived on their own private incomes. We were constantly producing and exporting, so that the wealth of the world flowed to this country as its natural centre. As a nation we were respected and envied, but then it was open to question whether our condition was really so happy as it appeared on the surface. The vaults of the Bank of England were filled with bullion and the Exchange was in our favour in every country in Europe, and still we had our work-houses filled with hungry men, great poverty in our cities, and people overworked and underpaid. The average expectation of life was shortened by this universal sacrifice to Mammon, and the wealth thus created seemed to bring no corresponding happiness with it. As time went on, it was felt that some limit should be imposed on that power which dragged every class along with such terrible velocity and still afforded but a bare subsistence to the vast majority in return.

Keen competition enforced the severest labour on those to whom capital gave occupation, and so long as the employers never even spared themselves it was futile to suppose that they would spare others. This was particularly the case with the merchants and traders who never really enjoyed the ease which they could have commanded, but perished instead in the prime of life. The desire to make a fortune and to leave their families independent was frequently carried to excess, and the industry which might have been spread over several generations was condensed into one single lifetime spent in a fever of hustle and excitement in order that their children might live in idleness and squander in dissipation the wealth so dearly purchased by their fathers. Capitalists were often annoyed by the superabundance of capital, which made it very difficult for them to obtain even a moderate rate of interest on loans for securities of any kind.

To-day the pendulum has swung to the other extreme: capital is none too plentiful and taxation is most onerous. The incentive to the industrious to save money is largely killed by the large proportion exacted by the State in the form of heavy taxation. Nevertheless the average father of our own age is too wise to commit the fallacy of placing his family above the necessity of working for their living even if he could. The State now claims a large proportion of such wealth in the shape of super-tax and death duties, and the income-tax collector can be relied upon to see that no undue encouragement is given to that sort of thing. This changed order of things seems to have robbed even the most advanced socialism of its former sting. Wealth to-day is more evenly

distributed, and the extremes between wealth and poverty which caused good people to shudder a century ago now seem to be the exception rather than the rule.

Though the good work of ridding London of its worst slum areas, such as Clare Market, St. Giles's, Shoreditch, Bethnal Green, and Southwark, has progressed steadily during the past fifty years, the dangers from a sanitary and moral point of view arising from overcrowding seem to have excited no interest whatever before the dawn of the nineteenth century. This evil was very pronounced even as far back as the reign of Queen Elizabeth when a proclamation to that effect was issued in 1580. But the anxiety felt was in no way due to sanitary considerations, but on account of the administration of justice and the provision of food at reasonable prices to meet the increase in population. Hence people were forbidden to erect any more houses within three miles of any of the gates of the City of London. Such legislation proving of no avail in preventing either the growth of the metropolis or the overcrowding in its centre, it was not until 1851 that Parliament first concerned itself with the quality and quantity of accommodation provided for the working classes in London. In that year Lord Ashley, later the Earl of Shaftesbury, called public attention to the disgraceful condition of the dwellings inhabited by the poorer classes in London and other great cities of the Kingdom. As the result of his efforts two Acts were passed, which were known as Lord Shaftesbury's Act and the Labouring Classes Act, which empowered the local authorities to deal with insanitary property. Later in 1868 and 1885 further Acts were passed which gave much wider powers to the local authorities to deal with the overcrowding nuisance, including the right to condemn insanitary property or carry out improvements themselves in the event of the owner neglecting to keep them in a fit state of repair.

Happily the worst slum areas have now disappeared, but others still remain to be dealt with in back streets and neighbourhoods which largely escape the notice of the general public. In addition to the good work carried out by the London County Council and the various local authorities, much has been accomplished by private enterprise since the latter half of the nineteenth century, notably by the Peabody Trust, the Guinness Trust, established in 1889, and by Sir Sydney Waterlow, who founded a limited company for the purpose of erecting blocks of workmen's dwellings.

But even the provision of excellent houses for the artisan classes will not suffice to prevent such new neighbourhoods from often degenerating into new slums. We are still confronted with the problem of the individual of slovenly habits who creates new slums wherever he happens to live. That is a failing which presumably can only be cured by education and by public opinion. The man who would turn Becontree or Dagenham into slums, and whose one and only desire is to reside near the public-house, justly deserves to be ostracized by his fellow beings.

Despite their monotonous streets and interminable rows of two-storied houses, such places as West Ham, Tottenham, and Earlsfield are a big improvement on the older working-class districts of Bethnal Green, Hoxton, and Walworth, but they in turn are now completely eclipsed by the garden suburbs of Dagenham, East Acton, Downham, Eltham, and Burnt Oak, erected by the London County Council since the late war.

In the matter of dress, London business men have ceased to go about attired in the heavy black frock-coats and top hats which gave them the appearance of undertakers a quarter of a century ago, and the shorter skirts worn by the ladies are an improvement from a hygienic point of view, and prove that they are not ashamed to show how the Creator made them. But the middle-class ladies of the nineteenth century, despite their quaint dress and crinolines, were entitled to our profound respect inasmuch as they rarely indulged in rouge, powder, lipstick, and kindred abominations. A generation ago any self-respecting mother would have blushed for shame to allow her seventeen-year-old daughter to walk through the streets of London looking for all the world as though she had been picked up out of a bag of flour. The plea of 'Honi soit' cannot be consistently advanced in this case, but unfortunately Jezebel has become firmly enthroned in our own day as Queen of Fashion. In former days these tinted Venuses were very rightly ostracized as 'Whited Sepulchres'.

London suffers severely from the wanton disfigurement of some of her finest streets and squares by unsightly advertisement hoardings erected over the entire upper floors of many houses. These are suffered to mar the appearance of the reconstructed Piccadilly Circus, which would otherwise be the finest open space of its kind in Europe, also in the Strand, next door to Somerset House, and facing Bush House and the noble buildings on the north side of the Strand, and others are to be seen facing the Law Courts and St. Clement's Dane Church. Our people are emphatic enough in their condemnation of the disfigurement of the country-side by hideous hoardings, but here in the most splendid streets of the metropolis where millions of people seek daily pleasure and enjoyment, no sort of protest is ever raised against this wanton vandalism, which suggests some third-rate mining town and would not be tolerated in many another capital city.

In the forty years between 1831 and 1871 Greater London more than doubled its population, which increased from 1,776,000 to 3,811,000, and in the following forty years it nearly doubled again, rising by 1911 to 7,252,000. By 1901 it was 6,581,000. The Great War caused a slowing down in the rate of increase in every belligerent capital city of Europe, so that the population by 1921 had only increased to 7,476,000. The census of 1931 returns a population of 8,202,818, being an increase of 722,617 over that of 1921. A considerable decrease has taken place in the County of London itself, owing to the outward movement

of the resident population. In the outer districts an enormous amount of building has taken place since 1921. Entire new towns have sprung up, such as Dagenham, Wembley, Hendon, Edgware, Downham, Eltham, St. Helier, and East Acton. Outer London covers an area of over 400 square miles as against 117 square miles for the County of London, and its rateable value, which in 1856 was £11,284,000 and in 1876 £23,111,000, had increased by 1930 to £57,487,000.

Certain other cities can perhaps point to an even more spectacular growth than London during the past fifty years, but then they are cities of yesterday compared to London and belong essentially to the era of modern transport, industry, and trade. New York with a population in 1930 of 6,900,000 and upwards of 9,000,000 within a fifteen-mile radius of the centre of the city is now perhaps the most highly populated city in the world, but the metropolis of the United States, a country with nearly three times as many inhabitants as Great Britain, is bound to race ahead of London. It might truthfully be said that if London continued to expand at the same rate as New York during the past ten years, the older city would be pushed into the sea. Sydney, which has recently dethroned Glasgow as the second white city of the Empire, has practically doubled its population within the short period of eighteen years, having increased from 636,000 in 1911 to 1,239,000 in 1929. The growth of Berlin, Buenos Ayres, and Melbourne has been almost as remarkable during the past twenty-five years, and Detroit increased from 500,000 to 1,000,000 between 1910 and 1920, and to 1,572,000 in 1930. Perhaps the most spectacular increase ever shown by any one city is that of Los Angeles, in California, which has grown from 577,000 in 1920 to 1,234,000 in 1930.

If the reign of George IV was termed the Augustan age of London, history has repeated itself a century later, for the improvements which have been carried out in London during the reign of our present beloved monarch King George V and more especially since the late war, make even those of the reign of George IV appear trivial by comparison. George IV was responsible for the construction of Regent Street, but George V has been privileged to witness its entire rebuilding. Accompanied by the Queen, he drove formally through the new street on 23 June 1927. Most of the new streets of London were constructed in the Victorian era, but the present reign has witnessed the greatest amount of rebuilding all over the metropolis that has ever taken place within so short a period of time since the Great Fire of London. Aldwych and Kingsway have been completely lined with stately buildings, the greater part of the Strand and the whole of Fleet Street have been widened. King William Street, Moorgate, and Finsbury Circus have been rebuilt, Leadenhall Street has been widened and rebuilt, Buckingham Palace has been refronted, the County Hall constructed, and countless splendid new buildings have been erected in Marylebone and Kensington. Oxford Street has been mostly rebuilt, and invaded by

large new stores like Selfridge's and Gamage's (the latter of which has already vanished, though leaving its building behind), and in Mayfair great and famous residences like Grosvenor House, Dorchester House, and Devonshire House have given way to huge new hotels and blocks of flats.

Park Lane is rapidly changing its former character, from a street of private residences to one of hotels, shops, and flats, and promises in a few years' time to rival Regent Street as a world-famous thoroughfare. Old Mayfair is disappearing and houses have been demolished in Brook Street for the extension of Claridge's Hotel; Berkeley Square and Bruton Street are being invaded by shops and business premises, and the large corner site comprising nine houses in Berkeley Square and six in Bruton Street has been sold by Lord Bearsted for the erection of a huge new hotel by the Canadian Pacific Railway Company. On the large island site on the east side of Trafalgar Square, originally occupied by Morley's Hotel and the Golden Cross Hotel, a very magnificent new building is in course of erection for the offices of the Union of South Africa. In Great Queen Street the stately new Masonic Temple erected at a cost of £1,000,000, with a tower some 200 feet high, is rapidly nearing completion and will form a prominent landmark when viewed from Long Acre.

In the heart of the City great progress is being made with the rebuilding of the Bank of England, the new Lloyds Bank has arisen in Cornhill, the Midland Bank and the National Provincial Bank in the Poultry, and the Westminster Bank in Lothbury. At Blackfriars, the new Lever House is being erected on the large corner site facing the Victoria Embankment formerly occupied by De Keyser's Royal Hotel, and farther west the Hotel Cecil has been razed to the ground within the brief space of four months to make way for the splendid new building of the Shell Mex Company. The new Lambeth Bridge is making steady progress, and the slums which recently lined the river-front at Millbank have given way to the magnificent new Imperial Chemical and Thames Houses, said to be the finest office buildings in Europe. On the opposite bank of the river a large new building is to be erected by Messrs. W. H. Smith and Sons, Ltd., the well-known firm of booksellers and newsagents.

Marylebone Road and Euston Road have been largely rebuilt and much widened by throwing the long front gardens into the main thoroughfare, and a similar improvement is shortly to be carried out in the High Street, Kensington. Splendid new by-pass roads have been constructed leading out of the metropolis in every direction. The majority of the new buildings of London are six stories high as compared with the four-storied houses of the Georgian era which they have replaced. Red brick and stone are the principal materials with which they have been fronted, but cement has also come into favour to a limited extent, and most recently several new buildings have been faced with genuine and imitation black marble.

Plans for the erection of additional Government buildings on the south side of Whitehall, worthy of the capital of the Empire, are contemplated as soon as the state of our national finances will permit. At Dagenham, on the banks of the river, the large new workshops of the Ford Motor Company are nearing completion.

The present reign has also witnessed the construction of the new offices of the Port of London Authority in Trinity Square, as well as the King George's Dock and the new landing-stage at Tilbury erected at a cost of £700,000 and opened by the Prime Minister on 16 May 1930. The latest statistics show that the traffic handled in the Port of London in 1929 was a record, and this at a time when the country was passing through a period of intense trade depression. The Port of London Authority celebrated its twenty-first birthday in 1930.

Speaking at the annual General Meeting of the Underground Railway Companies on 27 February 1930, Lord Ashfield said that

'London was indeed a remarkable metropolis, for in spite of the depression in trade and of the declining birth-rate, it continued to grow all the time. It had always been the place in which the wealth of the country was spent, but it was also rapidly becoming the place in which the wealth of the country is gained. Any one who travelled round London over the new roads could not fail to be impressed by the blocks of houses that were springing up on all sides, and by the many factories which seemed to be completed in the night. He himself was amazed. One day he passed down an entirely empty road, and then the next time the builder was at work, and before he had time to realize it, new suburbs sprang into being, and new industries had been launched. The average Londoner could scarcely understand the gloomy prognostications and the pessimistic forecasts which from time to time filled our newspapers and periodicals.

'One began to doubt whether those who wrote these accounts of the state of our country had made a wide enough survey of the facts, and so far as London was concerned, the available figures bore out the impression of the casual observer rather than of the closeted writer. The unemployed in the London area then numbered only 159,534 or about 7 per cent. of the total number of insured workers. For the rest of the country the figure was over 14 per cent. These figures took little account of the commerce which was concentrated in London, for those employed in commerce are outside the scope of the insured trades. London had become the centre of a larger life having an ever-widening influence, and against the cost of providing the transport facilities necessary to maintain this centre must be set many advantages, an intensity of business activity impossible in a small place, a greater liveliness of thought and endeavour which affords scope and opportunity for the most diverse gifts. In a living London, there could be no final or complete scheme because London outgrows itself with the years.'

London has not merely set the pace in architecture and town-planning, but the standard of living has greatly improved since the late war. The artisan classes are better clothed and housed and are provided with amusements and recreations hitherto undreamt of. The greatly increased transport facilities, and omnibuses fit for lords to travel in, have brought the country-side almost to our very doors, and opened up a new world of surroundings which, though but a few miles distant from the centre of the metropolis, were as remote to the average London worker of fifty years ago as Switzerland or China. Tube railways have been extended and the Southern Railway has electrified the whole of the suburban area of South London. Let us hope that the other great railway companies will follow their good example. The opening up of direct and rapid communication between the different parts of London, as well as the driving of new avenues through districts previously monopolized by slums, has had the effect of breaking down the barriers which divided the richer and the poorer classes. Not only is wealth more evenly distributed at the present day, but more money is in circulation as a result, and the gin-palace has been dethroned to a large extent by the cinema, which provides comforts not available in public houses. In great cities like London, there is constant improvement, precisely because there is constant discontent, which, if kept within reasonable bounds, acts as a driving force in the betterment of society as a whole.

The threatened evils arising out of the rapid invasion of the country-side by this vast metropolis, which have caused misgivings since the time of Queen Elizabeth, have lost their terrors at the present day. The difficulty is being solved partly by the ever-increasing areas which are being secured to the public as open spaces for all time, and partly by developing the newer suburbs on garden-city lines in place of the interminable rows of dreary streets which were thought good enough for our grandfathers. The parks and open spaces of Greater London already occupy some 30,000 acres, or about 10 per cent. of the entire Metropolitan area. Another unique feature of London is its numerous squares, which are said to occupy 1,200 acres in the centre of the metropolis and which were styled by von Raumer in 1835, 'the great and peculiar beauty of London'. At the present time a movement is on foot to procure an Act of Parliament restraining the owners of the lands from building over any of the London squares.

Another unique attraction of London is the great variety of its component districts. Whereas the magnificence of other great capitals is mainly confined to particular quarters, the new grandeur of London is widely distributed and reveals itself in districts as far away from one another as the City proper, the West End, Kensington, Marylebone, and Westminster. This is largely due to the fact that London has been built up out of a conglomeration of places which were formerly separate towns and villages, but which have retained their ancient

historical interest and the individuality and attributes of separate towns. Both Marylebone and Kensington alone excel capitals of Europe and America in magnificence.

The suburbs of London can justly claim to be a hundred years ahead of those of the majority of the capital cities of the world in respect of their town-planning, roads, sanitary appointments, and other kindred blessings of modern civilization. Those of Paris are commonplace by comparison, with inferior sanitation and narrow main roads still paved with atrocious granite blocks. Berlin alone amongst the great capital cities of Europe can boast of suburbs with town-planning comparable to those of London. There the chain of rivers, lakes, and forests which almost surrounds the city has been beautified by well-planned garden suburbs, which give Greater Berlin the appearance of London transferred to the Norfolk Broads.

With all its shortcomings London is undoubtedly the most magnificent city in the world and a victory of civilization, for the larger it grows the more attractive it seems to become. Few of us would be willing to exchange it for any other city. To quote a recent article in the *Morning Post*, 'the new and nobler London has grown up silently and invisibly as an oak increases its girth and stature.' Tastes and opinions may differ on a question of this sort, but the writer, who is a much travelled man, thinks that the impression of a particular city conveyed to the casual visitor is largely influenced by its clear atmosphere or sunshine. In that respect many other cities have a big advantage over London, but then, is there another piece of urban scenery in the world quite so beautiful as Westminster and its Government offices viewed from St. James's Park on a fine spring day? If there is a finer city in the world, surely there never was a more interesting, varied, or wonderful one than London, the cradle of modern civilization. Dr. Johnson, 150 years ago, said that whoever was tired of London was tired of life itself, and if that assertion was true in his day, it is doubly true at the present time. It seems impossible to be lonely or out of touch with humanity for any length of time in this most absorbing city, and if you are feeling depressed and crave for change and variety, an afternoon's run up to Kensington or Hampstead will dispel the gloom and cause you to forget your troubles.

In conclusion, the author desires to tender his best thanks to Mr. Theodore Besterman to whom he is indebted for the revision of this work, and whose intimate knowledge of London topography has proved of great value in discovering errors in his facts. Having regard to the enormous amount of detailed information contained in this work, some of which is of a controversial nature, errors are liable to occur, even though the greatest possible care has been taken to avoid them. The author alone, of course, is responsible for the views and opinions expressed in this book.

FIRST WALK

THE HUB OF THE CITY; THE MANSION HOUSE, THE ROYAL EXCHANGE, THE BANK OF ENGLAND, AND THE BIG FIVE BANKS, THE STOCK EXCHANGE, BROAD STREET, AND THREADNEEDLE STREET

THE hub of the British metropolis, by which we mean the Royal Exchange, the Mansion House, the Bank of England, and the open space formed by the junction of the leading thoroughfares of London, has been so completely transformed during the past hundred years, that we purpose devoting the whole of our opening chapter to a general description and survey of what may aptly be termed the heart of the British Empire.

A century ago, in 1831, six streets converged upon this great centre of metropolitan traffic. These were Threadneedle Street, Cornhill, Lombard Street, Walbrook, the Poultry, and Princes Street. Owing to the creation of King William Street and Queen Victoria Street since that time, their number has been increased to eight.

In 1831 the new London Bridge had just been opened with great ceremony by King William IV and Queen Adelaide, but as yet King William Street, designed to connect London Bridge with the Mansion House, had not yet been completed. To a stranger of that year unfamiliar with the geography of London, a journey from the Bank of England to London Bridge may well have presented quite a tiresome ordeal, since he was compelled to proceed either by way of Lombard Street and along Gracechurch Street, or through Walbrook and along what was then only a very narrow precursor of the present-day Cannon Street. Only a native of London, possessing an intimate knowledge of its lanes and its courts, would have been able to shorten the journey by making short cuts through Abchurch or Clements Lanes.

As for Queen Victoria Street, it was not until 1869, some thirty-eight years after the construction of the new London Bridge, that this noble avenue was opened for traffic; prior to that time the whole of London's west-bound traffic devolved upon Cheapside. East-bound traffic passed mainly through Cornhill, as it still does at the present day, though of course the construction of King William Street relieved that thoroughfare of the traffic bound for London Bridge, which must necessarily have passed through Cornhill or Lombard Street in former times.

Moorgate Street had not yet come into being, and before the construction of that useful thoroughfare, which connected Moorfields with the Bank and was opened about 1840, traffic for Finsbury Square and City Road had to proceed by way of Coleman Street and London Wall.

The main streets of the City a century ago were mostly paved with granite blocks. Experimental wood paving had been laid down during

the forties in certain sections of Cheapside, Newgate Street, and St. Paul's Churchyard, but this had proved a failure, and it was not until many years later that wood paving became general in the streets of London.

Although traffic congestion in the centre of the City is admittedly a serious problem in our own day, it was no better, and in actual fact much worse, in 1831, than it is in this year of grace 1931. That is, of course, if the most authentic accounts of the state of affairs then prevailing can be accepted at their face value.

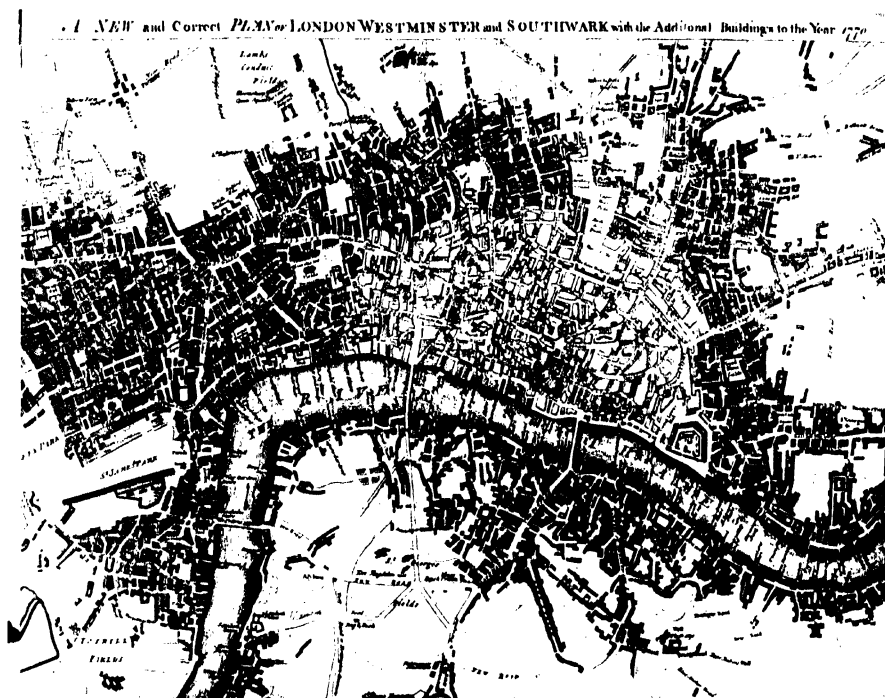
Omnibuses had already started running from Paddington to the City in 1829, and by 1837 their number had increased to well over 200, serving various parts of the metropolis. Some 600 coaches conveyed well over 50,000 workers daily to and from the City from the outer residential districts of Marylebone, Paddington, Chelsea, Islington, Hampstead, Kennington, Clapham, Camberwell, Hackney, Mile End, and Stepney, all of which places have long since become merged into this great metropolis. The fares were 6*d.* for short distances, and 1*s.*, 1*s.* 6*d.*, and 2*s.* for longer journeys to such places as Richmond and Ilford. Those whose incomes did not allow the daily sum of one or two shillings for conveyance to and from the City met this difficulty by walking in fine weather and riding only when it was wet, for, of course, there were no railways.

One writer tells us that heavily laden wagons frequently broke down in the narrow streets and brought a long line of carriages to a standstill. Often a donkey-cart laden with firewood obstructed the traffic, followed by some elegant carriage, behind which would be a heavy dray loaded with beer barrels, succeeded by an omnibus moving at snail's pace. This in turn would be followed by a cabman who had undertaken to convey his fare east or west to his destination in a given number of minutes, dodging in and out amongst the narrow openings in the traffic in a way no one other than a driver born on the spot would ever have dared to risk.

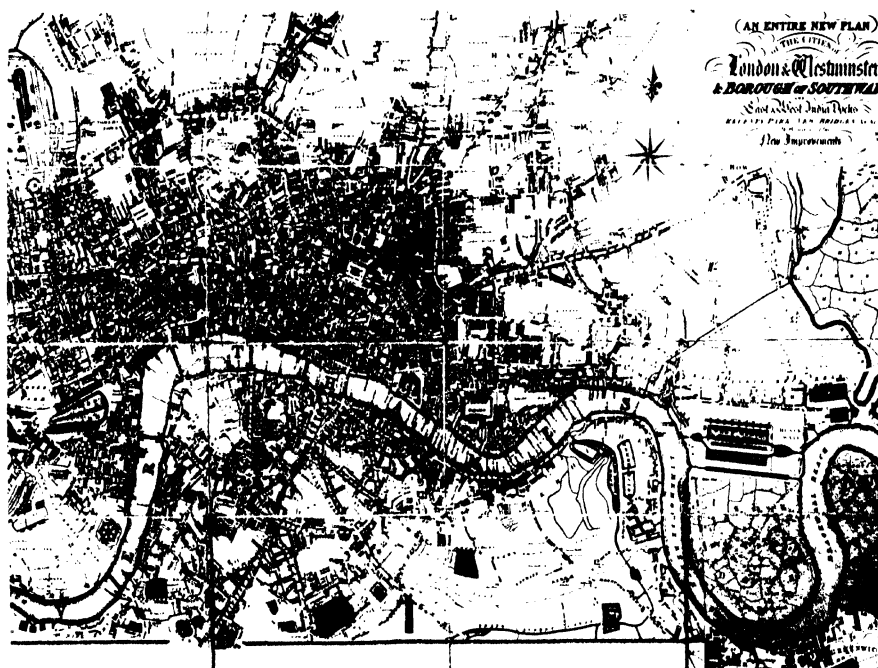
Writing in 1829, Mr. Thomas H. Shepherd describes London when viewed from the point where Cheapside terminates at the Mansion House and the Bank of England as being characteristic at once of metropolitan activity, commerce, and opulence, the gay and ever-moving throng of pedestrians and carriages giving indescribable life and animation to the scene.

Successive improvements carried out since that time have so enlarged and altered the hub of the City as to raise it to the dignity of a square or open space of considerable size. In form it is certainly irregular, but the same thing can be said of Piccadilly Circus, which has likewise grown from small beginnings.

In 1831 the second Royal Exchange, successor to that founded by Sir Richard Gresham in 1537 which perished in the Great Fire of London, was still in existence, and in front of it stood two blocks of houses



London in 1770.



London in 1817.

known as Bank Buildings. These occupied the open space in front of the present Royal Exchange, below which is now situated the Bank Station of the Underground Railways. At the junction of Lombard Street and Cornhill was the newly erected three-story building of the Liverpool and London and Globe Insurance Company, considered a splendid building in its day, but now superseded by a much finer and more lofty edifice constructed in 1904.

The Mansion House had undergone various alterations, notably the removal of the superstructure from the roof of the building, and of the balustrade which formerly adorned the street front, but otherwise it appeared very much the same as it does at the present day. It was built on the site of the Stocks-market from the designs of George Dance, the City Surveyor, the foundation-stone being laid on 25 October 1739. It is said to have cost £71,000. The superstructure, which was removed about 1840, consisted of two stories designed to provide quarters for the servants and was nicknamed 'The Mare's Nest'. Doubtless it was regarded as a disfigurement to the building which ought never to have been erected. The stone balustrade of the stairs, which originally protruded in front of the portico, was also considered an obstruction, and has long since been removed. The Mansion House itself is substantially built of Portland stone and is screened by a portico of six fluted Corinthian columns, but already it has become too small for its present-day requirements, and the City Corporation at one time seriously considered the advisability of pulling it down and erecting a new building on the same site. Various suggestions that the Mansion House should be transferred to another site in the City have not met with popular approval, largely owing to the enormous cost of purchasing the requisite land. Alterations to the interior of the Mansion House are now being effected at a cost of £50,000.

Should the Mansion House ever be pulled down and a more lofty building erected on the same site, let us hope that the City Corporation, notwithstanding the enormous value of the ground upon which it stands, may see their way to spare a few feet in order to widen the roadway at the western extremity of the building, and thus provide a little extra space for the traffic at the junction of Queen Victoria Street and the Poultry. Possibly this might be accomplished by merely sacrificing the small strip of ground at present occupied by the area and the Corinthian columns. A proposal to remove one of these columns next to Queen Victoria Street, which would provide additional space for the traffic, is being considered by the City Corporation at the present time.

A description of the first Royal Exchange founded by Sir Richard Gresham and destroyed in the Great Fire of London in 1666 does not come within the province of this work, but the second building erected in 1669 much resembled the first, excepting that it was larger and more splendid. Designed by Edward Jerman, one of the City surveyors, the

foundation-stone was laid by King Charles II on 23 October 1667, and the edifice, which was fronted with Portland stone, was completed and opened on 28 September 1669. The cost of the building was £59,000, with another £7,000 for the enlarged site. It bore a stone tower erected in the Italian style, which was greatly admired, and so also does the present Royal Exchange. In the year 1779 the Royal Exchange Assurance Corporation and Lloyds made this building their headquarters, but later the second Royal Exchange was destroyed by fire.

This occurred on the night of Wednesday, 10 January 1838, when the fire started from the rooms of Lloyds coffee-house. The conflagration was magnificent, and amidst the excitement of the populace and the shouts of the firemen, coupled with the crash of the falling masonry, the chimes in the tower began to play their popular tune, 'There's nae luck about the house'. After the destruction of the second Royal Exchange the merchants had to find a temporary home. The South Sea House received the members of Lloyds and the Court of the Excise Office accommodated the general mercantile body, as it had done on the occasion of the previous fire.

The first stone of the third Royal Exchange was laid on 17 January 1842 by the Prince Consort, during the mayoralty of Alderman Sir John Price, and the building was opened with great ceremony on Monday, 28 October 1844, by Queen Victoria, accompanied by the Prince Consort.

Meanwhile the ground immediately in front of the new Royal Exchange had been cleared by the removal of the two blocks of buildings to the west of the site, in such a way as to provide an uninterrupted view from the junction of the streets in front of the Mansion House, an improvement which completely altered the appearance of the heart of the City. The sale of the first portion of the so-called Bank Buildings took place on Monday, 19 February 1844, and included the spacious banking premises of Messrs. Ladbroke and Company, and three other houses. The second portion included the premises of the old Sun Fire Office, to-day located in Threadneedle Street, and one of the conditions attaching to the sale of both these blocks of buildings was that the buyers should remove the property within 28 days so that the ground might be cleared by the end of March 1844.

In the space thus cleared was erected Chantrey's equestrian statue of the Duke of Wellington. It is interesting to note that before the calamity which resulted in the destruction of the second Royal Exchange it was the intention of the City Corporation to erect this statue in front of the recently constructed building of the Liverpool and London and Globe Insurance Company at the junction of Lombard Street and Cornhill.

Of course, the Duke of Wellington himself was one of the principal guests at the opening ceremony of the new Royal Exchange, and upon his arrival the band stationed on the portico struck up, 'See the Conquering Hero comes,' every head being uncovered and bowed low to do



By permission of Messrs. Stoneham.

The hub of the City in 1851.



The hub of the City in 1931.

him reverence. The privilege of seeing one's own statue uncovered is an honour which falls to the lot of very few people, but notwithstanding this astonishing demonstration of national enthusiasm the Duke retained his wonted composure, and ascending the portico calmly surveyed his own statue, and then quietly walked towards the door of the main entrance. Having no admission ticket, or considering it unnecessary to produce it, he merely glanced at the closed door, and then at the official. Thereupon the official, with profound obeisances, ushered His Grace into the building.

The present Royal Exchange has a length of 300 feet from east to west and a width of 175 feet at its eastern end, narrowing to 118 feet at the western end, and is considerably larger than its predecessor. It was built from the designs of William Tite in the very short time of three years, at a cost of £150,000 and, most wonderful of all, at a figure below the architect's estimate. It contains a peal of bells, recast in 1921, which play English, Scottish, and Irish melodies at 9 and 12 o'clock in the morning, and at 3 and 6 in the afternoon. The eight Corinthian columns which adorn the main entrance to the building are 41 feet high and the tower fronting the north side 177 feet. The steps of the Royal Exchange are one of the places from which a new sovereign is always proclaimed on his accession. Close to the statue of the Duke of Wellington stands the memorial, designed by Sir Aston Webb, R.A., to London troops who fell in the Great War of 1914-18, and which takes the form of a pillar of Portland stone surmounted by a lion. Lack of space prevents us from including detailed accounts of the interior of the Royal Exchange and other famous London buildings, but these will be found in every guide to the metropolis.

The space in front of the Royal Exchange also contains the entrance to the Bank station of the London Underground Railways rebuilt a few years back, and second only in size and internal splendour to the more recently constructed station at Piccadilly Circus. The original station opened in 1900 marked the terminus of the Central London Railway and was quite a modest affair by comparison with its successor. This line, which extended from the Bank to Shepherd's Bush, was virtually the pioneer of London tube railways and was popularly known as 'The Twopenny Tube' on account of the uniform fare of twopence for any distance, which prevailed for several years. It was built between 1896 and 1900, and on account of the enormous volume of street traffic at this spot the temporary boards which covered the roadway during the construction of the Bank Station and the network of subways had to be renewed every day, an operation which was carried out in the early hours of the morning. The extension to Liverpool Street was not opened until August 1912.

Since the removal of Lloyds to their new quarters in Leadenhall Street in 1928, the rooms formerly occupied by them at the Royal Exchange have been taken over by the Royal Exchange Assurance

Company as additional office accommodation. This Company has occupied the Royal Exchange for the whole period since its foundation in 1720, and in 1920 celebrated its bicentenary. To commemorate this event, the Corporation of London presented them with a fresco depicting the burning of the second Royal Exchange in 1838.

Facing the south front of the Royal Exchange in Cornhill is the newly erected head office of Lloyds Bank, one of the so-called 'big five', constructed between 1926 and 1930. It covers an extensive site and has imposing frontages both to Cornhill and Lombard Street. The building, which extends for the whole length of Change Alley, rises to an elevation of eight stories above the level of the street, the two uppermost being zoned back a short distance to conform to the regulations governing the height of buildings permitted to be erected in London. It occupies the site of the previous head offices of Lloyds Bank, together with a number of other buildings which were acquired for its extension, the frontage to Lombard Street being considerably wider than that to Cornhill.

One of the buildings thus acquired was Birch's restaurant on the south side of Cornhill, opposite the Royal Exchange. It was demolished in 1926, having contained till then the oldest shop front of its kind in London. In bygone days this establishment was much patronized by the Lord Mayors of London during their years of office. It was established as a confectioner's in the time of George I by a Mr. Horton, after whom came Lucas Birch, whose son and successor Samuel Birch became Lord Mayor in 1840. His successors, although of a different family, have retained the name of Birch. The front of the old shop is preserved in the Victoria and Albert Museum, and the business has been transferred to Old Broad Street.

As a result of the deep excavations made for the foundations of the new Lloyds Bank the roadway in Cornhill collapsed in August 1927 and had to be closed to traffic for some three months during repairs. A portion of the adjoining premises of the Commercial Union Assurance Company were involved in this catastrophe and, falling down, necessitated the entire reconstruction of that building. The new structure which has since arisen is of the same elevation and scarcely less imposing than the neighbouring Lloyds Bank, and was completed in 1929 in the record time of eleven months. The collapse of the roadway in Cornhill was attributed to the loose character of the soil due to the fact that the Walbrook stream once flowed across this land on its passage to the Thames.

The space at the back of the Royal Exchange is now of considerable width, but previous to the destruction of the former Exchange it was very narrow and was originally known as Freeman's Alley and Sweeting Lane. Afterwards its name was changed to Freeman's Place, but to-day it is called Royal Exchange Buildings, after the building of that name, which faces the north side of the Royal Exchange, and forms an im-

posing block of buildings erected in 1906; it is fronted with stone and contains the offices of the Union Assurance Company and a branch of the Midland Bank. Quite a handsome building of rather lower elevation had previously stood on this site. It was erected in 1845 and had a façade of fine red brick with Portland cement dressings. Near the corner of Threadneedle Street, facing the north side of the Royal Exchange, is the statue of Mr. George Peabody, an American philanthropist, occupying the site of the former parish church of St. Benet Fink, erected by Sir Christopher Wren in place of an earlier one destroyed in the Great Fire of 1666. It had to be pulled down to make room for the present Royal Exchange, and its contents were sold by auction on 15 January 1846.

During his lifetime Mr. Peabody gave £150,000 to the poor of London and in 1862 founded the Peabody Trust. He left £500,000 for the trustees of the Peabody Fund to erect dwellings for the working classes of London. The bronze statue of Mr. Peabody was unveiled on 23 July 1869 by the late King Edward VII, when Prince of Wales, who said that for a foreigner to give £500,000 to charity in a country not his own was unparalleled. Since the still more generous formation of the Pilgrim Trust, it is so no longer. By 1919 over 15,000 rooms were owned by the Peabody Trust, providing accommodation for upwards of 23,000 people. Surely no foreigner ever deserved so well of Londoners as this great-hearted American who so loved London as to confer all this benefit upon her poorer inhabitants.

At the back of the Peabody statue is a most distinctive building of eight stories erected by the Eagle, Star and British Dominions Insurance Company. It is of very pleasing appearance and has a second frontage to Threadneedle Street.

Until as recently as 1854 an unsightly block of buildings formed an obstruction in Threadneedle Street, nearly opposite Old Broad Street, and upon their removal the northern half of Threadneedle Street was opened up from the Royal Exchange to Bishopsgate as it appears at the present day. The owners of the property required to carry out this widening claimed about £36,000 compensation, little enough from a present-day standpoint, but they were only awarded less than £29,000. During the excavations carried out in connexion with this improvement in 1854, Roman remains were found close to the site of St. Benet Fink Church.

Crossing to the other side of Threadneedle Street we come to the Bank of England. This establishment was founded in 1694 by Mr. William Paterson, a Scotsman, and grew out of a loan of £1,200,000 for the public service. The building was designed in 1734 by Mr. George Sampson, and is typical of many other great British institutions inasmuch as it has grown from modest beginnings to world-wide importance. The east and west wings of the recently demolished building were added by Sir Robert Taylor between 1766 and 1786, and necessitated the demolition of the church of St. Christopher, which, together with

the churchyard, were purchased for the extension. The private residence and garden of the first governor, Sir John Houblon, occupied the site of the present bank. About a century ago various alterations were made to the building by Sir John Soane, and the former churchyard now marks approximately the centre of the new structure. The outer walls, which have been retained, are devoid of external windows in order to provide increased security, and at night the bank is guarded by a detachment of the Guards and by various watchmen. In 1861 the stone facing of the exterior walls showed evidence of rapid decay similar to that more recently exhibited by the Houses of Parliament. To stop this trouble a coating of a newly invented composition was applied to the surface of the frontage in Threadneedle Street.

The very magnificent new edifice which is rapidly arising within the confines of the original outer walls of Soane's building resembles a raised palace surrounded by a fortress, of which the central portion attains an elevation of about 100 feet. Begun about 1925, the reconstruction of the Bank of England, which is hardly expected to be completed before 1935, is an undertaking which in point of magnitude deserves to rank with the building of the new Houses of Parliament, as the greatest event which has taken place in the rebuilding of London during the last hundred years. The fact that the Bank of England occupies an island site covering nearly three acres in the very heart of the metropolis has provided unlimited scope for the erection of such a splendid new building. The outer walls, besides furnishing a link with the past history of London, are eminently suited as a foreground to the new building.

Facing the east side of the Bank of England at the corner of Threadneedle Street and Bartholomew Lane is the Sun Fire Office. The original building was erected as long ago as 1844 after the removal of that company from their old premises in the Bank Buildings which stood in front of the old Royal Exchange. Built in the style of an Italian palace, at that period it was perhaps the finest office building in the city, but some thirty years ago considerable alterations were carried out and an extra story added to the building.

Walking along Bartholomew Lane, we came to Lothbury. Here the Bank of England is overlooked, on its northern side, by the church of St. Margaret and the new head office of the Westminster Bank, another member of the big five. It is a towering structure, no less imposing than the new Midland and Lloyds head offices, and also rises to a height of seven stories; it has an extensive frontage to Angel Court also. In between St. Margaret's Church and the new Westminster Bank is the tall narrow building of the National Bank of Australia, overlooking Church Court. Lothbury is said to derive its name from the loathsome noise made by pewterers and workers in metal.

On the east side, the Bank of England is bounded by Bartholomew Lane, and here at the corner of Throgmorton Street is another branch



By permission of Messrs. Stone & Co.

The Bank buildings in front of the old Royal Exchange in 1837.



The new south front of the Bank of England.

of the Westminster Bank, the Sun Fire Office at the corner of Threadneedle Street already noted, and, in between, the Alliance Assurance Company with the entrance to Capel Court and the Stock Exchange. Passing into Throgmorton Street, crowded by the bare-headed fraternity, the Stock Exchange is approached from this thoroughfare through Shorter's Court. For all the external evidence of the existence of the Stock Exchange, the average stranger to the metropolis might well be pardoned for doubting whether London possessed such an institution at all. Concealed behind courts and blocks of offices in Throgmorton Street and Bartholomew Lane, the only frontage visible to the passer-by is that on Old Broad Street, devoted to general offices. It is of low elevation and compared to the towering modern buildings which line Old Broad Street at the present day, it bears a distinctly provincial appearance. Any time when the Stock Exchange Company decide upon the erection of a larger building, they should possess a valuable property in Old Broad Street.

As for the internal appointments of the Stock Exchange, from second-hand information the writer learns that they are sumptuous, but knowing that any unauthorized person attempting to enter the building has rarely been seen to come out again unscathed, he has made no attempt to inspect the interior on his own account. The Stock Exchange, which originated as the result of the National Debt, had its first home in Jonathan's Coffee House in Change Alley. The first stone of the present hall was laid on 18 May 1801 and the building, which was designed by Mr. Peacock, was opened in March 1802. Capel Court, forming one of the main entrances, derives its name from the former London residence and place of business of Sir William Capel, Lord Mayor of London in 1504. Having been found too small for its requirements the Stock Exchange was enlarged in 1853 and reopened in March 1854. The sum of £6,000 was spent on additional space and a further £10,000 on the new edifice. During these alterations, the Committee of the Stock Exchange hired the so-called Hall of Commerce in Threadneedle Street, long since pulled down, as temporary accommodation.

Throgmorton Street itself is a very narrow thoroughfare connecting Lothbury with Old Broad Street; it has but little vehicular traffic and is given over principally to the Stock Exchange fraternity. It contains some excellent shops on the north side, and the Throgmorton restaurant, owned by Messrs. J. Lyons and Co., Ltd., the largest in the City, and another owned by Slater's and the Bodega Restaurant Company. It derives its name from Sir Nicholas Throgmorton, Ambassador to France in the reign of Queen Elizabeth.

That quarter of the city which is enclosed by Moorgate on the west, London Wall on the north, Old Broad Street on the east, and Throgmorton Street on the south, represents the home of the Stock Exchange brokers. It consists principally of courts and narrow streets leading to nowhere in particular and down which little or no vehicular traffic ever

seems to pass, excepting perhaps a few motor-cars which one sees parked here. It is thronged with stockbrokers and their clerks, all of them apostles of the hatless brigade, and to wander at random through Angel Court, Drapers Gardens, Copthall Court, affords all the delights of wandering through the narrow streets of some ancient University town. Included in this congeries of streets and alleys is Austin Friars with its historical old Dutch Church granted to that nation by Edward VI, and, incidentally, spared in the Great Fire of London. Here also is the Pinner's Hall, opening into Great Winchester Street.

Proceeding from Austin Friars into Old Broad Street we shall observe the tall structure of the Anglo-South American Bank on the west side of that street, which occupies the site of the church of St. Peter le Poor demolished in 1912. Nearly opposite is the equally lofty Gresham House with its two uppermost stories zoned back from the street. Although Old Broad Street has been slightly widened at this point in recent years these tall buildings have imparted such an American appearance to this thoroughfare that one might easily imagine it was some canyon in New York City.

The present Gresham House, which was mostly erected between 1920 and 1922, extends from Old Broad Street through to Bishopsgate, and stands on the site of the old Excise Office, built in 1768 and removed to Somerset House in 1848. The Excise Office was pulled down in March 1854 and during its demolition a Roman tessellated pavement was discovered about fifteen feet below the surface near Threadneedle Street. The Excise Office stood on the site of the college and ten almshouses founded by Sir Thomas Gresham in 1575 and consisted of a range of handsome stone buildings fronting Old Broad Street, with another one of brick in the rear separated by a large courtyard. The adjoining Palmerston House, another large block of buildings, also extends through to Bishopsgate and contains the London Office of the Cunard Steamship Company, now about to be transferred to their new building in Leadenhall Street.

A few doors south of Gresham House, opposite the Stock Exchange building in Old Broad Street, is the City of London Club, built in 1832-3 with a façade of a Palladian composition and a Doric order of seven inter-columns. In a thoroughfare like the old Regent Street it would look quite well, but here, surrounded by twentieth-century office buildings, it looks very dingy and old-fashioned. It stands on the side of the Broad Street frontage of the old South Sea House destroyed by fire in 1826. But the main building of the South Sea House, which was a handsome three-story building of brick ornamented with Portland stone, was situated in Threadneedle Street, and this portion of the edifice was not damaged by the fire in Old Broad Street. It occupied approximately the site of the premises forming a part of the head offices of the National Provincial Bank in Adams Court, and of the British Linen Bank in Threadneedle Street.



Old Broad Street in 1831, showing the church of
St. Peter-le-Poor and the Excise Office.



The collapse of the roadway in Cornhill in August, 1927.

The South Sea House was erected between 1720 and 1727 and was approached from a gateway leading into a court containing a piazza formed by Doric pillars. The South Sea Company itself was incorporated by Act of Parliament in 1710 to pay £10,000,000 due to the seamen employed in the wars of Queen Anne's reign, but after the scandals in speculation which took place in the so-called South Sea Bubble, the affairs of that Company were reduced to the narrow compass of recovering and distributing the Government dividends on their stocks. In 1853-4 the South Sea stock was converted and paid off by the Government, and this site, comprising half an acre of ground, was disposed of in 1854 for an enormous price.

The main frontage of the head office of the National Provincial Bank is in Bishopsgate, at the corner of Threadneedle Street. It was erected in 1865 on the site of an ancient hostelry called the 'Flower Pot' and of adjoining houses. In that year the National Provincial Bank extended its business to London, after having been established in the provinces for thirty-three years, as its name implies. The height of this building is 53 feet, of which 33 feet are accounted for by the columns, and the roof is adorned by a group of statues. Here valuable office space has been sacrificed for ornament, and some day, if the National Provincial Bank should desire to erect a more lofty edifice on this site, they undoubtedly possess an excellent and suitable property.

Turning into Threadneedle Street, a short distance farther east will bring us to the newly erected establishment of the Westminster Bank Ltd., scarcely less imposing than the head office of that bank in Lothbury. It is a lofty structure erected in 1925-6, with the upper stories zoned back some distance from the street, and here also a widening of the street has recently been carried out by the City Corporation.

On the site of this new building the Hall of Commerce stood until about 1870. It was erected in 1842 by Mr. Moxhay, a biscuit-maker, at a cost of £70,000. Opened with an inaugural banquet two years before the completion of the present Royal Exchange, it was designed to rival Lloyds, the Baltic, Garraway's, and other similar institutions. It contained a reading-room and office accommodation for commission agents, where they could exhibit their samples. At first the annual subscription was five guineas but this soon dwindled to £1 10s. 6d.

Before the construction of the Hall of Commerce, a French Protestant church had occupied this site, and going back to much earlier times, it may amuse our readers to learn that according to Mr. David Hughson, LL.D., this centre of great opulence was once called Pig Street. That was because the animals belonging to the Hospital of St. Anthony, which also stood on this site in more remote times, used to run about this street and be fed by passengers. This incident gave rise to the adage, 'Following like a Tantony pig'. At the junction of Old Broad Street and Threadneedle Street is another elegant building erected in 1903 on the site of the old premises of the Imperial Assurance Office. This latter

building, which was erected in 1849, was at that time considered the finest which had been built in the City since the present Royal Exchange in 1844.

At the south corner of Bishopsgate and Threadneedle Street, opposite the National Provincial Bank, is another branch of Lloyds Bank and this marks the site of the church of St. Martin Outwich, demolished in 1874. At the corner of Finch Lane is the Bank of Australia, and concealed between another branch of the Midland Bank and the premises of the Bank of New South Wales on the same side of the street, is the entrance to the Merchant Taylors' Hall, said to be the largest of any belonging to the City Companies. A few paces farther south will bring us back again to the Royal Exchange, our starting-point, and this will conclude the first of our series of walks around the City.

A notable addition to the new buildings erected in the heart of the city is that of the Alliance Assurance Company in Bartholomew Lane erected in 1932 and 1933, to which we have referred on page 27. This new building, which is faced with stone, is nine stories high, with an elevation of about one hundred feet. It covers a larger site than its predecessor and includes the site of the former premises of the Westminster Bank at the corner of Throgmorton Street. Designed by Messrs. Josephs and Messrs. Mewes and Davis, this fine building constitutes a worthy companion to the adjoining new head offices of the Westminster Bank in Lothbury and to the new Bank of England.

SECOND WALK

CORNHILL, LEADENHALL STREET, ST. MARY AXE
HOUNDSDITCH, LIVERPOOL STREET, BISHOPSGATE
GRACECHURCH STREET, AND LOMBARD STREET

CORNHILL at the present day consists mainly of tall modern office buildings. It derives its name from a corn market held here in olden times, and a century ago presented a long vista of gloomy dark-brick houses, typical of the Georgian era, never exceeding five stories in height.

For this reason the Cornhill of 1831 appeared somewhat wider to the casual observer than does the Cornhill of 1931, and whereas St. Michael's Church then towered well above all its neighbours and was a prominent landmark, to-day it is almost dwarfed by their modern successors.

On the south side, just beyond the Royal Exchange, and leading into Lombard Street, is Change Alley, now containing principally banking premises. Here stood until 1866 Garraway's coffee-house, a celebrated place for sandwiches, sherry, pale ale, and punch, which had enjoyed an existence covering 216 years. On the first floor was a sale room where business was transacted between 11.0 a.m. and 12.0 a.m. Thomas Garraway was the first man who sold and retailed tea in the City of London and because of his care in obtaining the best tea, many noblemen, merchants, and gentlemen of position resorted daily to his house in Exchange Alley. Tea was then retailed at from 16s. to 50s. per pound. After an existence of nearly 120 years in its last quarters, Garraway's finally closed down on 11 August 1866. Its first building was burnt down in the great fire in Cornhill of March 1748 which started in Exchange Alley and destroyed nearly a hundred houses, including the rival Jonathan's and Jerusalem coffee-houses, both of them in Exchange Alley.

Jonathan's was next door to Garraway's and was the original rendezvous of the stockbrokers and jobbers who, ousted from the Royal Exchange by the merchants in 1698, came here before taking up their new quarters in Capel Court. It was closed down some years earlier than Garraway's. On the site of these two coffee-houses stands Martin's Bank, which, like the adjoining head office of Lloyds Bank, has now been rebuilt, and, with its main frontage to Lombard Street, rises to a height of eight stories. Certainly no more than thirty years ago the City fathers would have been shocked at the very suggestion that such tall buildings should be erected in these narrow streets, yet notwithstanding their greatly increased elevation they are in no way unsightly, and are an improvement on the buildings which stood there before.

Returning to Cornhill, at the south-east corner of the Royal Exchange is a pump which was placed in its present position on

6 December 1848. It bears an inscription to the effect that it was first erected in 1799 by the contributions of the Bank of England, the East India Company, and the neighbouring Fire Offices, together with the bankers and traders of the ward of Cornhill. The well was situated in the centre of Cornhill, fronting the south entrance to the old Royal Exchange.

At the west corner of Finch Lane are the offices of the Union Assurance Company, as already noted, and at the east corner a handsome building of the Midland Bank. On the opposite side of Cornhill is Birchin Lane, a corruption of Birchover Lane, named after its first builder and owner. It was once inhabited by wealthy drapers and city merchants, but the modern buildings are occupied by banks and insurance offices.

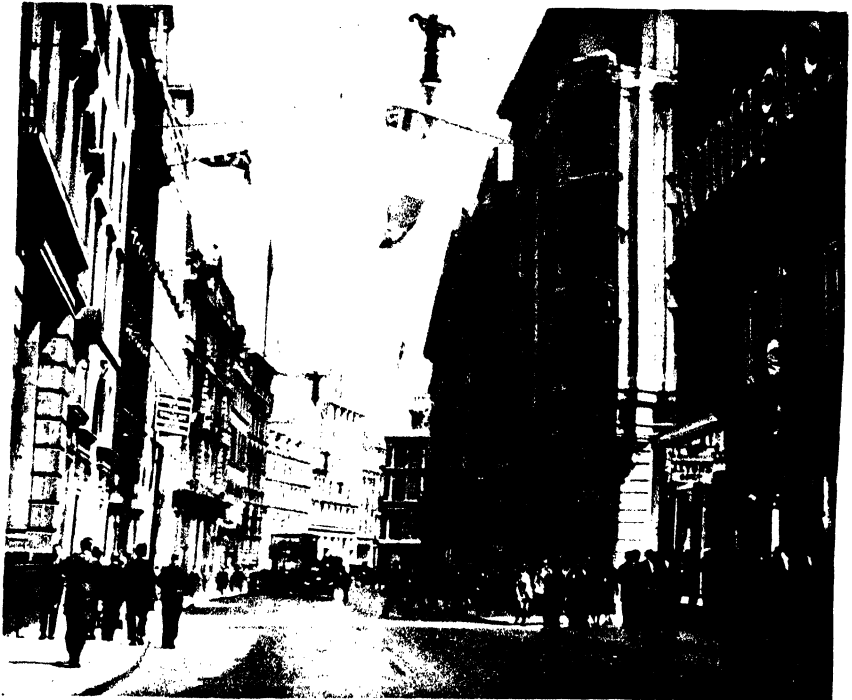
A few paces farther north is St. Michael's Church, a handsome edifice with a tall Gothic tower. It was rebuilt in 1721 by Wren after the Great Fire, and although the original tower was spared from destruction this also was rebuilt by him. Another church rebuilt by Wren is that of St. Peter's Cornhill, situated at the corner of Gracechurch Street. This church is approached from Cornhill through St. Peter's Alley, and here in 1852 the churchwardens effected a considerable improvement by demolishing some very unsightly sheds which had encumbered the graveyard of this parish for 170 years, and enclosing the site with an iron railing. Until shortly before that time, it was still the burial place of this parish, but was afterwards laid out as a garden and planted with trees and shrubs. Opposite St. Peter's Church, at the corner of Bishopsgate and Cornhill, is a very handsome building erected by the Union Bank of Scotland in 1908. Proceeding up Leadenhall Street, so named from a building bearing a leaden roof which was an unusual feature in olden times, this thoroughfare has been transformed out of all recognition since the late war. Very little remains to-day of the buildings which lined this street at the dawn of the present century, and in fact it has been twice rebuilt since 1831. The Leadenhall Street of 1900 also revealed a no less wonderful alteration compared to that of the days of our grandfathers.

At the corner of Bishopsgate is the tall building of the London and Lancashire Insurance Company, crowned by a stone clock-tower erected in 1925. The administrative offices of this company, which are situated on the west side of Chancery Lane, now occupy the site of Old Serjeants Inn, demolished in 1910.

On the opposite side of the street is the entrance to Leadenhall Market, London's chief poultry-market, which is approached through Whittington Avenue. In the eighteenth century it was the largest market in London. It stands on the site of the old manor of Leadenhall, formerly the property of the Nevill family and afterwards bought by Sir Richard Whittington and acquired by the Corporation of London in 1411. The market, which dates back to the thirteenth century, was destroyed in the Great Fire of London. The existing buildings were erected in 1881,



Leadenhall Street in 1831, showing the old East India House.



Leadenhall Street in 1931.

from designs by Sir H. Jones, at a cost of £99,000, and a further expenditure of £148,000 on new approaches. The remains of what is supposed to have been a Roman basilica were discovered here in 1880.

At the corner of Whittington Avenue is the new building of the Friends' Provident Office, erected in 1927. Almost adjoining are the magnificent new head-quarters of Lloyds, which extend for nearly the whole length of Lime Street. The foundation-stone was laid by King George on 23 May 1925, who likewise opened the new buildings in 1928. The upper stories are zoned back from the street, and the new offices of the Royal Mail Steam Packet Company are also located in these buildings, at the corner of Lime Street. The architect was Sir Edwin Cooper. They are faced with Portland stone and are greatly superior to the late East India Buildings which occupied this site until 1924. These latter were erected in 1866 by Mr. Tite, M.P., and a group of capitalists, who purchased the site of the old East India House for £155,000. Down the centre was the so-called East India Avenue devoted to offices and approached through a gateway from Leadenhall Street.

The former East India House in 1831 was quite the most imposing building in Leadenhall Street, and also extended nearly the length of Lime Street, being approached from Leadenhall Street by a stately entrance beneath a portico of six Ionic columns, supporting a frieze and two wings surmounted by a balustrade. The interior contained a grand concert hall, paintings illustrating India, marble statues, specimens of Indian architecture, a library of Indian literature, and a good museum of Oriental exhibits. The charter to the East India Company was granted by Queen Elizabeth on 31 December 1600. After the Indian Mutiny of 1857 the Government of India was transferred to the Crown and the East India Company was abolished by the India Act of 1858. Mr. Weale, writing in 1851, remarks that for a company which governed 100,000,000 people, maintained armies, and made war with the greatest Asiatic powers, the East India House was but a humble and unpretentious edifice. It was erected in 1800, just 200 years after the incorporation of the Company.

Amongst other remarkable curiosities contained in the museum was Tippoo's organ, representing a tiger devouring a European. The music produced on turning the handle consisted of shrieks from a man, after every four of which came a growl from the beast. The East India House was pulled down in 1862, and the contents of its museum were transferred to the Victoria and Albert Museum.

On the opposite side of Leadenhall Street are several tall office buildings, including a fine one recently erected for the Midland Bank, the offices of the New Zealand Steamship Company, and the building occupied by the Port of Liverpool and Mersey Dock Board. Until 1919 this latter building was the Ship and Turtle Tavern, which had been rebuilt in 1884; but when it was converted into offices an extra two stories were added to the building. The Ship and Turtle Tavern was

once famous for its Masonic banquets and public dinners, and had a seating capacity of 750, and also a great circular counter affording elbow-room during the rush hours for 130 persons. The original tavern was built in the year 1377 and enlarged in 1735.

A few doors farther east are the head offices of the Peninsular and Oriental Steam Navigation Company, erected in 1859, approached through a courtyard from Leadenhall Street. Designed by Mr. T. E. Colcutt, on the site of the old King's Head Tavern, this building, which is three stories high and is faced with stone, was at that time considered almost the finest office building in Leadenhall Street. But to-day it looks old-fashioned and provincial and is completely eclipsed both in height and magnificence by the adjoining building of the P. and O. Banking Corporation at the west corner of St. Mary Axe, erected in 1924. Judging from the unfinished appearance of this latter building, and the great difference in its elevation compared to the older P. and O. Offices, it seems clear that the P. and O. Company intends some day to rebuild their old premises in the same style and elevation as those of the adjoining Corporation.

Lime Street, on the south side of Leadenhall Street, was until the close of the eighteenth century inhabited by wealthy city merchants. On the north side of this street, opposite the buildings of Lloyds, is a towering new block of offices containing the branch establishments of the Royal Exchange Assurance Company and the Commercial Union Assurance Company.

At the east corner of St. Mary Axe, almost opposite Lime Street, is the church of St. Andrew Undershaft, erected in 1532. A century ago this thoroughfare was mainly inhabited by Jews, and until the dawn of the present century remained a shabby street. Its character was completely changed by the construction of the new Baltic Exchange in 1903 and by the various banks and steamship companies which have since invaded St. Mary Axe and converted it into a first-class business thoroughfare. The Baltic Exchange covers the site of the former Jeffery's Square on the east side of St. Mary Axe and other buildings. The foundation-stone was laid on 25 June 1901 by the Lord Mayor, the Rt. Hon. Frank Green, and the building was opened on 21 April 1903 by the Rt. Hon. Sir Marcus Samuel, Lord Mayor. The architects were T. H. Smith and W. Wimble.

East of Lime Street on the south side of Leadenhall Street are the Baltic House erected in 1903 and the New Zealand Chambers, both situated between Lime Street and Billiter Street. The New Zealand Chambers were designed by Sir Norman Shaw in 1900, and are an ambitious modern imitation of old architecture. Between St. Mary Axe and the church of St. Catherine Cree on the north side of Leadenhall Street, erected in the year 1630, extensive rebuilding operations have just been carried out, and the lofty new Cunard building has replaced a number of shabby old buildings which previously occupied

the site. The new offices of the Cunard Steamship Company occupy an area of nearly half an acre.

Between Billiter Street and Aldgate, immediately opposite to the church of St. Catherine Cree, is a huge block of offices erected in 1919 by the City of London Real Estate Company. It extends to Fenchurch Street and contains the head-quarters of the Furness Withy Steamship Company. Here, in 1914, the City Corporation carried out an extensive widening of this portion of Leadenhall Street, but a few buildings still remain to be set back at the corner of Billiter Street in order to complete the widening of the entire street. We understand that the City Corporation eventually intend to complete this great improvement.

Entering Aldgate at the junction of Leadenhall Street and Fenchurch Street we immediately observe that the main thoroughfare between this corner and the Minories is far too narrow for its requirements. Being the only convenient approach from the East End to the City, it would seem that the City Corporation will some day deem it necessary to widen Aldgate to relieve the enormous volume of traffic passing through this bottle-neck, extending from Leadenhall Street to the Minories.

At the corner of Aldgate on the north side of Houndsditch is St. Botolph's Church, Aldgate, built by George Dance in 1744, the third one erected on this site. During the Great Plague of 1665, this churchyard was utilized as a plague pit, and for many years afterwards the mark of this great pit could be seen on the surface, parallel with the passage by the west wall of the churchyard overlooking Houndsditch. It was 40 feet long, 16 feet wide, and in some parts 20 feet deep. Opposite Houndsditch at the corner of Aldgate and the Minories is the huge Portsoken House, erected in 1928, nine stories high, and faced with Portland stone.

Houndsditch, along which we will now proceed, derives its name from the old fosse which once encircled this quarter of the City and formed a useful depository for dogs. It is now the centre of the Jewish business quarter, silent on Saturdays but busy on Sundays, and is also noteworthy for containing a church at both ends. Both churches are dedicated to that popular English saint, St. Botolph, the one at the western end of Houndsditch being called St. Botolph Bishopsgate.

On the north side of Houndsditch, immediately opposite St. Mary Axe, is the entrance to a court known as Phil's Buildings, which are about to be demolished. Here, some years ago, could be witnessed a daily scene, between four and five o'clock, of small traffic and bustle, where hundreds of dealers of cast-off clothing used to assemble after their morning rounds, picking up whatever they could hope to sell for shillings or pence. The court was flanked by decently built houses, one or two of which were occupied by persons in the trade. At the upper end was a lofty gateway near which was the entrance to a public house bearing the name and arms of a venerable Jewish patriarch of the

City of London. The visitor to Phil's Court had to pay the sum of one penny for admission.

Only a short time back Houndsditch was the Cinderella quarter of the City, but of late years several fine buildings have been erected here. These include the establishment of Messrs. Slessor and Sons and of the Houndsditch Warehouse Company on the south side of the street, the Staple House, and the towering Stone House at the corner of Bishopsgate, erected on the site of the late Devonshire Hotel. Here a considerable widening has been commenced on the north side of the street. The fairy godmother has indeed been at work in stately Houndsditch. Small wonder therefore that a deputation of the most prominent business men in Houndsditch in 1927 petitioned the City Corporation to alter the name of this greatly improving thoroughfare. The City Corporation, however, were wisely unwilling to accede to this request on the grounds that it would destroy the historical associations attaching to this thoroughfare. However, the petitioners were so far humoured as to be transferred from the E. 1 postal district to the more dignified E.C. 3.

The churchyard of St. Botolph Bishopsgate, almost facing the western end of Houndsditch, has been converted into a very pleasant public garden, very popular with city clerks and others during the lunch hour. A few paces north of St. Botolph's Church on the west side of Bishopsgate will bring us to Liverpool Street Station, the city terminus of the former Great Eastern Railway now merged into the London and North Eastern system.

Opened on 1 November 1875, Liverpool Street Station was then by far the largest and finest of the great London termini, being ten acres in area and 200 feet in length. The architectural features of the station are striking, with lofty frontages designed in the Gothic style giving access from Liverpool Street, whereas the east side which extends to Bishopsgate is fronted by a long range of shops and red-brick buildings. The station was designed by Mr. Edward Wilson, an engineer, the main-line departure platforms being approached from Liverpool Street and the arrival platforms from Bishopsgate. The booking offices contain a large mural war memorial flanked by bronze medallions of Captain Fryatt, and Field-Marshal Sir Henry Wilson who was assassinated shortly after unveiling the memorial to the Great Eastern men killed in the Great War.

The coming of the Great Eastern Railway into Liverpool Street in 1875 was one of the greatest boons conferred upon the travelling public of London during the nineteenth century. The old terminus, which was originally built by the Eastern Counties Railway, and is now the goods station of the London and North Eastern Railway, being situated close to Shoreditch High Street, necessitated a tiresome walk to the centre of the City. People residing in the eastern suburbs were thus put to great inconvenience, and moreover Bishopsgate was not then



By permission of Gladwell Bros.

The Sir Paul Pindar tavern and old houses in
Bishopsgate demolished in 1890.



Bishopsgate to-day, showing the east front of Liverpool Street Station.

the fine broad thoroughfare it is at the present day. It has been widened since that time between Liverpool Street and Shoreditch High Street, so that the great congestion of traffic which once prevailed in this crowded thoroughfare has been enormously relieved.

Unlike the more progressive Southern Railway, the London and North Eastern Railway has not thought fit actively to embark upon any scheme for the electrification of its suburban lines. On the railway tracks just outside Liverpool Street Station is a tiresome bottle-neck through which six lines run into eighteen platforms, and which precludes the possibility of any great increase in the number of trains. But as a result of the persistent demand for improved travelling facilities, and faced with the threat of competition from other companies if they do nothing, the London and North Eastern Railway has invited tenders for the construction of a tube railway to run underneath the existing track from Liverpool Street to Ilford. The cost is estimated at £7,000,000 but no decision has yet been made regarding its construction.

Opposite Widgate Street, leading into Bishopsgate, stood until 1890 the picturesque Tudor house of Sir Paul Pindar, a wealthy merchant in the days of Queen Elizabeth and James I, and for nine years Ambassador at Constantinople. It occupied a portion of the site now covered by the long range of shops in front of the east side of Liverpool Street Station and had a large garden in the rear. For something like a century before its demolition it had been used as a wine shop and tavern.

Broad Street Station, the terminus of the North London Railway, immediately west of Liverpool Street Station, was opened in 1866, and was another far-reaching improvement. It enabled the City man wishing to travel to Kingsland, Islington, Camden Town, or Hampstead, to save a journey of four miles and about twenty minutes in the time so occupied. Hitherto he had been obliged to make the long detour by way of Fenchurch Street and Bow, whereas now he was enabled to travel from the newly opened Broad Street terminal. This new branch of the North London Railway was two miles long and had four stations, namely, Broad Street, Shoreditch, Haggerston and Dalston Junction, Kingsland. Here the lines form a fork, that on the west leading to Chalk Farm and that on the east to Bow. The new line was constructed under the guidance of Mr. W. Baker, engineer to the former London and North Western Railway, at a cost of £1,200,000. Commenced in 1863, its construction necessitated the demolition of several hundred houses in Sun Street, Long Alley, and the immediate neighbourhood. Ten years later many similar courts and alleys were swept away between Broad Street and Shoreditch to make room for the splendid Liverpool Street Station. Bishopsgate Underground Railway station on the opposite side of Liverpool Street was opened in 1876, in which year the Metropolitan Railway extended their line from Moorgate to Aldgate.

Old Broad Street, which commences opposite Broad Street Station, is lined at this end by several large blocks of office buildings, notably

Broad Street House on the east side and Winchester House farther up on the west side. In Queen Elizabeth's time Old Broad Street was one of the most fashionable streets in London, but New Broad Street, which runs at right angles to Old Broad Street between Liverpool Street and London Wall, was formerly called Petty France, and was built about 1737. The gloomy brown-brick houses which lined both sides of this street thirty years ago have now given way to handsome modern blocks of offices, faced with stone.

We return to Bishopsgate through Wormwood Street. Until the late war this thoroughfare went under the two names of Bishopsgate Street Within and Bishopsgate Street Without, and the dividing line was of course the old City boundary. These two cumbersome titles have now been altered to plain Bishopsgate for the sake of greater convenience.

Going south we next come to St. Helen's Place, a cul-de-sac on the east side of Bishopsgate, consisting a few years ago of dreary-looking brown-brick houses, but now completely lined with stately new buildings. At the end of this street is a revolving platform erected for the convenience of motorists, who, by placing their cars on this contrivance, are saved the trouble of making the right-about turn when leaving this street. At the entrance to St. Helen's Place from Bishopsgate is the stately new edifice of the Hudson Bay Company erected in 1925-7.

A short distance farther south on the same side of Bishopsgate is Great St. Helen's, giving access to the Church of St. Helen and to St. Mary Axe. The church escaped the Great Fire of London, and was restored in the nineteenth century, and the churchyard itself forms a very pleasant retreat in the midst of the surrounding turmoil. Here also, at the entrance from Bishopsgate, stood until about 1904 Crosby Hall, a specimen of fifteenth-century domestic architecture, and originally the residence of Sir John Crosby, an Alderman of the City of London in 1468. It was converted into a restaurant in 1862 and taken down in 1905 to make room for the Chartered Bank of India. The building, on account of its historical associations, was re-erected in Danvers Street, Chelsea.

Beyond Great St. Helen's, opposite Threadneedle Street, is the Bank of Scotland. On the west side of Bishopsgate is the towering edifice of Hambro's Bank, built in 1926 and faced with red brick with stone dressings, and a few doors farther north is the more recently completed building of Messrs. Marcus Samuel and Company, Ltd. Continuing our walk beyond Threadneedle Street and across Cornhill, we come to Gracechurch Street, once known under the name of Gracious Street. A fountain known as the Cornhill Standard once stood at this important traffic junction. On the east side of this street is an entrance into Leadenhall Market. Here stood until 1865 the Spread Eagle Inn, one of the oldest in London, and approached from Gracechurch Street, through a galleried courtyard. Farther along is a handsome branch of Barclays Bank at the north corner of Fenchurch Street. The buildings lining the



By permission of W. Whiffen.

A view of Lombard Street, looking south, showing the recently demolished banking premises.

west side of Gracechurch Street are superior to those of the east side, and include the English, Scottish, and Australian Bank and the more recently constructed buildings of the Mercantile Bank of India and the Hong Kong and Shanghai Bank, completed in 1913.

At the south corner of Fenchurch Street and Gracechurch Street formerly stood the church of St. Benet Gracechurch (from Grasschurch), so called after a grass-market once held here. It was demolished in 1867 and has been replaced by the very indifferent block of offices called St. Benet's Chambers, which has no claim to any architectural beauty and which one might truthfully assert never justified the destruction of this fine church.

Turning next into Lombard Street on our right, at the north corner of Gracechurch Street is the head office of Barclays Bank, one of the so-called 'big five'. In Gracechurch Street the building line has been set back a trifle; but the main frontage of this bank is in Lombard Street. This world-famous banking thoroughfare derives its name from the Lombards, merchants, money-lenders, and bankers who settled here in the twelfth century from the Italian republics of Genoa, Venice, and Florence. Because of their usurious practices they were ordered by Queen Elizabeth to leave the country.

Behind Barclays Bank is the church of All Hallows, rebuilt by Wren in 1694, and not only concealed from the street but occupying ground obviously better suited in our own day to business requirements. Some years ago Barclays Bank were said to have offered a large sum of money to the church authorities for this most valuable site, but their proposal was rejected.

On the opposite corner of Gracechurch Street and Lombard Street is the London Office of the *Crédit Lyonnais*, a handsome building in the Italian style faced with Portland stone and erected in 1868 for the City Offices Company. In that year the approaches to Lombard Street from Fenchurch Street were considerably widened and the frontage of Lombard Street was set back seven feet. The requisite strip of land was purchased by the City Commissioners from the ground landlords, the Fishmongers' Company, for £8,000. The cost of the building was £70,000.

At the corner of Clement's Lane is the head office of the Royal Insurance Company, rebuilt and enlarged for the third time in 1910. The first building of this Company was erected in 1856-7 from the designs of Mr. John Belcher and was located on the opposite corner to the existing building. This having soon proved too small, the directors secured the larger site on the south corner at the moderate cost of £45,000 and erected the imposing edifice, also designed by Mr. Belcher, which stood there until the present more modern building was erected in 1910. On the same side of the street is Coutts's Bank on the site occupied by Lloyds Coffee House between 1691 and 1785. Nearly opposite Clement's Lane is the Church of St. Edmund, King and Martyr,

also restored by Wren, and occupying a more prominent site than the neighbouring church of All Hallows.

The premises at the south corner of Birchin Lane occupied by Messrs. Glyn Mills and Company, Ltd., and recently demolished, formerly belonged to the discounting house of Messrs. Overend, Gurney and Company, which created a tremendous panic in the City on Thursday afternoon, 10 May 1866, by closing its doors. This resulted in a rush on the leading banks, which were besieged by crowds of excited depositors.

Before the construction of the new Martin's and Lloyds Banks, already referred to in this chapter, a hideous row of tall brown-brick buildings stood on these sites, fronting Lombard Street, south of Birchin Lane. The various banks had their trade signs in metal, hanging above the street, which perhaps gave it an old-world appearance, but the houses themselves were more suggestive of the exterior of some prison or mausoleum. Doubtless many eminent architects would contend that they were splendid buildings, but the writer not being a member of that esteemed profession is merely judging them from the effect produced upon the neighbouring urban scenery.

The church of St. Mary Woolnoth at the corner of Lombard Street and King William Street was designed by Nicholas Hawksmoor, a pupil of Sir Christopher Wren, in 1716. If the retention of All Hallows Church is a sacrifice of good money which might well suffice to build a dozen churches in the suburbs, what shall we say to this much more glaring anomaly of the church of St. Mary Woolnoth occupying what is perhaps the most valuable site in the whole city? Even now, there is an underground railway station beneath this church, which caused a storm of protest in 1901. Many fine City churches have been ruthlessly sacrificed in the past, notably St. Benet Gracechurch, opposite the other end of Lombard Street, without any serious misgivings. Therefore why this extraordinary reluctance to sacrifice St. Mary Woolnoth when the site must be worth something like £1,000,000, a sum with which so many new churches might be erected elsewhere?

Lombard Street alone contains no less than three churches, and one would imagine that the church of St. Edmund, together with those in Cornhill and others within 500 yards of the Mansion House, ought to satisfy even the most fervid churchgoers. It is entirely a question of degree, and if every building with a claim to antiquity is to be suffered to exist for perpetuity, where is the space to be found in course of time to allow for any future progress in the world?

A hundred and fifty years ago, when the City contained about ten times its present night population, the churches stood so dense that when viewed from a distance one could easily distinguish the City proper from all other parts of the metropolis by their sudden cessation and violent contrast with their modern successors, which only break the horizon at wide intervals.

Before the Reformation the churches and monastic establishments occupied two-thirds of the entire area within the City walls, so that adding the space occupied by the town residences of the bishops and clergy, all possessing large gardens and often assuming the dimensions of small palaces, it is difficult to imagine where the dwellings of the remainder of the inhabitants could have found even standing room.

The rebuilding of the extensive banking premises of Messrs. Glyn Mills and Company, Ltd., at the corner of Lombard Street and Birchin Lane has resulted in a further transformation in the appearance of Lombard Street. The new building, which is faced with red brick and stone and is of the same elevation as the adjoining Martins Bank and Lloyds Bank, completes the row of new structures now lining the north side of Lombard Street from Birchin Lane to the junction of Lombard Street and Cornhill.

Another addition to the new buildings on this side of Lombard Street is the further extension of Barclay's Bank erected in 1932 at the corner of George Yard, facing the side of the church of St. Edmund. The completed buildings forming the head offices of Barclay's Bank now extend from Gracechurch Street to George Yard.

THIRD WALK

KING WILLIAM STREET, LONDON BRIDGE, EAST-
CHEAP, FENCHURCH STREET, THE PORT OF LONDON
AUTHORITY, THE MINORIES, GREAT TOWER STREET
LOWER THAMES STREET, AND THE MONUMENT

KING WILLIAM STREET, connecting the Bank with London Bridge, was constructed between 1831 and 1835, and forms part of the main artery connecting South London with Islington through Moorgate and City Road. It could justly claim to rank next to Regent Street as the greatest London improvement carried out during the first half of the nineteenth century. The width and beauty of King William Street at that period was considered very striking, especially after emerging from the narrow streets and hilly lanes immediately adjoining. The making of the new street must have necessitated the demolition of a large number of houses which stood in its path across Abchurch, Nicholas, and Clement's Lanes. Yet compared to the construction of Regent Street or Kingsway, that of King William Street appears to have aroused very little public interest, since no details concerning this great event are to be found in any of the numerous histories of London which have appeared since that time.

Since 1914 practically the entire street has been rebuilt, and it is now lined with stately blocks of offices faced with stone as fine as any to be seen in the City, mostly six stories high. The old buildings, being only four stories high, gave King William Street the appearance of a much wider thoroughfare than it actually is. Lined with buildings fashioned in the Nash style of architecture with stucco fronts, if it had been a shopping street it would have resembled a little Regent Street, and even the new King William Street rather suggests the modern Regent Street as it would appear if instead of shops it contained banks and insurance offices.

On the west side of King William Street are the buildings of the Scottish Provident Institution, the London Assurance Company, the Phoenix Assurance Company, the Comptoir National d'Escompte de Paris, and the larger Stafford House on the corner of Cannon Street. On the east side are the London Life Assurance Association, the Standard Bank of South Africa, and the Australian Mutual Provident Society, but here the uniformity of the street is spoiled by the old post office and by St. Mary Woolnoth Church, which form the relics of the old King William Street. This church, which would be pleasing to the eye in different surroundings, looks incongruous and out of harmony with its taller neighbours.

At the junction of Eastcheap and Cannon Street, overlooking the approach to London Bridge, is the imposing building of the Guardian



Cornhill, looking south, showing the Royal Exchange and the new Lloyds Bank.



Work on the construction of the new London Bridge, while the traffic continued to use the old bridge.

Assurance Company, sometimes called the great white building, nine stories high and crowned by a dome rising to 160 feet above the street level. The southern end of King William Street contains the newly erected Regis House and several lofty buildings, principally occupied by banks, and also a statue of King William IV immediately in front of the Guardian Assurance building erected in December 1844.

On the west side of London Bridge is the Fishmongers Hall, built in 1831-3, and the third to be erected on this site. The first one perished in the Great Fire in 1666 and the second one was built in 1671. On the opposite corner is the very much taller Adelaide House, erected between 1921 and 1924, which rises to a height of eight stories above King William Street and ten stories above the level of the river. The previous Adelaide House which stood on this site was for many years the head office of the Pearl Assurance Company now removed to High Holborn, and was pulled down in 1920. This led to the discovery of one of the arches of the old London Bridge, which is now preserved in the London Museum.

The new London Bridge, which is 180 feet higher up the river than the old bridge, was erected under the supervision of Mr. George and Sir John Rennie from the designs prepared by their illustrious father Mr. John Rennie. After nearly a century of haggling the old London Bridge had been almost unanimously condemned as a nuisance to navigation and a reflection upon the architectural character of the City. Yet it was only removed in the teeth of strong opposition similar to that displayed in our own time towards the suggested demolition of Waterloo Bridge. In 1823 an Act of Parliament was at last passed authorizing the construction of the new bridge together with the necessary approaches.

The first pile was driven on 15 March 1824, and the foundation-stone was laid on 15 June 1825. The new bridge was opened on 1 August 1831 by King William IV, accompanied by Queen Adelaide. They were entertained to a banquet by the Lord Mayor and members of the City Corporation in the pavilion erected on the bridge. With the object of enabling the watermen and a larger number of people to view the procession, His Majesty decided to make the journey by water, and between Somerset House and the stairs of London Bridge both sides of the Thames were lined with vessels, forming a passage about 150 feet wide. The total cost of the bridge, including the approaches, was £2,000,000, and the granite was obtained from Aberdeen, Haytor, and Peterhead.

A proposal to widen the bridge by building out brackets was defeated in 1854 and again in 1875 and it was not until 1901 that the bridge was widened from 52 feet to 65 feet. The width of the roadway was increased from 36 feet to 39 feet, and each of the sidewalks from 8 feet to 13 feet. Over 20,000 vehicles and 110,000 foot passengers cross London Bridge daily, but already in 1811 the old bridge, which was

only 45 feet wide, was crossed by 6,800 vehicles and 89,600 foot passengers each day. In 1869 London Bridge was faced with Aberdeen cubes, but in 1924 wood paving was laid down for the first time.

The church of St. Magnus the Martyr in Lower Thames Street, rebuilt by Sir Christopher Wren between 1676 and 1705, and St. Michael's, Cornhill, formerly two prominent landmarks viewed from London Bridge, have now been practically obliterated from the landscape by the towering new buildings of King William Street.

Returning to Eastcheap, an interesting building situated at the corner of Gracechurch Street is the National Provident Institution opened in 1863 and formerly located in Nicholas Lane. At that period it was considered one of the finest buildings ever erected for this class of business, and was designed by Professor Kerr, who displayed great originality in the details of this fine edifice.

Eastcheap was so named to distinguish it from Westcheap, which was afterwards known as Cheapside. It contains several good office buildings, notably the St. George's House on the south side of the street close to Botolph's Lane. On the north side, at the corner of Rood Lane, is the Church of St. Margaret Pattens, another of those rebuilt by Sir Christopher Wren after the Great Fire.

In Gracechurch Street the National Provident Institution is now completely dwarfed by the towering new building next door, eight stories high, which has just been erected by the City of London Real Estate Company. On the other side of the road, adjoining the Guardian Assurance Company's building, is a huge nine-story edifice which was originally built for the Commercial Bank of London, one of the ill-fated Hatry Companies, and now occupied by the Bank of British West Africa. On account of the wide expanse of roadway at this important traffic junction, these towering buildings present a majestic appearance when viewed from Eastcheap. Farther up Gracechurch Street, on the same side of the road, are the British Overseas Bank and Barclays Dominion, Colonial, and Overseas Bank, whilst on the opposite side are the London and Eastern Trade Bank and a large branch of the Midland Bank immediately adjoining.

Turning next into Fenchurch Street, which is said to derive its name from Foin Church, near an ancient hay-market, we pass the head offices of the Union Castle Mail Steamship Company, a short distance up on the south side and nearly opposite a row of one-story shops at the corner of Lime Street. Behind these shops stood the church of St. Dionis Backchurch, demolished in 1878, the site of which is now covered by modern buildings.

A generation ago Fenchurch Street was still an ugly thoroughfare with but few buildings out of the commonplace. But the hand of time has been busy here, and great improvements have been made. The centre section of the street, which formed almost a bottle-neck, was widened between 1901 and 1903 by setting back the building line on the

north side, and to-day Fenchurch Street east of Rood Lane is mostly lined with stately new buildings.

At the west corner of Mincing Lane is a large new edifice containing a branch of the Westminster Bank. Mincing Lane, leading to Great Tower Street, is the centre of the tea and rubber trades, and is so named from some houses in it which belonged to the Minehuns or Nuns of St. Helen's. On the east side is the Clothworkers' Hall, rebuilt in 1860 by Mr. Angell and approached from Mincing Lane through an iron gate. The garden of the company is formed by the churchyard of All Hallows Staining, demolished in 1870 except for the tower which still survives.

Farther along on the same side of Mincing Lane are the Commercial Sale Rooms erected in 1859-60 by Mr. Lewis Ginton, upon land belonging to the Grocers' Company, specially as offices and sample rooms for merchants and Colonial firms. It contains 200 offices and extends from Mincing Lane to an exit in Great Tower Street. Various other large blocks of offices in this thoroughfare extend through to Mark Lane on the east side and to Rood Lane on the west side, so that you can walk under cover through a series of long corridors from Mark Lane to Rood Lane, except that you have to cross the road in Mincing Lane. The merchants and their clerks located in these large buildings almost seem to constitute a community of their own, similar to that of the stockbroking fraternity in Throgmorton Street and neighbourhood. A walk through this maze of corridors will reveal to the astonished stranger various restaurants, tea-shops, tobacconists, and hairdressers' establishments, the existence of which must be quite unknown to the outside world.

Mark Lane, running parallel to Mincing Lane and originally known as Mart Lane, is also a busy trading centre for City merchants, and contains the Corn Exchange, opened in 1747, partly rebuilt in 1828, and enlarged by the Corporation of London in 1852 at a cost of £5,000.

Returning to Fenchurch Street, at the west corner of Mark Lane is the London Tavern, famous for City banquets. It was originally called the King's Head and here Queen Elizabeth, upon being delivered from the Tower of London on 10 May 1554, sat down to a hearty meal of pork and peas, after first offering up thanks at the adjacent church of All Hallows Staining. In honour of this event it was rechristened the Queen's Head, but upon being rebuilt in 1877 its name was again altered to the London Tavern.

On the opposite side of Fenchurch Street is the Elephant Tavern which was spared in the Great Fire of London, although everywhere else around was destroyed. For that reason it provided a valuable refuge for the homeless citizens of London. It was rebuilt in 1826 and when Fenchurch Street was widened in 1901 the front was set back a short distance to conform to the new building line.

Next to the Elephant Tavern is the former building of the Ironmongers' Hall which was bombed during the War. It has recently been modern-

ized and taken over as offices by Messrs. Cory and Son, a large firm of iron-makers, and the Ironmongers' Company have moved their headquarters to Aldersgate Street.

At the north corner of Fenchurch Street and Billiter Street are the fine new head offices of Messrs. Elder, Dempster and Company, and farther along, near the junction of Fenchurch Street and Leadenhall Street, is the Furness Withy House already noticed in our stroll through Leadenhall Street.

At the east corner of London Street, giving access to Fenchurch Street Station, is a new building erected in 1925, which is successor to a house destroyed in the German air raid of July 1917.

Fenchurch Street Station is situated in the most confined part of the city and was originally the terminus of the London and Blackwall Railway. Opened in 1836 in order to provide easy access to the East and West India Docks, it was the first railway constructed in London. The carriages were propelled by an endless metal wire rope worked by stationary engines at the Minories and Blackwall, but as this system was found too expensive and liable to constant interruption from breakage, it was abandoned in 1849 in favour of ordinary locomotive engines. The old ones were disposed of by auction and fetched £11,710. The station is of a very plain character, with the booking offices on the ground floor and the platforms approached from staircases just beyond. It was enlarged in 1853 but is totally inadequate for its present requirements. It is now owned by the London and North Eastern Railway, although one platform is used by the London, Midland and Scottish Railway, which took over the London, Tilbury and Southend Railway. For many years past it has been a vigorous source of complaint that the train service to Southend and the intermediate suburbs has become inadequate. When the former Midland Railway took over this line in 1911 it was agreed that the line from Fenchurch Street to Southend should be electrified within five years, but the London, Midland and Scottish Railway seems disinclined to carry out this promise. Sooner or later competition from other lines will be threatened and the exasperated City residents, if unable to obtain any redress, will eventually petition the London Underground Railway Company to extend their line to Southend from Barking. However, as a first instalment the London, Midland and Scottish Railway are constructing a new track from Barking to Upminster for the use of the electric trains from the City.

Beyond London Street is Lloyds Avenue, a new thoroughfare connecting Fenchurch Street with Crutched Friars, opened by the Lord Mayor in 1899 and lined on both sides with handsome blocks of office buildings. It was constructed on land formerly occupied by the offices of the old London and India Joint Docks Company. On the south corner of Lloyds Avenue and Fenchurch Street is the building of Lloyds Shipping Register. Crutched Friars, now consisting of warehouses, was

once the residential quarter of the nobility, and in ancient times, the Monastery of the Friars of the Holy Cross stood on this site. Many courts and alleys in this immediate neighbourhood were swept away between 1910 and 1912 to make room for the new head-quarters of the Port of London Authority. This magnificent building, designed by Sir Edwin Cooper, stands on an island site enclosed by Trinity Square, Seething Lane, and the two newly constructed thoroughfares called Pepys Street and Muscovy Street. Constructed between 1912 and 1922, it contains a massive tower rising above a portico of Corinthian columns overlooking Trinity Square, and the offices are grouped round a lofty central apartment which has a domed roof of 110 feet in diameter. The frontage to Seething Lane is more extensive and is faced by a narrow strip of lawn enclosed by iron railings. The building was opened by Mr. Lloyd George in October 1922, this being the last public function carried out by him during his term of office as Prime Minister. The Act constituting the Port of London was passed in 1908, Mr. Lloyd George himself being President of the Board of Trade at that time. The Authority consists of twenty-eight members, Lord Devonport was elected the first chairman, and on 31 March 1930 it celebrated its twenty-first birthday.

When the trade of the Port of London was languishing in the closing years of the nineteenth century, there was plenty of excuse for pessimism. Then when the newly constituted Authority was faced with a long and costly list of reconstructions, improvements, and additions considered necessary if lost trade which had been diverted to Antwerp, Rotterdam, and Hamburg was to be restored to London, it might well have been dismayed. But instead of lying down to die, it faced its tremendous tasks courageously and confidently. Since then, acres of new docks and miles of new wharves have been built, the bed of the river has been deepened from the Tower to the Nore, additional dry docks have been constructed, and costly new equipment and machinery have been installed at a cost of £20,000,000.

On the south side of Trinity Square is a colonnaded memorial erected to the memory of the merchant seamen and sailors who fell in the Great War of 1914-18. Trinity Square also contains the head-quarters of the Trinity Brethren, a corporation controlling lighthouses and buoys round the British Coast, licensing pilots, and supervising navigation.

In Muscovy Street are the offices of the General Steam Navigation Company, with the main entrance in Great Tower Street, and at the western corner of Pepys Street has just been erected the large new Walsingham House, which extends through to Crutched Friars. The adjoining sites are still vacant awaiting the attention of the speculative builder. The collective result of the extensive building operations carried out in Lloyds Avenue, Fenchurch Street, and round the Port of London Authority has been to transform this hitherto squalid section of the City into a first-class neighbourhood. In Hart Street and Seething Lane

is the church of St. Olave, one of the eight survivors of the Great Fire, and much frequented by Samuel Pepys the diarist.

Directing our steps towards Crutched Friars, continued by John Street, we next come to the Minories, a wide and improving street connecting Aldgate with Tower Hill, at the eastern boundary of the City. A few good buildings have been erected here of late years, the most imposing of which is the Portsoken House at the corner of Aldgate, already noted in our previous walk. On account of its convenient situation it can only be a matter of time before the City spreads her mantle of splendour over this important main thoroughfare.

The Royal Mint, situated on the east side of Tower Hill, was erected in 1815 and is the joint work of Mr. Johnson and Sir Robert Smirke. It is an old-fashioned-looking Government edifice of three stories, the centre of which is decorated with a pediment and columns with wings.

A detailed description of the Tower of London, the oldest and most celebrated fortress in Great Britain, does not come within the scope of the present work. Suffice to remark that it has done duty as a royal palace, as a place for assemblies and treaties, as a prison, and to-day, among other things, is the treasury of the ornaments and jewels of the Crown.

The Tower Bridge, which is continued by the roadway on the east side of Tower Hill, was begun on 22 April 1886, constructed by the City Corporation at a cost of £1,500,000, and opened on 30 June 1894. It contains a raised footway, 142 feet above high water, reached by stairs built in the Gothic towers. The twin bascules which have a span of 200 feet are raised to allow the passage of large vessels, and a bell is rung when the bridge is about to be opened. The central span is 200 feet long and those on either side with chain suspensions 270 feet each. The bridge was designed by Sir Horace Jones and Sir J. Wolfe Barry. It is 880 feet long and the roadway is 49 feet wide. The main towers are 120 feet high from the river piers and the abutment towers are 44 feet high.

On the north side of Tower Hill a great improvement was carried out some forty years ago by the removal of a block of houses between Postern Row and what was then called George Street. It was situated between Cooper's Row, east of Trinity Square, and the Minories, and was formerly a tiresome obstruction to traffic.

At the eastern entrance to Great Tower Street is the church of All Hallows Barking, which is so called not because it had any connexion with Barking in East London but because it was founded by the nuns of Barking Abbey. This church was one of those which escaped destruction in the Great Fire of 1666.

Among the great improvements carried out in this immediate neighbourhood during the latter part of the nineteenth century were the widening of Great Tower Street from St. Margaret Pattens Church to Mark Lane, and the construction of Byward Street, which gives access

to Trinity Square from the corner of Mark Lane without passing through the narrow eastern end of Great Tower Street. As a result of the widening of the western portion of Great Tower Street, the whole of the north side is lined with modern buildings, and the greater part of those on the south side have also been rebuilt in recent years. Thus Great Tower Street is practically a new thoroughfare.

Nearly opposite Mincing Lane is St. Dunstan's Hill, giving access to the church of St. Dunstan in the East. The tower of this fine edifice was the work of Sir Christopher Wren, but the church itself was built by Mr. David Laing, architect of the Custom House, in 1817.

Passing down St. Dunstan's Hill into Lower Thames Street, we shall next come to the Custom House, situated nearly opposite, and having an imposing stone frontage to the river. It was erected in 1814-17 from designs by Mr. David Laing, but was afterwards altered by Sir Robert Smirke, because the foundations were found to be defective, and the central parts had to be taken down. No less than five earlier custom houses erected on this site were destroyed by fire, the third being that which perished in the Great Fire of 1666. That built afterwards by Sir Christopher Wren was destroyed by fire in 1718, and was followed by another built by Ripley which met with a similar calamity in 1814.

Just west of the Custom House is Billingsgate fish-market, the oldest in London, dating from about the ninth century, and said to derive its name from Belin, a king of the Britons. The City Corporation erected a market here in 1830, but this was replaced by the existing building erected in 1877 by Mr. Horace Jones. It is constructed of Portland stone with yellow-brick dressings between the upper windows.

Opposite Billingsgate fish-market is the Coal Exchange, a handsome edifice designed by Mr. J. B. Bunning and opened in 1849 by the Prince Consort, Queen Victoria having been prevented by illness from attending the ceremony. It contains a decorated circular hall and a tower over 100 feet high. During the excavations for the Coal Exchange the remains of a Roman villa were discovered about 13 feet below the surface of Lower Thames Street on a foundation laid upon wooden piles driven into marshy ground. The opening procession was by water from Whitehall stairs to the Custom House.

Pudding Lane, leading from Lower Thames Street to Eastcheap, marks the spot which gave birth to the Great Fire of 1666, and Fish Street Hill running parallel to Pudding Lane contains the Monument, a fluted Doric column 202 feet high built in 1671-7 to commemorate that dreadful event. In 1842 the gallery at the top of the Monument was railed in to prevent people from committing suicide from that spot. Fish Street Hill was formerly the main thoroughfare leading to old London Bridge, and on the west corner at Upper Thames Street stood the church of St. Margaret, destroyed in the Great Fire. After the closing of old London Bridge, the river approach, having become superfluous, was built over and is now covered by Fresh Wharf and the

towering Adelaide House. The construction of Monument Street led to the demolition of the houses on the west side of Fish Street Hill, which had previously obstructed the view of the Monument, so that to-day it appears rather smaller when seen from the top of the Hill at King William Street.

The raised approach to the new London Bridge from King William Street necessitated the construction of the two new streets, namely, Monument Street giving access to Lower Thames Street from the east side, and Arthur Street immediately opposite leading to Upper Thames Street from the west side of King William Street. Both of these streets run crescent-wise into Upper and Lower Thames Streets and contain some excellent new buildings erected during the last five years. The construction of King William Street also necessitated the demolition of St. Michael's Church in Crooked Lane on the south side of Cannon Street.

Rebuilding operations have recently commenced on the south side of Cannon Street, where a nine-storied block of shops and offices, erected by Mr. J. A. Phillips, has just been completed. This covers the site extending from Miles Lane to Martin's Lane, but as it is only letting up very slowly, the demand for new offices in this quarter of the City would seem to have been fully met for some time to come.

From here a short walk through King William Street will bring us back again to our starting-point at the Mansion House.



The Pool of London viewed from London Bridge.



By permission of Messrs. Stoneham.

Work on the northern approach to the new London Bridge, showing St. Michael's Church, Crooked Lane, prior to its demolition.

FOURTH WALK

QUEEN VICTORIA STREET, BLACKFRIARS BRIDGE
NEW BRIDGE STREET, FARRINGDON STREET, LUD-
GATE HILL, OLD BAILEY, ST. PAUL'S CHURCHYARD
CANNON STREET, SOUTHWARK BRIDGE, AND
QUEEN STREET, ETC.

QUEEN VICTORIA STREET was constructed by the late Metropolitan Board of Works as a continuation of the Victoria Embankment, with the object of providing London with a new main artery from the Mansion House to Charing Cross. One of the most noble thoroughfares in the City and by far the widest east of Farringdon Street, it was the greatest improvement carried out in the City of London during the nineteenth century. Not only did it provide invaluable relief to the enormous traffic of Cheapside, but it completely altered the appearance of the centre of the City.

The total length of Queen Victoria Street is not far short of a mile, or about the same as that of the Strand. It was opened to the public in sections, as its construction advanced and the different portions became available for use. The first portion from the Mansion House to Cannon Street was opened on 18 October 1869, a second portion 200 yards long from Blackfriars Bridge to St. Andrew's Hill in January 1871, a third instalment of 220 yards between St. Andrew's Hill and St. Bennet's Hill in May 1871, and the final section between St. Bennet's Hill and what was then called New Earl Street, on 4 November 1871.

New Earl Street was the former name given to that portion of Queen Victoria Street situated between Trinity Lane and Cannon Street. It is considerably older than the remainder of Queen Victoria Street, and here the roadway, being only 50 feet wide compared with 70 feet in the other parts of the street, constitutes a tiresome bottle-neck which interferes with the convenience and even more so with the architectural appearance of Queen Victoria Street. In 1871 it was hoped that this defect would soon be remedied. But instead of taking the necessary steps to purchase this offending block of buildings sixty years ago, when it could doubtless have been obtained upon reasonable terms, the Metropolitan Board of Works and the City Corporation allowed the 'ship to be spoiled for a ha'p'orth of tar', and nothing further was done in the matter. Possibly the City Corporation may still contemplate carrying out this badly needed improvement at some remote time when the leases of these buildings expire, but we shudder to think of the price which will have to be paid in order to acquire this extra 20 feet of ground compared with what they would have been called upon to pay sixty years ago.

The completed Queen Victoria Street was opened with a public

ceremony by the Metropolitan Board of Works on Saturday, 4 November 1871, as we have seen. This took place at 3.30 p.m., when there was a procession of the officers and members of the Metropolitan Board of Works and of the City Corporation, headed by Colonel Hogg, Chairman of the Board, and the Lord Mayor of London walking arm-in-arm, the Sheriffs of London and Middlesex, and various London members of Parliament. In the evening a dinner was given by the Metropolitan Board of Works to the members of the City Corporation at the now defunct Albion Hotel in Aldersgate Street.

Work on the construction of Queen Victoria Street was commenced in 1867, and in February 1868 the Metropolitan Board of Works purchased the old leasehold offices of the Eagle Insurance Company at the corner of the Poultry and the now defunct Charlotte Row, for £64,000. This property was required in order to effect a junction of Queen Victoria Street with the Poultry, and during the demolitions carried out here in January 1869 the remains of a Roman tessellated pavement were discovered close to Walbrook in the path of the new street. The tessellated pavement was 17 feet below the surface, and although 1,400 years old was found to be as fresh and perfect as if it had left the artist's hands but yesterday.

In order to enable the general public to inspect the pavement, the work of excavation was suspended for one week, after which the Metropolitan Board of Works handed it over to the City Corporation for presentation to the Guildhall Museum. The pavement ran parallel with the course of the old Walbrook River, and there were traces of a building of importance on the west bank. Only two years previously a similar pavement had been unearthed when digging for the foundations of the former Union Bank, now rebuilt by the National Provincial Bank of England. During three days of the week after this discovery, no less than 33,000 people were admitted by the Authorities to inspect these interesting remains.

One of the sites cleared for the new street was the triangular slice of ground opposite the west side of the Mansion House, now occupied by the building of the National Safe Deposit Company, erected in 1873. But in 1869 the Metropolitan Board of Works were surprised to receive a deputation of City merchants and bankers asking them to preserve this piece of ground as an open space. The Board referred them to the City Corporation as being the proper party to approach on that subject, as the deputation could scarcely expect the Board to find £200,000, the value at that time placed upon this piece of land. Nevertheless it remained vacant until November 1871, when it was let by the Metropolitan Board of Works for £5,500 a year, or equal to one pound a square foot. It would be interesting to learn what this same strip of ground is worth to-day.

In October 1869 the directors of the Metropolitan Railway wanted to secure this site for the Mansion House terminus of their new line from

South Kensington, instead of the existing site in Cannon Street. In 1870 the Select Committee of the House of Commons gave its decision in favour of this scheme, but the City Corporation opposed it. They contended that it would interfere with the completion of the Inner Circle line. The Metropolitan Railway Company, who had previously obtained permission to extend their line to Mark Lane via Cannon Street, abandoned this scheme, and it was not until 1884 that they actually completed the Inner Circle. An earlier scheme to connect the proposed new station at the Mansion House directly with the Metropolitan Railway station in Moorgate, by a short line running under Princes Street, was also defeated. The result was that the so-called Mansion House Station was placed in Cannon Street, and people who wanted to travel to and from the Bank in those days preferred an omnibus to the inconvenience of having to walk up Queen Victoria Street to the Mansion House Station. From a present-day standpoint the completion of the Inner Circle Railway, together with the later construction of the tube railways, has perhaps proved more beneficial to the requirements of the metropolis.

Other valuable property which had to be cleared away for the construction of Queen Victoria Street included nearly one half of the houses in Bucklersbury and practically the whole of Sise Lane a short distance farther west near Queen Street. Bucklersbury, which leads from Cheapside to Walbrook, derives its name from the house of the Bokelers, an ancient City family, and abuts close to St. Stephen's Church, reconstructed by Sir Christopher Wren after the Great Fire of 1666. A curious feature is the narrow old-world bookshop of Messrs. F. and E. Stoneham, Ltd., which stands like a dwarf in front of the lofty tower of this church. Sise Lane is a corruption of St. Sith's Lane, and is named after the church of St. Benet Sith, also destroyed in the Great Fire of London.

On the south side of Queen Victoria Street, between Bucklersbury and Sise Lane, is the Mansion House Chambers, one of the largest blocks of shops and offices in London, erected in 1872, and containing about 500 rooms. It extends through to Budge Row at the rear. Until 1875 St. Antholin's church stood on the corner of Budge Row near Sise Lane, in which year it was demolished and its parish amalgamated with St. Mary Aldermary. It was rebuilt by Sir Christopher Wren in 1682, and bore a lofty spire, which showed up to advantage from Queen Victoria Street. Some fine buildings also line the north side of Queen Victoria Street between the Poultry and Queen Street, and the vista is greatly enhanced by the tall Gothic tower of the church of St. Mary Aldermary in Bow Lane, which also abuts on the north side of Queen Victoria Street.

By October 1873 Queen Victoria Street was so far completed that it was in a condition to be handed over to the care of the City Corporation. By that time only one-twelfth of the surplus land was unlet, and

that was between St. Bennet's Hill and Blackfriars Bridge. The total cost of the construction of the new street was £624,000.

In April 1928 an experimental one-way traffic scheme was brought into operation whereby east-bound traffic proceeded by way of Queen Street and Cheapside, and west-bound traffic along Queen Victoria Street. This proved unsatisfactory, and was accordingly abandoned in the following November.

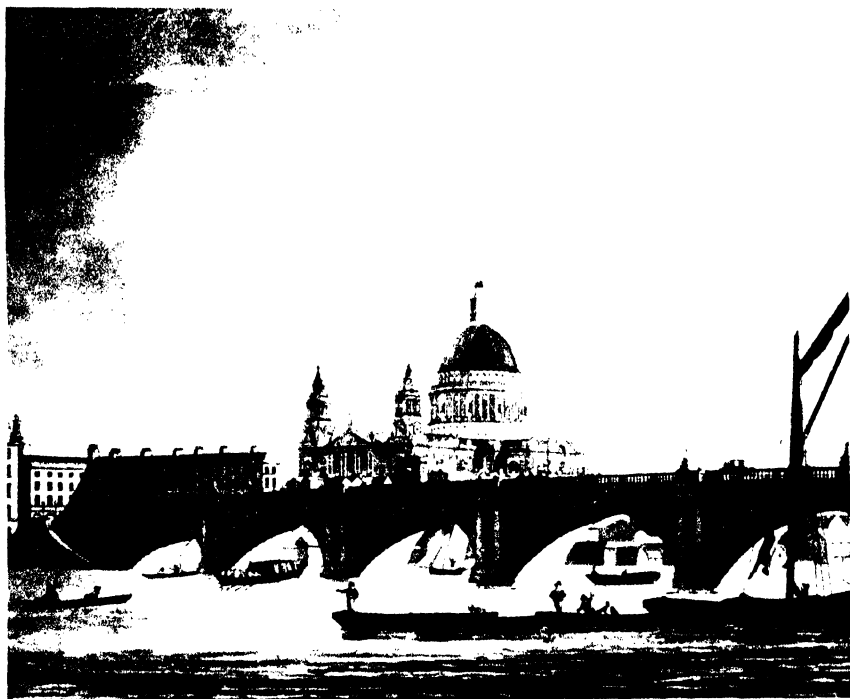
West of Cannon Street the buildings which line Queen Victoria Street are with a few exceptions greatly inferior to those extending eastwards to the Mansion House, and this is particularly noticeable between Bread Street and St. Bennet's Hill. Here may be seen a shabby row of red-brick buildings far more suggestive of a second-rate suburb than what one might expect to find in Queen Victoria Street no farther than 400 yards from the Bank of England.

Farther along on the south side are the head-quarters of the Salvation Army and the Auction Mart. On the north side are the church of St. Andrew by the Wardrobe, rebuilt by Sir Christopher Wren after the Great Fire, the Bible House of the British and Foreign Bible Society, and the offices of the Telephone Department of the G.P.O. In Knight-rider Street, to the north of Queen Victoria Street, stood until 1867 the Doctors' Commons or College of the Doctors of Law, which originally contained the Will Office. Here the doctors once lived together in the collegiate manner for meals and lodging, and used to dine together every Court day. It was demolished to make room for Queen Victoria Street, which passes directly through the site of the quadrangular garden of the college. The dislodged Courts were eventually transferred to the new Law Courts in the Strand.

On account of its ample width and easy accessibility, there can be little doubt but that Queen Victoria Street in years to come will afford unrivalled opportunities for the erection of ten-storied blocks of buildings with the upper floors zoned back from the street. Some day perhaps it will be the show street of the City.

On the north side, close to Blackfriars Bridge, is *The Times* Newspaper Office, extending back to Printing House Square, and almost opposite is the St. Paul's Station of the Southern Railway, opened about 1891, and the Underground Railway station. Blackfriars gets its name from the monastery of the Dominicans or Black Friars, established by Hubert de Burgh, Earl of Kent, in 1221.

The present Blackfriars Bridge was built by Cubitts at a cost of £350,000. The foundation-stone was laid by the Lord Mayor of London on 20 July 1865, and the opening ceremony was performed by Queen Victoria on 6 November 1869. Originally 80 feet broad, it was widened between 1907 and 1909 to 110 feet, in order to provide additional space for the London County Council tramways, which were then extended from South London across Blackfriars Bridge and along the Victoria Embankment. To-day it is probably the widest bridge crossing any



The first Blackfriars Bridge, demolished in 1863.



The partly constructed Unilever House on the site of De Keyser's Royal Hotel.

river in Great Britain. The first Blackfriars Bridge was erected between 1760 and 1769, and the foundation-stone, like that of its successor, was laid by the Lord Mayor of London on 31 October 1760, and this bridge was opened to the public on 19 November 1769. It was 995 feet long, with a roadway 28 feet wide and foot-paths each 7 feet wide. It was designed by Robert Mylne, and erected at the very moderate cost of £153,000.

Later on the bridge was lowered and the open balustrade removed, but in 1850 the foundations proved defective, and extensive work had to be undertaken in order to strengthen some of the piers and stop the threatened subsidence. In 1863 it was decided to pull it down, and a temporary wooden bridge was constructed, pending the erection of the new bridge. A long-drawn-out controversy raged in 1862 as to whether the new bridge should be one of three or of five arches.

The construction of the first Blackfriars Bridge led to the formation of New Bridge Street, a fine broad thoroughfare leading from the Thames to Ludgate Circus. It occupies the site of a portion of the old Fleet ditch, which after the Great Fire of London was converted into the so-called Bridewell Dock, and extended from Fleet Street to the Thames. It was arched over in 1765 to make room for New Bridge Street. According to Knight's *London*, prior to 1756 the approaches to the Thames on both sides of the Fleet ditch were occupied by a body of miserable ruins at the back of Fleet Street on the one side and Ludgate on the other. Many of the narrow courts and alleys in this neighbourhood became the abodes of thieves and criminals, who upon occasion disposed of the bodies of their victims by dropping them into the Fleet ditch under cover of darkness.

Before the construction of the Victoria Embankment the northern approach to Blackfriars Bridge, which is now a wide sweep of open roadway, was through Chatham Place, so named after William Pitt, Earl of Chatham. This property was required by the Metropolitan Board of Works for the construction of Queen Victoria Street, and in November 1869 they accordingly purchased it from the Bridewell Hospital for £23,460.

When the first Blackfriars Bridge was built what is now Blackfriars Road went under the name of Albion Place and only contained a few buildings, so that the approach to the bridge from the Surrey side of the river was not a very costly undertaking. It was originally intended to name Blackfriars Bridge after the great Mr. Pitt.

At the western corner of New Bridge Street and the Victoria Embankment is Lever House, now in course of rebuilding, and formerly De Keyser's Royal Hotel. It was opened on 5 September 1874 by Sir Polydore de Keyser, who came to London as a waiter from Belgium and rose to be Lord Mayor of London. This establishment was very popular with foreigners, and at one time every guest had to be introduced personally or by letter before he could secure accommodation.

The hotel, containing 400 rooms, was taken over during the Great War, in 1916, by the Royal Air Force, and was afterwards acquired by Messrs. Lever Brothers for their London offices. Next door to Lever House in New Bridge Street is an imposing block of buildings erected a few years ago for Messrs. Spicer Brothers, paper merchants.

Midway between the Victoria Embankment and Fleet Street, on the same side of the road, stood the Bridewell, originally a royal palace named after a well in the parish of St. Bride's. It was given by Edward VI as the first workhouse or House of Correction for vagabonds and idlers, and was long regarded more as a hospital than a prison, and merely attracted an increase of loafers to the capital. It was finally demolished in June 1863.

On the opposite side of New Bridge Street is a handsome new block of offices, called New Bridge Street Chambers, and Ludgate Hill Station, the former terminus of the London, Chatham and Dover Railway, opened on 1 June 1865. Having been found superfluous because of its proximity to St. Paul's and Holborn Viaduct Stations, it was finally closed to passenger traffic by the Southern Railway in 1929. In front of Ludgate Hill Station is a small courtyard, over which an ugly row of red-brick buildings and shops has recently been erected. A widening of the roadway has been carried out here by the City Corporation.

Ludgate Circus was formed between 1864 and 1875. When the railway bridge was constructed across Ludgate Hill the City Corporation purchased some ground belonging to the former London, Chatham and Dover Railway Company for the purpose of constructing a circus at this busy traffic centre. This enabled the Corporation to construct the eastern side of the circus at a cost of £5,000, and to add seventeen feet to the width of the roadway. The Metropolitan Board of Works agreed to contribute half of the money required for this improvement. Later an opportunity to form the north-west corner of the circus occurred when St. Bride Street was constructed in 1868, and finally the work was completed in 1875 by the rebuilding and widening of the south-west corner of New Bridge Street and Fleet Street. Recently there has been some talk of creating a larger Ludgate Circus, which would enable the roundabout traffic system to be brought into operation here, but as the cost is estimated at the enormous figure of £1,700,000, this scheme is scarcely likely to mature for many years to come.

Farringdon Street, leading north from Ludgate Circus, is the widest street in the City, and owes this distinction to the fact that the now invisible Fleet River, long since converted into a sewer, originally followed the line of this thoroughfare. It was named after William Farringdon, a goldsmith and sheriff in 1281. On the west side until 1874 stood the Farringdon Market, built in 1829 at a cost of £80,000. It occupied one and a half acres of ground on a slope close to Stonecutter Street, and its situation was deemed most desirable from the standpoint of its drainage facilities, but it was otherwise quite inadequate for its

requirements, and was removed to Smithfield in 1874. The Farringdon Market replaced the earlier Fleet Market, which stood on the adjacent site. With the exception of the newly erected Gordon House, none of the buildings lining the west side of Farringdon Street possesses any architectural merits, nearly all of them being old and ugly.

On the east side of Farringdon Street is the Congregational Memorial Hall, opened in 1874 to commemorate the bicentenary of the refusal of the Act of Uniformity. Some two thousand ministers were ejected from the Church in 1662. It has a frontage to Farringdon Street of 84 feet, and abuts upon the arches of the Southern Railway. Up to the plinth the front is faced with granite, and the remainder with limestone from the quarries of Devonshire. It stands on a part of the site of the old Fleet Prison, a four-story building for debtors which occupied an extensive area. The principal building consisted of four stories called galleries, nearly sixty yards in extent, in front of which was a large court for exercise. The Southern Railway now passes over a part of the site of the Fleet Prison.

In March 1846 it was pulled down after an existence of nearly eight centuries. The Fleet Prison was destroyed in the Great Fire on 4 September 1666, when the prisoners were temporarily removed to Caron House, South Lambeth. After 1641 the Fleet had become a prison for debtors only, and in 1780 it was again destroyed by fire during the Riots, when the prisoners were liberated by the mob. It was rebuilt again immediately afterwards. In front of Farringdon Street was an arched opening commonly known as 'The Grate' from its crossed iron doors, above which was inscribed, 'Pray remember the poor prisoners having no allowance'. A small box was placed at the window-sill to receive the donations of sympathetic passers-by in the street, whilst the prisoners called out after them in a piteous tone. If a prisoner did not wish to go into the common-room with others, for which of course he paid nothing, he could be accommodated in the lowest story of the building upon payment of 1s. 3d., or upstairs in some better apartments for the same rent, but sharing them with a fellow prisoner. The latter could also be got rid of upon payment of 4s. 6d. per week or more, according to the fullness of the prison. In 1842 the Fleet Prison was abolished by Act of Parliament, and afterwards sold to the Corporation of London for £25,000. At a meeting of the Court of Common Council in 1854, it was proposed to construct a new street from the Old Bailey to Farringdon Street on the site of the late Fleet Prison, but this scheme failed to mature. In 1845 the London and Birmingham Railway offered to buy the Fleet Market as a City terminus.

Seacoal Lane, on the same side of Farringdon Street, leading up into the Old Bailey, was so named from the fact that barges on the Fleet River at one time landed coal here. A noteworthy building on this side of the street is Fleetway House, the new head-quarters of the Amalgamated Press Ltd., erected in 1925.

Returning to Ludgate Circus, the first object to attract our notice is the ornamental bridge of the Southern Railway, which crosses Ludgate Hill. In May 1863 a petition against this disfigurement of Ludgate Hill, bearing more than a thousand signatures, was presented to the City Corporation. Nevertheless they entered into an agreement with the then London, Chatham and Dover Railway to widen Ludgate Hill to 70 feet at the bottom where now stands Ludgate Circus. The great difficulty encountered by any alternative plan to obviate the necessity of constructing this railway bridge across Ludgate Hill, was the short distance from the bank of the Thames to the junction with the Metropolitan Railway at Farringdon Street. This would have necessitated a very steep gradient, and in order to carry the line under Ludgate Hill it would have had to make a slight detour to reduce the ascent. Moreover, the cost would have been prohibitive, and the scheme would have involved the destruction of the Apothecaries' Hall and *The Times* Printing Office, as well as threatening the foundations of St. Martin's Church in Ludgate Hill, and the Old Bailey Sessions House. After all, with all its defects, the ornamental features of the Ludgate Hill railway bridge afford a pleasant contrast to the hideous bridge over the Borough High Street from London Bridge Station. The foundation-stone was laid by Lord Harris, vice-chairman of the London, Chatham and Dover Railway, in 1865.

Just above the Old Bailey is the site of the ancient gate of the City known as Lud Gate, which was demolished in 1760. A century ago Ludgate Hill was only 47 feet wide, whereas it is now 60 feet. It then went under the two names of Ludgate Street from St. Paul's Churchyard as far as St. Martin's Church, and Ludgate Hill from thence to New Bridge Street, but the name of Ludgate Street was altered to Ludgate Hill by the Metropolitan Board of Works in 1865. At the corner of New Bridge Street, before the construction of Ludgate Circus, was a rather imposing building occupied by the Albion Fire and Life Insurance Company, but most of the other houses in Ludgate Hill were of brown brick and typical of the gloomy Georgian architecture of that period.

The widening of Ludgate Hill was a long and tedious affair, and occupied from start to finish twenty-nine years. During that period, covering the years 1863 to 1891, the rateable value of property in Ludgate Hill more than doubled, and this great delay resulted in new interests being created, thus producing additional claims for compensation. The tenants who were called upon to vacate certain premises for the widening of Ludgate Hill and received handsome compensation, had secured other premises on the south side of the street, which ought previously to have been acquired by the City Corporation for this improvement, and thus obtained further compensation. But to-day it is no longer so easy to make money out of the City Corporation and the London County Council by that method, for notices are now served upon the



By permission of "The Times."

H.M. the King driving down Ludgate Hill after re-opening
St. Paul's Cathedral on June 25, 1930.



Ludgate Hill in 1829, prior to the formation of Ludgate Circus.

occupiers securing such premises intended for demolition, barring any further claims. In 1878 no fewer than six houses were rebuilt, and but for the pressure brought to bear upon the Corporation to purchase the said properties for the widening of Ludgate Hill, this opportunity might well have been lost for ever. As it was, Ludgate Hill remained an eyesore for years, and in 1885 Alderman W. P. Treloar presented a petition from the inhabitants asking for immediate steps to be taken to pull down the remaining houses. Shopkeepers in Ludgate Hill had suffered for years, and some of them had gone bankrupt because of the disorder then existing. This petition bore the signatures of 110 firms, but was unsuccessful, and it was not until November 1887 that the Corporation agreed to complete this improvement.

Thus the width of Ludgate Hill was increased from 47 feet to 60 feet by setting back the entire building line, and the south side is now lined with a handsome range of buildings extending from St. Paul's Churchyard to New Bridge Street. Just beyond the railway bridge on this side of Ludgate Hill is the famous linoleum establishment of Messrs. Treloar and Sons, and immediately opposite is La Belle Sauvage Yard, a cul-de-sac in which is located the well-known publishing house of Messrs. Cassell and Company, Ltd. From time immemorial La Belle Sauvage had been a famous hostelry, having been very popular in the old coaching days. As recently as 1851 it was taken over by a new proprietor, who renamed it the International Hotel and remodelled it to meet the demand for improved hotel accommodation at the time of the Great Exhibition in Hyde Park. It was pulled down in the sixties, when the inn yard was rebuilt and very much altered. Originally it consisted of two yards, the inn occupying the inner one, and the outer court leading through the present archway into Ludgate Hill.

Higher up beyond the Old Bailey, on the same side of the street, is the church of St. Martin's, Ludgate, with a tall spire constructed by Sir Christopher Wren in 1684, which many people consider out of place here, since it obstructs the view of St. Paul's from Ludgate Circus. Others think that it harmonizes admirably with the view of the cathedral, and by contrast adds to the majesty of the dome. The writer thinks that it spoils the vista from Ludgate Hill even more than the obnoxious railway bridge.

In the Old Bailey is the Central Criminal Court, rebuilt in 1903-6. Designed by Mr. E. W. Mountford at a cost of £250,000, it is crowned by a copper dome, 195 feet high, as pleasing to the eye, on a smaller scale, as that of St. Paul's Cathedral. Old Newgate Prison, immortalized by Dick Turpin, Jack Sheppard, Claude Duval, and others famous in the annals of crime, was rebuilt in 1770-83 by George Dance, son of the architect of the Mansion House. The first execution took place here, after the last one had occurred at Tyburn, on 7 November 1783, but after 1868, when public executions were abolished, they took place inside the walls of the prison, and were announced to the outside world by a black flag. After 1882 Newgate

ceased to be used as a prison. The last man to be hanged in front of Newgate was Michael Barrett, the Fenian, on 26 May 1868.

On the occasion of a public execution crowds would flock to Newgate in the early hours of the morning to see the stage erected on which a real living actor was about to die. The neighbouring coffee-shops and gin-palaces were thrown open to those who desired to witness this horrible exhibition away from the crowds below, and people would then rush in and bargain for seats. Upon these occasions, one overheard cheery cries of 'Excellent situation, comfortable room, splendid view', as each rival establishment recommended its windows or the airy galleries on its roof. All night long the workmen would be engaged in erecting the gloomy scaffold, and the sounds of their hammers and saws would be drowned in the loud cheers and coarse jests uttered and responded to by a brutal mob. No expression of pity could be seen on the countenances of the workmen erecting the scaffold, who laboured with as much enthusiasm as though they were erecting a mansion for the Lord Mayor, instead of a place where a doomed man was to plant his feet for the last time. Neither rain, snow, storm, nor darkness ever prevented a huge crowd from attending an execution at Newgate. It was an event which held a great fascination for crooks, and mingling with the crowd were criminals boasting of their companions who years before had been imprisoned, transported, or hanged, whilst they themselves were still at large with all their crimes. It was the most aristocratic gathering of rascality to be seen anywhere in the world. Some of those whose hair had whitened recalled the days when criminals were hung up in a row, which of them had died basely, and which bravely, casting scorn on those who met death in sorrow and repentance.

Thus the hardened criminal was made more familiar with death, and instead of repenting was tempted to go away and take life. Drunkenness, fighting, profanity, and pocket picking were rampant amongst these young frequenters of the gallows, and if dissipated women spoke to one another in terms of pity, it was only the besotted sympathy of an advanced stage of inebriation. Their crushed bonnets, dirty shawls, and gowns fastened with a single hook proclaimed to the world that all their self-respect had long since vanished, and sometimes a fight would take place between two such women, who tore at each other like wild animals blinded by their long hair, whilst their bonnets were trodden underfoot in the crowds.

The dense sea of humanity extended along the Old Bailey and far up into Giltspur Street. City clerks on their way to the office were often tempted to linger outside Newgate, and needless to say their late arrival would result in a strong rebuke from their indignant employers, and sometimes in dismissal. Many an unfortunate young man started his downward career from the day he first witnessed an execution.

Returning to Ludgate Hill, we next pass Warwick Lane, which runs parallel to the Old Bailey, and contains the Stationers' Hall on the west

side opposite Paternoster Row. It is approached through a court in the centre of which is a large plane-tree. The old College of Physicians, which also stood in this street, was pulled down in May 1866. Both ends of Warwick Lane have been widened by the City Corporation during the present century.

St. Paul's Churchyard has been mostly rebuilt during the past forty years, and on the north side boasts several handsome drapery emporiums, such as Messrs. Hitchcock, Williams and Company, Messrs. Spence and Company, and Messrs. Nicholson's at the north-east corner opposite Cheapside. That of Messrs. James Spence and Company was specially demolished in 1897 to erect a huge stand for the Diamond Jubilee of Queen Victoria. But the obligation to rebuild the premises again after the event proved too expensive for the promoter of this rash speculation, with the result that he was ruined.

St. Paul's Cathedral, the old metropolitan church, was destroyed in the Great Fire of 1666, after which the ground on which it stood began to be cleared for a new foundation on 1 May 1674. The first stone of the new cathedral was laid on 1 June 1675, and divine service was performed for the first time on 2 December 1697. But the last stone was not laid until 1710, thirty-five years after the first. The new cathedral, which cost £750,000, was paid for by a tax on every chaldron of coal. In the period under review in this work it has been the scene of numerous Thanksgiving services, notably that for the recovery of King Edward VII, when Prince of Wales, from a serious illness in 1872, and from another in October 1902, which delayed his Coronation. A similar Thanksgiving service took place in July 1929 for the recovery of King George V after his long and severe illness in 1928-9.

In 1925 the foundations of St. Paul's Cathedral were discovered to be in danger, and the pillars supporting the Dome instead of being built of solid stone were found to have been originally filled with rubble, thus producing further risk of instability. Thereupon public subscriptions were invited in order to provide funds for their restoration. Something like £200,000 was subscribed, and the work put in hand immediately. The eastern portion of the cathedral was partitioned off and closed to the general public to enable the work of restoration to proceed without interruption. The columns supporting the building have been strengthened by the process of pumping liquid cement into them to mix and solidify with the existing loose rubble. The work was completed by 1930, and the opening ceremony was performed by the King and Queen on 25 June 1930.

In August 1873 the City Corporation, desiring to widen St. Paul's Churchyard, agreed to pay the Dean and Chapter of St. Paul's Cathedral £20,000 for a portion of the land on the south side in order to remove the railings farther back and to widen the roadway. This improvement was then carried out and the roadway widened to nearly 50 feet. On the south side of the Cathedral 8 feet of additional space were thus secured

for the traffic. These alterations were completed in January 1874, and the old iron railings, which had originally cost £11,200, were sold by auction for no more than £349. A formal ceremony dedicating this improvement took place on 26 January 1874.

Various attempts to induce the City Corporation to open the roadway on the north side for vehicular traffic proved unsuccessful, and one such a petition was rejected in 1874. In January 1879 the City Corporation invited firms skilled in the art of designing public gardens to send in plans for the laying out of the grounds to be formed out of the churchyard of St. Paul's Cathedral, which up to that time had been paved with stone.

In October 1878 a new peal of twelve bells was presented to St. Paul's Cathedral by the City Corporation, the leading City Companies, and Lady Burdett-Coutts, at a cost of £2,500. The bells were hung in the upper story of the north-west tower. Another new bell, known as the Great Paul, weighing 17 tons, was placed in the south-west tower in 1882. In front of the Cathedral facing Ludgate Hill is a statue of Queen Anne.

St. Paul's School, removed to Hammersmith Road in 1884, occupied the east side of St. Paul's Churchyard. Founded in 1509 by Dr. John Colet, Dean of St. Paul's, it was rebuilt in 1822 and considerably enlarged. It was a very handsome building fronted with stone, and consisted of a centre and wings ornamented with a Corinthian colonnade from the designs of Mr. C. Smith. This site is now occupied by stone-fronted warehouses and offices backing on to Old Change, but the roadway is too narrow for the requirements of its traffic. The south side of St. Paul's Churchyard is fronted by a handsome range of modern buildings, occupied mainly by large wholesale drapery establishments such as Messrs. Pawson and Leaf, and Messrs. Cook, Sons and Company. At the north corner of Watling Street and Old Change is the church of St. Augustine, built by Sir Christopher Wren in 1682.

Directing our steps along Cannon Street, we now propose to furnish our readers with a brief description of this important main City thoroughfare. Without Cannon Street the City would surely appear to the average Londoner of our own day as an impossibility. Yet Cannon Street is not yet eighty years old, and even in 1851, if you wanted to go from St. Paul's to London Bridge, you either had to go round by Cheapside or through the very narrow Watling Street and its continuation Budge Row, leading into what was then only a short and narrow edition of Cannon Street, extending from Budge Row to King William Street. It is interesting to learn from past records that the construction of Cannon Street was vigorously opposed by City men, who contended that it would fail to provide any adequate relief to the great congestion of traffic prevailing even in those days. The original Cannon Street was once named Candlewick Street from the candle-makers who lived here in olden times, and made candles for the Catholic Church.



An execution day at Newgate in the fifties of the last century.



The original St. Paul's School, demolished about 1885.

Between King William Street and the point where Budge Row joined old Cannon Street, the alterations required to form the new thoroughfare were confined to the widening of Cannon Street itself by pulling down the houses on the southern side and rebuilding them on a greatly improved scale as regards their size and accommodation. This end of Cannon Street, being straight, now presents a very creditable appearance when compared to the standard of the fifties of the last century, with sufficient variety to avoid any appearance of monotony.

But new Cannon Street, strictly speaking, only begins westward from Budge Row, and here a start was made by the City Corporation on 25 October 1848 by the demolition of the houses on the south side next to Dowgate Hill and Walbrook. In February 1849 workmen commenced pulling down the buildings standing between Budge Row and the churchyard of St. John Baptist, and in May 1849 the immense mass of houses bounded by Cloak Lane, Little St. Thomas the Apostle, and Queen Street was removed, as well as another large cluster between Dowgate Hill and Watling Street. The old burial-ground of St. John Baptist was covered for the time being with the vast piles of rubbish, but was afterwards used to form a portion of the new street. Very little information concerning the church of St. John Baptist is available in any histories of London, and it would appear to have been an edifice of minor importance.

In January 1851 the whole of the houses on the south side of Cannon Street proper, extending from Laurence Pountney Hill to Martin Lane, including the Pewterers buildings and the East London Union, were pulled down, and for this portion of the improvement the City Corporation voted the sum of £200,000.

Masses of buildings formerly occupied the space between Budge Row and St. Paul's Churchyard, and here lanes and narrow streets crossed each other in every direction. The clearance of this crowded area was at that time regarded as one of the greatest metropolitan improvements since the Great Fire of London. The new warehouses erected on the south side of the new Cannon Street appeared as stately to that generation of Londoners as any which have been erected in the City in our own time, and moreover they form a good foreground to the vista of St. Paul's Cathedral from this spot.

Between Queen Street and St. Paul's Churchyard the most western section of Cannon Street was carved out of the former Basing Lane, so that the north side consisted mainly of old buildings, some of which are standing to this day. On this account Cannon Street narrows considerably between the Cordwainers' Hall and Old Change, and not only causes increased congestion of traffic at this point, but also spoils the view of St. Paul's Cathedral as seen from the other end of Cannon Street.

In April 1852 the workmen employed upon the construction of the new Cannon Street discovered a Roman tessellated pavement a short distance east of Basing Lane at a depth of nearly 13 feet below the

surface. Here they also found piles which supported walls of Roman masonry in the black soil, which was interspersed with horns, bones, teeth, and tusks of boars, oxen, goats, and other animals as well as fragments of tiles, urns, and pottery of various descriptions. Cannon Street West was formally opened at one o'clock on 22 May 1854 by the Chairman, Mr. J. T. Hall, and various other members of the Improvements Committee of the City Corporation. The cost of the new street from St. Paul's Cathedral to London Bridge was £800,000, and by 1856 the long line of wholesale warehouses extending from St. Paul's Cathedral all along the south side as far as King William Street had been erected.

One of these great blocks situated between Old Change and Distaff Lane was originally occupied by the large German firm of Berens, Blumenberg and Company, dealers in foreign fancy goods of all kinds, who came to England shortly after the conclusion of the Napoleonic Wars. Such buildings at that period were an entirely new feature of the metropolis, and formed a most welcome contrast to the dingy, dark, and ill-ventilated tenements which had done duty as warehouses down to that time. They introduced a new architectural splendour into the vicinity of St. Paul's Cathedral more worthy of that masterpiece of Sir Christopher Wren than their shabby predecessors. Even to-day they would look very fine if only their respective owners would condescend, once every twenty-five years, to have their fronts cleaned or steam-brushed, instead of allowing them to turn jet-black like so many prison walls.

The Cordwainers' Hall on the north side of Cannon Street, about 100 yards from Old Change, was rebuilt in 1910, and contains a branch of the Westminster Bank. A widening of the roadway between this building and St. Paul's Churchyard would afford a great relief to the very tiresome congestion of traffic caused by slow-moving vehicles, and that greatest of all abominations, the draught-horse, which seems to monopolize the vicinity of St. Paul's Churchyard.

Southwark Bridge, at the foot of Queen Street, was rebuilt at a cost of £375,000, and opened by King George V in 1921. It is adorned at its north-western corner by an exceedingly handsome new block of buildings called the Vintry House, erected in 1928. The original Southwark Bridge was designed by Sir John Rennie, and was erected by a public company at a cost of £800,000. The first stone was laid on 23 April 1815, and the bridge publicly opened in April 1819. In 1866 it was purchased by the City Corporation for £800,000, but had been made free of tolls on 8 November 1864. In former days unemployed soldiers used to offer themselves for hire near this bridge, so that any person wanting strong men for some particular work could always obtain their services.

Dowgate Hill farther east contains the hall of the Skinners' Company, and derives its name from a dock or water-gate called Downgate, from

which point a ferry provided access to the other side of the Thames. It was widened at the north end in 1865 for the construction of Cannon Street Station.

In Upper Thames Street, running parallel to Cannon Street, is the Vintners' Hall, and at the next corner of Queen Street is the fine block of buildings called Thames House, which contains the head offices of the Oxo Beef Company. On the corner of Lambeth Hill stood the church of St. Mary Somerset, demolished in 1867. The City Corporation are hoping to widen Upper Thames Street some day, and a few houses on the south side have already been set back a little.

Cannon Street Station, extending from Dowgate Hill nearly to Bush Lane, was constructed between 1864 and 1866, when the former South Eastern Railway extended its lines from London Bridge Station to Cannon Street and to Charing Cross. Here a large number of houses had to be cleared away, and a viaduct was built over Upper Thames Street for that purpose. The station was designed by Mr. John Hawkshaw, F.R.S., assisted by Sir J. W. Barry. No less than twenty-seven million bricks were used in the erection of the arches under the station, the length of which is 687 feet, the width 202 feet, and the total height 120 feet. The roof of the station forms a segment of a circle. The City Terminus Hotel fronting Cannon Street was built by Lucas Brothers from the design of Sir E. M. Barry, who was also the architect of Charing Cross Hotel. That of Cannon Street is largely used for public dinners and company meetings, and contains also eighty-four bedrooms. This is fewer in proportion to the size of the hotel than that of Charing Cross, because of the large amount of space devoted to the public rooms. Cannon Street Hotel was opened in 1867, and cost £100,000. Recently the hotel has been closed down and converted into offices, but the public rooms are still utilized for banquets and company meetings.

Continental traffic, which formerly centred on Cannon Street, has, since the formation of the Southern Railway, been transferred first to Charing Cross and now to Victoria Station. To-day Cannon Street is almost entirely monopolized by the new electrified suburban services.

Opposite Cannon Street Station is St. Swithin's Church, rebuilt by Sir Christopher Wren and containing in its south front the celebrated London Stone which was placed in its present position in 1798 and is popularly supposed to have been a Roman milliarium. It is a large mass nearly buried under the south wall of the church, and only visible through a circular opening with an iron grille.

A walk of about 300 yards either through St. Swithin's Lane or Walbrook will bring us back to our starting-point at the Mansion House. St. Swithin's Lane contains the City Carlton Club, opened in 1879, the Salters' Hall and New Court, which is the head-quarters of Messrs. Rothschild, the bankers, whereas Walbrook contains the City Liberal Club opened in 1878, and St. Stephen's Church already noted in this chapter.

FIFTH WALK

CHEAPSIDE AND ITS TRIBUTARIES, GUILDHALL, ST. MARTINS LE GRAND, NEWGATE STREET, HOLBORN VIADUCT, HOLBORN, CHANCERY LANE, TEMPLE BAR, AND FLEET STREET

THE POULTRY, which is the eastern extension of Cheapside between the Mansion House and Budge Row, still bears the name of the commodity once displayed there for sale, and the same thing applies to Milk Street, Ironmonger Lane, Wood Street, Honey Lane, and Bread Street, all of them leading out of Cheapside. Bread Street was the birthplace of Milton in 1608. Cheapside, which was once an open market from end to end, derives its name from the Anglo-Saxon word 'ceapian', to sell or bargain.

Old Jewry, leading into Gresham Street, and dividing Cheapside from the Poultry, was so named from the Jews who once dwelt there and who were first brought from Rouen by William the Conqueror to live there. On the right-hand side are the head-quarters of the City Police. We might also add that various attempts made during the last century to absorb that body into the Metropolitan Police proved unsuccessful, and that they continue to enjoy in their plenitude the undisturbed privilege of selecting their own 'thief takers'.

A century ago Cheapside had become one of the finest shopping streets in London, and one writer, describing it in 1851, says that although far inferior to many which had lately been built in the West End, it must strike a stranger with amazement. He further adds that half a dozen houses produced yearly double the income of numbers of foreign nobles, and that many an old lady and gentleman had retired to the quiet suburbs on the rents derived from a single house standing in this costly thoroughfare, for most of which two or three hundred pounds a year rent was paid. When these figures are compared with those obtaining at the present day in Cheapside they can hardly fail to cause mirth.

On the north side of Cheapside, between Old Jewry and Ironmonger Lane, is the Mercers' Hall, rebuilt in 1884, of which the old façade was preserved and removed to the town hall of Swanage, Dorsetshire, in 1882. At the east corner of King Street, leading to the Guildhall, is the building of the Atlas Assurance Company, a handsome edifice in the Italian style erected in 1835 from designs by Thomas Hopper.

The Guildhall, second only to the Tower in historical interest amongst City buildings, was begun about 1411, and was partly destroyed in the Great Fire of London. The Library was founded in 1423, and is maintained by the City Corporation as a free library. The walls of the Guildhall were restored in 1909, and the handsome roof is altogether modern, dating from 1865. The original oak roof was entirely destroyed

in the Great Fire, and the main front much damaged. The existing front was erected by Mr. George Dance in 1789.

For more than 150 years it had been a reproach to the City that its fine hall had remained disfigured by its ugly flat roof, and its removal had long been urged by the Court of Common Council as an offence to architectural taste. In 1864 it was decided to erect a new roof of open oak with a tapering metal spire in the centre, and this work was carried out by the Committee of the Corporation with Mr. Kelday as its Chairman. The architect was Mr. Horace Jones, and the cost of the work was £20,000. The first stone was laid with some ceremony on 22 June 1864, when the members of the Improvements Committee, including four of the Aldermen, assembled on the roof. The hall was sufficiently completed to be used for the Lord Mayor's banquet on 9 November 1865. The present Guildhall Library and Museum were completed in November 1872, and opened free to the public in March 1873, at a cost of £50,000, in addition to £40,000 for the site. The Museum is on the ground floor, and the Library on the upper floor.

The church of St. Laurence Jewry, on the east corner of the Guildhall Yard, was rebuilt by Sir Christopher Wren in 1671, after the Great Fire, at a cost of £10,000. Here the Lord Mayor and members of the Corporation attend service on Michaelmas Day before electing a new Lord Mayor. In April 1853 burials were ordered in Council to be discontinued in this churchyard, the primary motive for this reform having been the fears of the Aldermen for the health of this district.

King Street has been largely rebuilt of late years, and contains some fine office buildings, and the same thing must be said of Queen Street directly opposite, where a large new edifice has just been erected for Barclays Bank on the east corner of Cheapside. Several other important buildings have been erected in Cheapside since the late war, and very little now remains of those which lined this street even fifty years ago. Dingy-looking, brown-brick houses have been replaced by tall and handsome new buildings, which give Cheapside the appearance of a new street. Nevertheless it lacks uniformity of width, being 60 feet wide at its western end, about 55 feet at its eastern end, and only 48 feet in the centre section opposite Bow Church. This defect might well have been remedied years ago, since most of the buildings opposite Bow Church are of comparatively recent construction, but that improvement would appear to have been regarded as unnecessary by the City Corporation. Close to Bow Church stood until 1929 the premises of Sir John Bennett and Son, with its famous clock, which used to attract crowds to watch the hours being struck by the picturesque figures. On this and the adjoining site new buildings have just been erected.

Bow Church or, properly speaking, the church of St. Mary le Bow, rebuilt by Sir Christopher Wren after the Great Fire, is greatly admired because of its tall steeple, 235 feet high, which some consider the finest Renaissance campanile in the world.

In Milk Street on the opposite side of the road formerly stood the City of London School, established in 1835, and founded on an income of £900 a year bequeathed by John Carpenter, town clerk of London in the reign of Henry V. This establishment was opened in 1837, and removed to its present site on the Victoria Embankment in 1883.

A few paces farther west on the same side is Wood Street, which contains a flourishing plane-tree at the corner of Cheapside, marking the site of the churchyard of St. Peter in Chepe, destroyed in the Great Fire.

Friday Street on the south side of Cheapside, leading into Cannon Street, was partly widened in 1913 by the City Corporation by setting back the buildings on the west corner of Cheapside, but very recently the houses at the east corner, said to have been the oldest in Cheapside, have also been pulled down. Here a large new building has been erected for Messrs. Meaker's, the hosiers. Another interesting feature of Friday Street was the Saracen's Head Inn, demolished in 1844, one of the oldest in the City of London, which contained balconies in front of the principal floors.

Foster Lane, on the north side, running parallel to St. Martin's le Grand, contains the elegant hall of the Goldsmiths' Company, built by Philip Hardwicke, R.A., and opened with a splendid banquet on 15 July 1835. Here also is the church of St. Vedast, rebuilt by Sir Christopher Wren, with a tower constructed in 1695-8. At the west end of Cheapside is a statue of Sir Robert Peel, erected in 1851.

At the junction of Cheapside and St. Paul's Churchyard, an extensive widening of the roadway was carried out in 1900 by the City Corporation, thus affording much relief to the great congestion of traffic which hitherto prevailed at this busy centre. For many years the City Corporation had intended constructing a new St. Paul's Bridge across the Thames, together with a new street, forming an approach, which was to have been continued north of Cannon Street by a widening of the east side of St. Paul's Churchyard and St. Martin's le Grand. Much of the property needed for this improvement had already been acquired by the Corporation, but the late war intervened and further progress was delayed. Ultimately the scheme for the construction of St. Paul's Bridge was abandoned, partly because of the hostility displayed towards the threatened great increase of traffic through the City, and partly because of the grave fears entertained for the safety of the foundations of St. Paul's Cathedral resulting from the vibration to be expected from the heavy volume of traffic passing along the east side of the building. It was also considered that the north- and south-bound traffic of London would be more suitably accommodated by the construction of a new bridge at Charing Cross.

In 1926 a considerable widening of St. Martin's le Grand was carried out as a result of the demolition of the old General Post Office on the east side of that street. Erected in 1825-9 on the site of the church of

St. Martin's le Grand, the old General Post Office was pulled down in 1912-13. It was a large two-story edifice adorned with an Ionic portico, designed by Sir R. Smirke, R.A. Towards the end of the nineteenth century an extra story was added to this building. For some twelve years, partly owing to the late war, this site remained vacant, until the present handsome range of buildings was erected between 1925 and 1927. These contain a branch of the Westminster Bank, the Empire House, and the new premises of Messrs. Courtauld.

To-day the business of the General Post Office is transacted in no less than eight buildings where one sufficed a century ago. The post office system was invented by Mr. J. Palmer of Bath, and in 1831 letters were forwarded according to this plan by mail coaches provided with a well-armed guard travelling at the rate of nine miles an hour, including stoppages. Houses for the reception of letters were open in every part of the metropolis before 5.0 p.m., and after that time bellmen collected the letters for a further hour, receiving a fee of one penny each. At the General Post Office, at Lombard Street, and at Charing Cross letters were received until 7.0 p.m., and from then until 7.30 p.m. a fee of sixpence was charged, and from 7.30 p.m. the entire postage had to be paid, together with an extra fee of sixpence. The postage for ordinary letters not exceeding four ounces was twopence. In London there were six collections and deliveries of letters daily (Sundays excepted), and at most places in the country three deliveries a day.

The west block of the General Post Office at the corner of Newgate Street was erected in 1870-3 at a cost of £450,000, of which the site alone cost £300,000. The north-west block at the corner of Angel Street was opened in 1894. On this site stood the Bull and Mouth Hotel, a coaching inn rebuilt in 1830 and renamed the Queen's Hotel. The latest addition to the General Post Office opened in 1910 is known as the King Edward Building, and occupies a part of the site of the old Bluecoat School. Recently an underground railway has been constructed from the General Post Office to Paddington on the west and to Whitechapel on the east. The trains are electrically driven and automatically controlled, and this railway is said to relieve street traffic to the extent of 1,300 van miles every day.

Newgate Street contains some excellent modern office buildings, especially those at the corner of Ivy Lane, and the Greenwich Linoleum house at the corner of Warwick Lane, but otherwise nothing of interest. It derives its name from the City gate which originally stood at the west end of this street.

Until 1902 the entrance to Christ's Hospital was situated on the north side of Newgate Street. This school was erected on the site of the Grey Friars Monastery, and was founded by Edward VI on 26 June 1553, ten days before his death, as a hospital for poor fatherless children and foundlings. Later it was generally known as the Bluecoat School, from the dress worn by the boys. The first stone of the late building was laid

by the Duke of York on 28 April 1825, and the hall publicly opened on 29 May 1829. The architect was Mr. John Shaw, who designed the church of St. Dunstan's in the West. In 1902 the school was removed to its present quarters near Horsham, Sussex. An opportunity of constructing a noble avenue through the grounds of Christ's Hospital, which remained unsold for several years, was not taken advantage of by the City Corporation. Such an avenue would have entered Aldersgate Street, opposite Gresham Street, and thus provided an alternative route from Holborn Viaduct to the Bank of England.

Paternoster Row, situated between Newgate Street and St. Paul's Churchyard, was in olden times a fashionable centre for shopping, and was frequently rendered almost impassable by the congestion of carriages. To-day some of the large shops on the north side of St. Paul's Churchyard back on to Paternoster Row, notably the fine new building of Messrs. Hitchcock, Williams and Company, Ltd. The north side is occupied by some of the larger firms of publishers and by several retail bookshops.

Between Ivy Lane and Warwick Lane on the north side of Paternoster Row stood Newgate Market until 1867, occupying the site of what is now called Paternoster Square, and forming a quadrangle between Newgate Street and Paternoster Row. It contained a market-house, and a clock and a bell turret in the centre, and was principally devoted to the sale of carcasses and butcher's meat. For many years Newgate Market was one of the greatest nuisances in the City, as not only were some 600 sheep and 50 bullocks slaughtered there every day, but this took place in cellars underneath the shops where the joints were retailed to the public. The access to these cellars in the houses overlooking the market was by steps, over which a board was placed for the animal to slide down. But more often it was seized by the butcher and pitched headlong down into the cellar, where, unable to rise owing to broken limbs sustained in the fall, it awaited its turn to be slaughtered.

A very ugly three-story block of buildings now occupies the centre of Paternoster Square, which is entered on each side through an archway. If instead of allowing this site to be built over, the City Corporation had thought fit to acquire this piece of land and convert it into a pleasant garden with a fountain in the centre for the benefit of City toilers in their lunch hour, they would indeed have earned the gratitude of posterity. Ivy Lane derives its name from the ivy-covered houses of the Prebendaries of St. Paul's, and is one of the most picturesque lanes in the City.

At the end of Giltspur Street opposite the Old Bailey is the large open space with a small garden in the centre now called New Smithfield, surrounded principally by the offices of several of the large meat companies, and bounded on the north side by the new Smithfield Meat Market in Long Lane. It covers an area of over six acres, and until 1868

contained the old Smithfield Market, at that time the largest cattle-market in the world. It was long considered an even greater nuisance by the citizens of London than Newgate Market. It had an annual turnover of seven million pounds sterling, and its confined space often gave rise to scenes of dreadful cruelty. There was accommodation for 2,750 head of cattle, and standing room for 1,250 more, and 1,500 pens for sheep, each of which would hold sixteen, thus affording accommodation for over 24,000 sheep. There were many slaughter-houses in the immediate vicinity, and great disappointment was felt by City people at the refusal for a long time of the Corporation of London to do away with this market, and in September 1848 they had even enlarged the market by purchasing a valuable block of houses on the north-east side of the Barbican for that purpose.

The market for living animals was eventually removed to Copenhagen Fields, North London, in 1855, and the new market erected on that site was begun in 1857. The last market to be held at old Smithfield was on 11 June 1855. The new Central London Meat Market was begun in 1862, and completed in 1868. It is a handsome building in the Renaissance style, fronted with red brick, and flanked by four corner towers, covering an area of $3\frac{1}{2}$ acres, 630 feet long and 246 feet wide. It was designed by Mr. Horace Jones and built at a cost of £200,000. The extension on the west side, which houses the Metropolitan Poultry Market, was opened in January 1875.

Connecting West Smithfield with King Edward Street, and branching also into Aldersgate Street, is Little Britain, a thoroughfare which commemorates the mansion of John Duke of Bretagne in the days of Edward II, and which in the time of the Stuarts was the great centre for booksellers. In St. Bartholomew's Close, leading out of Little Britain, Milton was secreted at the time of the Restoration waiting for his pardon to be signed under the Act of Oblivion. Bartholomew's Close was likewise the birthplace of Hogarth.

Between Giltspur Street and Little Britain is the famous St. Bartholomew's Hospital, founded by Henry VIII after the dissolution of the monasteries. The buildings are approached by a gateway from Smithfield, and enclose a large square. A part of the site of the old Christ's Hospital is now occupied by an extension of St. Bartholomew's Hospital opened in 1907, and funds are now being raised for the purpose of rebuilding the entire establishment.

King Edward Street, leading into Newgate Street, and now containing the western block of the General Post Office, was once called Stinking Lane, owing to the filth which used to accumulate here from the neighbouring Newgate and Smithfield Markets.

The church of St. Sepulchre at the north-east corner of Holborn Viaduct, which has a very handsome perpendicular tower, was damaged but not destroyed in the Great Fire of London. It is dedicated in honour of the Holy Sepulchre of Jerusalem, and was restored in 1875. Nearly

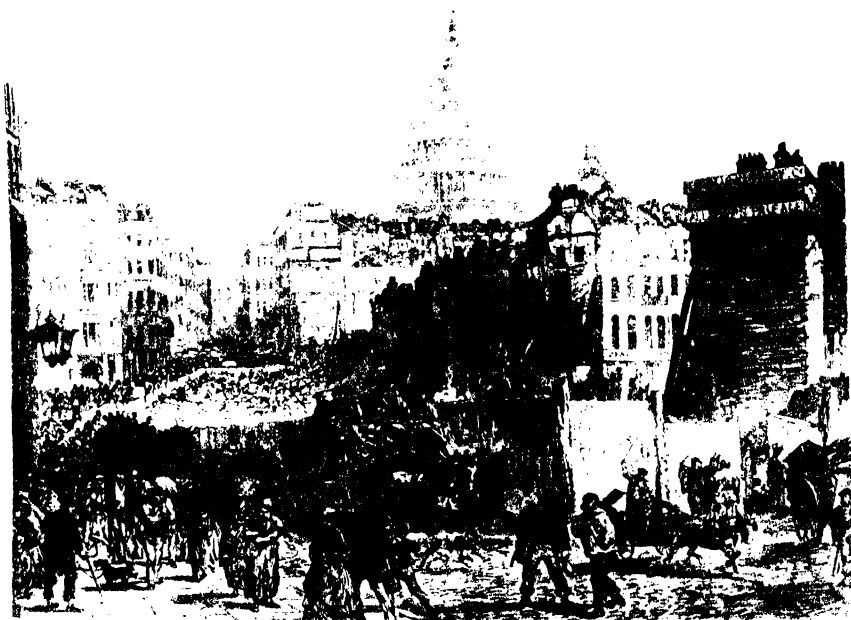
opposite in Giltspur Street is Pic Corner, marking the spot where the Great Fire came to a finish in 1666.

We now direct our steps towards Holborn Viaduct. This magnificent artery was constructed by the City Corporation between 1863 and 1869 to carry the roadway over the valley of the Holebourne part of the Fleet River. It is 1,400 feet long and 80 feet wide, including an iron bridge of 107 feet, which crosses Farringdon Street. With the object of levelling the ascent from Holborn Bridge to Newgate Street, a new thoroughfare had already been constructed in 1802, called Skinner Street, which was named after Alderman Skinner, through whose efforts it had been mainly built. It contained some fine buildings which were erected after the removal of a number of old houses which had to be demolished for this new street, but many of them remained untenanted for a long time. One of these was a large house, seven stories high, which was erected as the Imperial and Commercial Hotel at a cost of £25,000, but as it was not a success, it was afterwards let as offices. This building was destroyed by fire in 1814, and two houses were erected on its site.

Before Skinner Street was built, one had to go round by Snow Hill, which in those days was very narrow, steep, and dangerous, and ruffians are said to have amused themselves upon occasion in olden times by rolling defenceless women down Holborn Hill in barrels.

The demolition of the houses and streets required to make way for Holborn Viaduct was begun in May 1863, but the first stone of the Viaduct itself was laid on 3 June 1867 by Deputy T. H. Fry, Chairman of the Improvements Committee of the City Corporation. The central object of this great London improvement was a stately viaduct across the Holborn Valley between Hatton Garden and Newgate Street, with another street opening opposite Hatton Garden into the newly formed Holborn Circus, giving direct access to Ludgate Circus. This led to the construction of St. Andrew Street, which passes by the back of St. Andrew's Church into Shoe Lane, the widening of the latter street as far as Stonecutter Street, and from here the construction of another new street 50 feet wide called St. Bride Street, with easy gradients leading down to the north-west corner of Ludgate Circus. In order to give direct access to Smithfield Market, another new thoroughfare known as Charterhouse Street had to be constructed on the north side of Holborn Circus.

At first the problem which confronted the engineer appeared a simple one, but on consideration of details the task soon assumed a more difficult and complex character, particularly as regards the placing of the numerous sewers, gas and water mains on higher levels. The Viaduct, being of considerable height above the level of the Holborn Valley, enabled the engineer to subdivide his vaulted passages into stories. Thus a space was reserved for the areas and vaulted cellars of the houses, and against these at the top is the subway containing the gas and water mains, and electric light cables. Below the subway is a vaulted chamber



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Work on the construction of Holborn Viaduct in 1867.



Middle Row, Holborn, demolished in 1867.

constructed with damp-proof courses through its walls of considerable depth, at the bottom of which, resting on a concrete bed, is the sewer. The subways, which are 11 feet 6 inches high and 7 feet wide, are constructed of brickwork, excepting where they are carried under the Southern Railway, where they are of tubular form and constructed of iron. Including the new streets from Holborn Circus to the Charterhouse and Ludgate Circus, the cost of this wonderful improvement was £2,100,000.

The most ornamental feature of the Viaduct is the cast-iron bridge across Farringdon Street, on the top of which are pedestals containing bronze statues representing Commerce and Agriculture on the south side, and Science and Fine Arts on the north side. During the clearance for the new streets nothing of special interest was brought to light, but frequent discoveries were made of concealed passages for escape, and nooks for hiding plunder in the squalid houses of Field Lane and its unsavoury neighbourhood, the removal of which alone was a great blessing to this part of London. The construction of St. Andrew Street necessitated the removal of between 11,000 and 12,000 bodies from the churchyard of St. Andrew's, which were transferred to the City cemetery at Ilford. Amongst other buildings demolished for the Holborn Viaduct improvement was the Saracen's Head Inn at Snow Hill, much frequented by stage coaches in the pre-railway days.

Holborn Viaduct was formally opened by Queen Victoria on 6 November 1869, the same day as the new Blackfriars Bridge, and the procession was escorted by the 1st Life Guards. The weather on that day was fine, and the people of London were glad to see the Queen once more coming amongst them after a long absence, which they had felt to be undeserved on their part. It seems that they failed to make due allowance for the domestic and personal hindrances to her more frequent appearance in the metropolis. Her Majesty appeared to be in excellent health and spirits, but she was still in deep mourning for the Prince Consort, although he had been dead nearly eight years, and all of her servants still wore a mourning band of crêpe on one arm.

At the approach to the Viaduct near St. Sepulchre's Church, seats under cover were erected for the guests of the City Corporation, as well as a pavilion with seating accommodation for 600 persons. Here a deputation received Her Majesty, including Mr. Deputy Fry, Chairman of the Improvements Committee, Alderman Carter, Sir Benjamin Phillips, and other members of the Common Council. The festivities included a banquet in the evening, given by the Lord Mayor and Lady Mayoress at the Mansion House, in honour of this great event. Some 250 guests were entertained, including the members of the Court of Common Council, the Sheriffs, and other leading officers of the Corporation.

To all lovers of the ancient City of London, as distinguished from the greater metropolis, this enterprise on the part of the old-fashioned

Mother Corporation in undertaking such great schemes of public utility appeared especially gratifying. This day of festivities was therefore so mapped out as to include a visit to the newly opened Metropolitan Meat Market in Smithfield. During the decade from 1861 to 1871 London had been advancing more substantially, if perhaps a trifle less rapidly, than Paris in the matter of its great street improvements, embracing Holborn Viaduct, Queen Victoria Street, and the Victoria Embankment amongst others. St. Bride Street, which cost £45,000, was only completed and opened to the public in November 1871.

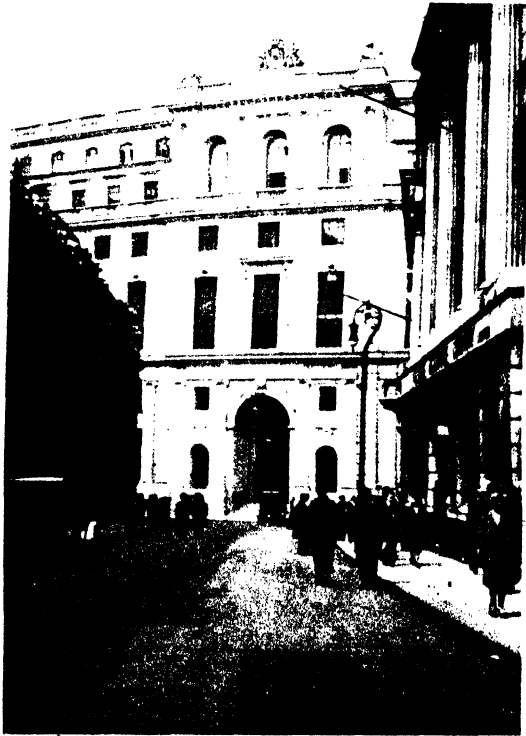
In 1863 an alternative scheme to the construction of Holborn Viaduct was planned by Mr. Bunning, in which it was proposed to raise the general level of the various roadways, so that instead of two steep hills, there would have been four moderate inclines running north, south, east, and west. This scheme upon examination was found to be too costly, and therefore that of Mr. Marrable for the Viaduct was adopted.

Field Lane, on the site of Farringdon Road, north of the Viaduct, was an infamous rookery inhabited by the criminal classes, and consisted mainly of filthy shops which were the head-quarters of petty larceny. There were old clothes shops, rag merchants, public houses, and fried-fish shops, many of which were frequented by pickpockets and thieves who trafficked in dark back parlours. Huge bunches of pocket-handkerchiefs purchased from pickpockets were displayed in the shops here.

Opening into Field Lane, until pulled down in 1844, was Chick Lane, which contained a notorious thieves' lodging-house known as the Red Lion Tavern, with passages for concealment. At the rear was the Fleet Ditch over which the wrongdoer used to escape by climbing through a window and crossing the Ditch by a plank into the opposite collection of courts and alleys, and which could be quickly removed into the opposite house in order to delay the progress of the pursuing policeman.

Holborn Viaduct Station on the south side of the road was opened on 1 March 1874 as the new City terminus of the London, Chatham and Dover Railway, and this improvement necessitated the widening of the Blackfriars Railway Bridge. The large hotel fronting the Viaduct was requisitioned for Government service during the late war, and has since been converted into business premises. It now contains the offices of the Henley Telegraph Works Company, Ltd. Next door to the Holborn Viaduct Hotel was another one called the Imperial Hotel, and this also has been converted into offices and chambers since the late war.

Holborn Viaduct itself is principally occupied by motor-cycle manufacturers and firms dealing in typewriters. The buildings are of a more or less uniform height and present a very handsome appearance, but the only ones calling for special notice are the City Temple and St. Andrew's Church on the south side close to Holborn Circus. The City Temple, erected at a cost of £35,000, was opened in May 1874, and is capable of holding 3,000 people. It contains a marble pulpit presented at a cost



The new head office of the Westminster
Bank, in Lothbury.



Ely Place, Holborn.

of 300 guineas by the Corporation of London. St. Andrew's Church at the corner of Holborn Circus escaped the Great Fire of London, but was mostly rebuilt by Sir Christopher Wren in 1686.

At the western entrance to the Viaduct is a bronze equestrian statue of the Prince Consort, unveiled by King Edward VII, when Prince of Wales, in 1873. It was presented to the City Corporation by a private gentleman, and was designed by Mr. Bacon, the sculptor.

On the north side of Holborn Circus is Hatton Garden, the headquarters of the London diamond merchants, leading to Clerkenwell Road, and so named from Sir Christopher Hatton, Lord Chancellor to Queen Elizabeth. It contains some excellent buildings, and several jewellers' shops, which give this street quite an opulent appearance, almost worthy of the West End.

Ely Place, running parallel to Hatton Garden, from the entrance to Charterhouse Street, marks the site of the old palace of the Bishops of Ely, and was once entered by a great gateway. It was built by Bishop Arundel in 1388. Saffron once grew in the garden of Ely House, and hence the name of Saffron Hill given to an adjoining thoroughfare. To please Queen Elizabeth, Bishop Cox leased the gatehouse and garden to Sir Christopher Hatton, who expended a large sum of money upon Ely Place. Sir Christopher Hatton borrowed the money from Queen Elizabeth for that purpose, and when the Queen wanted her money back he died of a broken heart. Bishop Cox was obliged to consent to the mortgaging of the house and grounds to Sir Christopher Hatton, until all the money expended upon Ely Place had been repaid, but when Queen Elizabeth found his successor, Dr. Martin Heton, unwilling to honour this agreement, she summarily ordered him to comply, failing which she would unfrock him.

The only remaining relic of old Ely House is the chapel on the west side of Ely Place, dedicated to St. Etheldreda. Ely Place is outside the jurisdiction of the ordinary custodians of law and order. The gates of the lodge are closed at 10.0 p.m. until 6.0 a.m., and at closing time the square is patrolled when the watchman announces, 'Past ten o'clock, all 's well'. It seems that the sanctuary rights are so jealously preserved that no policeman ever sets foot inside this street, and not even at the adjoining Mitre Tavern running between Ely Place and Hatton Garden could a person be arrested or be served with a writ.

We turn next into Holborn, which derives its name from the Holvebourne section of the Fleet River. This is a very broad thoroughfare from Holborn Circus as far as Chancery Lane, and has undergone a complete transformation during the past thirty years. Until July 1898 Furnival's Inn stood on the north side. The site is now covered by the huge edifice of the Prudential Assurance Company. It was named after Sir William Furnival, who once owned this land, and was an Inn of Chancery attached to Lincoln's Inn. Its original buildings were regarded as exceedingly stately, having a front by Inigo Jones, but these

were mostly pulled down in the time of Charles I and entirely rebuilt in 1808, when it was let to Henry Peto on a building lease of 100 years. His statue, erected in 1830, stood in the former courtyard. Within Furnival's Inn stood Wood's Hotel, a high-class old-established house for gentlemen and for families. Dickens wrote the *Pickwick Papers* whilst living at Furnival's Inn.

The old Bell Inn at No. 123, which was rebuilt in 1898, contained one of the most picturesque courtyards in England, surrounded by tiers of balconied galleries hung with flowers in summer. The rebuilt Old Bell is sandwiched in between two large modern blocks of buildings forming the well-known establishment of Messrs. A. W. Gamage, Ltd., the firm of athletic outfitters. The western block at the corner of Leather Lane occupies the site of the old Ridler's Hotel, and on part of the site of the eastern block stood the Black Bull Hotel. Similar changes have taken place on the south side of Holborn, and here the most important building is the large drapery emporium of Messrs. Thomas Wallis and Company, Ltd., at the corner of Holborn Circus. Farther west are the stately offices of Messrs. Buchanan's, the whisky manufacturers, and a number of other very modern office buildings.

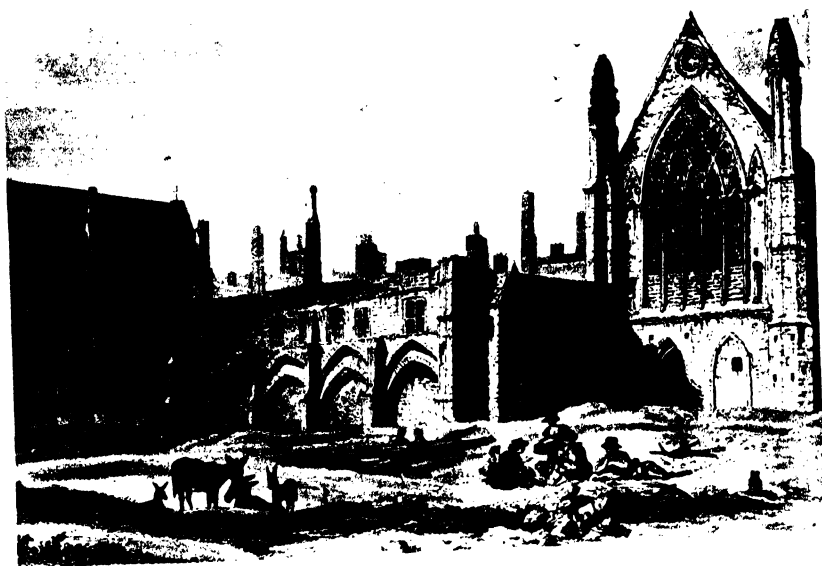
Farther west, opposite Grays Inn Road, is Staples Inn, now the property of the Prudential Assurance Company, consisting of two irregular quadrangles, and containing a small garden in the south court with a fountain. It was originally a hostelry of the wool staple, serving as a kind of custom house, where wool was weighed and dues collected upon it. In all the hundreds of years since London became a city of importance it has not been able to sweep its roaring tide over that little island of quiet. It is associated with Dickens and figures in *Edwin Drood*. Here also Dr. Johnson moved on 23 March 1759 from Gough Square and wrote *Rasselas*. Close by stood Barnard's Inn, demolished early in the present century, the site of which is now occupied by the Mercers' School. The old hall of this inn is still utilized as a dining-room.

Close to Grays Inn Road is the Holborn Cenotaph, a striking bronze statue by Albert Toft, forming the War Memorial of the Royal Fusiliers. At the junction of Grays Inn Road and Holborn, stone pillars mark the City boundary.

Just west of Staples Inn is an imposing nine-story building containing a branch of the Westminster Bank. It was erected in 1901 for the Birkbeck Bank, which closed its doors in 1911 after a chequered career. Eventually, after all the assets had been realized, the shareholders received 16s. 9d. in the pound. In front of the grimy old buildings which had previously occupied this site stood until 1867 a row of old houses called Middle Row, which abutted on Holborn Bars, thereby greatly reducing the width of the main street in much the same fashion as Holywell Street formerly reduced the width of the Strand and Bozier's Court that of Tottenham Court Road. For at least a couple of centuries Middle Row had been regarded as an obstruction, for already in 1657 it



The rookery of Field Lane, demolished in 1844, showing the Fleet ditch on the left.



The garden of Ely House, built by Bishop Arundel in 1388, now covered by Ely Place.

s mentioned by Howel in his *Perustration of London* as a mighty hindrance to Holborn, which, if it were taken down, there would be from Holborn Conduit to St. Giles one of the fairest rising streets in the world. Here in a house called the Golden Anchor, Dr. Johnson lodged in 1748. On Saturday, 31 August 1867, the demolition of Middle Row was commenced, and a long needed metropolitan improvement thus effected in this neighbourhood. The new roadway was completed for traffic by December 1867.

Directing our walk along Chancery Lane, once called New Street, and then Chancellor's Lane, this winding thoroughfare still follows very much the lines of an old country lane. Nevertheless it will surprise the average Londoner of to-day to learn that both of its approaches, from Holborn on the north, and Fleet Street on the south, were at one time even narrower than they are at present.

In November 1850 rebuilding took place at the corner of High Holborn and Chancery Lane, and the inhabitants, desiring to have this corner widened, raised a sum of £5,350 by public subscription for that purpose, a part of which was paid to Mr. Steel, the owner, for surrendering a slice of ground 51 feet long by 7 feet wide. This improvement was carried out by resolution at a meeting convened by the parish officers at the request of inhabitants and occupiers of premises within the united parishes of St. Andrew Holborn and St. George the Martyr in response to a numerously signed petition. The offer made by Mr. Steel, who was rebuilding his corner premises at that time, was considered most reasonable, as it was said that if this splendid opportunity had been allowed to pass by, the eventual cost of this improvement would have been £40,000.

On the east side of Chancery Lane is the new Record Office, a fine Tudor building extending to Fetter Lane, and which is the repository of State papers from as far back as the year 1100 to the present day. The buildings are in the Tudor Gothic style, with tall, deeply embrasured windows, and were designed by Sir James Pennythorne, and added to between 1891 and 1900 by Sir John Taylor, with the frontage to Chancery Lane, at a cost of £200,000. The new buildings have incorporated part of the Rolls Chapel, and covered the site of the court of the Master of the Rolls. The older section of the Record Office, which is in Fetter Lane, was constructed in 1866, prior to which time the records were stored in the Tower, the Chapter House, and the Rolls Chapel in Chancery Lane.

Fetter Lane, running parallel to Chancery Lane on the east side, is said to derive its name from fewters or beggars which once infested it.

On the west side of Chancery Lane is the building of the Law Society, formed in 1823 for the purpose of providing a hall for the daily resort of the profession, a library, reading-room, and fire-proof rooms for depositing deeds and papers. Both Scotland and Ireland had already established halls and libraries for their barristers before the English Legal profession

followed suit. In 1825 a sum of £50,000 was raised for that purpose in shares of 25s., with power to increase the capital to £75,000, and in 1827 the Committee erected the present building. A Royal Charter of Incorporation was granted on 22 December 1831, and the institution opened for the use of members on 4 July 1832. Owing to the disadvantages occasioned by the joint-stock character of the undertaking, a new charter was granted on 26 February 1845, merging the individual liabilities of the earlier members into the new corporation. A new wing was opened by King Edward VII in 1904.

On the west side of Chancery Lane, near Fleet Street, where now stands a branch of the Bank of England, another widening was carried out in 1855. Two houses, Nos. 130 and 131 at the south-west corner, now occupied by a jeweller's shop, had already been pulled down in March 1853. These contained projecting windows, overhanging stories, and gabled fronts, and were nearly 250 years old.

Turning next into Fleet Street, nearly opposite Chancery Lane at the entrance to the Inner Temple is a hairdresser's shop with a projecting upper story built in 1610. On the first floor is a chamber known as Prince Henry's Room, once the Council Chamber of the Duchy of Cornwall. The London County Council and the City Corporation jointly purchased this building in 1900, when it was about to be demolished, and restored the premises at a cost of £30,000. Next door is a branch of Barclays Bank, erected on the site previously occupied by Gosling's Bank, where Warren Hastings, Clive, and Pope, and many other notable people kept their accounts. Goslings Bank was absorbed by Barclays Bank about twenty-five years ago.

A few yards farther west is Childs Bank now acquired by Glyn Mills and Company, which adjoins the site of the old Temple Bar, demolished in 1878. The rooms over the Temple Bar used also to be occupied by Childs Bank, whose premises were adjacent. Childs Bank held the current accounts of Oliver Cromwell, Nell Gwyn, King William III, and Queen Mary, and they were the tenants of the City Corporation for the rooms over the gateway, for which they paid the modest rental of £20 per annum. In 1874 it was discovered that the keystone of the arch was out of the perpendicular, and but for this misfortune which befell the Temple Bar, the archives which have revealed so many interesting documents would never in all probability have come to light. Childs Bank itself was demolished in 1879, and rebuilt a few feet farther back from the old line of frontage.

The Temple Bar, a gateway of Portland stone, designed in 1670 by Sir Christopher Wren, had long been regarded as an obstruction to traffic, and already in 1858 the Metropolitan Board of Works passed a resolution that a communication be sent to the City Corporation to that effect. However, it was not pulled down until twenty years later, after which the present much criticized pillar surmounted by a dragon was erected in 1880 as a memorial of the Temple Bar. Wren's famous

gateway was re-erected in 1888 in Theobald's Park, Waltham Cross, by its owner, Sir Henry Meux. In 1875 it had been proposed to remove the old Temple Bar to Hyde Park or the Thames Embankment, but this scheme failed to mature.

On the north side of Fleet Street, between Chancery Lane and Fetter Lane, stood the offices of the Crown Insurance Company, a fine building erected in 1866. It was pulled down in 1922 to make way for the new premises of the Gresham Life Assurance Company. The church of St. Dunstan's in the West, immediately adjoining, was built by Mr. Shaw between 1831 and 1833. It contains an imposing tower, and replaced an earlier church which was famous for its clock on which two giants struck the hour.

Nearly opposite is the Cock Tavern, which originally stood at No. 201 on the north side of the street, and was demolished in 1886 after an existence of more than 300 years. The ancient sign of the Cock was set up again on the opposite side of the street in the present building, which was refronted a few years back with a Tudor façade, and set back 2 or 3 feet to conform to the new frontage of Fleet Street.

The widening of Fleet Street, like that of Ludgate Hill, was a long-drawn-out undertaking extending over a period of twenty years between 1897 and 1916, during which time practically the entire building line on the south side was set back between Ludgate Circus and the Temple Bar. To-day Fleet Street has a uniform width of 60 feet, the same as that of Ludgate Hill, and providing accommodation for four lines of traffic.

A start was made on the work in 1897 by rebuilding the three houses between Ludgate Circus and Bride Lane, including the Punch Tavern at the rear. This was followed in 1901 by the widening of the section between Bride Lane and Salisbury Court. Amongst other buildings then demolished were the former offices of *Punch*, situated on the east corner of St. Bride's Avenue, and now removed to Bouverie Street. At the back of Fleet Street on the west side of Bride Lane is the Old Bell Tavern, which unfortunately was not included in the rebuilding of Fleet Street. Because of this defect, the strip of land separating the Old Bell Tavern from Fleet Street is so narrow that only inferior buildings of a low elevation have been erected on this site, which have completely disfigured this part of Fleet Street. For many years after 1901 progress was very slow, and only a few isolated buildings were set back to the new line of frontage. After 1911, when the handsome new building of the Norwich Union Insurance Society was erected at the west end of Fleet Street, the pace was accelerated, and by the end of 1916 practically all of the houses had been set back to the new building line, including the offices of the *Daily Chronicle* at the west corner of Salisbury Court. A few buildings still remained to be brought into conformity with the amended line of frontage, such as that of the *Daily News*, and the Cock Tavern which only affected the width of the pavement, but with the solitary exception of Mooney's Irish House, which still protrudes about

three feet beyond the amended building line, the widening of Fleet Street has long since been completed. As a result of this great improvement a new vista of St. Dunstan's Church, hitherto concealed, has been opened up from Ludgate Circus.

Fleet Street lacks that uniformity in the height of its buildings which renders Ludgate Hill so pleasing to the eye, but its latest buildings are of a more imposing character and elevation. Although Fleet Street is to-day the centre of the newspaper industry, it did not start here until the nineteenth century. The *Morning Advertiser* came here in 1825 to No. 127 after an existence in the Strand of thirty years, and only one other paper, namely, the *Daily Telegraph*, was then published in Fleet Street itself. The tall and stately new buildings which have just been erected on the north side of Fleet Street for the *Daily Telegraph*, rising to 120 feet, and the *Daily Express* with their upper floors zoned back from the pavement, make some of the neighbouring buildings look very shabby. One wonders what the City fathers of a generation back would have said to the proposal to erect such lofty structures in the narrow Fleet Street of those days. The building next door to the *Daily Telegraph* now occupied by the *Liverpool Post* was originally the home of the *Standard*, which ceased publication during the late war. Other fine buildings which have been erected of late years include Bouverie House a short distance west of the *Daily Telegraph* offices, and, on the south side, the Chronicle House and the adjoining Barclays Bank at the west corner of Salisbury Court.

Fleet Street is equally famous for its numerous taverns, where solicitors and journalists congregate for luncheon. In the olden days these taverns and coffee-houses were the Londoners' rendezvous, and those who wished to find any particular gentleman commonly inquired not whether he lived in Fleet Street or Chancery Lane, but whether he frequented the Grecian or the Rainbow. Some of these taverns have disappeared of late years as the result of street improvements and rebuilding, and the Rainbow has been converted into a wine house. In addition to those which we have already noticed, there is Peele's at the corner of Fetter Lane, Anderton's Hotel a few doors farther east, the Mitre on the opposite side of Fleet Street in Mitre Court, the Kings and Keys, and the world-renowned Cheshire Cheese, which is not really in Fleet Street at all but in Wine Office Court.

A peculiarity of Fleet Street is the long unbroken stretch of buildings extending from Shoe Lane to Fetter Lane, without any side streets, but containing a veritable warren of courts and alleys, guaranteed to confuse even a regular frequenter who might be looking for, say, Johnson's Court, Bolt Court, or Gough Square. The house of Dr. Johnson in Gough Square has recently been purchased by Mr. Cecil Harmsworth, and handed over by this gentleman as a gift in trust for the nation. Bouverie Street and Whitefriars Street, leading out of Fleet Street on the south side, are mainly devoted to the newspaper industry, as well as

Tudor Street, which houses the Institution of Journalists and the head offices of the *Daily Mail*.

A detailed account of the glories of the Temple, situated between Fleet Street and the Victoria Embankment, away from the turmoil of the City traffic, cannot be included for want of space within these pages. This very delightful locality, boasting great antiquity, contains Gothic halls, interesting old buildings, lawns, dull old quadrangles, trees, and flower gardens, and the secluded Fountain Court with its rockeries and flowers. It bears all the appearance of some ancient university town, and is one of those pleasant surprises which only London seems able to reveal to the casual visitor familiar with the leading capital cities of the world. The Temple Church dates back to the year 1185, and the choir was finished in 1240. Restorations were carried out between 1839 and 1842 at a cost of £70,000. Charles Lamb was born in Crown Office Row and Dr. Johnson had rooms in the Inner Temple Lane, now covered by the modern Johnson's Buildings. The Temple Gardens originally extended right down to the river, but are now separated from it by the Victoria Embankment.

In Salisbury Square just off Fleet Street are the head-quarters of the Church Missionary Society, and also the offices of the *Times of India*. Until some twenty years ago this latter building was the Salisbury Hotel, once the great rendezvous of country squires and others concerned in agriculture.

St. Bride's Church at the back of Fleet Street was rebuilt by Sir Christopher Wren in the Italian style in 1680, and completed in 1703 at a cost of £11,400. The steeple, which was originally 234 feet high, was struck by lightning in 1764, and so damaged that it was deemed advisable to reduce its elevation by 8 feet. Bride Lane contains the St. Bride's Institute, consisting of a free library, reading and lecture rooms, a gymnasium, swimming bath, and class-rooms for technical instruction.

The large block of offices now called the Ludgate House at the north-west corner of Fleet Street and Ludgate Circus was until 1926 the head offices of Messrs. Thomas Cook and Sons, the well-known firm of tourist agents, who have since removed to Berkeley Street in the West End.

On the east side of Bouverie Street is the handsome new building of the *News of the World*, the central portion of which is crowned by a square stone tower. Whilst the rebuilding of these premises was in progress, a perfectly formed crypt was discovered several feet below the ground level, which is supposed to have formed part of the old Whitefriars Monastery.

Our return journey from this point to the Mansion House is by way of Ludgate Hill and Cannon Street, which we have already dealt with in our previous chapter.

SIXTH WALK

PRINCES STREET, MOORGATE, LONDON WALL, FINSBURY CIRCUS, FINSBURY SQUARE, BUNHILL FIELDS
CHISWELL STREET, FORE STREET, BARBICAN
ALDERSGATE STREET, AND GRESHAM STREET

WE now take the last of our walks from the Mansion House. We have taken in turn each road leading from the hub of London, and we now turn into the last of these, Princes Street. Here, facing the west side of the Bank of England, are the National Provincial Bank and the huge new head offices of the Midland Bank, two of the so-called 'big five'. That situated on the corner of Princes Street and the Poultry, facing the Mansion House, is the newly erected nine-story building of the National Provincial Bank of England. On the site now covered by these two latter banks stood a four-story row of houses and offices erected about a century ago, and faced with stucco. Until 1928 those corresponding to the site of the present Midland Bank in Princes Street were still standing, but the other portion of these houses, extending to the corner of the Poultry, were pulled down at least fifty years ago to make way for the handsome offices of the Union Bank of London, now merged into the National Provincial Bank.

A survey of the foundations of this building, carried out in 1928 as a precaution against the possibility of their collapse, resulted in a decision to pull it down and erect the present modern building on this site. It was feared that the extensive excavations taking place on the adjoining site and at the Bank of England might otherwise result in this fine building sharing the fate of the Commercial Union Assurance Company in Cornhill by falling down.

On that portion of the site of the former Union Bank of London which faced Mansion House Street stood previously a very popular tavern known as the European. It was one of a row of brown-brick Georgian houses, and so brisk was business during the entire day at this establishment that freshly drawn glasses of ale and stout stood ready on the counters for immediate consumption. There was also a huge demand for food snacks and sausage rolls, and one went in at one door and out at the other to avoid the crush of people.

In 1928 the City Corporation availed themselves of the opportunity thus afforded of purchasing a few feet of ground from the National Provincial Bank of England, to round off the sharp corner of the Poultry and Princes Street, at a cost of £78,000, a startling indication of the value of land to-day in the heart of the metropolis.

The stately head offices of the Midland Bank, designed by Sir Edwin Lutyens, are not yet entirely completed, though they have been six years in course of construction. The building is nine stories high, with

the upper floors zoned back from the street, like Lloyds Bank and other recently constructed buildings in the City and elsewhere. The greater portion of the frontage to the Poultry was occupied until 1925 by the handsome building of the Gresham Life Assurance Company. This building was not more than half a century old at the time of its demolition, but as the Midland Bank was particularly anxious to obtain this valuable site, it not only paid handsome compensation, but erected a new building for the Gresham Life Assurance Company in Fleet Street. St. Mildred's Church, Poultry, one of the many which were rebuilt by Wren after the Great Fire of London, had previously stood on the site of the building of the Gresham Life Assurance Company, and was demolished in 1872.

Adjoining the Midland Bank in Princes Street is a block of red-brick buildings faced with stone dressings, containing bank premises and also giving access to the courtyard of the Grocers' Hall. These buildings, although comparatively modern, are now so dwarfed by their tall neighbours as to appear positively suburban by comparison.

At the corner of Gresham Street is an elegant building now occupied by the Royal Bank of Canada. It curves round from Princes Street into Gresham Street and Old Jewry and was originally built in 1901 for the Governors of the Bank of England and is crowned with two stone towers. Until 1901 the roadway in Gresham Street was very narrow at these cross roads, but in that year an extensive widening was carried out by the City Corporation at this corner, previously occupied by a block of dark and gloomy houses.

At the junction of Princes Street and Gresham Street begins Moorgate. This very important thoroughfare, constructed between 1835 and 1840, is a quarter of a mile long and about 50 feet in width, and connects Moorfields with the Bank of England. The construction of Moorgate followed upon that of King William Street as a matter of course, in order that a new direct thoroughfare could be opened from north to south connecting London Bridge with Islington, without passing by the narrow and inconvenient Coleman Street. It involved the clearance of dense masses of houses across Bell Alley and Swan Alley, which at that time extended through to Coleman Street. Already in 1740 Mr. Robert Dingley, who designed the City Road, had planned a new street from Moorfields to the Bank, but was prevented by strong opposition from carrying out this improvement.

For such an important undertaking the construction of Moorgate Street, like that of King William Street, appears to have excited little or no interest, and the multitude of historians and writers of London books have nothing to tell us on this subject. Yet strange to relate, there existed less than a century ago slum property within a stone's throw of the Bank of England, relics of which continued to exist for some time after the construction of Moorgate Street. In September 1856 two houses in Little Swan Alley running out of Coleman Street collapsed, burying

the inmates and killing four persons. The floors of these houses were dilapidated and overcrowded with several families living in each room.

After the late war, Moorgate Street was renamed Moorgate, and a similar alteration was made in the case of Bishopsgate Street. One wonders why the City Corporation did not also include Aldersgate Street and Newgate Street in this list of abbreviated names, or can it be that Newgate is too suggestive of unpleasant happenings to be included in the list?

Moorgate, which formerly consisted of four-story buildings fronted with stucco, has been rebuilt to such an extent since the late war that, like King William Street, it can now almost be described as a new thoroughfare. Some of the buildings on the west side were destroyed in one of the German air raids over London in 1917, and these have been rebuilt with their upper stories zoned back from the street. Others on both sides of the street are of more recent construction, such as the National House which has been erected on the site of the old offices of the Royal Mail Steam Packet Company at the corner of Telegraph Street on the east side, and the Lloyds Bank Buildings on the west side. Other new buildings on the east side are the National Bank of New Zealand at the corner of King's Arms Yard, the offices of the Licences and General Insurance Company, and the Bank for Russian Trade farther along on the same side of the road. On the west side, at the corner of Gresham Street, are the offices of the Northern Assurance Company, and adjoining them is Basildon House, once the home of the ill-fated London and Paris Exchange, which became known as the Vampire of Basildon House. Farther along are the new offices of the Provident Mutual Life Assurance Association.

Coleman Street, running parallel to Moorgate on the west side, was so named from Coleman, the first builder of that street. Tokenhouse Yard, the head-quarters of the estate market, is situated on the east side of Moorgate, and leads into Lothbury. It derives its name from the manufacture of tokens, which were the copper coinage of England prior to the reign of James I.

We direct our attention next to London Wall, named from the wall which originally denoted the northern boundary of the City. A few words regarding the earlier history of this locality may prove of interest to our readers. The land immediately to the north of London Wall was originally a marsh or fen, and it is from this circumstance that the district received the name of Finsbury or Fensbury. This marsh appears to have acted as an obstacle to the movement of London towards the north, and thus largely accounts for the constant development of the Metropolis towards the west on a scale out of all proportion to the rate of expansion towards the north.

Only 150 years ago, when the population of this great metropolis was approaching a million inhabitants, and its houses already extended in an unbroken line from Hyde Park in the West to Mile End and Limehouse



London Wall in 1800, showing the original Bethlem Hospital



A present-day view of London Wall, looking west.

in the East, the district immediately north of London Wall was still very suburban, and large stretches of open fields were still to be seen no farther than half a mile from the Bank of England. The boundaries of the Fen or Great Moor were the City Wall on the south and the high ground near Islington on the north, and in olden times the young men of the City used to play on the ice when the Great Fen or Moor which watered the walls of the City was frozen. But according to Stow, the Lord Mayor caused the walls of the City to be broken towards the moor, and built the postern called Moorgate for the convenience of the citizens, to enable them to walk that way upon the causeways towards Isledon (Islington). Rubbish brought from the City through the nearest gates and posterns by degrees raised the surface, at all events of those parts next the City. From then onwards until the reign of Charles II, Finsbury Fields, as they were then called, were reserved as a grand arena for the use of the London archers. In 1512 Roger Ardley, Mayor, made an attempt to drain the Fen, and in 1527 another Mayor continued the good work by conveying the water over the City moat into the channel of the Walbrook, and thence to the Thames, so that by degrees the Fen was drained and made into hard ground.

But this handicap from which the City suffered in former times was destined in our own day to prove of inestimable advantage to its more recent development, for had there been no marsh or natural barrier in the past to check the growth of the City in this particular direction, this quarter of the town would have probably been covered with narrow streets and lanes in harmony with those of the neighbouring locality of an earlier age, instead of the existing wide streets and squares constructed in the early part of the nineteenth century. This has resulted in the erection of a large number of tall and very handsome office buildings, amidst surroundings of plenty of light and fresh air, on a scale which would never have been permitted in narrow streets. Moorfields or Finsbury, once a barren region, was first built on after the Great Fire of London, when all the City was topsy-turvy, and the poor homeless inhabitants were scattered broadcast from here as far as Highgate, some under tents and some in miserable huts and hovels, many without rag, bed, or board. Before that time Moorfields had been the drying-ground of London's laundresses, where acres of old linen were displayed.

The Great Fire of London was one such as had not been known in Europe since the conflagration of ancient Rome in the days of Nero. Nothing remained but stones and rubbish, all exposed to the open air, so that you could see from one end of the City almost to the other, and London for the time being was almost comparable to Ypres after the Great War of 1914-18. Some 373 acres were burnt within the walls, including 87 parish churches and 13,200 houses, contained in some 400 streets and courts. Roughly, the flames destroyed an oblong area with its greatest length a mile and a half, and a depth of half a mile. The total

value of property destroyed by the Fire was estimated at £10,000,000. It started on Sunday, 2 September 1666, in Pudding Lane near the Monument, and ended on Wednesday, 5 September, at Pie Corner near Smithfield, as we have already noted.

Although not cast in the heroic mould, King Charles II and his brother the Duke of York rendered great personal service on the day of London's tragedy, which could not be too highly valued. The supreme peril to the capital brought out in both of them a display of courage which intensified the loyalty towards the sovereign. The King, who was insensible to peril, paraded the City on horseback all day long, praying the populace not to resort to vengeful measures, and did much to calm them after the Fire was over. He and the Duke of York stood ankle deep in water for many hours together, while they handled buckets with as much diligence as the poorest man, thus creating a good moral effect on the people, and causing them to work steadily with such good fellow labourers.

The rush of people after the Fire was chiefly into Moorfields and Finsbury Fields. London resembled a city which had been sacked by some conqueror and left burning, and the rough camp of refugees extended as far as Islington and Highgate on the north and to St. Giles's Fields and Soho on the west. Fortunately the weather at the time was warm and fine, otherwise the distress would have been very much greater than it was.

After the Fire the damage was so quickly repaired that Burnet said that to 'the amazement of all Europe London was in four years rebuilt with so much beauty and magnificence, that he who saw it in both states before and after the Fire cannot reflect on it without wondering where the wealth could be found to bear so vast a loss as was made by the Fire, and so prodigious an expense as was laid out in the rebuilding of the City'.

Before the Great Fire the houses were mostly of wood, with their upper stories projecting in overhanging floors in such a way as to impede the free circulation of air in the narrow streets except when high winds prevailed. People in the garrets could almost shake hands across from window to window, and so low were the rooms that a tall man with his hat on could hardly stand upright. In the reign of James I the precincts of the Court were so filthy that the ladies attending it complained of bringing away lice with them.

But it is time to proceed on our walk. The south side of London Wall contains the Carpenters' Hall, adjoining Throgmorton Avenue, which was rebuilt in 1876, the Talbot Tavern, and several good office buildings. Until the dawn of the present century, the buildings lining the south side were greatly superior to those on the north side, and could properly be regarded as the boundary line between wealth and poverty. Those on the north side of London Wall replaced the old Bethlehem Hospital pulled down in 1814 and removed to St. George's Fields,

Lambeth, in 1815. They were originally private houses which in course of time had been converted into shops with a raised pavement approached by steps.

In front of the old Bethlehem Hospital, overlooking Moorfields, was an open space divided by gravel paths into four quadrangles planted with elm trees. It was so much frequented by fashionable citizens as to obtain the appellation of the City Mall. After the removal of Bethlehem Hospital the square garden was converted into a circular one and laid out as Finsbury Circus in 1819. A short street opening into London Wall was constructed across the centre of the ground occupied by the Bethlehem Hospital. It was not until several years later that the whole of the land fronting Finsbury Circus was let for building purposes, but afterwards it became a good-class residential centre, and likewise Finsbury Square, which was then the fashionable medical quarter of London.

By the end of the nineteenth century the north side of London Wall had become occupied by traders of a humble kind, and when the City Corporation decided to develop this property, there was a great uproar and many heated debates took place at the Guildhall. It was contended by those who opposed the scheme that if carried out it would bring widespread ruin and deal a death-blow to the trade of the district. But instead of this happening, the Corporation obtained for the estate a ground-rent far exceeding even their most sanguine expectations. The City was ready to expand and absorb additional office accommodation, and far from bringing ruin, the development of London Wall placed it on a level with Threadneedle Street and Broad Street. Huge new buildings were erected and occupied by some of the largest financial companies in the City, with frontages to both London Wall and Finsbury Circus, which have given to this district an architectural dignity second to that of no other quarter of the city.

The huge island block of buildings comprising Salisbury House and Electra House, erected between 1899 and 1901, is enclosed by London Wall, Moorgate, and the south-west corner of Finsbury Circus. The south-eastern corner, also forming an island site with frontages to London Wall and Blomfield Street, is covered by the equally imposing London Wall Buildings, erected in 1901 and 1902, thus completing the reconstruction of the whole of the south side of Finsbury Circus and the greater part of the north side of London Wall. East of Blomfield Street, in London Wall, is the church of All Hallows in the Wall, built by Dance in 1765 in place of an earlier one which escaped the Great Fire and was pulled down in 1764.

In 1901 the City Corporation availed themselves of the opportunity of widening London Wall, which was set back about ten feet on the north side. They also acquired the gardens of Finsbury Circus as an open space for the general public, a boon which has been very much appreciated by City toilers.

The large block of buildings on the north-east side of Finsbury Circus was constructed in 1920 and extends through into Eldon Street. On the north-west corner is the Britannic House, erected in 1922-4, an elegant building extending through to Moorgate, and including the site above the Metropolitan Railway Station of the tube between Moorgate and Finsbury Park. It is the head-quarters of the Anglo-Persian Oil Company, and was designed by Sir Edwin Lutyens, R.A. Adjoining the Britannic House is the River Plate House, containing the London offices of the Buenos Ayres and Great Southern Railway, which also extends through into Eldon Street.

Next to the River Plate House is the London Institution, erected in 1819 by Mr. William Brooks, and containing a double tier of Doric columns. It was originally built to provide an extensive library and a reading-room where foreign and domestic periodicals could be obtained by subscribers, and for the diffusion of knowledge by means of lectures. It is now the only surviving building of the original Finsbury Circus, and accommodates the School of Oriental Studies, affiliated to London University.

Returning to Moorgate, which was formerly known as Finsbury Pavement from London Wall as far as City Road, the east side contains the Electra House and the Britannic House already noted, and another large building called Finsbury Pavement House. On the west side is the Moorgate Station of the Metropolitan Railway, opened in December 1865, and an exceedingly handsome block of buildings called Moorgate Hall, erected in 1914. These buildings extend through into Moorfields, a short thoroughfare at the back of Moorgate. Farther along on the same side of Moorgate is another large modern block of buildings known as Finsbury Court.

At the northern end of Moorgate is Finsbury Square, the west side of which comprises a row of four-story houses built in 1777, and formerly known as Moore Place, after Mr. Moore, a manufacturer who lived in one of them. The other three sides of the square were built in 1789, 1790, and 1791, and Mr. George Augustus Toole, writing in the *New British Traveller*, published about 1790, states that Finsbury Square when completed will form with Moore Place one of the noblest squares in or out of the metropolis. About the commencement of the nineteenth century Malcolm vaunts Finsbury Square as a modern concentration of City opulence quite equal to the West End of the town in the splendour of its houses and furniture. It was the last relic of the ancient Finsbury Fields to be covered with buildings, and during the present century the greater part of it has been rebuilt on a sumptuous scale.

One wonders what Mr. Malcolm and Mr. Toole would say to Royal London House, the stately edifice of the London Friendly Society, which now adorns the north side of the square, with its lofty tower, 220 feet high and surmounted by a life-sized figure of Mercury as a

symbol of progress, forming a prominent landmark when viewed from Moorgate, and the imposing building of the London and Manchester Assurance Company and the City Gate House on the south side. Perhaps they might comment unfavourably upon the shabby appearance of Moore Place, which still survives in the midst of the new surrounding splendour, and remark that here is a valuable site for the erection of a noble pile of offices to adorn the west side of Finsbury Square. The east side contains the new offices of the Maypole Dairy Company, and doubtless in a few years' time the entire square will be rebuilt.

It is interesting to reflect that only thirty years ago the district north of London Wall was the Cinderella quarter of the City, whereas to-day it may justly claim to be ranked as its finest quarter, and that this 'new City' which has since arisen can by virtue of its stately office buildings, its open spaces, and its wide streets be regarded as a model of what a really fine business quarter should be, and moreover as a great credit to the metropolis. Some day perhaps Finsbury Square, like Finsbury Circus, will be acquired as a public garden.

At the back of the west side of Finsbury Square are the head-quarters and drill-ground of the Honourable Artillery Company, the oldest military body in the Kingdom, formed in 1537 under the title of the Guild or Fraternity of St. George. The grounds are concealed from the public view by houses which surround them on every side. Close by in City Road are the head-quarters of the London Rifle Brigade. At the junction of City Road and Tabernacle Street, near Finsbury Square, a magnificent new building has just been erected by Messrs. Singer, the well-known sewing-machine firm.

On the west side of City Road, just beyond the barracks of the London Rifle Brigade, is Bunhill Fields (a contraction of bone hill), once the chief burial-place of Nonconformists. Near the central walk is the recently restored tomb of John Bunyan, with a recumbent figure erected in 1862. It also contains an obelisk to Daniel Defoe. Bunhill Fields was used as a plague pit after the Great Plague of 1665, and in 1549 it had served as a place of deposit for a thousand cartloads of human bodies brought here from the charnel house of St. Paul's. When the Great Plague was over, the 'great pit in Finsbury' of Defoe's narrative was enclosed with a brick wall at the sole charge of the City of London, and subsequently leased to several of the great Dissenting sects who objected to the burial-service in the Book of Common Prayer. After 1867 all further burials were prohibited here by Act of Parliament and this graveyard was then set in order and handed over to the Corporation of London as an open space for the public.

On the east side of the burial ground is Bunhill Row, which connects Old Street with Chiswell Street. It consists principally of warehouses and contains the offices of the Bovril Company at the west corner of Old Street. A warehouse stands on the site of a house No. 124

where Milton wrote a part of *Paradise Lost*, and here also he died in 1674.

St. Luke's Hospital in Old Street, nearly opposite Bunhill Row, was established in 1732 by voluntary contributions, and was intended as an asylum for lunatics unable to obtain admission to Bethlehem Hospital. The existing building, which is no longer used for that purpose, was commenced in 1751, but not completed until 1786. It is now occupied by a firm of printers. A walk through Chiswell Street will bring us to Whitecross Street, close to which is Whitbread's Brewery. Whitecross Street formerly contained a Debtors' Prison, on the site of which now stands a goods depot of the London, Midland and Scottish Railway. The continuation of Chiswell Street goes under the name of Beech Street, and leads to the Barbican, so called from a watch-tower for the defence of London, the remains of which still existed until towards the end of the eighteenth century. Here also Milton resided between 1645 and 1647, and published his English and Latin poems. The streets in this locality are fairly wide and principally covered with warehouses, but reveal little of interest to the visitor.

Bridgewater Square to the north of the Barbican is a tiny open space with a small public garden in the centre. It commemorates the residence of the Earls of Bridgewater. The two elder sons of the third Earl were burnt to death here with their tutor in 1687. Golden Lane runs northwards from the Barbican and Redcross Street southwards to Fore Street and St. Giles, Cripplegate, Church. Fore Street was the birthplace of Daniel Defoe in 1660, and to-day consists principally of warehouses.

St. Giles's, Cripplegate, is the church dedicated to the Hermit of the Rhone, who was the especial saint of cripples and lepers. The church was damaged in 1545, and contains the burial place of Milton. It escaped the Great Fire of 1666, but was very nearly involved in that which occurred in Jewin Street in 1897. It contains a very pleasant and leafy churchyard, which is not open to the public but through the centre of which is a public footway railed in on both sides. In recent years the church has been restored. At the western end of London Wall is the disused churchyard of St. Alphage, situated on the north side of the road, and here a section of the original London Wall is still revealed to the passer by. This church was demolished in 1919.

Jewin Street, which leads from Redcross Street into Aldersgate Street, was the scene of what was perhaps the greatest fire which had occurred in the City of London proper since 1666. This occurred in November 1897, causing damage to the extent of £1,000,000. The fire, which started about one o'clock in the afternoon, consumed most of the buildings in Jewin Street, Jewin Crescent, Hamsell Street, and Australian Avenue, and was not got under control until nearly midnight.

We pass next into Aldersgate Street. This thoroughfare is so named from the northern gate of the City, the name of which in turn is derived from the alder trees which once grew around the gate. Aldersgate, which

resembled Temple Bar, was removed in 1761, and two pillars erected here in 1874 denote the northern limit of the City, at the junction with Goswell Road. Here the roadway is very narrow, and a scheme to widen it to 80 feet from St. Martin's le Grand to Goswell Road at a cost of £1,500,000 is receiving the consideration of the City Corporation. Thirty years ago Aldersgate Street was a shabby thoroughfare, but during our own century it has greatly increased in importance. On the west side, at the corner of Long Lane, is the Manchester Hotel, and next door is the Metropolitan Railway station, which was opened for traffic in 1865. Farther south on the same side of the street stood, until 1902, the Albion Tavern, once a famous rendezvous for City Company dinners, and now supplanted by a modern block of shops and offices.

At the northern end of Aldersgate Street is Carthusian Street, leading to Charterhouse Square, on the north side of which is the entrance to the Merchant Taylors' School. The present buildings were erected in 1874-5. The Charterhouse itself was founded on 22 June 1611 by Thomas Sutton of Camps Castle, Cambridgeshire, as a hospital, a chapel, and a school, and was so named from a monastery of Carthusian Monks founded in 1371. The school was removed in 1872 to Godalming, and the place is now occupied by the Merchant Taylors' School. The latter school is shortly to be removed to Moor Park, near Rickmansworth.

Returning to Aldersgate Street, on the east side in Shaftesbury Place is the splendid new hall of the Ironmongers' Company, and at the north corner of Gresham Street close to St. Martin's le Grand is an imposing new block of buildings called the Alder House and Falcon House erected in 1923. Until 1845 Gresham Street was called Maiden Lane as far as Wood Street, Lad Lane farther east, and Cateaton Street at the end nearest to Lothbury. It has been considerably widened both at the western end as a result of the rebuilding of St. Martin's le Grand, and at the eastern end opposite Old Jewry and Lothbury.

Wood Street, the principal thoroughfare leading out of Cheapside, is a narrow but smart-looking street mainly housing the leading wholesale dry-goods establishments. On the east side is that of Messrs. Rylands, the well-known Manchester house, and on the west side those of Messrs. Vyse and Sons, and Messrs. Thomas Taplin and Company Ltd. On the same side of the street is one of the largest telephone exchanges in London, for the accommodation of 30,000 subscribers. Wood Street also contains the church of St. Alban Wood on the east side, with a Gothic tower built by Inigo Jones in 1634, and afterwards repaired by Sir Christopher Wren. Not far from the corner of Wood Street and Gresham Street is a huge new building called Leith House, containing a branch of Barclays Bank, and the offices of several dry-goods firms. On the opposite corner is the London establishment of I. and R. Morley, the wholesale hosiers. On the west corner of Wood Street and Gresham Street is the Haberdashers' Hall, rebuilt in 1862-4 at a cost of £30,000.

Running parallel to Wood Street is Aldermanbury, so called from

the ancient court or burg of the Aldermen, and in a quiet tree-shaded corner in this street is the Church of St. Mary Aldermanbury, erected by Sir Christopher Wren in 1677.

Farther east, at the corner of Gresham Street and Basinghall Street, is the Gresham College founded under the will of Sir Thomas Gresham. It was rebuilt in 1913 at a cost of £34,000. Basinghall Street, the centre of the wool market, is named, together with Bassishaw Ward, after the Bassings who resided close by in the reign of King Edward III. Between Coleman Street and Moorgate a considerable widening of Gresham Street has recently been carried out by the City Corporation, and amongst other new buildings erected on this site is the Swiss Bank. Our route from here back to the Mansion House is the same as that already described, either by way of Princes Street or through Old Jewry and Cheapside.

The east side of Old Jewry is now adorned by a fine new building erected in 1932 for the Commonwealth Bank of Australia. It is faced with stone and contains a row of columns extending from the third to the fifth story. Owing, however, to the narrowness of the street, these can scarcely be seen to great advantage.

In Aldersgate Street, which has already been noted in this walk, the National Provincial Bank are erecting a handsome stone-fronted building, on the west side, at the corner of Little Britain opposite the church of St. Botolph.

SEVENTH WALK

FROM TEMPLE BAR TO THE LAW COURTS, STRAND ALDWYCH, KINGSWAY, LINCOLN'S INN, GREAT QUEEN STREET, DRURY LANE, AND CATHERINE STREET

WE have completed our walks along the spokes radiating from the central hub of the City, and we shall now have to begin our walks from various points. That quarter of the metropolis which we first propose to explore, situated between Temple Bar and Wellington Street, has been so completely transformed during the past century that with the exception of the two surviving churches of St. Clements Dane and St. Mary le Strand, not a trace remains to show the present-day Londoner what this quarter was like in the time of Dr. Johnson, or even eighty years ago.

At the beginning of the nineteenth century a big clearance had been made in the immediate vicinity of Temple Bar by the removal of Butchers Row, a street of tenements at the back of St. Clements Dane Church and the Strand, so named from the butchers' shambles located there. In its earlier history it had even been celebrated as the residence of ambassadors and other eminent persons. These slums were removed through the efforts of Alderman Pickett, and on account of their narrowness were nicknamed the Straits of St. Clements. They were the bane of ancient London, and here the Plague once frowned destruction on the miserable inhabitants and reserved its force for the renewed attacks of each returning summer.

The site of Butchers Row is now the east side of the Strand opposite St. Clements Dane Church, but was originally called Pickett Street after the Alderman. The improvements carried out by Alderman Pickett between 1790 and 1815 included the removal of a block of buildings which occupied the site now forming the wide opening on the west side of the old Temple Bar. The north side consisted of shops with wide extended fronts, and the western side was bounded by the vestry room and almshouses of St. Clements Dane parish. At that time the view of St. Clements Dane's Church was almost concealed, but the churchyard is now surrounded by an oval railing. In connexion with this improvement the south side of this part of the Strand was rebuilt and considerably widened.

Until April 1846 a relic of old London stood in the Strand, adjoining the west side of the Temple Bar. When Alderman Pickett did away with Butchers Row and other adjoining tenements, this venerable domicile, consisting of a fried-fish shop, was left as the sole representative of their decayed glories. It was without decoration, but was noticeable because it displayed the last of the open projecting stalls

which were a feature of the better class shops of 300 years ago. The neighbouring Temple Bar was said to have been a full century younger, having been erected in 1672.

The Law Courts, situated on the north side of the Strand opposite the Temple, occupy a space of eight acres, in the clearance of which some thirty-three streets, courts; and alleys containing 343 dwelling-houses, chambers, and lodging-houses were demolished in 1866-8; also some warehouses, stables, and printing offices, making a total of 400 buildings of all kinds. During the course of the work one of the houses scheduled for demolition in the Strand, occupied by Professor Holloway and his patent pills, fell down of its own accord. But as a wooden hoarding had already been erected nobody was injured, and the police, observing a crack in the wall, stopped the traffic until the danger was past.

The total resident population of the cleared area was stated to be 4,125, and this colony presented a picture of the misery of an overcrowded district filled with human beings huddled together in houses in the last stages of neglect and decay. One contributing cause of this deplorable overcrowding was the dispensing of charity in the shape of coals, tea, bread, sugar, and other general necessities for the poor. No sooner were these charities distributed, usually at Christmas time, than there would follow an exodus of about one half of the population, many of whom came from St. Giles's and took a room here solely for the purpose of obtaining coals. Finally it was resolved to restrict the charity tickets to people who had resided for not less than twelve months in the parish.

The Law Courts, which have a frontage of 483 feet to the Strand and a depth of 470 feet from north to south, were built between 1874 and 1882 in the decorated Gothic style by G. E. Street, R.A., who never lived to see the completion of this his greatest work. It was finished by his son, A. E. Street, assisted by Sir Arthur Blomfield. Previous to the construction of the present buildings, the Law Courts were divided between Lincoln's Inn and Westminster.

The actual buildings cover a site of $5\frac{1}{2}$ acres and the architecture is mainly Gothic. Notable features are the clock tower, 160 feet high, and the screen of arches fronting the Strand, but this otherwise noble pile of buildings is spoiled by the absence of the western extension and tower to balance that of the eastern side. It is obvious that the architect intended this to be built, and space was reserved to meet that future requirement. In its present form the building presents an uncompleted appearance comparable to that of the new London County Hall before its completion. Instead of the Law Courts being entirely completed, the ground on the west side was laid out as a public garden on the understanding that should it be required at some future date for the completion of the Law Courts, it was to be surrendered for that purpose. In 1911 a considerable portion of this ground was appropriated for the construction of four additional courts, and what still remains of this open space is now used as a parking ground for motor-cars and is so



The original City of London School in Milk Street, Cheapside.



The Strand prior to the improvements carried out between 1790 and 1815

small and inconsequential that it might just as well be surrendered also for all the loss which would be felt by those few individuals who ever trouble to use it. This would enable the Law Courts to be completed by the construction of the western wing and the missing tower.

The main building, which encloses two quadrangles, was begun in 1874 and was opened by Queen Victoria in great state in 1882. It is bounded on the east by Bell Court, on the west by Clement's Inn, and on the north by Carey Street. The four additional courts were added by Sir H. Tanner, so that there are now 23 courts in all and 1,100 rooms. The main frontage of the building is of stone, but the part fronting the quadrangle and Bell Yard is a mixture of red brick and stone. At first the space acquired was deemed insufficient, and notice was given by the Commissioners of their intention to take 267,800 square feet of additional ground on the site of Clement's Inn, Daue's Inn, Chancery Lane, and New Square, Lincoln's Inn, and Portugal Street, all to the north of Carey Street, but this extra ground was never purchased.

Meanwhile, an entirely different site, on the newly constructed Thames Embankment, had been proposed in 1869 by Sir Charles Trevelyan for the new Law Courts. This scheme involved the appropriation of the ground between the Temple and Somerset House, so that all the principal Inns of Court should be located near the new Palace of Justice. The space already cleared on the north side of the Strand was to have been covered with quadrangles of buildings devoted to offices for solicitors, which it was contended would have been an enormous convenience to them. At that time the site between the Strand and the Embankment was occupied by inferior houses, including those formerly existing in Essex Street, Arundel Street, and Norfolk Street, with their adjacent squalid courts and alleys, long since rebuilt and converted into a first-class neighbourhood by the Duke of Norfolk.

No finer site could well have been selected in all London for the new Law Courts, and the fact that the greater part of the land required belonged to the Duke of Norfolk would have facilitated its purchase. The transfer of the Society of Lincoln's Inn to Somerset House was regarded as quite feasible, and King's College was to have been removed to Lincoln's Inn. Thus all the various courts and offices of law would have overlooked the Thames.

Finally, the Chancellor of the Exchequer, whilst admitting the superiority of the Embankment site from a purely architectural point of view, considered nevertheless that its adoption would have created an intolerable congestion of traffic in Fleet Street and the Strand, then much narrower than at present, by vehicles crossing from Holborn to the Law Courts, and that on the whole he regarded the Carey Street site as the most suitable of the two. As a result of the delay in arriving at a decision regarding the choice between these two rival sites for the new Law Courts, the ground which had been cleared for that purpose in the Strand remained derelict from 1868 until 1874.

Until 18 April 1853, when it was closed as a burial ground under the Nuisance Removal Act, the churchyard of St. Clements Dane and others in the centre of London were still being used almost daily for burials. During the epidemic of cholera in 1849, strong complaints had been raised against this practice. At St. Clements Dane was a vault called the Rectors' vault, the descent to which was in the aisle of the church near the Communion table, and when open, the stench from the decomposition of animal matter was so powerful that lighted candles passed through the opening into the vault were instantly extinguished. The men employed at various times dared not descend into the vault until two or three days after it had been opened, during which period the windows of the church were kept open to admit fresh air and neutralize the effects of the gases emitted. The graveyards in the centre of London were so overcrowded with coffins in the forties of the last century that frequently space could be found only by forcing them into very tight enclosures, to the great indignation of the families concerned. Some of the bodies had to be removed in 1902 when a portion of the west side of the churchyard was required for the widening of the Strand by the London County Council. The churchyard of St. Mary le Strand was abolished in August 1872 for the widening of the roadway in the Strand and the footpath constructed alongside the church.

On the east side of St. Clements Dane Church, which was erected in 1682 by Edward Pierce, is a statue of Dr. Johnson, who regularly attended service here, and on the west side is the memorial to Mr. Gladstone, designed by Hamo Thornycroft, R.A.

Essex Street, leading to the Outer Temple, derives its name from Robert Devereux, Earl of Essex and favourite of Queen Elizabeth. Some good modern buildings have recently been erected on the east side of this street. The Outer Temple is so called to distinguish it from the Inner Temple, inside the City boundary. Situated between the two is the Middle Temple. Some of the buildings at the corner of Essex Street, overlooking the churchyard of St. Clements Dane, are disfigured by unsightly advertisement hoardings which have been erected in front of the upper stories. Between Milford Lane and Arundel Street, also overlooking the churchyard, is a handsome stone building erected in 1905 by the United Kingdom Provident Institution.

The large building at the west corner of the Strand and Arundel Street, now occupied by Kelly's Directories, was erected in 1856 by Messrs. W. H. Smith and Sons, the well-known firm of booksellers and newsagents, who have since removed to their large new establishment in Portugal Street. It stands on the site of the old Arundel House, famous in the annals of art and science, and is built in the Italian style. Eight houses previously stood on this piece of ground, four of which were in the Strand and four in Arundel Street, and this site is also interesting because on the occasion of the funeral of the Duke of Wellington a temporary building was erected here to accommodate 2,000 persons.

Numbers 188 to 191 of the Strand, on the opposite corner, were pulled down and rebuilt in 1852-3. Here formerly stood the Crown and Anchor Hotel, afterwards the Whittington Club, and here Dr. Johnson occasionally supped with Boswell. These buildings, together with those at the corner of Arundel Street, were also erected by Messrs. W. H. Smith and Sons, at a cost of £9,000. About that time, the objectionable tax on windows had just been abolished, and this was the first building containing large window space to be erected in the Strand. This resulted in the adoption of a greatly improved style of architecture which enhanced the appearance of the Norfolk estate. The Whittington Club house which extended from Arundel Street to Milford Lane was burnt to the ground on 3 December 1854. Six picturesque tenement houses in Milford Lane, each possessing a bay on which were timber-framed windows, were also pulled down in 1852. The handsome buildings occupying the east and west corners of Norfolk Street and the Strand are not much more than thirty years old.

The construction of Kingsway and Aldwych, together with the widening of the Strand from the Law Courts to Wellington Street, was carried out between 1900 and 1905, and with the possible exception of that of Queen Victoria Street and the Thames Embankment, is the greatest London improvement which has been carried out since the construction of Regent Street in 1820. Previously the Strand, one of the most important thoroughfares in Europe, had possessed no direct communication with Holborn, and Kingsway has provided a connexion between north and south London at that part of the west central district which needed it the most. It has also solved the problem of connecting north and south London by means of a through tramway system. The total length of Kingsway is 1,800 feet, and that of Aldwych 1,500 feet, with a uniform width of 100 feet in both thoroughfares.

The new street from Holborn to the Strand was planned in 1898, but the question of the formation of some such a thoroughfare had actually been under consideration for more than sixty years. More pressing needs for other new arteries caused the former Metropolitan Board of Works to refrain from asking Parliament to sanction such a costly undertaking, but one of the first acts of the newly created London County Council in 1889 was to refer the matter to its Improvements Committee for a general report on the matter. The formation of the new street was equally desirable because it cut through a large amount of slum property only fit to be demolished.

One scheme for the construction of a new street from the Strand to Holborn was planned about 1874 at the time of the construction of the new Law Courts, in which it was proposed to connect the Strand with the eastern side of Lincoln's Inn Fields by a new street running parallel to Chancery Lane, and from the north-east corner of Lincoln's Inn Fields by a short street leading into High Holborn near Great Turnstile. Another scheme planned in 1883 was for the construction of a street

60 feet wide commencing at Little Turnstile, High Holborn, thence through Gate Street to the western side of Lincoln's Inn Fields, then curving eastwards and entering the Strand near St. Clements Dane Church. The scheme finally adopted for the construction of Aldwych and Kingsway was devised in 1892 by Mr. Frederic Harrison, Chairman of the Improvements Committee of the London County Council. The central idea of this scheme was to provide direct access to Holborn both from Wellington Street on the west and Fleet Street and the Thames Embankment on the east, by means of the Aldwych Crescent leading into the southern end of Kingsway.

The long delay which occurred in carrying out this much needed improvement nevertheless proved a great blessing in disguise, because instead of a street only 60 feet wide, involving the demolition of only a portion of the insanitary property between the Strand and Holborn, London has been provided with the magnificent Kingsway and Aldwych, both 100 feet wide. Thus London has also benefited through the disappearance of Clare Market and the whole of the slums formerly centred round Drury Lane and Sardinia Street.

To a Londoner revisiting his native city after an absence of thirty years in some foreign land, the tremendous changes which have taken place in this part of London since 1901 can scarcely fail to command admiration. Well might he ask what has become of the narrow and dark Holywell Street and Wych Street, of the squalid Clare Market, and of the innumerable gin palaces of Drury Lane and its adjacent streets. As a piece of urban scenery, the Aldwych crescent, lined on both sides with stone fronted buildings 100 feet high, is unsurpassed in beauty when seen from either St. Clements Dane Church or Wellington Street, and nothing of the same kind is to be seen in Paris, Berlin, or New York. With the exception of the twin Strand and Aldwych theatres on either side of the Waldorf Hotel, which in no way spoil the harmony of the crescent, all the buildings are more or less of the same elevation, and form a vista quite as impressive as that of the celebrated Regent Street Quadrant.

The demolition of Holywell Street, together with the houses facing the north side of the Strand between the churches of St. Clements Dane and St. Mary le Strand, was commenced in August 1900. At first this end of the Strand was only widened to 70 feet, and a huge hoarding was erected here, which remained for over twelve months. In 1901 the long row of houses between St. Mary le Strand Church and Catherine Street was demolished, after which the whole of the eastern end of the Strand was set back to a uniform width of 100 feet. The church of St. Mary le Strand, designed by Gibbs in 1717, was the first of the fifty new churches projected in the reign of Queen Anne.

Holywell Street, which ran parallel to the Strand, was also known as Booksellers' Row, and, like Middle Row in Holborn, was a great hindrance to traffic at the eastern end of the Strand between the two island churches. Wych Street, immediately north of Holywell Street, was



The Prince and Princess of Wales driving through Temple Bar
on March 7, 1863.



Aldwych, looking east from Kingsway. Bush House on the right.

practically the continuation of Drury Lane, and contained the old Globe Theatre erected in 1862 at the corner of Newcastle Street on the site of Lyons Inn, which had once been an Inn of Chancery attached to the present inn of the Inner Temple. In the same street was the Olympic Theatre, built in 1805, which was destroyed by fire in 1849 and rebuilt shortly afterwards. Both of these playhouses were swallowed up in the great Strand to Holborn improvement. Newcastle Street, on the north side of the Strand, extended from St. Mary le Strand Church to the southern end of Drury Lane, and close by was the Coach and Horses Hotel, which also fronted the north side of the Strand.

Farther west, between Catherine Street and Wellington Street, stood the old Gaiety Theatre and Restaurant and the offices of the *Morning Post*. Parliament obliged the London County Council to reinstate these two concerns, and the present Gaiety Theatre was built at the eastern corner of Aldwych in 1903. A new building was erected for the *Morning Post* at the western corner of Aldwych, adjoining Wellington Street, approximately on the same site as the former building. The old Gaiety Theatre, built in 1864 for Mr. Lionel Lawson, was originally called the Strand Music Hall. It was taken over in 1868 by Mr. J. Hollingshead as a home of musical comedy and farce, and afterwards came into the possession of Mr. George Edwardes. It had a side entrance in Catherine Street and stood on the ground now covered by the roadway of Aldwych. When this theatre was demolished in 1903, swarms of rats were disturbed, causing a general invasion of the Gaiety Restaurant next door by these rodents, and much damage was done before they could be driven back into the sewers.

By this time the construction of both the new Gaiety Theatre and the Restaurant was well advanced, and the following year the latter was removed to its new quarters. It was on a much grander scale than the old restaurant, but unfortunately it never enjoyed the same popularity and was therefore closed down altogether in 1908. This building is now the head-quarters of the Marconi Wireless Telegraph Company and is known as Marconi House. A small portion of the ground floor is occupied by Short's, the well-known wine house.

Upon the occasion of the farewell performance at the old Gaiety Theatre in July 1903, there was keen competition among its patrons to secure admission, and the same eagerness was shown by these people to obtain admission to the opening performance of the *Orchid* at the new Gaiety Theatre on the 26th of the following October.

The handsome columns which adorn the exterior of the present Gaiety Theatre were not originally included in the design of Mr. Norman Shaw, the architect, but the London County Council, wishing to make this corner building worthy of such a great London improvement, invited its proprietors to include these extra columns for the sake of effect, and agreed themselves to meet the extra expense which would be thus incurred. But when the formal claim for the cost of this work

was presented to the London County Council, they regarded it as excessive and disputed the amount claimed. Litigation followed, as a result of which the Council had to pay the full sum claimed by the Gaiety Theatre Company.

The fine building at the junction of Wellington Street and Aldwych, erected for the *Morning Post*, has recently been remodelled and is now Inveresk House, the head-quarters of Illustrated Newspapers Ltd. The *Morning Post* has removed its offices to Bouverie Street.

Australia House, an imposing building in Doric style, occupies the island site at the eastern corner of the Strand and Aldwych and is one of the finest buildings erected in this new quarter of London. It was built by the Commonwealth to serve as offices for the various States and was opened by King George V in 1918, who had also laid the foundation-stone in 1913. The large site, comprising the central island now covered by the Bush House and its two extensions, remained more or less derelict for nearly twenty years, and during the Great War temporary buildings were erected here for the American branch of the Young Men's Christian Association. The centre section of the Bush House, designed by Mr. Harvey Corbett, was erected between 1920 and 1923. The eastern extension was completed in 1930, but the western wing still remains to be built. A portion of this island site, adjoining the western wing of Bush House, contains the newly erected India House, opened by King George on 8 July 1930, and comprising the London head-quarters of the Indian Government.

Some time after the widening of this section of the Strand had been completed, a suggestion was made by Mr. Hamo Thornycroft, R.A., and others, that the northern frontage of the Strand between the two churches should be amended in order to secure a good view of the Law Courts when approached from the Strand on the west. However, the London County Council were not convinced that by throwing open the vista of the Law Courts the architectural effect on the Strand would be greatly enhanced, and therefore they declined to incur the large additional expenditure which would have resulted from the sacrifice of the extra ground required for that purpose.

The handsome row of buildings which now lines the north side of the Strand from Wellington Street to the Law Courts, is largely offset by the mean row of houses plastered over with advertisement hoardings on the opposite side of the street between Somerset House and Wellington Street. That our finest thoroughfares should be thus disfigured is a burning shame, and a thing which would not be tolerated in any well-ordered Continental city, where the owners of property can very properly be compelled to keep their buildings in a state of repair commensurate with the dignity of the neighbourhood in which they are situated. Indeed, some time ago Professor Reilly, F.R.I.B.A., remarked at a public dinner that the new buildings in the Strand made the old ones look as though they wanted a shave.

Returning once more to Aldwych, on the north side, between Catherine Street and Drury Lane, is the imposing Waldorf Hotel, erected in 1906 and containing a row of Doric columns, and which, together with the twin Strand and Aldwych theatres on either side, forms an island site. The Strand Theatre, at the corner of Catherine Street, was formerly known as the Waldorf Theatre, and was opened in 1905. The Aldwych Theatre, at the corner of Drury Lane, was originally built in 1906 for Mr. Seymour Hicks and was opened in 1906. The first Strand Theatre, erected about 1826 by Mr. Rayner, a comedian, stood in the Strand itself on the site now covered by the Underground Railway Station at the corner of Surrey Street. Many successful musical plays were staged here, notably the *Chinese Honeymoon* in 1901, which enjoyed the longest run till then of any play in London.

The two fine blocks of buildings which form the entrance to Kingsway are designed in a uniform style, and are the work of Messrs. Norman and Trehearne, architects. That on the east corner is the head-quarters of the Air Ministry, and that on the west corner, known as Crown House, is mainly devoted to shops and offices. In Houghton Street is the new building of the London School of Economics, one of the newest colleges of London University, opened by the King in 1923.

The eastern section of Aldwych contains the Columbia House, of Messrs. Johnson and Phillips Ltd., the electrical engineers, at the corner of Houghton Street, and next door, Aldwych House, the huge building of the Agricultural and General Engineers Company, with a row of Doric columns and of similar appearance to the Waldorf Hotel at the other end of the crescent. Other buildings on the north side of Aldwych are the Astor House, the General Assurance Corporation Buildings, and the Dane's Inn House, on the corner adjoining Clement's Inn.

Passing next into Kingsway, the first section to be completed was that between High Holborn and Great Queen Street. This portion of the new street practically followed the line of the former Little Queen Street which was swallowed up in this great improvement, and was in fact a setting-back of the east side of that street. The extension from Great Queen Street to Aldwych was a much greater undertaking and involved the clearance of acres of streets and buildings, some of them quite modern, such as those which fronted the south side of Great Queen Street. Amongst the obstacles which had to be removed was a great chimney stack, and this was done by the simple method of blowing it up.

The subway for the London County Council's tramways running under Kingsway was of course constructed at the same time as the new street, but it originally terminated at the Aldwych station. It was extended some two years later, in 1907, to the Thames Embankment. Having been designed in the first place to accommodate only single-deck cars, the Council, wishing to remedy this defect, reconstructed the subway in 1929-31 at a cost of £300,000, to provide room for the

double-deck cars, in general use throughout the system. The northern end of the subway emerges in Southampton Row, which was widened in 1904 between High Holborn and Theobald's Road, thus forming an essential part of this great metropolitan improvement.

Kingsway and Aldwych were opened by King Edward VII and Queen Alexandra on Wednesday, 18 October 1905, assisted by the Chairman, Sir Edwin Cornwall, J.P., and members of the London County Council. The weather was fine, and the King and Queen drove from Aldwych to the end of the improvement through Kingsway and along Southampton Row. The opening ceremony was apparently fixed for a date which did not allow sufficient time to complete the work properly, with the result that Kingsway was closed again for a few days to vehicular traffic after the formal opening ceremony. The total length of the new thoroughfares, including Southampton Row and the side streets constructed, was 4,200 feet, or just over three-quarters of a mile. Aldwych owes its name to the fact that the district was in Saxon times the site of a Danish settlement, and Kingsway was so named in order to associate the new thoroughfare with the ruling monarch. The total cost of this great metropolitan improvement was close upon five million pounds.

Like Regent Street and Victoria Street, Kingsway failed to prove an immediate success, but to-day it is one of the most prosperous streets in London. For the first seven years after it was opened, its building sites were only let very slowly, but those in Drury Lane and the side streets were disposed of more rapidly. The first building to be erected between Great Queen Street and Aldwych was that of Messrs. W. H. Smith and Sons, the booksellers, and for a long time this building stood in solitary glory.

The London Opera House, now the Stoll Picture Theatre, on the east side, was erected by Mr. Oscar Hammerstein of New York in 1910 at a cost of £200,000. This venture proved a failure, but in its present capacity as a picture theatre since 1917, it has enjoyed a brighter career than when it was an opera house. The fine premises of Kodak Ltd., on the west side, were also erected in 1910, and after 1912 the remaining Kingsway sites were disposed of more rapidly, so that by 1916 almost the entire street had become lined with stately buildings.

One of the finest of these is the Sardinia House, the offices of the Public Trustee erected in 1914-15 at the north corner of Kingsway and Sardinia Street. The last building to be erected in Kingsway was the huge Africa House at the corner of Gate Street, completed in 1922, so that from start to finish it had taken seventeen years since 1905 for the new street to become completely lined with buildings.

From Great Queen Street to Aldwych, Kingsway is a noble thoroughfare, second only perhaps to Regent Street in the splendour of its buildings, which are of fairly uniform elevation, but the section from Great Queen Street to High Holborn has been badly disfigured by



By permission of the London County Council.

Work on the construction of Kingsway. View, looking east from Aldwych, in 1905.



By permission of Messrs. W. H. Smith & Sons, Ltd.

Kingsway as seen from Bush House.

several small buildings of low elevation erected on shallow sites next door to huge structures like the Africa House and the Craven House.

The Roman Catholic Church of SS. Anselm and Cecilia, at the corner of Kingsway and Twyford Court, was opened in 1909 and replaced the historic Sardinian Chapel which stood close to Lincoln's Inn Fields, and which was demolished for the Kingsway improvement. Holy Trinity Church, on the opposite side of the road, is the successor to a building erected in 1831, which was condemned as unsafe and demolished in 1912. This misfortune was variously attributed to the construction of the subway for the London County Council tramways on the one hand and that of the Tube railway on the other. When a claim for compensation was made, each of the parties concerned blamed the other and disclaimed all liability for the damage, and that was all the satisfaction the church authorities were able to obtain in the matter. It was originally proposed to add a tower to this church, but as no funds could be raised for that purpose, the tower remains a pious hope for the future. Another important building on the west side of Kingsway is Wesley House, containing the head-quarters of the West London Mission.

Some of the magnificence of Kingsway extends to the western side of Lincoln's Inn Fields, where several of its new buildings, such as the Sardinia House and the adjoining Queen's House, have a second frontage. Lincoln's Inn Fields is twelve acres in extent and was purchased in the nineties by the London County Council as a public open space. It is the largest and best modern square in London, and boasts some magnificent plane trees. It was laid out by Inigo Jones and was first railled off in 1735, but before that time it bore an evil reputation. Here Babington and other conspirators for Mary Queen of Scots were hanged and quartered for their sins, and in 1683 William Lord Russell was beheaded here for alleged high treason, after being led down the now defunct Little Queen Street on his way to execution. Lincoln's Inn Fields was likewise a noted resort for duellists.

On the south side of the square is the Royal College of Surgeons, erected in 1835, and also the offices of the Land Registry. On the north side the principal object of interest is Sir John Soane's Museum, containing books, manuscripts, and Egyptian and Oriental antiquities. Here also is the Institute of Auctioneers and Estate Agents. Lincoln's Inn itself, situated on the east side of the square, is one of the four great Inns of Court, and is approached by a picturesque gateway from Lincoln's Inn Fields. It contains a hall and library of red brick built in 1845, and a chapel erected from the designs of Inigo Jones in 1620. On the northern side is a quadrangle containing the so-called Stone buildings, begun in 1780 from the designs of Sir R. Taylor, but not actually completed until 1845. New Square lies immediately to the south, but does not form a part of Lincoln's Inn. The old Gatehouse opening into Chancery Lane from Lincoln's Inn was built in 1518 by Sir Thomas Lovell and was restored in 1899.

In 1843 Sir Charles Barry designed new Law Courts which he proposed should be erected in Lincoln's Inn Fields, but this scheme was vetoed because of the opposition to the suggested appropriation of Lincoln's Inn Fields itself for that purpose. In Portsmouth Street, leading out of the south-west corner of Lincoln's Inn Fields, is a picturesque house which claims to be the 'Old Curiosity Shop' of Charles Dickens, but the validity of this claim is not generally conceded by competent authorities.

Crossing over to the opposite side of Kingsway, we next direct our attention to Great Queen Street, leading into Drury Lane, in which are now the head-quarters of the Masonic Institutions of London. The new grandeur of Kingsway has spread in a westerly direction, so that to-day the whole of the south side of Great Queen Street has become lined with handsome modern buildings. About half-way along is the Freemasons' Hall, designed by Mr. F. Cockerell and opened in May 1869, adjoining which are the Connaught Rooms, famous for public dinners and meetings, and the Mark Masons' Hall, another important building.

The last remnant of squalor and poverty has recently been removed from this side of the street by the construction of the magnificent new Masonic Temple, now approaching completion and erected at a cost of about £1,000,000. It covers a huge triangular site, previously occupied by some of the worst slums in London, and when the buildings on the east side of Drury Lane which back on to Great Wild Street have been cleared away, Great Queen Street is to be brought into alinement with Long Acre, and the new Masonic Temple will then have an unobstructed view down Long Acre.

On the north side of Great Queen Street is the Kingsway Theatre, formerly the Novelty owned by Penley, the comedian, and several modern buildings devoted to Masonic institutions and offices, sandwiched in between ugly old houses. These will doubtless give way in course of time to new buildings more suitable to the dignity of this improving neighbourhood.

The large Winter Garden Theatre at the corner of Parker Street and Drury Lane, now a house of musical comedy and revue, was formerly the New Middlesex. It was built in 1910 on the site of the Old Middlesex Music Hall. Extensive improvements and alterations to this theatre were carried out in 1919 by Messrs. Grossmith and Laurillard at a cost of about £20,000. The Old Middlesex was itself rebuilt by a Mr. Winder in the early fifties, and was regularly patronized by the butchers and other tradesmen of Clare Market. A good evening's entertainment could be enjoyed at the 'Old Mo', as the place was then familiarly termed, but upon occasion disappointed patrons in the gallery were said to have showered empty beer bottles on to the stage. The writer is unfortunately unable to vouch for the literal truth of this statement, as he was never present upon those auspicious occasions.

A few yards north of the present Winter Garden Theatre once stood

the Coal Yard, the birthplace of Nell Gwyn, and close by was the Cock and Magpie, alongside Drury Court, where in later years she had her lodgings.

Eighty years ago Drury Lane contained numberless blind alleys, courts, and passages on either side, and gin was sold in public houses which from their size and splendour might almost have been mistaken for the mansions of noblemen, and this in neighbourhoods where poverty and misery abounded. They stood mostly in conspicuous places such as the corners and crossings of the various streets, and here mothers would leave their children to play whilst they went into the gin-palaces to enjoy a farthingworth of gin. They could be seen from afar, and could properly be termed the lighthouses which guided the thirsty soul on the road to ruin, for not only were they resplendent with plate glass and gilt cornices, but each house displayed signs informing you that it sold the only real brandy in London, or that it offered the famous cordial medicated gin strongly recommended by the faculty.

Externally these public houses were most magnificent, but inside they were extremely dismal and uncomfortable, and always crowded with people standing, staggering, or lying down groaning and raving under the influence of drink. The first and second floors of the narrow houses in this locality were occupied by small tradesmen and mechanics, some of them usurers preying upon poverty and coining gold from its vices and morbid cravings. But even here misery was less conspicuous than in St. Giles's and Spitalfields. Saturday nights and Sunday after church hours were the times when Drury Lane appeared in all its characteristic 'glory'.

To the present generation, with its vastly improved standard of education and living, the conditions prevailing in those days must appear almost incredible. The sole place of relaxation for the poor man was the gin-palace, for churches and parks in those days held no attraction for the overcrowded and underfed artisans. Steamer, rail, or omnibus outings were too expensive, and of course there were no such attractions as tea-rooms or cinemas. There were penny theatres in those days where melodrama was played, and these contained a buffet with soda-water, lemonade, apples, and cakes. As a general rule the pit of the theatre would accommodate fifty persons, and there were galleries and wooden benches rising nearly to the ceiling. Strange to relate, the gentlemen sat on one side and the ladies on the other, this separation of the sexes being prompted by a feeling of refinement. The gentlemen consisted principally of labourers and apprentices.

Most of the slums centred round Drury Lane were swept away in the construction of Aldwych and Kingsway, but some of the worst of them, situated between Great Wild Street and Drury Lane, had already been demolished many years previously, in order to make way for the large blocks of Peabody dwellings which now cover that ground. Others, situated at the northern end of Drury Lane, have not yet entirely dis-

appeared in the tide of modern progress, but the whole of the southern end is now lined by respectable blocks of artisans' dwellings and business premises. Prominent amongst these is Bruce House, a large hostel containing nearly 700 cubicles, erected by the London County Council in 1906, at the south-east corner of Drury Lane and Kemble Street. This hostel has been popularly termed the 'Poor Man's Carlton', and here accommodation can be secured for thirteen pence a night or 7s. *od.* a week for a stay of not less than seven days.

The famous Drury Lane Theatre, at the opposite corner of Russell Street, with its main frontage in Catherine Street, has been reconstructed several times on the existing site, the last occasion being in 1921, and before that in 1812. The portico was added some years later, but in 1921, when the interior of the theatre was razed to the ground and reconstructed on a very sumptuous scale, the outer walls and the colonnade in Catherine Street were preserved for reasons of sentiment. To-day Drury Lane is internally one of the finest theatres in the world, but the old outer walls are so ugly that it would have been a greater ornament if a fine new façade could have been erected in keeping with the internal magnificence and dignity of the new theatre. The newly erected Duchess Theatre on the opposite side of Catherine Street was opened in 1929, and the Fortune Theatre in Russell Street was completed in 1925.

The year 1933 has witnessed the completion of the improvements carried out between Drury Lane, Great Queen Street, and Great Wild Street in connexion with the building of the new Masonic Temple. The Prince of Wales tavern has been rebuilt on a new site a few paces farther south which brings it into alinement with the south side of Drury Lane. This new building, which is faced with white stone, and immediately adjoins the premises of Messrs. Lambert and Butler, the wholesale tobacconists, presents together with the Masonic Temple a vista of almost Eastern splendour when seen from Long Acre. A sort of a square has been formed at the western end of Great Queen Street by this extensive road widening opposite the Masonic Temple.

EIGHTH WALK

FROM BLACKFRIARS ALONG THE VICTORIA EMBANKMENT, NORTHUMBERLAND AVENUE, AND THE STRAND TO WELLINGTON STREET

WE now start from Blackfriars Bridge, already described in our Fourth Walk, and proceed along the Victoria Embankment. This very handsome thoroughfare, extending from Blackfriars to Westminster Bridge, is one mile and a third in length and 100 feet wide, and was formally opened on 13 July 1870 by the late King Edward VII, when Prince of Wales, accompanied by Princess Louise. Its magnificent sweep from the Houses of Parliament to St. Paul's is one of the finest vistas in London, notwithstanding the effect produced by the unsightly buildings and wharves which still line the opposite bank of the Thames, and quite surpasses anything that can be seen beside the Seine, the Tiber, or any other river in Europe.

Londoners have never been sufficiently grateful to the late Metropolitan Board of Works for this wonderful improvement. The first idea of embanking the Thames originated with Sir Christopher Wren upon the occasion of the rebuilding of London after the Great Fire of 1666. Various previous attempts to secure the construction of the Thames Embankment had been prevented by strong opposition from vested interests. A Bill for that purpose was lodged in Parliament by Mr. Cowper, First Commissioner of Works to the Metropolitan Board, and passed in 1862, after which plans for the Victoria and also for the Albert Embankment were prepared by Sir Joseph Bazalgette, engineer to the Board, to whom the Victoria Embankment is a monument of enduring fame. It is a piece of engineering second to none of the great achievements which marked the Mid-Victorian period.

Work on the construction of the Victoria Embankment was commenced in February 1864 and on 20 July the first stone was laid by Sir John Thwaites, Chairman of the Metropolitan Board of Works, assisted by Sir Joseph Bazalgette. The river footway between Westminster Bridge and the Temple was opened to the public on 30 July 1868, but the completion of the roadway was delayed by the unfinished condition of the Metropolitan District Underground Railway between Westminster and Blackfriars, and this obstacle was not removed until the end of May 1870. The first passenger train passed under the Embankment to the temporary terminus at Blackfriars on 30 May 1870, and within six weeks from that time the roadway of the Embankment was completed and the northern footway had been paved. In 1862 it was proposed to construct a new street to connect the east side of Charing Cross Railway Bridge with Wellington Street, Strand, but this plan failed to mature.

The trees which adorn the Embankment are planted at intervals of 20 feet apart. They have now almost reached maturity, but when they were first planted, in February 1872, strong complaints were made to the Metropolitan Board of Works that the public had cut and injured them, as a result of which a reward of £20 was offered for information leading to the conviction of any person thus damaging the trees.

The retaining wall is a work of extraordinary strength and is carried down to a depth of $32\frac{1}{2}$ feet below high-water mark and 14 feet below the low-water mark. It is built throughout of brick faced with granite founded in concrete and Portland cement, and its uniformity is relieved at intervals by massive piers of granite with recesses partly occupied by stairs leading to the river. The process of narrowing the channel of the river led to the reclamation of some thirty-seven acres of waste ground, formerly comprising mud banks at low tide, of which nineteen are occupied by the roadway and the footpaths, and the rest partly converted into public gardens and partly given over to new buildings.

Some idea of the magnitude of the Victoria Embankment may be gathered from the following quantities of materials employed in its construction:

Granite	650,000 cub. ft.
Brickwork	80,000 „
Concrete	140,000 „
Timber for coffer-dam, &c.	500,000 „
Caissons	2,500 „
Earth filling	1,000,000 cub. yds.
Excavation	144,000 „
York paving	125,000 superficial ft.
Broken granite	50,000 „ yds.

The total cost of the work was £1,250,000, and for compensation relating to the purchase of the property, £450,000.

For the opening ceremony a pavilion was erected near Charing Cross Railway Bridge, which had its main entrance in Whitehall Place, and a second stand was erected nearer Charing Cross, the two together accommodating 15,000 people. Naturally the bridges also provided excellent points of view and were crowded from an early hour, as were also the various river-boats. At ten o'clock the temporary barricades at Westminster and Blackfriars were removed and the Embankment thrown open to the public. Altogether 1,400 police were stationed at various points along the Royal Route from Marlborough House to the Victoria Embankment and the line of the Embankment itself was kept by the first battalions of the Grenadier and the Coldstream Guards. Visitors arriving in their carriages were admitted up to eleven o'clock and their Royal Highnesses arrived at twelve o'clock.

Upon entering the Embankment at Westminster Bridge the procession was met by Sir John Thwaites, Chairman of the Metropolitan

Board of Works, accompanied by other members, who proceeded in advance of their Royal Highnesses to the pavilion. Sir John Thwaites presented the Prince of Wales with an address explaining the construction of the Embankment, to which the Prince briefly replied, commending the Embankment for its beauty and convenience and referring to the great benefits derived from the recently constructed main drainage works connected therewith. At the same time he paid a warm tribute to the enterprising spirit of this great city and to the genius of its civil engineers.

The Royal Procession then proceeded along the Embankment to Blackfriars, receiving a great ovation as it passed King's College and the Temple Pier, after which it retraced its steps and returned to Westminster Bridge. Here it received another great ovation, then the Prince of Wales formally declared the Embankment open to the public and a Royal Salute was fired to announce the event. By one o'clock the Royal party had left the ground, the entire proceedings, including the drive along the Embankment, having occupied scarcely an hour. On 9 November 1870 the Lord Mayor's Show passed along the new Victoria Embankment for the first time and returned by the Strand and Fleet Street.

The Thames was not always the fine health-giving river it is to-day, for in 1859, only a few years before the construction of the Victoria Embankment, it was still at times little better than an open sewer, and it was rapidly becoming worse and worse. After the compulsory abolition of cesspools in 1847, when the drainage of houses into the sewers had been made obligatory, upwards of 30,000 cesspools were abolished in six years. But the evil was not thus removed, but only transferred, as all of the sewers which superseded these cesspools flowed directly into the Thames.

The construction of the new main drainage system in 1859 was preceded by ten years of rival schemes and debates between successive commissioners of sewers, followed by those of the newly constituted Metropolitan Board of Works and various Parliamentary Commissions. In 1858 vigorous measures had to be taken to check the smells arising from the Thames, and the Government directed that 250 tons of lime should be discharged into the river near the outlets of the sewers at a cost of £1,500 a week, and the Metropolitan Board of Works also undertook deodorizing measures as a temporary expedient. In 1859, when Father Thames was in a particularly argumentative mood, Sir Joseph Bazalgette reported that, during the hot weather of that year, 4,281 tons of chalk lime, 478 tons of chloride of lime, and 50 tons of carbolic acid were used to keep the Thames quiet at a cost of no less than £17,733.

Owing to the fact that the sewers emptied themselves into the Thames at various levels, when the tide rose above the outlets of these sewers the entire draining of the district was stopped until the tide again receded, thus rendering the riverside a succession of cesspools. This state of

affairs often created an unbearable stench in the vicinity of the Houses of Parliament, which upon occasion compelled the adjournment of the House of Commons for the day, and thus members found themselves driven from home.

Fifty years earlier, the Thames was still a limpid stream on which it was a pleasure to go rowing and which was delightful for bathing. But, owing to sheer indifference both on the part of the Government and the people, it had become a foul sewer and a stream of death reeking with abominable smells and threatening an epidemic to London's three million inhabitants as the price of their ignorance and apathy.

The difficulty in remedying this great evil sooner lay in the fact that London at that time possessed no central government and that not only was the City itself interested in this question, but likewise the growing towns, boroughs, and villages which had sprung up around it, some of them being much larger than the City itself. The Government merely looked on and did nothing, so that year after year the evil went on increasing and was only checked by the fear of an epidemic, which frightened both the people and the Government.

Parliament itself could no longer sit in its own house without the fear of being poisoned, so that the transmission of the sewage to a place far down the river, where it could easily be carried out to sea by the force of the tides and the current, had become imperative. London had not forgotten the Great Plague of 1665, and in 1859 the *Illustrated London News* remarked that the British people, who had made and paid for so many thousands of miles of railways in their own and other countries, would not be frightened at the cost, if necessary, of constructing a subterranean canal to Brighton or the Nore, or any other point on the sea-shore if it should prove that the Thames was not the proper place for the reception of the sewage of this vast metropolis.

Starting on our walk from Blackfriars Bridge, the first notable building is the Lever House, now in course of rebuilding on a more magnificent scale than the former De Keyser's Royal Hotel, which we noticed in our Fourth Walk. Next door is the City of London School, which was moved here from Milk Street in 1883. It is a handsome stone-fronted building with a tall roof, worthy of the commanding situation which it occupies on the Embankment. In John Carpenter Street, immediately adjoining the City of London School, is the Guildhall School of Music, erected in 1886 by the Corporation of London in the Italian style at a cost of £22,000, to provide high-class musical instruction at moderate fees. Sion house, a club house for clergymen, at the west corner of John Carpenter Street, was founded in 1630 and contains a library of 110,000 volumes rich in theological works. The present building was erected in 1886, and is in the Gothic style of architecture. Beyond Sion House are the Reuter Telegraph Company's offices, the Metropolitan Asylums Board, the Audit House, occupied by the Committee of Imperial Defence, and Hamilton House, the head office of the

Employers' Liability Assurance Company, together forming a fine range of buildings extending as far as the Temple. Some of this ground remained waste for many years after the opening of the Victoria Embankment.

The Temple Gardens once reached right down to the river but of course are now separated from it by the Embankment. High railings enclose these pleasant gardens, which can be entered only from the Temple and are not accessible from the Embankment. In the gardens, standing some distance back from the river-front, is an exceedingly handsome block of buildings fronted with Portland stone. It was erected in 1880 by the two Societies of the Inner and the Middle Temple and consists principally of barristers' chambers. As a piece of urban scenery the combined effect of these gardens and the buildings centred round them within the Temple is most pleasing and restful when seen from the Victoria Embankment. Nearly opposite the western boundary of the City is moored H.M.S. *President*, the head-quarters of the London Division of the Royal Naval Volunteer Reserve.

The former offices of the London School Board, erected in 1874, which stood until recently near the Temple Underground Railway Station, have been demolished, and on this extensive site a tall new building is nearing completion for Cables and Wireless Communications, Ltd. A few paces farther west is the Norfolk estate, containing several handsome red-brick buildings dressed with stone, which overlook the Embankment Gardens. One of these is the Arundel Hotel, at the west corner of Arundel Street. Until January 1871 iron railings and a brick wall stood at the bottom of Norfolk Street, but these were removed in order to provide direct access between the Strand and the Temple Station of the Underground Railway.

After passing through the eastern section of the Embankment Gardens we come next to Somerset House, occupying the site of the Palace of the Protector Somerset, maternal uncle to Edward VI. It was begun in 1547, but Somerset never lived to see the completion, having been meanwhile executed in the Tower. After his death the palace became royal property and here lived the Queens of Charles I and II. Here also Inigo Jones, the famous architect, died in 1652. Towards the end of the eighteenth century it was decided to rebuild the palace and devote it to public uses, and in 1774 Sir William Chambers was appointed as the architect. The river frontage is 800 feet long with a noble façade in the Palladian style, and before the construction of the Victoria Embankment it was lapped by the waters of the Thames.

The eastern wing was added in 1824 and the western wing, with its handsome frontage to Wellington Street, in 1854-6. The building contains 3,600 windows and houses an entire army of civil servants, including those of the Audit Office, Inland Revenue Office, Wills Office, and those of the Registrar-General of Births, Marriages, and Deaths. The east wing of Somerset House is occupied by King's College, founded in 1828 and now affiliated to the London University, but King's College

School for Boys was removed to Wimbledon Common about thirty years ago. The northern front of Somerset House is too narrow and confined to excite much admiration, and is spoiled by the row of mean *houses covered with advertisement hoardings*, which in the natural course of events ought to provide a site for the extension of the Strand frontage of Somerset House.

Waterloo Bridge, once considered by Canova to be the finest in Europe, was designed by George Dodd and built by a private company, the engineer being John Rennie. The first stone was laid on 11 October 1811 and the bridge was opened on 18 June 1817, the anniversary of the battle of Waterloo. But for this historical event it was originally intended to call it the Strand Bridge. The Bill for its construction was strongly opposed during its progress through Parliament, opposition being particularly raised to its being built with stone, a thing which seems difficult to understand. The plans and estimate for a wooden bridge were laid before the Commissioners and favourably received, but, when the architect was urged to name a sum for keeping it in repair during a certain number of years, he declined to make any proposals. Notwithstanding this the wooden project had many friends, and in the House of Lords the design for a stone bridge was carried only by a small majority. On this occasion the minority obtained the ironical and punning nickname of 'Wooden Peers'.

In May 1924, owing to the foundation of one of the main arches having become weakened, causing a sinking of a portion of the roadway, Waterloo Bridge had to be closed to vehicular traffic for several months until the necessary strengthening of the foundations had been carried out. A contract for the construction of a temporary bridge was immediately placed with Sir William Errol and Company, Ltd., of Glasgow, in case the old one should prove unfit for any further service, and this was completed within twelve months. In order to lessen the weight of the old bridge, the concrete roadway was taken up and wood substituted. At first it was intended that the old Waterloo Bridge should be replaced by a handsome new structure capable of taking six lines of vehicles, but, thanks to the opposition of short-sighted fanatics, the fate of Waterloo Bridge is still in the balance. The present intention is to spend upwards of £800,000 by building out brackets on both sides of the bridge and increasing its width from 28 feet to no more than 35 feet. An equally fine bridge could well be designed by present-day architects at a cost of little more than £1,000,000 and the existing plan of repairing the old bridge is therefore an indefensible and wanton piece of extravagance.

Nevertheless the fates seem to be working against the retention of the old Waterloo Bridge in the recent rejection of the Bill for the construction of the new Charing Cross Bridge, and one may even dare to hope that wiser counsels will be allowed to prevail in the end. (New plans for the Charing Cross Bridge are, however, under discussion.)

Our grandfathers were too wise in their day to allow fanatics to prevent the rebuilding of London, Blackfriars, and Westminster Bridges, notwithstanding the bitter opposition with which they had to contend, and therefore let us devoutly hope that our own London County Councillors will prove equally wise, and refuse to commit such a colossal error of judgement in the case of Waterloo Bridge.

A century ago London, Blackfriars, and Westminster Bridges were the only ones open to the general public free of toll, the others being owned by private companies. Waterloo Bridge and the Charing Cross Railway footbridge were freed of tolls in 1878 and, in accordance with an Act of Parliament passed in July 1877 for that purpose, five more bridges were freed to the public on 24 May 1879. These were Lambeth, Vauxhall, Chelsea, the Albert, and Battersea Bridges.

On Saturday, 24 May 1879, Queen Victoria's birthday, an opening ceremony was performed by the Prince and Princess of Wales, afterwards King Edward VII and Queen Alexandra, and thus the tolls were removed from all the bridges below Battersea. Those of Wandsworth, Putney, and Hammersmith were freed a short time later. Their Royal Highnesses drove over Lambeth Bridge, thence along the Albert Embankment, returning by Vauxhall Bridge, then along Grosvenor Road to Chelsea Bridge, along the Chelsea Embankment, over the Albert Bridge, along Albert Road and back again by Battersea Bridge and through Oakley Street to King's Road.

Proceeding beyond Waterloo Bridge, through the Embankment Gardens, which were opened in July 1872, we first pass the Institution of Electrical Engineers at the corner of Savoy Street, a red-brick building with stone dressings, and then the famous Savoy Hotel, opened in October 1889, covering nearly an acre of ground. It originally had terraced balconies on every floor; they overlooked the Embankment and were supported by granite columns and coloured pillars, but these were removed in 1912 when two additional stories were added to the river frontage. It was the first great hotel in London to provide private bathrooms to each bedroom. In 1904 the Savoy Hotel was greatly enlarged and extended to the Strand.

Next door to the Savoy Hotel, also overlooking the Embankment, stood until 1930 the Hotel Cecil, since acquired by the Shell Mex Company for their London Offices at a cost of upwards of £1,000,000. Opened in January 1896 the Cecil was at that time considered the most magnificent hotel in Europe, and was named after Salisbury House, the residence of Lord Robert Cecil, Earl of Salisbury and Lord High Treasurer to James I. The ex-Maharajah of Indore was a frequent visitor to this hotel. From 1917 to 1920 this hotel was requisitioned by the Air Board, for which the Government paid the Hotel Company £150,000 compensation. It was erected by the Liberator Permanent Building and Investment Society in 1892, in connexion with which concern Jabez Balfour failed for £8,000,000 and was sentenced in 1895 to fourteen

years' penal servitude. The Hotel Cecil closed its doors to visitors on 23 February 1930, and the building was demolished in the record time of sixteen weeks between September and December. A magnificent new twelve-story building crowned by a massive stone clock tower has now been erected on this site by the Shell Mex Company.

West of the Cecil building lies Adelphi Terrace, a handsome row of houses overlooking the Embankment Gardens, built by the brothers Adam in 1770. It has always been a favourite abode of actors, artists, and literary men. David Garrick died at No. 5 in 1779 and No. 7 houses the famous Savage Club. Also in Adelphi Terrace is the Dramatic Library of the British Drama League. The collection of buildings and streets, raised by the architects, John, Robert, James, and William Adam, on the site of Durham Yard at the south side of the Strand, are all named after the members of that distinguished family, and the term Adelphi also alludes to these talented brothers. In John Street is the Royal Society of Arts, established in 1754, and next door is the Little Theatre, originally a concert hall.

Cleopatra's Needle, which stands on the Embankment, was brought from Alexandria at a cost of £10,000, which was defrayed by Sir Erasmus Wilson, the eminent surgeon. This famous Egyptian obelisk, 68 feet high and weighing 180 tons, was erected here in 1878, and originally stood in front of the great temple of Heliopolis. At its foot are two large sphinxes. The original site selected for it was in Parliament Square, but this was abandoned owing to the directors of the Metropolitan District Railway intimating that they would require a guarantee against the risk of accident. A wooden model had previously been erected in Parliament Square to ascertain the effect. Cleopatra's Needle was shipped from Alexandria by the s.s. *Cleopatra*, which was wrecked in a storm off the Spanish coast in October 1877. Here it was left until the following January, when it was towed from the Spanish port of Ferrol by the steam tug *Anglia* in six days, and arrived safely in London on Monday, 21 January 1878. Across the roadway is the Belgian monument commemorating the hospitality of the people of this country to Belgians during the war.

Already a century ago the Thames was a great centre of local steamboat traffic and in 1831 steamers were running daily during the season from the City to Richmond and from St. Katherine's Docks to the various seaside resorts. As early as 1815 Mr. George Dodd purchased and fitted up a steam vessel at Glasgow, brought it to London in 121 hours, and started running pleasure trips on the Thames. As time went on the number of steamboats running a regular service up and down the river multiplied enormously and this led to the most iniquitous competition between the rival companies, who carried passengers at fares which were incompatible with reasonable safety and efficiency for those electing to travel to and from the city by river. The steamboat companies on the Thames, owing to the absence of any control, did exactly as they

liked in those days, although omnibus proprietors and owners of cabs were numbered and licensed. Thus what was punishable in the Strand was permitted on the river, though in practice the river was a hundred times more dangerous. In the absence of any proper landing-places the companies erected long lines of rickety piers made of dirty barges planked over, at any spot that suited their convenience. Sometimes two rival companies placed their piers side by side, so that the public were constantly deluded into taking wrong tickets for the boat which never came along. All along the river the piers were an eyesore, a public nuisance, and an obstruction.

Things reached a climax when on 27 August 1847 a steamboat called the *Cricket*, running between the City and the West End at a fare of only one halfpenny, was on the point of leaving the Adelphi pier for London Bridge. It had on board about 150 passengers, all quietly seated, when suddenly a loud report was heard, followed by a violent explosion. The vessel was immediately cleared, some of the passengers having actually been blown into the air, whilst others jumped over the sides and struggled in the mud that lined the shore. Only a few dumbfounded persons remained in the uninjured part of the boat, and about forty persons were seen at one time floating in the water, which fortunately happened to be at low tide, but some of them perished before assistance could be rendered. At the time of the accident the *Cricket* was aground near the shore and the explosion occurred during the attempt to get her off. One part of the boiler was hurled 100 feet towards the Adelphi pier and another portion in the opposite direction towards Waterloo Bridge. Thirty people were in the cabin of the boat at the time of the accident, all of whom perished, and their bodies could not be recovered until the tide had receded.

To-day, except for pleasure trips in the summer-time, the river is entirely out of favour as a means of transport with the average Londoner, who prefers the more rapid transit afforded by the motor omnibuses and the Underground Railway. However, a strong movement is on foot to reinstate the Thames as a thoroughfare. At one time bathing in the Thames was a popular pastime, and in July 1875 a floating bath was opened on the Embankment near the Underground Railway station at Charing Cross. It was 135 feet long by 30 feet wide and contained good dressing-rooms and a saloon intended for use as a lounge.

The Victoria Embankment is now brilliantly illuminated at night-time by a double row of arc lamps suspended on wires extended across the roadway, and the effect is very impressive. A proposal as long ago as 1879 to light the Embankment by electricity was opposed by Sir Joseph Bazalgette, Engineer to the Metropolitan Board of Works, who maintained that this system of lighting still had defects which prevented its adoption as a serious competitor with gas lighting.

In 1906 the London County Council extended their tramway system across Westminster and Blackfriars Bridges along the Victoria Embank-

ment, thus enabling the tram-cars to follow a circular route instead of coming to a dead end as hitherto on the Surrey side of the river. Several attempts to bring about this improvement in previous years had proved unsuccessful, but in 1905 the necessary Bill was passed in the House of Commons by Mr. Balfour's Government, though it was once again rejected in the House of Lords. With the advent of the Liberal Government in 1906 the Bill for extending the tramways passed both Houses without any further opposition and so rapidly was the work carried out that by December of that year they were already established along the Victoria Embankment.

Charing Cross Railway Bridge, which is an affront to the appearance of the Thames Embankment, was erected in 1860. It is the successor of the Hungerford Suspension Bridge designed by Mr. I. K. Brunel and opened to the public on 1 May 1845. The latter is said to have cost £100,000 and has been removed to Clifton near Bristol. Permission to erect their Charing Cross Station on the north side of the river was granted to the former South Eastern Railway by Parliament at a time when a similar concession had been granted to the London, Brighton and South Coast Railway and the London, Chatham and Dover Railway to extend their lines to Victoria. The construction of the Victoria Embankment had not then been decided upon, or in all probability Charing Cross Station would never have been allowed to be constructed in its present position.

By universal consent Charing Cross Bridge is now doomed and, whatever the present difficulties, its destruction will play a most important part in the reconstruction of London. In the words of one of our leading London newspapers, 'No visitor to the metropolis can fail to be distressed by the affront which Charing Cross Bridge offers to the view from Westminster Bridge and by the contrast between the stately buildings which line the north bank of the river and the wharves and sheds which so disfigure the south bank as to suggest Lazarus in his rags and sores at the gate of the rich man's palace across the way.' But even wharves need not necessarily disfigure the river-front, and a notable exception is the new one recently erected by the Oxo Company between Waterloo and Blackfriars Bridges, containing a tall, handsome clock tower which looks well from the opposite side of the river and suggests the Campanile of Venice.

On the site now occupied by Charing Cross Station and Hotel formerly stood Hungerford Market, a large two-storied building opened in 1833 for the sale of meat, fish, fruit, and vegetables, which replaced an earlier market built in 1680 by Sir E. Hungerford. The hall possessed stalls for the sale of cheap prints, picture frames, walking-sticks, shells, and sweetmeats, and a large exhibition hall and bazaar gallery were added to the building in 1851, beneath the upper portion of the structure. This was afterwards appropriated by Messrs. Gatti and Morico for the sale of ices and coffee and fitted up as a small foreign



Hungerford Market, demolished about 1863.



Old Hungerford Suspension Bridge, opened in 1845 and now removed to Clifton, near Bristol.

café with an orchestra, and when this building was pulled down in August 1862 for the construction of Charing Cross Station, this firm received £7,750 compensation. Hungerford Market was never a success. The quadrangle overlooked the Strand and was a convenient starting-place for the Paddington and Camden Town omnibuses.

Charing Cross Station was opened to the public on 11 January 1864, but the hotel was not opened until 15 May 1865. Being one of the first of the large modern hotels to be erected in London it was an immediate success and on the opening evening was already more than half occupied. The restored Eleanor Cross, 70 feet high, which stands in front of the Charing Cross Hotel, was erected in 1865 by the Charing Cross Hotel Company; the restoration of this monument was carried out by Sir Edward M. Barry, A.R.A., who also designed the hotel.

In November 1905, whilst some twenty men were at work repairing the lofty semicircular roof of Charing Cross Station, a tie-rod snapped, thereby causing the entire structure to collapse. Fortunately no lives were lost, but some of the wreckage fell on to the roof of the adjoining Avenue Theatre, opened in March 1882 and now renamed the Playhouse, which was almost completely destroyed. The theatre had to be entirely rebuilt, and Mr. Cyril Maude, the lessee, received £30,000 compensation from the former South Eastern Railway for the damage caused. The collapse of the roof of Charing Cross Station proved a blessing in disguise, as it led to the disappearance of a hideous eyesore from the Thames Embankment and the construction of a new flat roof in its place, more in harmony with the surrounding buildings.

Beyond Charing Cross Station, overlooking the Embankment Gardens, is Whitehall Court, another noble pile of buildings erected in 1887 by the Liberator Permanent Building and Investment Society and designed by Sir Alfred Waterhouse, R.A. It houses the National Liberal Club and various other London clubs.

We now leave the Victoria Embankment at Charing Cross and proceed up Northumberland Avenue. This exceedingly handsome thoroughfare, constructed across the grounds of Northumberland House at a total cost of £650,000, was opened to the public without ceremony on 18 March 1876. Northumberland House, built in the reign of James I in 1605 for Henry Howard, Earl of Northampton, was then known as Northampton House. It was purchased in 1874 from the Duke of Northumberland and his son Earl Percy for £525,000, under a special Act of Parliament for the purpose of constructing a new street to connect Charing Cross with the Victoria Embankment.

As early as 1865 it was proposed to purchase Northumberland House for the new street, and the Duke of Northumberland was served with a notice in December of that year by the Metropolitan Board of Works, but he was successful on that occasion in resisting compulsory purchase. There was much controversy at the time as to the necessity for destroying Northumberland House, and an alternative scheme was propounded

by Sir James Pennethorne which would have avoided the necessity for so doing, by taking a slightly curved line opposite the King Charles statue to the Victoria Embankment, leaving the house intact by passing it on the west side, but shaving off a slice of the garden. It was urged that not only would Northumberland House have been spared under this plan, but that this alternative scheme would have concealed the ugly view of the Charing Cross Railway Bridge over the river.

Finally, at a meeting of the Metropolitan Board of Works held in July 1872, it was again decided to make an application for the purchase of Northumberland House with a view to obtaining the direct approach to the Victoria Embankment, which by that time had become imperative. It was said at the time that the ratepayers would be recouped by the purchase to the extent of £300,000 on the sale of the surplus land overlooking the new street.

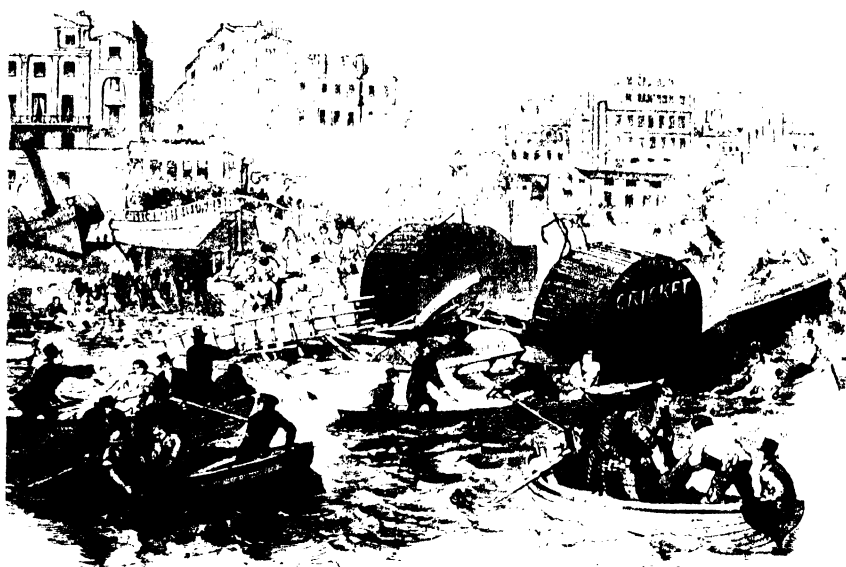
A part of Northumberland House, including the ball-room, was destroyed by fire on the night of 19 August 1868. During its last days prior to demolition it was thronged with people in July 1874, who were furnished with tickets of admission by the Metropolitan Board of Works. Several adjoining houses in Charing Cross, at the entrance to the Strand, were also purchased for the construction of the new thoroughfare.

It was some years before the whole of the building sites in Northumberland Avenue were disposed of. The first building to be erected here was the Grand Hotel at the corner of the Strand, which was opened in June 1880 by the Gordon Hotels Company. It is built in the later Italian style, with a mansard roof, and was designed on the lines of the most modern French and American hotels of that period. Until the erection of other buildings in Northumberland Avenue it enjoyed a fine outlook over the Thames Embankment and the new Charing Cross Gardens. The hotel had 300 rooms, and even in its earliest days was greatly frequented by non-residents for table d'hôte dinner. In 1928 the Grand Hotel was sold by the Gordon Hotels Company to Messrs. McNish, the whisky manufacturers, for their London offices, and an arcade was then constructed between the Strand and Northumberland Avenue containing shops on the ground floor. Commenting upon their decision to sell the Grand Hotel in 1928, Sir Francis Towle, Chairman of the Gordon Hotels Company, expressed the opinion that nowadays a great hotel resembled a battleship inasmuch as it tended to become obsolete after twenty years of existence and that visitors now preferred the newer hotels in the West End.

The Hotel Metropole, opened in 1885, and the Hotel Victoria, opened in 1890, are both situated in Northumberland Avenue, and when first built by the Gordon Hotels Company were considered amongst the finest in the world. During the late war practically the whole of Northumberland Avenue was requisitioned by the Govern-



Northumberland House and entrance to
the Strand in 1800.



By permission of the "Illustrated London News,"
The disaster to the *Cricket* on August 27, 1847.

ment and the Ministry of Munitions, including the three great hotels, the Constitutional Club and, ironically enough, the offices of the Society for the Promotion of Christian Knowledge.

Passing next into the Strand, we miss Trafalgar Square, to which we shall come during another walk. Nearly all the old houses which had previously lined the north side of the Strand from Charing Cross to Wellington Street were pulled down between 1821 and 1831, and during the present century the majority of these have been rebuilt a second time. The range of stuccoed buildings extending from Trafalgar Square to King William Street are Crown property and include Duncannon Street and Adelaide Street. They are quite as pleasing to the eye as those which lined the old Regent Street until a few years ago, and the terrace between Adelaide Street and King William Street is adorned at the west corner by two small towers of quite an imposing appearance. Duncannon Street was named after Lord Duncannon, who was Chief Commissioner in 1837, and King William Street, running diagonally from the Strand to St. Martin's Lane, was also constructed in the reign of William IV, when a considerable widening of this portion of the Strand was carried out.

In the centre of the long terrace between Adelaide Street and King William Street is the West End Branch of Coutts' Bank, erected in 1902 on the site of the former Lowther Arcade, so named as a compliment to Lord Lowther, the First Commissioner to H.M. Office of Woods and Forests. The arcade, which was 245 feet long and 20 feet wide, mostly contained toy shops, forming a children's paradise at Christmas-time, and together with the adjoining houses was designed in 1828 by a Mr. Herbert. Coutts's Bank, in turn, is also threatened with demolition in order to make way for the new approach to the proposed Charing Cross Bridge over the Thames, should this great improvement ever become an accomplished fact. Charing Cross Hospital, at the corner of King William Street, was founded in 1818, and the present building was erected in 1831 and greatly enlarged in 1904.

East of Agar Street the widening of the so-called West Strand, carried out a century ago, comes to an end, and here the building line on the north side of the Strand comes forward a considerable distance and denotes the original width of the street before these improvements were carried out. The present-day widening of the Strand from Charing Cross to Wellington Street is confined to the south side of the street, and up to the present time has been completed from opposite Agar Street as far as Wellington Street.

Begun already in 1899, the widening of the south side of the Strand is proving such a tedious affair that after an interval of thirty-three years one wonders whether this improvement will ever be completed within a normal lifetime. For the past five years several of the shops in the Strand opposite Agar Street have been advertising their coming demolition for the road-widening, and for a long time past their upper floors

have been disfigured by unsightly hoardings, and yet they are still *waiting to be pulled down*.

A start was made on the widening of the south side of the Strand in 1899 when the Hotel Cecil extended its frontage from the Embankment. It had previously possessed a small frontage to the Strand, but this entrance was almost concealed from view and, to make room for the imposing new building now fronting the Strand, something like a dozen houses were pulled down and the roadway set back to a width of 80 feet. In 1902 the Savoy Hotel decided to follow in the footsteps of its neighbour, and like the Hotel Cecil extended its building from the Embankment Gardens to the new line of frontage in the Strand. Amongst other buildings which were swallowed up in this improvement was the former world-famed chop-house of Messrs. Simpson, which was then rebuilt and incorporated in the new building of the Savoy Hotel. Two new blocks of buildings were erected, one on each side of the new courtyard, both of elegant appearance, that on the east side forming part of the hotel and that on the west side being utilized for business premises and for many years as the head offices of the Metropolitan Water Board. The west side of the courtyard also contains the Savoy Theatre.

For over ten years after the completion of the Savoy Hotel no further progress was made with the widening of the Strand, but in 1914 the old Tivoli Music Hall was pulled down. It was then to have been reconstructed, but the outbreak of war led to the abandonment of this scheme and the site remained vacant for the following two years. At first it was used as a recruiting station for Kitchener's Army, and after 1916 the famous Canadian Y.M.C.A. structure known as the Beaver Hut was erected on this site. Here it remained until the summer of 1922, when it was removed to make way for the present Tivoli Picture Theatre, which was set back to the new line of frontage. The new block of shops and offices immediately west of the Tivoli was erected in 1924-5. The range of new buildings between the Savoy Hotel and Wellington Street, forming a part of the estate of the Duchy of Lancaster, was also erected in 1924-5, but one building at the west corner of Savoy Street still remains to be set back to the amended line of frontage.

One of the buildings which has been swallowed up in this improvement is Terry's Theatre, which in later years was converted into a cinema. Close by were the former head-quarters of the Art Union of London, a Palladian building erected in 1879, in which Sir Mallaby Deeley opened a tailor's shop after the war, for the purpose of defeating the flagrant profiteering in men's clothes which was taking place at that time. In Savoy Street is the Savoy Chapel Royal, restored at the expense of Queen Victoria in 1864 after a fire. It stands on part of the site of the ancient Palace of the Savoy presented by Henry III to his uncle, the Count of Savoy.

The demolition of the three remaining houses between Adam Street



Old houses on the north side of the Strand, demolished in 1904



The Strand in 1931, looking east from Agar Street.

and the Hotel Cecil in 1927 completed the widening of the Strand from Wellington Street to nearly opposite Agar Street, and at the same time opened up a new vista of the Nelson Monument from the eastern end of the Strand. A start on the widening of the Strand at the Charing Cross end has been made by setting back the front of Lyons's Strand Corner House between Northumberland Street and Craven Street.

Turning our attention once more to the north side of the Strand, at the corner of Agar Street is a five-story building erected in 1908 for the British Medical Association and now temporarily occupied by the Civil Service Stores. It is built of grey granite and when newly erected created a great stir because of the alleged impropriety of the nude anatomical figures, designed by Epstein, which adorn its exterior, and which at that time were styled 'indecent' by one of our leading London newspapers. The British Medical Association has now removed to Bloomsbury. On the adjoining site, extending to Bedford Street, the Civil Service Stores are erecting a new building with an entrance in the Strand.

At the east corner of Bedford Street is a large modern block of buildings known as Walter House, and next door are the fine offices of the New Zealand Government, together occupying a site which had formerly contained a picturesque row of old houses. Adjoining the New Zealand Offices is the Adelphi Theatre, originally built in 1806 by Mr. John Scott, a colour maker. Reconstructed in 1858 it became a celebrated house for melodrama and here the unfortunate Mr. William Terriss was stabbed to death outside the theatre on 16 December 1897 by a madman. The Adelphi Theatre was again reconstructed in 1910 and afterwards became a popular house for musical comedy under the management of Mr. George Edwardes. In 1930 it was rebuilt for the third time, and the façade lined with black imitation marble.

East of Southampton Street extensive rebuilding operations have been carried out on this side of the Strand in recent years, and veritable skyscrapers have replaced the four-storied stucco-fronted buildings erected here slightly over a century ago, which were considered very fine in their day. Between Southampton Street and Exeter Street is the newly erected Manfield House, and on the opposite corner of the Strand and Exeter Street extending to Burleigh Street is the huge Strand Palace Hotel, nine stories high and containing 900 rooms.

The greater part of this site was formerly occupied by Exeter Hall, the head-quarters of the Y.M.C.A., now removed to Tottenham Court Road, but it had only a narrow frontage to the Strand, on both sides of which stood Haxell's Hotel, the two sections of which were connected with each other by a corridor running across the upper floor of Exeter Hall. Erected in 1831 by Mr. Gandy Deering, Exeter Hall was at first used for meetings of all kinds, excepting political gatherings, which were not permitted there. Later it became the head-quarters of the Young Men's Christian Association, and in February 1863 a monster

anti-slavery meeting was held in this building. In 1907 Exeter Hall was pulled down and the greater part of the present Strand Palace Hotel was erected on the site, but the extension covering the site of Haxell's Hotel was not completed until 1930.

Another building which has been absorbed by the Strand Palace Hotel is that of the old *Globe* newspaper, founded in 1803, and which received its death-blow during the Great War. For an offence against the Defence of the Realm Act its offices and machine-room were raided in 1916 and closed down for several weeks. In 1921 it was absorbed by the *Pall Mall Gazette*, which was in turn absorbed in 1923 by the *Evening Standard*.

On the adjoining island site covered by the Lyceum Theatre and several shops fronting the Strand, it was proposed as long ago as 1858 to erect a huge new hotel which was to have been called the International, and to have been designed on the lines of the newly erected Hôtel du Louvre in Paris, at an estimated cost of £100,000. For some unstated reason the whole scheme was abandoned, although London at that time was very badly off for first-class hotel accommodation, and the opening of the Hôtel du Louvre in Paris had excited great admiration and caused a demand for a similar establishment in London.

On this site previously stood the Exeter Exchange, overlooking the Strand, pulled down about 1820 for the Strand improvements, and which was erected about 1680 as a rival to Gresham's Royal Exchange in the City, but which for many years afterwards was a failure until this district became more populous. Before the construction of the Exeter Exchange this ground was occupied by Exeter House, the palace of Walter de Stapeldon (1261-1326), Bishop of Exeter and Lord High Treasurer.

The Lyceum Theatre was first built as an opera house in 1794 but was destroyed by fire and rebuilt in 1834 by Mr. S. Beazley, an architect. From 1878 to 1904 it was managed by Sir Henry Irving and then became for a time a music hall. Shortly before the late war, the Lyceum Theatre was rebuilt, though the portico in Wellington Street was, like that of Drury Lane Theatre, preserved for reasons of sentiment. In 1920, owing to a quarrel between the brothers Walter and Harry Melville, lessees of this theatre, it remained closed for two and a half years. Each of the brothers was willing to buy out the other, but neither of them would alter his decision to retain control, until eventually they agreed in 1923 to settle their differences and reopen the Lyceum.

Wellington Street was constructed in conjunction with Waterloo Bridge, in 1817, from the Thames as far as the Strand, and in 1924 the building line was set back a considerable distance on the west side at the corner of the Strand. Stupidly enough, after having carried out this costly improvement the London County Council and the Westminster City Council are still in no hurry to reduce the wide stretch of extra pavement and make up the roadway to its intended increased width.

The northern portion of Wellington Street was not constructed until several years after the opening of Waterloo Bridge, and until July 1846 was known as Charles Street, Covent Garden. Before that time there was still no direct thoroughfare leading to Bow Street and Long Acre. The houses of Lancaster Terrace, opposite the west front of Somerset House, have recently been pulled down, and are in course of rebuilding at the present time. Here an immense new building called Brettenham House is nearing completion. It extends to Savoy Street and has an elevation of ten stories, with the two upper floors zoned back from the building line in Wellington Street. When viewed from the Victoria Embankment it forms a prominent landmark, and when seen from Blackfriars Bridge presents a high background which completely dwarfs the view of Somerset House. To the Londoner revisiting his native city after an absence of five years, the unfamiliar sky-line of the Victoria Embankment revealed by such new buildings as Unilever House, that erected for Cables and Wireless Communications, Ltd., but never occupied, Bush House, the Shell Mex Building, and Brettenham House, which has been erected by the Law Land Company, can scarcely fail to arouse his astonishment.

In 1933 the widening of the Strand was carried a stage farther by the demolition of the houses on the east side of George Court immediately opposite Agar Street. On this site has been erected Villiers House, a new building of nine stories faced with stone which so completely dwarfs the neighbouring structures as to make it appear a veritable skyscraper. The new building extends to George Court, which has now been isolated from the adjacent houses on the west side. This improvement will relieve the congestion of traffic at the junction of the Strand and King William Street.

Having already described the district east of Wellington Street and the Strand, we may now conclude the present walk.

NINTH WALK

HIGH HOLBORN, BLOOMSBURY, NEW OXFORD STREET, TOTTENHAM COURT ROAD, EUSTON ROAD, ST. PANCRAS, KING'S CROSS, PENTONVILLE, AND CLERKENWELL

HIGH HOLBORN, which will form the starting-point of this walk, extends from the City boundary at Gray's Inn Road westward to New Oxford Street, or, more correctly speaking, to Broad Street, St. Giles's. The name of High Holborn, as distinguished from Holborn proper, would appear almost superfluous, since most people are in the habit of referring to the entire thoroughfare as Holborn. In September 1874 it was actually proposed by the Metropolitan Board of Works that its title should be altered to Holborn simply, but vigorous opposition was offered by the inhabitants of High Holborn and a memorial protesting against the proposed change was presented to the Board as the result of a meeting convened for that purpose.

Gray's Inn Road, one of the principal tributary thoroughfares leading north from High Holborn, contains on the west side Gray's Inn, one of the four great Inns of Court, originally founded for the education and lodging of law students. It occupies an extensive area between Holborn and Theobalds Road and its buildings, which present an ugly and dingy appearance when viewed from Gray's Inn Road, overlook pleasant gardens with fine plane trees and lawns, laid out by Francis Bacon, who was admitted as a member in 1576 and held the office of Treasurer for nine years. The catalpa trees in the centre are supposed to have been planted by him, and in the South Square is a statue of Francis Bacon by F. W. Pomeroy, A.R.A., marking the tercentenary of his election as Treasurer in 1608.

Gray's Inn Road from Holborn to Theobalds Road was considerably widened in the eighties of last century and this improvement is evidenced by the long row of red brick buildings lining its eastern side. Before that time it was called Gray's Inn Lane. At the east corner of Clerkenwell Road is Holborn Hall, originally the municipal offices of the Holborn Borough Council, and opened by the Lord Mayor of London on 18 January 1880. About 1908 the Holborn Borough Council removed to a new Town Hall erected in High Holborn close to the junction of New Oxford Street, and the building in Gray's Inn Road is now used for offices and business premises. The only other building of much interest in Gray's Inn Road is the Royal Free Hospital, on the same side of the road, about half a mile distant from Holborn, and founded in 1828.

Returning to High Holborn, nearly opposite Chancery Lane on the north side is the extensive First Avenue Hotel, formerly owned by the

Gordon Hotels Company, and now rejuvenated under new proprietors. It is a favourite rendezvous for lunch with solicitors and barristers. Of late years quite a number of fine buildings have been erected in High Holborn, principally on the north side, but the famous Inns of Court Hotel which, before the late war, stood on the south side, about midway between Chancery Lane and Kingsway, has been replaced by a large new telephone exchange. Here also, in anticipation of a future widening of High Holborn, the building line has been set back a short distance. The Inns of Court Hotel, erected at a cost of £160,000 and opened on 14 June 1866, had a second frontage to Lincoln's Inn Fields and was, at that time, one of the largest in London. Only the Holborn portion of the building has been demolished and the Lincoln's Inn frontage, which has been retained, is now devoted to business premises.

By far the most splendid building in High Holborn is that of the Pearl Insurance Company, erected on the south side of the street and removed here in 1913 from Adelaide House, King William Street. It is adorned by a lofty clock tower, and at the present time a large new wing is being added to this building on the east side in High Holborn. Farther west on the same side of the street is the Holborn Empire, formerly known as the Royal Theatre of Varieties, and opened in June 1867. A few stages farther along is a building recently erected by Messrs. Crawford, the advertising specialists. It is a striking example of modernist architecture. The Holborn Restaurant, at the west corner of Kingsway, was originally the Holborn Casino, and in the seventies of last century was the largest and best conducted dance hall in London. The first extension took place in 1874, the building was further enlarged in 1896, and to-day it is still most popular amongst the leading London restaurants for public dinners and various social functions.

On the north side of High Holborn, a considerable widening of the roadway between Red Lion Street and Southampton Row was carried out by the London County Council as part of the great Kingsway improvement and here a long row of modern buildings has been erected. On the other hand, private interests have been allowed to hinder the widening of High Holborn between Southampton Row and its junction with New Oxford Street, thus leaving a bottle-neck which greatly interferes with the enormous volume of traffic. The congestion at the west corner of Southampton Row is as tiresome an obstruction as ever existed in former times at Middle Row or Holywell Street, and to add to the trouble the sidewalks have been allotted far more space than is justified by the narrowness of the roadway. Since it is quite inconceivable that the London County Council could ever have wilfully committed this great error of judgement at the time when this corner was rebuilt in 1898, one must assume that the pressing requirements of London's street traffic were deliberately sacrificed in this instance to selfish private opposition to the purchase of the requisite strip of ground.

Southampton Row, formerly a very narrow street between High Holborn and Great Russell Street, is to-day, in consequence of the extensive widening carried out here by the London County Council, one of the finest thoroughfares in London. The portion between High Holborn and Theobalds Road was widened in 1904, but the section between Theobalds Road and Great Russell Street was not widened until 1915. The east side of Southampton Row contains the Baptist Church House and the London County Council Central School of Arts and Crafts, erected between 1906 and 1908, and at this point the underground tramway comes to the surface. On the opposite side of the road are two grotesque blocks of buildings separated from one another by a wide passage known as Sicilian Avenue, containing shops and offices and leading into Hart Street.

On the large island site immediately north, enclosed by the west side of Southampton Row, Hart Street, Bloomsbury Square, and Great Russell Street, a very magnificent building, which has been ten years in course of construction, is still in progress. It is the Victoria House of the Liverpool and Victoria Friendly Society. Designed by Mr. C. W. Long, it contains a colonnade fronting Southampton Row occupied by a row of shops, forming a covered walk during the day, and there is also a large hall for meetings, dances, and social gatherings, which is approached from Bloomsbury Square. The building is seven stories high, with a tall, sloping roof, and is far more suggestive of some huge Government office than a private business corporation, and is decidedly a great credit to the architectural features of the metropolis.

Forming part of the main thoroughfare connecting the Strand with the northern railway termini, Southampton Row contains a number of excellent shops and large hotels. The principal hotels are the Bonnington, the Imperial, and the imposing Hotel Russell on the east side, the last-named overlooking Russell Square, and the Bedford and West Central Hotels on the west side. Close to Russell Square on the east side is Pitman's Business School, and farther south is Faraday House, a college for the study of electrical engineering.

Southampton Row comes to an end at Russell Square, laid out in 1805 and so called after the Russells, Earls and Dukes of Bedford, and one of the largest in London. On the other side of Russell Square Southampton Row is continued under the name of Woburn Place. Here an extensive widening was carried out on the west side in 1922. On this site has been erected the Royal Hotel, with a frontage of about an eighth of a mile, extending from Russell Square to Tavistock Square, an excessively plain building in external appearance, more suggestive of a large factory than an hotel. In Tavistock Square is the new building of the British Medical Association, constructed of red brick with stone dressings.

Returning to High Holborn and turning to the left, a few paces from Southampton Row will bring us to New Oxford Street, a compara-

tively new thoroughfare constructed at a cost of £290,000 and opened to vehicular traffic on 6 March 1847. It was designed to provide direct communication between High Holborn and Oxford Street, without passing by the tortuous route of Broad Street and St. Giles's Church. New Oxford Street was driven through the heart of the so-called St. Giles's rookery, which contained some of the worst squalor and slums in London. Of the compensation money, £114,000 was awarded to the Duke of Bedford for the freehold purchases of the land required for the new street, and in 1846 the whole of the houses facing St. Giles's Church were demolished in connexion with this improvement. By 1849 all that remained of the infamous rookery was concentrated in ninety-five wretched houses in the former Church Lane and Carrier Street, wherein, incredible though it may appear, no less than 2,850 persons were crammed into a space of ground less than an acre and a quarter in area. In some of these noisome abodes, shelter could be obtained at threepence per head nightly. The most amazing fact was that amidst this great filth the inhabitants of St. Giles's, who often slept fifty persons in one room, enjoyed excellent health, except perhaps in the hot weather, when these dens of misery and filth threw forth the most offensive smells, which were sometimes overpowering. In April 1843 a fever epidemic broke out in St. Giles's and other metropolitan parishes, claiming more victims than were ever known during the worst periods of the cholera.

In the squalid back rookeries of St. Giles's, picturesque scenes could sometimes be witnessed equal to those seen by tourists and artists who had travelled extensively in foreign cities. Here the place would be gay with costermongers' stalls containing fruit, vegetables, and flowers, bought in quantities from Covent Garden to be trimmed up and arranged for general sale. It was difficult for those in better circumstances to realize the strength of mind required by these men and women to preserve their hard-earned savings, tempted as they always were by great poverty and privation.

In one of the streets was a large water tank, erected at a time when water in this densely peopled district was almost as scarce and precious as in the desert, and this proved a great boon to the neighbourhood. In later years the sanitary authorities displayed greater vigilance in respect of the drainage, water supply, number of beds in apartments, and the cleanliness of rooms generally. In 1846 a model lodging house, 80 feet long and six stories high, was erected in George Street by the Society for Improving the Conditions of the Labouring Classes.

The church of St. Giles's in the Fields was so named to distinguish it from St. Giles's, Cripplegate. Constructed in 1733, it is the third church which has been erected on this site, and is built of Portland stone and has a spire 160 feet high, including the vane. After 1853, as the result of a petition to the Home Secretary, the churchyard was closed

to further burials, as this practice had long since become dangerous to the health of this crowded neighbourhood.

The buildings in New Oxford Street exhibited a great advance in taste at that period, and their elevation was well adapted to the width and requirements of the street. Its vacant building sites were soon disposed of, and it became an important shopping street. Looking at New Oxford Street and its side turnings at the present day, it is difficult to visualize what this neighbourhood looked like when it was covered by the St. Giles's rookery. The construction of Shaftesbury Avenue in 1885 effected a further improvement in this locality, causing a number of houses to be swept away between Broad Street and Hart Street, Bloomsbury. Close to Shaftesbury Avenue is Christ Church, St. Giles's, erected in 1844.

Since 1928 the north side of New Oxford Street from Tottenham Court Road to Bloomsbury Street has been nearly all rebuilt, and is now lined by several stately structures. Prominent amongst these are the new premises of Messrs. Burton, the popular tailoring establishment at the corner of Tottenham Court Road, six stories high, faced with stone, and erected at a cost of no less than £300,000. At the corner of Bainbridge Street is an entrance to the immense new Dominion Theatre erected on the site of the old Meux Brewery within the record time of twelve months, and opened in 1929. The main entrance is in Tottenham Court Road, adjoining the Horse Shoe Hotel. Other new buildings which have arisen in New Oxford Street are the Imhof House at the east corner of Bainbridge Street, and the extensive drapery store of Messrs. Henry Glave and Son, which now invites favourable comparison with some of the best to be seen in Oxford Street.

The building on the south side of New Oxford Street formerly occupied by Messrs. A. and F. Pears, the well-known firm of soap manufacturers, has now been taken over by the Midland Bank, and the popular Vienna Café which formerly stood at the junction of New Oxford Street and Hart Street has also been converted into banking premises. The increased height of the new buildings has in no way spoiled the appearance of New Oxford Street, although the old four-story buildings are being replaced by six-story structures.

An explosion of gas-main pipes which occurred in December 1928 caused an upheaval in several important thoroughfares in this district, including New Oxford Street, Broad Street, High Street, St. Giles's, and the eastern end of Shaftesbury Avenue, all of which were closed to vehicular traffic for many weeks, whilst the damage was being repaired. Many small shopkeepers were nearly ruined by this catastrophe, which led to numerous claims for compensation and loss of trade, and the Princes Theatre in Shaftesbury Avenue was compelled to close its doors for some weeks owing to the roadway having become impassable to vehicular traffic. In Broad Street, St. Giles's, is the new Westminster Ophthalmic Hospital, which has recently been



The St. Giles' Rookery, mostly demolished
about 1846.



New Oxford Street, looking east from St. Giles' Circus

removed here from King William Street, Strand. It is a towering red brick structure which completely dwarfs every other building in this street.

On the north side of Hart Street, Bloomsbury, is St. George's Church, erected in 1731 by Nicholas Hawksmoor and adorned by a handsome portico. Nearly opposite is a tall new building of red brick erected by the Co-operative Permanent Building Society in 1928. Bloomsbury, the district to the north of High Holborn and New Oxford Street, mostly built between 1800 and 1830, derives its name from the Blemunds, afterwards known as the De Blemontes, and Bloomsbury Square on the north side of Hart Street dates from 1667. Bedford House, which once formed the north side of the square, was pulled down in 1800, and three years later Bedford Place and Montague Street were erected on its site and gardens.

The British Museum, in Great Russell Street, to the north of Hart Street, originated in 1753 with the purchase of the library and collection of Sir Hans Sloane, the necessary funds having been raised by a public lottery set on foot for that purpose. A larger building having become imperative the present edifice in Great Russell Street was erected by the brothers Smirke on the site of Montague House between 1823 and 1847 at a cost of £1,000,000. The extension known as the King Edward VII galleries was erected between 1908 and 1914 at a cost of £200,000, the foundation stone being laid by King Edward VII in 1908 and the opening ceremony being performed by King George in 1914. Opposite the extension is a new thoroughfare called British Museum Avenue, but practically all the land fronting it is still unoccupied. The whole of this site, together with the adjoining Torrington Square, which is to be pulled down, will be covered during the next few years by the new buildings of the University of London. When this is done the University, including University College and Hospital, will stretch from the British Museum to Euston Road, and will form the most impressive University buildings in Europe. As we go to press it is announced that the work has been entrusted to a single architect, Mr. Charles Holden, the builder of the St. James's Underground building. The responsible authorities are to be congratulated on this wise and courageous step, which ensures to London a series of buildings worthy of the opportunity and the occasion.

In Gower Street is University College, chiefly founded by the exertions of Lord Brougham for the purpose of providing education in literature, science, and fine arts at moderate cost. The foundation stone was laid on 30 April 1827 by the Duke of Sussex, and the building was opened on 1 October 1828, having been designed by W. Wilkins, R.A., the architect of the National Gallery. In 1869 it was incorporated by Royal Charter with additional powers and was divested of its original proprietary character. The site upon which the University stands was purchased for £30,000. The new stone building is the Institute of

Anatomy, opened by King George V in 1923. University College Hospital, also in Gower Street, in connexion with University College, was founded in 1833 and rebuilt in the form of a diagonal cross by the late Sir J. Blundell Maple. Gower Street contains several large boarding houses which cater specially for foreign and overseas students.

Bloomsbury is also famous as a centre for large temperance hotels and boarding houses, some of them containing upwards of 200 rooms. Amongst the largest are the Ivanhoe and the Kenilworth, both of them in Bloomsbury Street, on the two corners of Great Russell Street, and the Central Hotel at the corner of Bloomsbury Street and Bedford Avenue, in addition to those already noted in Southampton Row and Woburn Place. In Great Russell Street, Bedford Avenue, and Ridgmount Gardens are several fine blocks of residential flats.

We return to New Oxford Street once more and proceed along Tottenham Court Road. This important main north-to-south thoroughfare commences at St. Giles Circus, as the junction of Oxford Street and Charing Cross Road is now called, and extends northwards for a good half-mile as far as Euston Road. Until 1900 a row of old houses known as Boziers Court extended across what is now a wide approach to Tottenham Court Road, and like the old Middle Row in Holborn it constituted a great hindrance to the large volume of traffic at this busy corner. But even this improvement has only relieved the congestion of traffic in this part of London to a very small extent. Here the streets have been very badly planned in the first place; the southern end of Tottenham Court Road is far too narrow to accommodate its traffic, Oxford Street is also very narrow between St. Giles Circus and Rathbone Place, and there is no relief thoroughfare for over a quarter of a mile to the north until Goodge Street is reached. On the south there is also no parallel thoroughfare to relieve the enormous traffic of Oxford Street east of Wardour Street and Berners Street.

As soon as the vexed question of a suitable site for the new Charing Cross Station on the south side of the river has been settled, London is prepared to spend twelve million pounds on the construction of a new Charing Cross Bridge, together with the requisite approaches. Yet for such badly needed improvements as the widening of the narrow end of Tottenham Court Road or the elimination of the bottle-neck in Oxford Street between St. Giles Circus and Rathbone Place, there is not even a suggestion of spending a penny. If the new Charing Cross Bridge is ever built, it must inevitably attract a greatly increased volume of traffic from north to south which will pass through St. Giles Circus and the narrow end of Tottenham Court Road. Therefore it can be of little use embarking upon this costly scheme unless it can be made to form part of a larger scheme to eliminate these bottle-necks and so create a reasonably broad line of thoroughfares extending right through the metropolis. But then, our various municipal authorities are quite hopeless in realizing the importance of matters of that sort.

Tottenham Court Road was a favourite resort of Londoners in the early part of the seventeenth century, because it led to the old Manor House of Tothnam Court. It was then a country road with hawthorn hedges and containing good pastures and meadows on both sides, but occasionally rowdiness and disorders occurred in this locality. Here booths were erected and gaming and prize fighting were indulged in, which culminated in riots and other offences calculated to create a breach of the peace. This caused the magistrates to issue a proclamation that such disorders, constituting a violation of the law, were liable to punishment.

Tottenham Court Road was mostly built between 1770 and 1800 and until the concluding years of the nineteenth century was a shabby street, but to-day it is the great centre of the London furnishing establishments and the whole of the east side has been rebuilt during the past fifty years. At the corner of Great Russell Street is the magnificent building of the Central Young Men's Christian Association, which removed here from Exeter Hall in the Strand in 1908. It contains two large halls for meetings, restaurants, a gymnasium, swimming bath, social rooms, and 200 bedrooms for young men. Farther up the street on the same side are the extensive furnishing emporiums of Messrs. Wm. Spriggs and Company, Bartholomew and Fletcher, Heal and Sons, and the world-famous establishment of Messrs. Maple and Company, Ltd., which has been partly refronted of late years. Among these firms until lately was the large and old-established store of James Shoolbred and Company, which has now been wound up. Another distinctive building on this side of the road is that of the North British Rubber Company, situated between Chenies Street and Francis Street.

The west side of Tottenham Court Road from St. Giles Circus to Goodge Street is still lined by third-rate buildings mostly occupied by small shops, small cinemas, and night clubs. Many of them are also disfigured by slovenly advertisement hoardings erected above the ground-floor shops. Beyond Goodge Street, the buildings on this side of the road are of a better character and include the tall new building of Messrs. Catesby and Sons, the linoleum and furnishing firm, and the Grafton Hotel, close to Euston Road. On this side is also the Whitefield Tabernacle, an institutional church of the Congregational body, rebuilt on the site of an earlier chapel damaged by fire on 23 February 1857.

Turning next into Euston Road, and passing Gower Street, we come on the left-hand side to Unity House, the head-quarters of the National Union of Railwaymen. Just beyond is Euston Square, which, together with Scymour Place, was partly erected in 1813 but not entirely completed until 1831. Inasmuch as it actually forms a part of Euston Road it can hardly be considered a square at all, and moreover the southern portion, which until recently was still an open garden, is now partly covered by the handsome new building of the Society of Friends, the

Weights and Measures office, and a business block, erected in quite recent years. Here an extensive widening has just been carried out on the south side of Euston Road, giving it more the appearance of a boulevard.

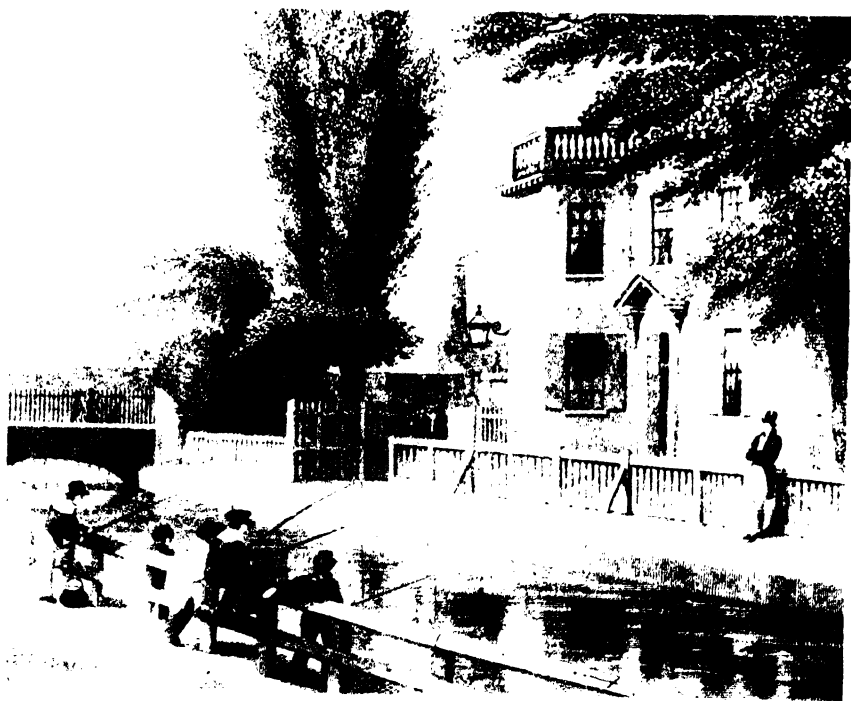
Euston Station, the principal terminus of the London, Midland and Scottish Railway Company, occupying an area of twelve acres, is approached from the centre of the north side of the square by Euston Grove and thence through an absurd-looking Doric archway which was built without reference to the courtyard into which it leads. In front of it is the Euston Square Hotel and behind is an immense entrance hall to the station, in the centre of which is a waiting-room with a restaurant on one side and a buffet on the other. Originally designed as the terminus of the parent London and Birmingham Railway, it was the first of the larger railway stations to be erected in London. This line was opened on Monday, 17 September 1838, and, writing in 1839, Mr. Thomas Faulkner, a great authority on London topography, said that the London and Birmingham Railway was unquestionably the greatest public work ever executed in ancient or modern times, and that, when one considered the immense outlay of capital required, together with what were in those days regarded as the unprecedented engineering difficulties, it was evident that such a work could only have been undertaken in a country like Britain which abounded with capital and possessed engineering talent of the highest order.

The Act of Parliament for its construction was obtained in 1833 and the work was commenced in 1834 under the supervision of Mr. Robert Stephenson. The entire line was built within four years at an average rate of one mile a fortnight and the first train conveying the directors to London accomplished the journey in four hours and thirty-five minutes for a distance of 112 miles. Yet London was slow to realize the advantages of railroad travelling, since the Liverpool and Manchester Railway had already been opened seven years earlier, in 1831.

From a present-day standpoint Euston is a shabby, inconvenient, and straggling terminal station and affords a truly startling contrast to the magnificence of the newer Waterloo and Victoria Stations, and can scarcely be considered a credit to Britain's premier railway. Not only is it decidedly the Cinderella amongst the great railway stations of the metropolis but it compares unfavourably with Lime Street, Liverpool, and New Street, Birmingham, owned by the same company. The position of the great entrance hall has the effect of cutting the station into two separate sections, which is a great disadvantage. True, our railway companies are now experiencing hard times and are not perhaps at the present moment in a position to embark upon such a costly scheme as the reconstruction of Euston station. For that reason they deserve our deepest sympathy, but then the rebuilding of Euston Station is long overdue and was projected by the former London and North Western Railway Company over thirty years ago. At the



The Midland Grand Hotel in Euston Road.



Sadler's Wells Theatre in 1830.

entrance to the station in Euston Square is a monument erected by the London and North Western Railway to 3,719 men who fell in the Great War.

On the opposite side of Euston Road, at the east corner of Woburn Place, is St. Pancras church, completed in 1822 at a cost of £76,000, and close to Seymour Street on the north side are the offices of the Hearts of Oak Benefit Society, opened by King Edward VII in 1906.

To-day the road from Paddington to Islington comprises the Marylebone, Euston, and Pentonville Roads, but until the middle of the last century it was called the New Road, and originated in an Act of Parliament in 1756 for the construction of an entirely new road beyond what was then the outer limits of London. It was vigorously opposed by the Duke of Bedford, who contended that the New Road would interfere with the privacy of Bedford House and his estate near Bloomsbury Square, but its advocates said that it would be a means of avoiding the driving of cattle through the streets to Smithfield Market and that in case of a threatened foreign invasion the New Road would enable His Majesty's Forces to march expeditiously into Essex and defend our coasts without passing through the cities of London and Westminster. A clause was inserted in the Act prohibiting the erection of houses within 50 feet of the road, the land in front of the houses to be reserved for gardens only, and vesting the authorities of those parishes through which it passed with power to pull down any such erections and charge the expense to the offenders' goods and chattels without proceeding in the usual way of indictment.

For years the New Road remained lonely and pedestrians dared not traverse it at night time unless accompanied by a watchman, but unfortunately in many instances the law was evaded and in course of time shops of a very inferior character succeeded in coming forward to the frontage of the road, and what was designed by our grandfathers to become a magnificent boulevard has been largely spoiled, at any rate until the expiration of the existing leases.

Beyond Seymour Street, on the north side of Euston Road, is St. Pancras Station and the stately Midland Hotel which is approached by a private roadway with an ascent of more than 20 feet. The roof of this great station, said to be the largest of its kind in the world, is 700 feet long with a span of 240 feet unbroken by ties or braces and is 100 feet high. The Midland line from London as far as Bedford was opened on 13 July 1868, but pending the actual completion of St. Pancras Station in 1870 the trains from the north ran for the time being into King's Cross Station. The hotel, which has a frontage to Euston Road of 575 feet, was opened on 5 May 1873, after having been five years in course of construction, and at that time was one of the finest in the world. It contains two lofty towers, both with ornamental turrets, that at the east end being 270 feet high and the west tower 250 feet high. The hotel accommodates 600 guests and was erected at a cost of £500,000.

To make way for St. Pancras Station and the hotel, as well as the extensive goods depot to the north, comprising altogether some 50 acres, no less than 3,000 houses in Somers Town and Agar Town were demolished, including Skinner Street, King's Road, and Brill Street, together with some of the worst slums in London extending more or less from Euston Road to Camden Square and the North London Railway. Somers Town was built after 1790 at the time of the French Revolution, but Agar Town, commenced about 1840 and happily wiped out altogether by the Midland Railway, originated in a very disgraceful incident in the development of London.

The site of what was formerly known as Agar Town was meadow land of comparatively small value at the time it came into the possession of Mr. Agar about 1815. The Regent's Canal was then in course of construction and the Company wanted to carry it through this estate, but Mr. Agar, who was a Queen's Counsellor at the Chancery Bar, successfully contested their right to do so. Until 1840 Agar's grounds retained their park-like appearance and the approach to his private residence was through a neat lodge and gate in a road situated not far from York Road, King's Cross, then known as Maiden Lane.

In 1841 Mr. Agar sublet the greater part of his estate on leases of twenty-one years. Tenements were run up in consequence by any one disposed to take the land; many of them were hovels erected by journey-men bricklayers and carpenters on Sundays and in their spare time, and inhabited even before the ground flooring had been laid. Hence many of the first proprietors bitterly regretted the day they ever contemplated becoming owners of their dwellings in Agar Town or Ague Town as it was afterwards nicknamed, because of the absence of drainage or sewerage. The inmates contracted fevers which in some instances carried off an industrious father or mother, and sometimes several children in a family.

Of course the conditions of a new town springing up under such circumstances could not be concealed for long from the outside public, and in 1851 it attracted the attention of Charles Dickens, after it had been in existence about ten years. He wrote a graphic description of this neighbourhood in *Household Words* under the title of 'An English Connemara'. Rows of squalid and makeshift houses were erected opposite one another without any attempt to make the roadways, and when the rain came down the ground, strewn with rubbish, was churned up into a thick paste. Every garden had its nuisance, the one containing a dung heap, the next a cinder heap, and a third, belonging to the cottage of a coster, was a pile of periwinkle shells, rotten cabbages, and a donkey. The inhabitants themselves displayed a genuine Irish apathy, and as there were no sewers the stench on a rainy morning was enough to knock an elephant down.

When there was an outbreak of cholera an inspector of nuisances would appear on the scene, but directly the epidemic was over, his

vigilance was again relaxed and things reverted to their former condition. In 1840 there was no Metropolitan Board of Works or London County Council to say no to Mr. Agar, and one of these squalid streets even rejoiced in the very imposing name of Salisbury Crescent.

By the summer of 1868 the whole of Agar Town had disappeared, and thus London owes a debt of gratitude to the coming of the Midland Railway for a merciful riddance from this disgraceful rookery. But for this fortunate occurrence a later generation of Londoners would have been put to enormous expense in removing this blot upon the metropolis.

Some years after the construction of the New Road in 1756-7 the adjoining building sites were partly disposed of and eventually Somers Town was planned and so named after Earl Somers, Lord High Chancellor in 1695, who received this estate as a gift from Queen Anne after it had reverted to the Crown in 1539. Mr. Jacob Leroux became the principal landowner under Lord Somers and built himself a handsome residence. Later the so-called Polygon and Clarendon Squares were built. The Polygon comprised a block of rather pleasant houses which at first overlooked open fields but was afterwards surrounded by the dingy Clarendon Square. The Polygon has been replaced by several blocks of artisan dwellings, which now occupy the centre of that square.

Of late years many slums in Somers Town have been cleared away by the London County Council, though it still remains an unlovely district in Stebbington Street and Drummond Street. Here the so-called St. Mary's Flats have been erected, and Queen Mary paid a surprise visit to them in February 1930 and also inspected a new model public house called the Anchor Inn. The influx of French emigrants contributed to the prosperity of Somers Town by their renting houses which had previously stood unoccupied, and this in turn created a demand for ground leases offered by the Duke of Bedford and the trustees of the late Foundling Hospital, who owned the greater part of the land on the south side of the New Road.

This resulted in the erection of Guilford Street, Brunswick and Russell Squares, Tavistock Place, Woburn Place, and many other streets and squares. Mr. Burton also leased some of the ground in this immediate locality for building purposes and this is now covered by Judd Street, Tonbridge Place, and the adjacent streets. Euston Square and Seymour Place were erected about 1813. The Foundling Hospital, erected between 1739 and 1747, which has recently been pulled down, stood all alone at the dawn of the nineteenth century in Lamb's Conduit Fields. It was founded by Thomas Coram, a native of Lyme Regis, born in 1668, the son of a merchant captain. It occupied, together with its grounds, nearly ten acres, and was opened for the reception of 500 boys and girls in 1743. A proposal in 1926 to remove Covent Garden Market to this site met with such a storm of opposition that it had to be abandoned. The fate of the vacant site is still undecided, but great

efforts are still being made to raise the very large sum necessary for its purchase for the public. It would be a real misfortune if this open space were to be built on. A great benefit was conferred on the neighbourhood even by the few months during which the site was available as a children's playing ground.

Between St. Pancras Church and King's Cross Station, Euston Road has been partly widened of late years and some of the old houses have been pulled down. On a portion of this vacant ground the Euston Market has been erected, which is certainly no ornament to this thoroughfare. Close by is the Regent Theatre and several other better-class buildings, which have been erected here more recently, indicating a gradual improvement of this important main thoroughfare.

King's Cross Station, which was opened for traffic on 14 October 1852, replaced the temporary terminus of the former Great Northern Railway in Maiden Lane, now renamed York Road. To make way for the new station the old Small-pox Hospital, now removed to Highgate Hill, had to be pulled down, together with a number of houses on the west side of Maiden Lane which was then considerably widened. The station and goods yards occupy 45 acres of ground. King's Cross Station is approached from Euston Road by a carriage drive and has two main arches, each 71 feet span, separated by a clock tower 112 feet high, a most dreary-looking building of yellow brick turned black with the dirt of ages, reminding one of a mausoleum. If only the London and North Eastern Railway Company would clean it up or front it with a coat of cement, it would not look so bad, or they might even erect a block of offices in front. The courtyard of King's Cross Station is rendered hideous by several unsightly huts devoted to the sale of refreshments and to other miscellaneous trades, when it might easily be transformed into one of the finest squares in the metropolis, situated at a spot where several broad thoroughfares converge. At the side of the station is the Great Northern Railway Hotel.

This neighbourhood was formerly known as Battlebridge and underwent a great transformation about a century ago. Before 1820 it had been a filthy and dangerous neighbourhood, and here the dust carts of London used to be emptied. Afterwards all the mean hovels were removed and decent houses erected in their place. Battlebridge was renamed King's Cross after George IV and is supposed to have been the spot where King Alfred fought the Danes. About 1825 a building was erected at the junction of Maiden Lane, Gray's Inn Road, and Pentonville Road, which was crowned with a statue of George IV and christened King's Cross. At first this building was utilized as a place for exhibitions, then as a police station, and finally as a beer house until it was pulled down in February 1845.

East of King's Cross is Pentonville which was mostly built between 1780 and 1820 and derives its name from Captain Henry Penton, M.P., the chief proprietor of the estate, who lived to see the hill-sides all built

over before his death, which occurred in Italy in 1812. The first houses of Pentonville were built in 1773 and were called Penton Place. It was then a beautiful hill-side, from which you could see St. Paul's Cathedral, the City of London, and the Surrey hills. Pentonville Prison is not in Pentonville at all, but in Barnsbury, and it is not clear how it came to be associated with this immediate locality, although Barnsbury never had any desire to be associated with that institution.

At the top of Pentonville Road is a lofty hill crest containing a reservoir surrounded by Claremont Square, the east side of which leads into Myddleton Square, adorned by the handsome Gothic church of St. Mark in the centre. Between Myddleton Square and Rosebery Avenue is the New River Head, containing the reservoirs of the former New River Water Company, now merged into the Metropolitan Water Board. Pioneer amongst the old water companies of London, the New River originated in a contract made by Sir Hugh Myddleton in 1609 with the Corporation of London for making a river to supply the City with water from the springs of Chadwell and Anwell near Ware in Hertfordshire. This he succeeded in carrying out, but nearly ruined himself in the undertaking, and for a time the works were stopped at Enfield for want of capital. Myddleton then applied to the Corporation for assistance, which was refused, whereupon he appealed to James I, who obtained payments out of the Treasury amounting to £8,600 on account of the New River works, in return for which he obtained thirty-six shares for the Crown. The New River, thirty-eight miles in length, was thus completed and opened in 1613, and Myddleton was then made a baronet.

The Metropolitan Water Board was constituted in 1902 and consists of sixty-six members elected for three years by the various authorities in the metropolis, including the London County Council and the various metropolitan borough councils. In Rosebery Avenue, adjoining the New River Head, are the extensive new offices of the Metropolitan Water Board, opened on 24 May 1920 at a cost of £300,000.

In October 1842 a number of labourers were employed in cleaning out the immense reservoir in Claremont Square, where the sediment had been allowed to accumulate for eleven years, and in some places it contained 11 feet of mud. In 1852 an Act was passed requiring all reservoirs within five miles of St. Paul's to be roofed in or otherwise covered, and all water used for domestic purposes to be filtered.

At the corner of Rosebery Avenue and St. John Street is Sadler's Wells Theatre, which has recently been rebuilt and is now a people's theatre modelled on the same lines as the Old Vic. in Waterloo Road. Sadler's Wells takes its name from a spring of mineral water once called Islington Spa, rediscovered by a Mr. Sadler in 1683 in the garden of a house which he had then just opened as a music room. This spring has been preserved and can be seen in the Theatre.

We retrace our steps down Rosebery Avenue, an important

thoroughfare connecting Holborn with Islington, constructed in 1892. The northern end contains the Finsbury Town Hall, adjoining Myddleton Street, and was carved out of several previously existing streets, but the southern end is entirely modern and is built on a viaduct containing fourteen arches spanning the valley of the old Fleet river.

King's Cross Road, running from north to south, which we shall next pass, is a modern name bestowed upon the former Bagnigge Wells Road in 1863, and its continuation, then named Coppice Row and Victoria Street, was altered to Farringdon Road. Bagnigge Wells in the parish of Holborn stood in the valley between Gray's Inn Road and Clerkenwell and was once a noted place of public entertainment. Two springs were discovered here in the reign of George III, and Bagnigge House, which up to then had been a small tavern, was enlarged by its enterprising landlord. A new, elegant, long room was built and an organ erected for the amusement of visitors. There was also a good tea-room and the grounds contained beautiful walks, and in the centre was a small round fish pond containing a fountain representing Cupid astride a swan which spouted water through its beak to a considerable height. Close to the pond was the small stream of the Fleet river which traversed these grounds.

Victoria Street, now forming a part of Farringdon Road, was commenced in 1845. It was 1,450 feet in length and extended from West St. Holborn to the back of the Sessions House, Clerkenwell. To make way for this improvement a number of houses which stood in its path on Holborn Hill east of Field Lane had to be demolished, as well as Chick Lane and other filthy habitations devoted to offensive trades. The complete street was opened in 1856 from Holborn Bridge, including the extension to Bagnigge Wells Road, for which purpose many other houses were demolished in Great Saffron Hill and Coppice Row. The remaining portion of the Fleet Ditch, extending from Peter Street to Castle Street, which had been open for centuries, was arched over and converted into a sewer. Various minor thoroughfares, such as Vine Street, Castle Street, and Peter Street, were swallowed up in this improvement and their site is now covered by Farringdon Street Station.

In 1865 eight large blocks of workmen's dwellings were erected in Farringdon Road by the City Corporation, mainly through the exertions of Alderman Sydney Waterlow. Others were erected in 1874 by the Metropolitan Association for the Improvement of the Dwellings of the Industrial Classes.

In 1865 the extension of the London, Chatham and Dover Railway from Blackfriars to Farringdon Road formed a connecting link between the great railways of the north and south, and at that time it was confidently predicted that the mile of the Metropolitan Railway from King's Cross to Farringdon Road would by 1870 become the great central artery for the internal traffic of the entire metropolis. It was calculated that since the Metropolitan Railway was already carrying

100,000 passengers a day, it would be almost impossible to forecast the amount of traffic likely to pass through Farringdon Street in 1870, which would then become a second Clapham Junction.

But this forecast never came true, and that route was so little used by the travelling public that since the late war the trains hitherto running from Blackfriars to Farringdon Road over the Southern Railway track have been abolished, and to-day only goods traffic passes over this connecting link between north and south.

On the site of the old Cold Bath Fields House of Correction in Farringdon Road, at the junction of Rosebery Avenue, now stand the modern buildings of the General Post Office, completed in 1900 and sarcastically renamed Mount Pleasant, where provincial letters and newspapers are sorted and dispatched. Cold Bath Fields derives its name from a well of cold water formerly situated in fields built over by the House of Correction in 1794. The latter was dismantled in 1887 to make way for the new post office buildings. It was constructed by a Mr. Howard as an experiment in severe principles of discipline to correct and reform convicted felons and hardened criminals.

At the junction of Farringdon Road with Clerkenwell Road is the former Sessions House, now removed to South London, erected in 1781 from the designs of Mr. Rogers. It has a stone front with columns and pilasters of the Ionic order and stands on what was formerly a small green, but is now a paved square on the hill slope. This building has now been converted into offices. Close by is the church of St. James, built in 1788-92 on the site of an earlier church which formed the choir of a Benedictine Nunnery founded in 1100 by Jordan Briset, and from which Clerkenwell derived its name. Clerkenwell is the especial abode of London clockmakers, working jewellers, and makers of meteorological and mathematical instruments, and work entrusted to West End jewellers is usually sent here to be executed.

In a hollow to the north of the church close to St. John Street formerly stood the Clerkenwell House of Detention, which was the scene of the Fenian explosion of 13 December 1867, an outrage committed with the object of rescuing the prisoners Burke and Casey, in which a part of the wall was blown down with a barrel of gunpowder placed outside the prison. This building, which was first erected in 1775, was rebuilt in 1847 and finally pulled down in 1890, and its site is now occupied by a London County Council School.

Clerkenwell Road, like Farringdon Road, is a modern thoroughfare designed to provide a direct route from New Oxford Street to Shore-ditch and the London Docks via Theobalds Road and Old Street. It starts at Old Street, runs along the northern side of the Charterhouse Grounds, past St. John Street to Farringdon Road, after which it crosses a bridge over the Metropolitan Railway and leads thence to Gray's Inn Road opposite Theobalds Road. Clerkenwell Road was opened in April 1878 by Sir J. M. Hogg, Chairman of the Metro-

politan Board of Works, and the gross cost of this improvement amounted to £1,600,000. It was cut through some of the worst slums in London, with which Clerkenwell a century ago appears to have been richly endowed, and it swallowed up a small thoroughfare running out of Gray's Inn Road, called Liquorpond Street.

In St. John's Lane, south of Clerkenwell Road, stands the old gateway of the Knights of St. John. It is in the late Gothic style and was built by Prior Doewra in 1504. The rooms over the gate and the adjoining modern hall are occupied by the St. John Ambulance Association. In St. John's Square north of the gate is St. John's Church, which was restored in 1901, but the courtyard of the priory was removed in 1877 to make way for the construction of Clerkenwell Road. In July 1845 St. John's Gate was pronounced a dangerous structure under a new building Act, and notice was then given that unless it was put into substantial repair it would be pulled down. A public subscription was then invited to provide for its restoration, but for some time the amount forthcoming was quite inadequate to meet the cost.

On the south side of Euston Road, between Gordon Street and Taverton Street, and close to that of the Society of Friends, a very handsome new building is approaching completion. This is to be the Wellcome Museum of Surgery, which is being erected by Mr. Wellcome, of the well-known firm of chemists Messrs. Burroughs Wellcome & Co. This building, which is faced with Portland stone, is adorned by a handsome row of Ionic columns situated above the ground floor.

Immediately opposite, at the corner of Euston Square, is the equally imposing building of the National Amalgamated Approved Society, with a new extension facing Euston Road, which is also nearing completion. The changes effected in this part of Euston Road of late years form one of the most striking of Metropolitan improvements.

Amongst the latest buildings erected in Bloomsbury between 1931 and 1933 are the Jews' College on the north-east corner of Tavistock Square and Upper Woburn Place, and the Witley Court, a handsome block of shops and flats situated at the corner of Woburn Place and Coram Street.

On the south side of Guildford Street, an immense new building is being erected for the Children's Hospital. The adjoining Queen Square at the back of Southampton Row, erected between 1709 and 1720 and so named after Queen Anne, contains the London Homoeopathic Hospital, and the National Hospital for Diseases of the Nervous System. On the west side are the offices of the Conjoint Examining Board, and on the south side is the Italian Hospital.

TENTH WALK

CHARING CROSS, TRAFALGAR SQUARE, HAYMARKET
LEICESTER SQUARE, COVENT GARDEN, LONG ACRE
ST. MARTIN'S LANE, SOHO, AND SHAFTESBURY AVENUE

CHARING CROSS, bounded on the east by the Strand, on the west by Cockspur Street, and extending a few paces south into Whitehall, shares with the Bank and Piccadilly Circus the distinction of being one of the three great traffic centres of the metropolis. In the time of Edward I it was merely a route hamlet, and here was erected the last of the thirteen crosses set up to mark the resting-places of the body of his beloved queen Eleanor on the journey to Westminster Abbey, where she was buried. The bronze statue of King Charles I which faces Whitehall was erected in its present situation at the expense of the Crown in 1676 after the Restoration.

Trafalgar Square is so intimately associated with the everyday life of the metropolis that it seems difficult to realize that this fine open space, designed between 1829 and 1841 as a kind of War Memorial to the Nelson victories, is not yet a century old, and is some ten years younger than Piccadilly Circus. It was laid out on the site of the King's Mews, erected in 1732 and once the Royal stables, together with a slum area which surrounded St. Martin's Church, known as the Bermuda and Caribbee Islands, and Porridge Island, famous for its cook-shops. Nearer Charing Cross several mean buildings were also swept away for the further enlargement of the square. It seems that there had previously been an open space of sorts on this spot, but of very much smaller dimensions. The fountains in the centre were designed in 1845 by Sir Charles Barry and the statues adorning the four corners of the square are those of Sir Henry Havelock, Sir Charles James Napier, General Gordon, and George IV. In 1926 flag paving stones were laid down in Trafalgar Square, according to the scheme originally planned by Sir Charles Barry.

The Nelson Column in the centre was erected between 1840 and 1843, and was designed by Mr. William Railton. It is 176 feet high or 16 feet lower than the Monument, and is surmounted by a statue of Nelson 17 feet high by Mr. E. H. Baily, R.A., which was placed in position on 3 November 1843, after a somewhat tardy recognition of Britain's great naval hero. The square pedestal is 36 feet in height and contains representations of Nelson's four great battles, and the four gigantic lions at the base were designed by Sir Edwin Landseer. For many years these lions, although constantly promised, were not forthcoming, and they were only set up in 1868. This furnished the newspapers with a standing jest which took the form of a suggestion that the old lion which then crowned the top of Northumberland House

had refused to acknowledge them as brethren. On the east side of the square are the offices of the South African Government, formerly Morley's Hotel and acquired in 1921. On this island site a magnificent new building has recently been completed which is some six stories high and faced with stone. On the west side are the Canadian Government offices, remodelled out of the former premises of the Union Club and refaced with stone. Adjoining is the Royal College of Physicians at the corner of Pall Mall East.

The National Gallery, fronting the north side of the square, had its origin in the purchase in 1824 by Lord Liverpool's Government of the Angerstein Collection of thirty-eight pictures. The building was erected between 1832 and 1838 and has a length of 460 feet, but the exterior is spoiled by its low elevation together with its insignificant dome and pepper pots, whatever its claim to interior architectural merit and appointments. Its Ionic portico was built with the columns removed from the old Carlton House in Pall Mall. Originally both the National collection and the Royal Academy were housed here, but in 1869 the Academy was removed to Burlington House. The building was extended in 1866-7 on land at the back of the north side of Trafalgar Square. The west side of the building was formerly joined to the buildings in Pall Mall, but in 1903 two of these houses were pulled down for the purpose of isolating the National Gallery.

St. Martin's Church, overlooking the north-east corner of Trafalgar Square, replaced an earlier edifice and is noteworthy on account of its handsome portico and lofty spire. It was begun in 1721 and completed in 1726, when George I gave 100 guineas to the workmen in addition to £29,000 which he contributed towards the cost of the building and to the organ. The entire cost was nearly £70,000, of which sum over £30,000 was granted by Parliament, the rest being made up by voluntary subscriptions.

By virtue of its size and its prominent situation in the centre of the metropolis, Trafalgar Square soon became a popular centre for public meetings and demonstrations, some of which were occasionally held in defiance of the regulations prohibiting them. Perhaps the most memorable instance was that which occurred on Sunday, 13 November 1887, resulting in a set conflict in which the Metropolitan Police, supported by the Life Guards and the Grenadier Guards, successfully defended Trafalgar Square against something like 20,000 men and youths who had defied the legal prohibition to congregate there in processions with their bands and flags for the purpose of holding a public meeting.

Sir Charles Warren, the Chief Commissioner, had issued a police regulation, which had been posted up in all parts of the metropolis, prohibiting any organized procession to approach the square on the Sunday, and by one o'clock some 1,500 police had taken possession of the square. In addition there were 300 of the Grenadier Guards behind the National Gallery until 4 p.m., when they were brought out with



By permission of the "Illustrated London News,"
Trafalgar Square, Sunday, November 13, 1887.



By courtesy of the Government of the Union of South Africa
The proposed offices of the Union of South Africa in Trafalgar Square.

fixed bayonets to line the parapet adjoining the National Gallery. After 4 p.m. the 1st Life Guards were called out, and altogether Sir Charles Warren kept the square clear by employing 4,000 constables in addition to the 300 Grenadiers and the 300 Life Guards, who remained on duty until past 6 p.m. in the evening.

This imposing demonstration of force proving too much for the demonstrators, they hooted and cursed the soldiers, who, nothing daunted, dropped their rifles on the toes of all who ventured near them and struck them with their fists. Thus the square was soon cleared, and by 6 p.m. all further disturbance was at an end, though not before some 1,500 persons had been conducted to the neighbouring hospitals for surgical treatment. It was then announced that whilst meetings would be prohibited in Trafalgar Square, they could be held without interference in Hyde Park, whereupon some 40,000 people, mostly idle spectators, availed themselves of this opportunity on the following Sunday.

Trafalgar Square fifty years ago was also an open-air dormitory for outcasts, who preferred to sleep in the open instead of seeking refuge in the casual wards. As a general rule between 300 and 400 homeless of both sexes were disturbed here shortly after midnight by a police inspector who appeared with tickets for the Endell Street Casual Ward. The outcasts were then offered the tickets with the alternative of being charged under the Vagrancy Act if they persisted in remaining in the square.

Some accepted the tickets but some preferred to go to other quarters. The efforts of the Commissioners were to some extent thwarted by the benevolent attentions of those persons who brought food to the vagrants and thus attracted people who would otherwise have gone to the casual wards or common lodging houses. Only about one-third of these people had any regular calling or occupation, and the rest simply lived from day to day as best they could from childhood, and could hardly explain how they had managed to exist for so long. About 30 per cent. of these people had come from the country in the hope of finding employment in London. In the changed order of things prevailing in our own day, coupled with the operation of the Unemployed Insurance Act and the Labour Exchange, it seems wonderful that conditions have been so greatly improved within the comparatively short space of thirty years, despite the problems which still confront us in our own generation.

The Admiralty Archway, giving access to the Mall, is approached by a wide opening into Charing Cross at the south-west side of Trafalgar Square, which involved the demolition of five houses. Together with the Memorial in front of Buckingham Palace it forms part of the National Memorial to Queen Victoria and was designed by Sir Aston Webb. The rooms above form part of the premises of the Admiralty. It was erected in 1910, but the roadway into Charing Cross was only

just completed in time for the Coronation Procession of King George V on 22 June 1911.

On the island formed by Charing Cross, Spring Gardens, and the Mall are the offices of the Canadian Pacific Railway Company, erected in 1903, the West End offices of the Sun Insurance Company, and the building occupied by the Malay Government. At the opposite corner of the Mall and Charing Cross is Drummond's Bank, and the new Whitehall Theatre, erected on the site of the recently demolished Ship Tavern. Immediately adjoining Martin's Bank, two doors farther south, is another large extension of the Admiralty, the ground-floor portion of which is occupied by the banking premises of Messrs. Glyn Mills and Company. It was completed in 1930, and replaced an ugly row of old houses with steps in front, which formerly contained H.M. Office of Works. The new building is six stories high and faced with red brick. In Spring Gardens are the old offices of the Metropolitan Board of Works, erected in 1861 and enlarged in 1890 at a cost of £10,000 and until 1922 the head-quarters of the London County Council. The building is now used partly as offices and partly as a picture gallery.

Cockspur Street, which is the continuation westwards of Charing Cross, originally consisted of small good-class shops, but since the dawn of the present century has been almost entirely rebuilt and has become the head-quarters in the West End of most of the principal steamship companies. On the south side are the offices of the Royal Mail, the Cunard, and the P. and O. Companies, also those of the Compagnie Générale Transatlantique, the Canadian National Railways, and the imposing Norway House nine stories high, acquired by the Norwegian Government as a semi-official centre, and formally opened by King Haakon in 1911. On the opposite side of the street, at the junction with Pall Mall East, is the Oceanic House erected in 1903, containing the offices of the White Star Line and associated Companies. The magnificent new building next door is that of the Sun Life Insurance Company of Canada. It was completed in 1929 and adjoins the Canadian Government Offices in Trafalgar Square.

On the site of the Oceanic House there formerly stood a rather imposing Nash building called Waterloo House, which fifty years ago, before the invasion of this neighbourhood by the various steamship and railways companies, was occupied by a large drapery emporium, Messrs. White, Pearce and Stone, which was afterwards merged into the business of Messrs. Swan and Edgar, of Piccadilly Circus. In Pall Mall East, next to the National Gallery, is the furniture emporium of Messrs. Hampton and Sons, and in Suffolk Street is the United University Club, also fronting Pall Mall East. On the eastern corner of the Haymarket and Pall Mall is the Kinnaird House, containing a branch of Barclays Bank, and on the western corner is the Carlton Hotel, the two buildings together forming a very handsome approach to the Haymarket, along which we will next direct our travels.



The Haymarket Opera House, afterwards Her Majesty's Theatre,
erected in 1790.



The Carlton Hotel and His Majesty's Theatre, rebuilt in 1895.

The Carlton Hotel, erected between 1897 and 1899, occupies the site of the old Her Majesty's Theatre, now rebuilt on the adjoining site at the corner of Charles Street. The first theatre erected on this site was opened as long ago as 1705, but this was destroyed by a fire in 1789, and was reconstructed in 1790. At that time it was the largest theatre in England, and together with the adjoining Opera Arcade was designed by M. Novosielski. The front, which was distinguished on three sides by a colonnade of the Roman Doric order, was completed in 1820 from the designs of Mr. Nash and Mr. G. Repton, and the fourth side on the west was occupied by the arcade.

On 13 December 1867 Her Majesty's Theatre was completely destroyed in less than an hour by a fire which broke out at eleven o'clock at night. It seems that the fire-alarm was rather slow in communicating with the head-quarters of the brigade, then located in Watling Street, and it was said that the alarm was not given until twenty minutes past eleven, by which time the flames had attacked the roof. By midnight the scene had become one of fearful grandeur, when the roof collapsed amidst a shower of sparks and burning fragments which fell like so much hail in front of the clubs in Pall Mall. Several houses round the theatre were gutted, principally the shops in the adjoining Opera Arcade. The principal sufferer was Mr. Graves, the well-known engraver and print-seller in Pall Mall, whose spacious galleries containing ancient and modern works of art collected during forty years were destroyed.

When the theatre was rebuilt the original façade was retained until 1895, when the entire theatre was pulled down, and re-erected on its present site at the corner of Charles Street. The new theatre, which is faced with Portland stone and crowned by a dome at the corner of Charles Street, is a great improvement on the old building. In earlier times boxes at Her Majesty's Theatre were let on lease, and in 1860 one of those facing the stage, measuring 6 feet 7 inches by 9 feet deep, with the right of admitting six persons nightly, was sold at the Auction Mart with an unexpired term of thirty-one years for £445.

The adjoining Carlton Hotel, opened in 1899, is fronted in the same style as His Majesty's Theatre, and is also crowned by a lofty dome at the corner of the Haymarket and Pall Mall in such a way as to give these two buildings the appearance of being one. The original Opera Arcade has been left intact, and still maintains its old-fashioned appearance, but it contains shops only on its western side. The vacant site of the Carlton Hotel was utilized on the occasion of the Diamond Jubilee of Queen Victoria in 1897 for the erection of a large stand to view the procession.

On the opposite side of the Haymarket, facing Charles Street, is the Theatre Royal, originally built from the designs of Nash and opened on 4 July 1821. It was completely rebuilt internally about twenty-five years ago, but the original Corinthian portico of six columns has, like those of several other London theatres, been retained for reasons of

sentiment. The adjoining well-known Pall Mall Restaurant has recently been pulled down and is about to be rebuilt.

As its name implies, a market of hay was formerly held in this street, but this was removed in 1830 to Cumberland Market near Regent's Park. Few streets in London have appreciated so much of late years as the Haymarket. Half a century ago it was a second-rate street, and in the sixties of last century was frequently the scene of drunkenness and disorderly conduct at night time, when the public houses were still permitted to remain open all night. The west side has been almost entirely rebuilt during the past thirty years and is now lined with stately structures, including the Capitol Cinema and the Haymarket Hotel on the two corners of Jermyn Street, and the Carlton Theatre, opened in 1927. A new street called St. James's Market was opened from the Haymarket into Market Street in 1922 when the Capitol Cinema was built. Several large modern buildings also adorn the opposite side of the Haymarket, notably the Dewar House at the corner of Orange Street, the premises of Messrs. Burberry's, and Barclays Bank at the corner of Panton Street.

We now pass Piccadilly Circus on our left, which is fully dealt with in our next chapter, and turn into Coventry Street. This thoroughfare was considerably widened on the south side in 1881, and several important buildings, such as that of the Haymarket Stores, the Prince of Wales's Theatre, and the club premises at the corner of Whitcomb Street, now line this side of Coventry Street. The buildings on the north side are of much more recent construction and include Scott's Restaurant facing the Haymarket, the immense Lyons Corner House erected in 1908 at the corner of Rupert Street, and greatly enlarged in 1920-3, the Rialto Cinema, occupying the site of the old Globe Restaurant, demolished in 1911, and a branch of Lloyds Bank at the corner of Wardour Street. Rupert Street contains the well-known Florence Restaurant, and in Wardour Street is Pinoli's, another popular eating-house.

On the site of the extension of the Lyons Corner House formerly stood a street called Arundel Place, which ended in a cul-de-sac. The eastern corner was occupied by Messrs. Lambert, the silversmiths, now removed to New Bond Street, and contained an interesting old Georgian shop-front. At the top of this cul-de-sac were two well-known foreign hotels called the Previtali and the Mathis, both noted for their excellent cuisine and very popular with Spanish and South American visitors to the metropolis. Interpreters on the staff of these two hotels placed themselves at the disposal of foreign visitors unable to speak English who required a guide to conduct them round the shops in the West End and assist them in their purchases.

A century ago there was no proper connecting street between Coventry Street and St. Martin's Lane, and although one was already planned about 1825, it was not until 1845 that it was completed across Leicester Square. The first section of the new street, 60 feet wide, was

then named New Coventry Street, and contained a handsome block of buildings on the south side which was designed in 1845 by Mr. Charles Mayhew. This was pulled down in 1926 to make way for the magnificent new premises of the Automobile Association, which also include a branch of the Midland Bank on the ground floor. The famous Leicester Lounge at the corner of Wardour Street and Coventry Street has been abolished, and the premises now form a part of the large drapery establishment of Messrs. Stagg and Russell.

On the opposite side of Leicester Square the extension of this new thoroughfare is 54 feet wide and is called Cranbourn Street, and here the original houses, many of which are still standing, were erected from the designs of Mr. Herbert of Pimlico, and for that period were regarded as a meritorious specimen of street architecture. According to the *Illustrated London News*, the Improvement Commissioners in July 1845 originally intended to continue this line of thoroughfare via Long Acre, starting from the corner of Bow Street diagonally across Drury Lane, to Carey Street, and thence across Chancery Lane through the Rolls property midway between Holborn and Fleet Street to Farringdon Street, then passing under an arch to the wide part of the Old Bailey.

Leicester Square prior to 1608 was commonly known as Leicester Fields, and was long a favourite resort of duellists. Leicester House, from which it derives its name, stood on the north-east corner of the square, and was built between 1632 and 1636 by Robert Sidney, Earl of Leicester. This mansion was purchased by George II when Prince of Wales after having quarrelled with his father and been ordered to quit St. James's. It seems that George II had a similar quarrel with his son Frederick, Prince of Wales, who took up his residence as his father had done before him at Leicester House, and added another mansion immediately westward called Savile House for his children. In 1777 a communication was built between the two houses for the convenience of the Royal Family. Here also Peter the Great was entertained in 1698.

In 1760 George III was proclaimed King in front of Savile House, and in 1806 Leicester House was pulled down, and Lisle Street built on the site of its gardens. Savile House, which occupied the site of the premises of Messrs. Stagg and Russell, was destroyed by fire on Tuesday, 28 February 1865, as the result of an explosion. On that occasion King Edward VII, then Prince of Wales, accompanied by the Duke of Sutherland, was present attired in fireman's uniform.

In 1851 the ground on the square was leased for ten years to Mr. Wyld, the geographer, for £3,000, who erected here a circular building 90 feet across, enclosing a globe 60 feet in diameter. Some 300 men were employed on its construction for upwards of three weeks. On the removal of Wyld's Great Globe, in October 1862, after occupying the square for ten years, the enclosure became exposed in all its barren nakedness, and from that time down to 1874 its condition was a disgrace to the metropolis. It became overgrown with weeds, and covered with

rubbish such as tin pots, kettles, old clothes, cast-off shoes, dead cats and dogs, and was an eyesore to every one forced to pass by it. Leicester Square also contained a gilt equestrian statue of George I, but this also was neglected and allowed to fall into decay, so that many pranks were played upon this ill-fated monument, and even *Punch* made fun of it. The statue had been relegated to a temporary retirement inside the Great Globe of Mr. Wyld, and its reappearance made it the target of practical jokers. It had even begun to fall to pieces and was kept up by a wooden prop.

The disgraceful state of Leicester Square attracted the attention of Parliament, and in November 1867 the Metropolitan Board of Works stepped in and obtained the right to take over Leicester Square on the ground that owing to wilful neglect it had become a kind of 'No man's land'. An action was tried in the Court of Queen's Bench on 13 November 1867, as to whether the Board of Works had the power to take charge of the enclosed garden. Unfortunately the decision went in favour of Mr. Tulk the plaintiff, whose family were the owners of the garden, as well as the houses fronting three sides, and who had not only refused to reclaim the square himself, but had resisted every offer made by others who were willing to undertake the work.

In May 1872 Leicester Square was about to be sold by auction and it was supposed that it would be purchased for building purposes. The reserve price was fixed at £30,000 and the remains of the statue of George I were sold by auction and fetched £16. In 1873 a Mr. Varques acquired nearly the whole of one side of Leicester Square as a site for a Continental Hotel, but was unable to proceed with its construction, because in the meantime Chancery suits had been instituted by the Committee for the Improvement of Leicester Square. Finally it was restored and beautified by Mr. Albert Grant, M.P., at a cost of £28,000 and opened to the general public in July 1874. Out of this sum £13,000 was paid for the ground.

The principal ornament in the square is a white marble fountain surmounted by a statue of Shakespeare, and the trees newly planted in 1874 have now almost reached a state of maturity. The Alhambra Theatre on the east side of Leicester Square was built in the Moorish or Arabesque style and was opened in 1852 as a place of popular instruction after the style of the Polytechnic, and was first called the 'Royal Panopticum of Science and Art'. But this speculation proved a failure, and the building was closed down for a time, and reopened as a theatre and a music hall under the name of the Alhambra. It remained in this capacity until December 1929, since which time it has been utilized as a picture theatre. The Cavour Restaurant on the same side of the square, now rechristened the Café Anglais, enjoyed great fame and popularity under the management of the late M. Philippe, its former proprietor, who died about twenty-five years ago, after having amassed a fortune. The tall building next door to the Alhambra was until very recently a

picture house, but has now been converted into business premises, doubtless because of the new competition from the Alhambra.

At the south-eastern corner is Archbishop Tenison's Grammar School, moved from Castle Street at the back of the National Gallery and erected here in 1872. The school is now closed down and the site is for sale, and doubtless a new building will be erected here in the near future. On this site previously stood the house in which Hogarth settled in 1733, and here after his death his widow lived until 1789. Hogarth's house afterwards became the Sablonnier Hotel which was kept by an Italian named Pagliano and was largely frequented by foreigners until it was pulled down in 1870.

All three of the other sides of Leicester Square having been practically rebuilt during the past thirty years, very little remains to indicate what the square looked like at the time when Mr. Albert Grant laid it out as a public garden. The two handsome buildings situated on the corners of Leicester Place were both erected in 1898. That on the west corner is the Queen's Hotel, and that on the east corner is now the head-quarters of the National Society for the Prevention of Cruelty to Children, excepting the ground floor which contains a restaurant. This building was for many years the Hôtel and Café de l'Europe, and after the late war it became the Victory Hotel owned by Trust Houses, Ltd. This latter venture proved a failure and in 1922 the building was purchased by the N.S.P.C.C. for £60,000, who removed their offices here from another building on the opposite side of the square.

Next door to the Queen's Hotel is the new Empire Cinema, opened in November 1928, and standing on the site of the former Empire Theatre erected here in 1887. The final performance at this house took place on the evening of 21 January 1927 when the popular American musical comedy called *Lady be Good* completed its successful run at the Empire.

On the two corners of Leicester Street are the reconstructed drapery premises of Messrs. Stagg and Russell. That on the west side has absorbed the old Leicester Lounge, a favourite resort so well known to Londoners in pre-war days. The west side of the square contains the St. John's Hospital, rebuilt some twenty-five years ago, and the commodious premises of Messrs. Thurston's, the billiard table manufacturers, removed here from Newcastle Street, Strand, in 1901, owing to the construction of Kingsway and Aldwych. One old house, formerly the residence of Sir Joshua Reynolds, is still standing, and is now the famous auction rooms of Messrs. Puttick and Simpson. On the south side of Leicester Square is the new Dental Hospital at the corner of St. Martin's Street, erected about 1906, which replaced an earlier structure opened in 1874, and opposite is the magnificent new Leicester Square cinema, which has just been erected on the site of the old premises of the N.S.P.C.C. Green Street, leading into Charing Cross Road, was opened in 1860.

Turning next into Cranbourn Street, on the north side, close to Leicester Square, is Daly's Theatre, for many years a centre of musical comedy under the management of the late Mr. George Edwardes, but now given over to comedy and drama. Just beyond Daly's Theatre is the London Hippodrome and the adjoining Cranbourn Mansions, opened in 1900.

At the junction of Cranbourn Street, Long Acre, and St. Martin's Lane is Garrick Street, leading to King Street, Covent Garden, and opened on 20 February 1861. The construction of this new thoroughfare involved the removal of a number of wretched hovels in Angel Court and Rose Street. Its principal building is the Garrick Club, instituted in 1831 and removed here from King Street in July 1864. The club is built in the Italian style and contains an interesting collection of theatrical portraits which may be viewed at specified times on the personal introduction of a member. At the corner of King Street are the premises of Messrs. Debenham and Storr, the auctioneers, erected in 1860.

King Street leads to Covent Garden Market, a corruption of Convent Garden, and originally a private square formed about 1631 at the expense of Francis, Earl of Bedford, from the design of Inigo Jones, though never actually completed or even, perhaps; designed in full. The Piazza only lines the north and east sides of the square, whereas the west side contains St. Paul's Church, also built by Inigo Jones, and the south side contains modern buildings which occupy the site of Bedford House pulled down in 1704. The market is devoted to the sale of fruit, flowers, and vegetables, and the buildings date from 1831, but have since been much extended and improved. Five years ago it was proposed to move Covent Garden Market to Bloomsbury, but this scheme was abandoned owing to widespread opposition.

Some day, no doubt, if property becomes more valuable, Covent Garden Market may possibly be transferred to another quarter of the metropolis, but the time for such a change would still appear to be somewhat remote. Should this removal eventually take place, it might then be possible to construct a new thoroughfare to run diagonally from Garrick Street to the southern end of Wellington Street, near the Strand, and thus open up a new direct route from Piccadilly Circus to the Strand and Waterloo Station without passing by Charing Cross.

The building on the north side of King Street, overlooking Covent Garden, until recently the head-quarters of the National Sporting Club, is a fine old mansion of the Restoration period, which originally belonged to Sir Kenelm Digby, an eminent physician. Afterwards it became the town residence of various notable people, and early in the nineteenth century Mr. W. C. Evans converted the dining-room of this mansion into an attractive concert-hall with a stage and supper tables. So successful did this venture prove that Mr. Evans was enabled to retire in 1844 with an ample fortune. It was afterwards taken over by Mr. John Green, whose death occurred in the seventies. Several

clubs then leased the premises after that time until 1892, when the building became the home of the National Sporting Club. In 1911 the theatre of the club was rebuilt and enlarged, and in 1929 the building was disposed of by the National Sporting Club and is now being converted into business premises.

Before the late war Covent Garden possessed several good hotels, but most of these have been closed down and converted into business premises. Prominent amongst these was the Tavistock Hotel, forming the north-eastern building of the Piazza at the corner of James Street, which was much patronized by the theatrical profession. The former Covent Garden Hotel on the south side has become a branch of Lloyds Bank, and Hummums Hotel on the east side is now Russell Chambers. Burleigh Street, leading to the Strand, was first opened through from Exeter Street to Tavistock Street on the south side of Covent Garden in August 1859.

Passing into Bow Street, we next observe the Royal Opera House on the west side, the third theatre which has been erected on this same spot. The second theatre was opened in 1809 and was converted into an Italian Opera House in 1847, but this was destroyed by fire on 5 March 1856. The present building, designed by Sir E. M. Barry, was erected in the short space of six months during 1858, and will accommodate some 2,000 people. Bow Street police court on the opposite side of the road has been the principal metropolitan station for upwards of a century. Endell Street, the continuation of Bow Street northwards, was opened in 1845 and leads to New Oxford Street.

We turn to the left into Long Acre. This busy thoroughfare is principally occupied by wholesale fruit houses, but it also contains the extensive building of the Odham Press at the corner of Endell Street, and several large firms of motor-car dealers. It suffers from the drawback of being far too narrow for its requirements and is therefore scheduled as a one-way street.

At the southern end of Long Acre is St. Martin's Lane, leading to Trafalgar Square and containing the New Theatre and the Duke of York's Theatre on the west side, and the immense London Coliseum on the east side, erected in 1905 at a cost of £150,000. At first the Coliseum proved a failure and in 1907 was closed down for about eighteen months, but in 1909 it was acquired by Sir Oswald Stoll, and has since that time enjoyed unbroken popularity as a twice nightly house of variety entertainment. Quite recently the Coliseum ceased to be a music-hall and is used as a theatre for light musical comedy. Upper St. Martin's Lane, where the roadway is of much greater width, was partly demolished in April 1847 in connexion with the formation of Cranbourn Street.

At the foot of St. Martin's Lane is the Nurse Cavell Memorial, designed by Sir George Frampton, R.A., and unveiled by Queen Alexandra on 20 March 1920. Across the roadway behind the National

Gallery is a statue of Sir Henry Irving, unveiled in 1910. At the junction of St. Martin's Lane and Charing Cross Road is a branch of the Westminster Bank, which adjoins the Westminster City Hall. The foundation-stone of this building, which cost £24,000, was laid by King Edward VII, when Prince of Wales, on 18 March 1890, but since that time it has been considerably enlarged. The Free Library facing St. Martin's Lane was erected at a cost of £7,000 but has since been removed to a new building in St. Martin's Street.

Charing Cross Road, connecting Trafalgar Square with St. Giles's Circus, was completed in 1887, and contains the Garrick Theatre next door to the Westminster City Hall, opened in 1889, and Wyndham's Theatre, adjoining Cranbourn Street, erected in 1900. The majority of the shops in the southern portion of Charing Cross Road are occupied by secondhand booksellers, and prominent amongst these is the establishment of Messrs. Foyle, which claims to be the largest bookshop in the world. In West Street, between Charing Cross Road and St. Martin's Lane, are the St. Martin's and the Ambassador's Theatres, erected between 1914 and 1916.

At the back of Cambridge Circus, which forms the junction of Shaftesbury Avenue and Charing Cross Road, is the area known as the Seven Dials, an unsalubrious but rapidly improving district built on what was once 'Cock and Pye Fields', from which radiate seven minor streets, namely, Great Earl Street, Little Earl Street, Great White Lion Street, Little White Lion Street, Great St. Andrew's Street, Little St. Andrew's Street, and Queen Street. It was so named because there was formerly a column in the centre, on the summit of which were seven sun-dials, one facing each of the streets. At the corner of Little St. Andrew's Street is the extensive Shaftesbury Hotel for men only, which caters for people of slender resources, and at the corner of White Lion Street the new Cambridge Theatre has just been erected.

In Cambridge Circus, at the corner of Shaftesbury Avenue, is the Palace Theatre built for R. D'Oyly Carte by Mr. T. E. Colcutt. It was opened as the Royal English Opera House on 31 January 1891, with a great flourish of trumpets, when Sir Arthur Sullivan's Grand Opera *Ivanhoe* was produced for the first time. English people having very little use for operatic performances this scheme failed to enlist much public support, with the result that in July of the following year it was sold to Sir Augustus Harris, and the name of the house was changed to the Palace Theatre. Since that time it has enjoyed a high reputation as a variety theatre, a house of musical comedy, and a cinema.

Shaftesbury Avenue, connecting Piccadilly Circus with Hart Street, Bloomsbury, was opened in 1886, and together with the construction of Cambridge Circus, Charing Cross Road, and the enlargement of Piccadilly Circus formed the last of the great metropolitan street improvements carried out by the former Metropolitan Board of Works. The story of Shaftesbury Avenue reveals a wasted opportunity of



The tower of the new Masonic Temple, as seen
from Long Acre.



Old Compton Street, looking east, showing the Prince Edward Theatre.

providing the West End of London with such a thoroughfare as might have been the pride and glory of her citizens at the present day. Viewed from that standpoint it was almost a pity that the construction of Shaftesbury Avenue was not delayed until after the creation of the London County Council in 1889, as in that case it would in all probability have taken the form of a noble avenue 100 feet wide, after the pattern of Kingsway or Regent Street. Running diagonally from Piccadilly Circus to New Oxford Street, it might have opened up a fine new vista, resembling that of the superb Avenue de l'Opéra in Paris.

But instead of being planned on a generous scale, Shaftesbury Avenue merely took the form of a widening of the former King and Dudley Streets, which were adapted to the width of the neighbouring thoroughfares. The only portion of Shaftesbury Avenue comprising an entirely new street is that between Piccadilly Circus and Rupert Street. The net result was that Shaftesbury Avenue was conceived on a most niggardly scale, the north side being lined for many years by the ragged buildings of King Street and Dudley Street, whilst buildings of a very second-rate character were erected all along the south side, the majority of which would look all the better for a cleaning with the steam-brush. In course of time the greater part of the buildings on the north side were rebuilt, and several handsome theatres, notably the Apollo, and the twin Globe and Queen's Theatres, between Rupert Street and Wardour Street, were erected here, but even now unsightly buildings covered with advertisement boards still proclaim Shaftesbury Avenue as the Cinderella amongst the leading West End thoroughfares. East of Cambridge Circus the new Saville Theatre has just been erected on the north side of Shaftesbury Avenue, and has replaced a row of shabby houses extending to New Compton Street, which had previously occupied that site.

The south side of Shaftesbury Avenue contains the world-famous Trocadero Restaurant, opened in 1897 and afterwards greatly enlarged, and also the Shaftesbury Theatre close to Charing Cross Road. Otherwise this side of the avenue is almost entirely occupied by milliners' and dressmakers' shops, which are so numerous that one wonders how all of them can possibly obtain a living in the same street. Charing Cross Road between Cambridge Circus and Oxford Street is a widening on the east side of the former Crown Street, but thence to Cranbourn Street and Trafalgar Square it is a new thoroughfare. Like all the new London streets built during the past sixty years, Shaftesbury Avenue and Charing Cross Road are provided with subways to accommodate the sewers and the gas and water pipes, thus obviating the necessity of constantly pulling up the roadway.

Soho, the quarter enclosed by Wardour Street, Shaftesbury Avenue, Charing Cross Road, and Oxford Street, is supposed by some people to have derived its name from the watchword of the Duke of Monmouth on the battle-field of Sedgemoor, and by others from *So Hoc*,

the cry used to call off the harriers in the fields where the Lord Mayor and members of the City Corporation occasionally hunted the hare in the days when this district lay far beyond the outer limits of London.

To-day Soho is essentially the Italian quarter of London, and is noted for its many excellent restaurants. Wardour Street, formerly known as Princes Street, is now the principal centre of the film trade, and several handsome buildings have been erected here of late years. On the east side are the premises of Messrs. Novello and Company, dealers in music, the newly erected Film House, and Abrahamson's Kosher Restaurant. On the west side are the premises of Messrs. Pathé Frères, film dealers. This street is in process of widening at the present time, and at the back of Shaftesbury Avenue a portion of the churchyard of St. Anne's, Soho, has been appropriated for that purpose. This handsome church, crowned by a tall spire, was erected in 1686, and dedicated to the mother of the Virgin as a compliment to Princess Anne.

In Dean Street, leading out of Shaftesbury Avenue, is the Royalty Theatre, formerly the Soho Theatre and built in 1840 as a school for acting by Mr. F. Kelly. In Old Compton Street, at the corner of Greek Street, is the magnificent new Prince Edward Theatre, built of red and yellow brick with a tall roof, after the style of some Italian palace, and opened in April 1930. The names of Dean Street and Compton Street commemorate Bishop Compton, Dean of the Chapel Royal.

Continuing our travels through either Greek Street or Frith Street, running parallel, we shall next come to Soho Square, laid out in the reign of Charles II and originally called Monmouth Square, from the Duke of Monmouth having resided in a house in this square. In September 1874 the residents of Soho Square expressed a desire to throw open the central enclosure to the general public, and Mr. Albert Grant, who had already laid out Leicester Square, offered to do the same thing for Soho Square, at an estimated cost of £7,000. He also offered to endow it with an annual income of £150 for its maintenance, but how this generous offer failed to secure the square for the public the writer has not succeeded in finding out.

A similar offer on the part of the inhabitants or owners of Soho Square in this year of grace 1931 would doubtless be much appreciated, since there is no other open space available to the general public in this densely peopled neighbourhood. It seems inevitable that some day Soho Square, like Leicester Square, will be destined to form part of a new chain of thoroughfares running parallel to Oxford Street, in the direction of Regent Street. At the present moment, the absence of any relief thoroughfare to the narrow eastern end of Oxford Street within a distance of a quarter of a mile constitutes a strangle-hold on the large volume of traffic in this part of London. Frequently the traffic block extends all the way from Tottenham Court Road westwards to Oxford Circus, and southwards to Cambridge Circus.

The natural method of overcoming this difficulty would be to cut

a new street from the eastern end of Great Marlborough Street by way of Noel Street, across Dean Street and Carlisle Street, into Soho Square, and thence to Charing Cross Road by a considerable widening of Sutton Street. The cost of this improvement might amount to £1,000,000, but it would be well worth the money. Since London has no objection to spending twelve times that sum on the spectacular Charing Cross Bridge, obviously this very badly needed improvement is entitled to the serious consideration of the London County Council and the Westminster City Council. Whilst the construction of the new street would involve the demolition of some newly erected buildings in Dean Street and Wardour Street, much of the cost would be recouped by the sale of the building sites on the new line of frontage.

On the east side of Soho Square, at the corner of Sutton Street, is the Roman Catholic Church of St. Patrick, and at the north-west angle is the French Protestant Church. At the corner of Sutton Street and Charing Cross Road is the new Astoria Picture Theatre, opened in 1927 on the site of the old premises of Messrs. Crosse and Blackwell. On the south side at the corner of Frith Street is a large hospital for women.

In King Street, Covent Garden, which we have already noted during this walk, considerable alterations are taking place at the present time. In 1932 the Tavistock Hotel was pulled down and in its place has arisen a new building faced with stone. The Piazza has been reconstructed, and the original height of the buildings has also been maintained, but in order to make room for the new street which is being constructed at the back of the Royal Opera House between King Street and Floral Street the frontage of the building in King Street has been greatly reduced.

The former premises of the National Sporting Club, now occupied by Messrs. George Munro and Company, Ltd., the well-known firm of fruit merchants, have also been reconstructed, although the original façade of the old mansion in King Street has been preserved.

A colossal scheme to demolish the famous Alhambra Theatre in Leicester Square is on foot in this year of grace 1933, and negotiations are almost completed. It is proposed to erect in its place a gigantic Palace of Entertainment at a cost of £700,000, according to plans which have been drawn up by Mr. E. A. Stone, a Mayfair architect. These include a Beer Garden on the ground floor, seating 2,000 people, a large stage for continuous entertainment, a dance floor and several shops round the walls, a flower garden restaurant on the first floor, and a solarium on the roof for artificial sun bathing. A new sub-station is being erected by the Underground Railway at the corner of St. Martin's Lane and Long Acre.

ELEVENTH WALK

CHARING CROSS TO THE MALL, CARLTON HOUSE TERRACE, WATERLOO PLACE, PICCADILLY CIRCUS REGENT STREET, PORTLAND PLACE, AND REGENT'S PARK

STARTING out on our travels from Charing Cross, and passing through the Admiralty Archway, already noticed in our previous chapter, we come first to the new Mall, leading to Buckingham Palace. It is 65 feet wide, paved with wood, and flanked on both sides by an alley, 25 feet wide, planted with double rows of plane-trees. The new Mall, which forms part of the memorial to the late Queen Victoria, was principally constructed in 1903 and 1904, but the eastern section from the Duke of York's Steps to Charing Cross was not opened to vehicular traffic until 1911. It necessitated the sacrifice of a slice of St. James's Park, together with a portion of the lake near Buckingham Palace. Until 1904 a small kiosk stood in St. James's Park on the site of the new Mall, where cows were kept and fresh milk provided for the general public, and for several generations this privilege had been enjoyed by the same family. During the lifetime of the existing tenants the Crown Authorities allowed a new kiosk to be erected, conditionally upon all further claims to this privilege being surrendered after their decease.

The old Mall, which is still in existence and runs alongside the new Mall, has been converted into a riding track. It extended from Buckingham Palace to the Duke of York's Steps, after which it connected with the road leading by the east side of St. James's Park to Birdcage Walk. Before the construction of the new Mall practically all of the east-bound traffic from Hyde Park Corner via Constitution Hill proceeded by way of Marlborough Gate and Pall Mall to Charing Cross.

The two handsome blocks of houses, known as Carlton House Terrace, which adorn the north side of the Mall were completed about 1831, and occupy the site of Carlton House and its grounds, the residence of George IV when Prince Regent. A new entrance into St. James's Park from Pall Mall between the two terraces of houses was opened here by order of King William IV on the day of his coronation. It is approached by steps made of granite obtained from the Island of Herm, near Guernsey, forming a base for the Duke of York's Column, which was erected by public subscription to the memory of Frederick, Duke of York, second son of George III, at a cost of £25,000. The column itself is 124 feet high and is surmounted by a bronze statue 14 feet high. It contains a gallery which at one time was open to the public during the summer months between 12 a.m. and 4 p.m., but this concession has long since been abolished. On 14 May 1850 a man

committed suicide by jumping over the railing at the south-east corner of the Duke of York's Column.

The building of Carlton House Terrace proved a most fortunate speculation. Lord Goderich paid £25,000 for one of the houses, and the Count de Salis gave £10,000 for a smaller one. The house adjoining the steps on the west side is the German Embassy and Consulate, and at No. 10 are the new premises of the Union Club. At No. 13, and afterwards No. 11, Mr. W. E. Gladstone resided for many years. Viewed from the north side, Carlton House Terrace commands little notice from the casual observer, but when seen from the Mall, its appearance is very fine, and if it were faced with Portland stone, instead of stucco, which is so badly suited to our London atmosphere, it would undoubtedly become a permanent ornament to the West End of London. It would scarcely be surprising if some day the whole of Carlton House Terrace were refronted with Portland stone, in harmony with the magnificence of Waterloo Place and the new Regent Street.

In front of the Duke of York's Steps, facing Waterloo Place, is an equestrian bronze statue of King Edward VII, designed by Sir Bertram Mackinnal, with Sir Edwin Lutyens as the architect. On the west side of the steps is a statue of Benjamin Franklin, and on the east side one of Lord Clive and another of Captain Scott, the Antarctic explorer, which was the work of Lady Scott and was erected in 1912 by Officers of the Fleet.

Carlton House, which stood on this site and originally crowned the southern end of Waterloo Place, belonged to the Earl of Burlington, and was presented in 1732 to the Countess Dowager, his mother, together with the attached estate. In the same year that lady sold it to Frederic, Prince of Wales, afterwards George III, who then made it his principal residence. In 1783 it underwent numerous additions and improvements and was created a separate establishment for the Prince Regent by Parliament. It was pulled down in 1828 to make way for the new opening from Pall Mall into St. James's Park. The grounds, which overlooked St. James's Park, were very beautiful and as retired as though they were right out in the country.

On the south-west corner of Waterloo Place and Pall Mall is the Athenaeum Club, founded in 1824, and erected here in 1829 from the design of Mr. Decimus Burton. On the south-east corner is the Senior United Services Club, erected in 1828 from the designs of Nash, and enlarged in 1911.

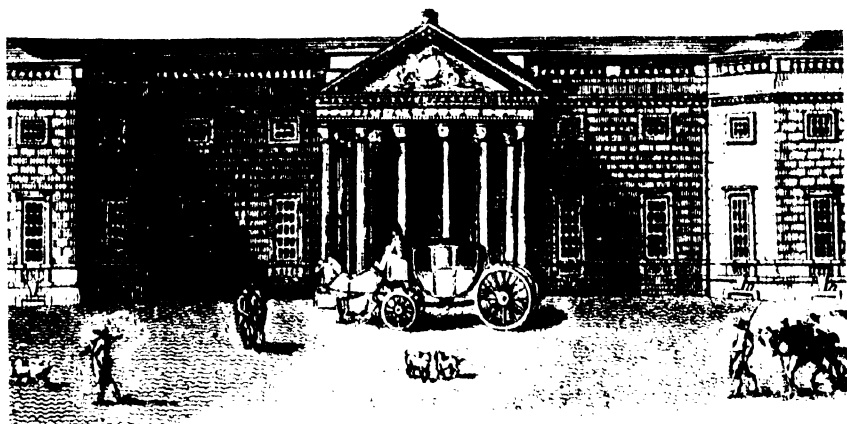
Let us now direct our steps up Waterloo Place. This large open space forms an oblong quadrangle leading into Regent Street, and its construction necessitated the removal of a number of old and shabby houses extending from St. James's Market to the north side of Pall Mall opposite Carlton House. The market itself was also removed shortly afterwards to make way for the construction of Lower Regent Street. It contains the Crimean Monument and also statues of Florence Nightin-

gale and Sidney Herbert, Secretary for War in the days of her devoted services to her country. Being close to so many of the leading West End clubs, the southern portion of Waterloo Place adjoining Carlton House Terrace is utilized as a parking ground for motor-cars. A proposal made by the Westminster City Council about twenty-five years ago that Lower Regent Street should be renamed Waterloo Place, so as to include under that title the entire street from Piccadilly Circus to Pall Mall, was rejected by the local ratepayers and shopkeepers. The suggested change would have been a great convenience, owing to the confusion caused to people who regard Regent Street proper as extending only from Oxford Circus to Piccadilly Circus.

The old buildings in Waterloo Place, erected about 1814, were faced with stucco, and on both the east and west sides consisted of a centre formed by an Ionic portico raised on a basement, which formed the entrance story and two flanks of Ionic pilasters corresponding with the columns. The two corners of Charles Street, forming the north side of Waterloo Place, originally came forward in advance of the building line of Regent Street, but they were rebuilt between 1908 and 1912 and set back to the same line of frontage as the rest of the street. The rebuilding of Waterloo Place was delayed by the Great War and was not entirely completed until 1925.

On the east corner of Waterloo Place and Pall Mall are the extensive banking premises of Messrs. Cox and Company, erected between 1920 and 1922 and now taken over by Lloyds Bank. On the opposite corner of Pall Mall is the West End branch of William Deacon's Manchester and Salford Bank, and adjoining is the Italian Commercial Bank and the offices of the Italian State Railways. The east corner of Charles Street contains the West End branch of the North British and Mercantile Insurance Company and the Bank of Montreal. That on the west corner, known as Trafalgar House, contains the National City Bank of New York and the West End branch of the Société Générale d'Escompte de Paris. On the site now occupied by the North British and Mercantile Insurance Company formerly stood the premises of William Watson and Company, a prominent firm of Indian Army Bankers and forwarding agents who went bankrupt in 1904 to the extent of £600,000, as a result of which many Army Officers lost all their savings.

Crossing Charles Street we next enter Regent Street, constructed between 1816 and 1820, and now one of the finest metropolitan thoroughfares in the world. It was designed to connect Carlton House with Regent's Park, where the Prince Regent originally intended to build a house either there or on Primrose Hill. After passing the County Fire Office and Piccadilly Circus, it forms a curve known as the Quadrant, and then continues in a direct line to Oxford Circus and Langham Place, where it links up with Portland Place, leading to Park Crescent and Marylebone Road.



Old Carlton House, pulled down in 1828.



Waterloo Place, looking towards Piccadilly Circus.

The Prince Regent having approved the plans and obtained the sanction of Parliament, this great improvement was designed by Nash, Soane, Repton, and Decimus Burton, and commenced in 1814. The estimated cost was only £300,000, but actually it cost a great deal more, and its progress was retarded by the impoverished state of the country's finances due to the Napoleonic wars, in much the same way as the rebuilding of Regent Street in our own time was held up for several years by the World War of 1914-18. Thus on 15 July 1816 orders were positively issued to stop the improvements north of Piccadilly Circus, and to proceed only with the section from Piccadilly Circus to Carlton House, and it was not until 1820 that the entire street was completed. King George IV was responsible for the construction of the old Regent Street, and King George V has witnessed the completion of the new Regent Street, over a century later. To commemorate this important event in the history of London, His Majesty, accompanied by Queen Mary, drove through the reconstructed Regent Street on 23 June 1927. The route on this auspicious occasion was profusely decorated by the shopkeepers and tradesmen, and was thronged with thousands of spectators.

Resuming our travels once again we first pass the Junior United Services Club, a building on the east corner of Charles Street and Regent Street completed in 1857 in the Italian style, and enlarged in 1910 by the addition of an extra story devoted to bedrooms for the members. The foundation-stone was laid by the Earl of Orkney in March 1855. On the opposite corner of Charles Street is the British Columbia House, the foundation-stone of which was laid by the Duke of Connaught on 16 July 1914. The ground floor of this building is partly occupied by the West End branch of the Union Bank of Scotland and partly by the offices of the Blue Star Line.

On this corner site a century ago stood Warren's Hotel, then much patronized by the nobility and the higher clergy. In 1848 this hotel was reconstructed with a very ornamental exterior, and later became the well-known Continental Hotel, and achieved notoriety as an abode of the demi-monde and fast-living people. In the summer of 1906 this hotel was raided by the police and closed down. Some months later it was reopened under new management as the Hotel Chatham, in which capacity it survived until 1914, when the premises were pulled down.

The adjoining block of buildings, known as Crown Chambers, now occupied by a large book store and a Lyons tea-shop, was some thirty years ago the large drapery and fancy goods emporium of Messrs. Howell and James. Crown Chambers calls for notice as being the only building in Regent Street which has ever possessed a brick frontage, no other edifice having been faced with any other material than stucco or stone. The reason for allowing this exception to the general rule relating to the street frontages in Regent Street appears to be somewhat of a mystery. Two doors farther up the street is Carlton House, built

on the site of the old St. Philip's Chapel, erected in 1821. It was designed by Sir William Chambers in the Roman Doric style, and was pulled down in 1904. On the same side of the road at the corner of Jermyn Street is the imposing Plaza Cinema, opened in 1926, together with the offices of the German and the Czechoslovak State Railways, which occupy the ground-floor shops.

On the opposite side of the street, adjoining the Junior United Services Club, is Carlton Chambers, practically the only surviving block of buildings belonging to the old Regent Street, and which has been suffered to remain because there are no prospective offers for this building site. Surrounded by modern buildings it is certainly no ornament to the new Regent Street. Occupying almost the entire frontage between Carlton Street and Jermyn Street is the huge Dorland House, one of the largest office buildings in the West End and the headquarters of the Dorland news agency, occupying the site of the former Raleigh Club and its courtyard, which overlooked Regent Street. The ground floor contains the offices of the United States Lines, the Hungaria Restaurant, and a branch of the Midland Bank. At the eastern corner of Jermyn Street are the premises of Messrs. Elkington and Company, Ltd., the well-known firm of silversmiths.

After crossing Jermyn Street we next observe the two fine corner blocks of buildings forming the south side of Piccadilly Circus. That on the east side of the street, erected in 1923, contains a new entrance to the Criterion Restaurant, the sports shop of Messrs. Lillywhite's, Ltd., and Messrs. Dunn's hat shop. That on the west side, completed in 1929, is occupied by a branch of Barclays Bank, Messrs. Drew and Sons, Ltd., the leather goods dealers, and the Austrian State Railways.

The Criterion Restaurant, a handsome building erected by Messrs. Spiers and Pond in 1873 at a cost, including the internal equipments, of £80,000, was designed by Mr. Thomas Verity. The principal frontage is in Piccadilly Circus and is decorated in the French Renaissance style. The Criterion stands on the site of the White Bear Inn, which was formerly one of the busiest coaching houses trading with the west and south-west of England. The Criterion Theatre, which adjoins the restaurant and also has an entrance in Jermyn Street, was opened in March 1874 and is entirely below ground, a thing no longer permitted under the present-day regulations appertaining to the construction of new theatres.

The new buildings which front Piccadilly Circus have been made square instead of curved like the old ones, so that to-day it is hardly correct to designate it as a circus. Nevertheless, the name of Piccadilly Circus has become such a household word with Londoners that any attempt to rechristen it Piccadilly Square would certainly be doomed to failure. Originally it was known as the first Regent Circus, and to use the expression of George IV 'prevented the sensation of crossing Piccadilly being perceived'. The second Regent Circus is now called

Oxford Circus, and was designed on precisely the same lines as the original Piccadilly Circus, but Nash, in erecting this great future centre of London traffic, probably never had this intention or idea.

With the object of providing an approach to the newly constructed Shaftesbury Avenue in 1886 Piccadilly Circus was greatly enlarged by the demolition of the buildings forming the north-east corner, together with Titchfield Street, which stood at the back of the Circus and extended from Glasshouse Street into Coventry Street. This involved the demolition of the old Pavilion Music Hall which was rebuilt on its present site at the junction of Coventry Street and Shaftesbury Avenue within the short period of about six months. The west side of Piccadilly Circus, which has been set back a few feet, in conjunction with the widening of Piccadilly, contains the handsome new building of Messrs. Swan and Edgar, Ltd., erected in 1926-7. But perhaps the most distinctive building in the Circus is that of the County Fire Office on the north side, forming the entrance to the new Quadrant, and completed in 1927. The old County Fire Office, demolished in 1924, although of a much lower elevation, was also considered a great ornament in its day to the old Piccadilly Circus.

Upwards of 45,000 vehicles pass through the Circus in the course of a day, and next to the Bank of England it is perhaps the busiest traffic centre in the metropolis; here, as in Trafalgar Square, the roundabout system is in operation. The new circular underground station in the centre of Piccadilly Circus, opened in 1928, is the largest and finest in London, and was an engineering feat of considerable magnitude. No less than 25,000,000 passengers use this station yearly. Its construction involved the removal of Gilbert's statue of Eros, erected in Piccadilly Circus about 1890, to the Embankment Gardens, but now that the station has been completed Eros is to be restored to his original site in the centre of Piccadilly Circus. The booking offices of the station are surrounded by a number of shops and show-cases, the majority of which are occupied by Messrs. Swan and Edgar, Ltd., whose main establishment has direct access to the station. Unfortunately the entrances from the neighbouring streets have been made far too narrow for their requirements and this greatly impedes the movement of pedestrians. The old station, between the Haymarket, Piccadilly Circus, and Jermyn Street, has now been converted into a new arcade.

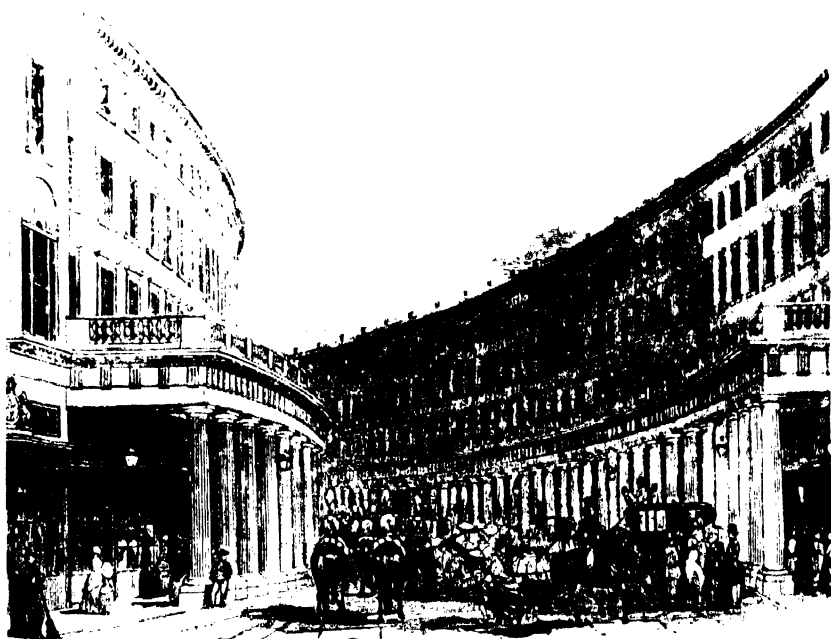
The first underground station, situated on the south side of the Circus, adjoining the Haymarket, together with the Baker Street and Waterloo Tube, was opened in 1905, but the completion of the Hammersmith and Finsbury Park Tube in December 1906 was an improvement which had been badly needed for a number of years. Before that time Piccadilly Circus was only served by horse-drawn omnibuses of very limited capacity, and no more tiresome lack of travelling facilities then existed at any other great centre in the metropolis.

On the north-eastern side of Piccadilly Circus is the well-known Café

Monico, with a second entrance in Shaftesbury Avenue. But for the very unsightly houses between Shaftesbury Avenue and Sherwood Street, which wantonly disfigure the north-eastern corner of Piccadilly Circus with their atrocious advertisement hoardings of the cheapest kind, it could claim to rank as almost the finest open space in the metropolis. Unfortunately our municipal authorities are not vested with power to compel property owners to maintain their street frontages in a condition suited to the dignity of the surrounding neighbourhood, as they are on the Continent. Thus our finest streets and open spaces, such as the Strand, Fleet Street, and Piccadilly Circus, are allowed to be disfigured by common advertisement boards which are a shame and a reproach to the metropolis, a thing which would never be tolerated, for instance, in the Avenue de l'Opéra at Paris or in Unter den Linden in Berlin. Advertisements need not necessarily disfigure our streets, since many are to be seen on our larger buildings which in no way offend the eye or spoil the architectural amenities of the street. English people protest strongly against the disfigurement of our country-side by unsightly hoardings, and yet strangely enough they never raise a voice in protesting against the spoiling of our most beautiful town streets where so many people spend the greater part of their existence.

Proceeding next along the new Quadrant, mostly rebuilt between 1923 and 1927, a few words relating to its vanished predecessor, constructed by Nash about 1816, may here prove of interest to our readers. The old Quadrant was lined by a colonnade consisting of cast-iron columns 16 feet 2 inches in height, exclusive of the plinth. The balustraded roof was recommended as a general promenade for the residents of the houses, but this proved a failure because the idea neither conformed to English taste nor to our uncertain climate. Another objection was that the colonnade rendered the mezzanine floors dark and gloomy and likewise restricted the ventilation of the ground-floor rooms. Moreover, the value of the property was also depreciated by the great number of doubtful characters to whom the covered promenade of the Quadrant provided a never-ending attraction, to the intense annoyance of the shopkeepers.

At first it was proposed to remedy this evil by glazing the colonnade roof, and also by more strict police supervision, but even then serious objections remained, until eventually the town authorities decided upon the removal of the colonnade, and accordingly obtained an Act of Parliament for that purpose in 1848. The columns, numbering 270, together with the granite plinths, were then sold by auction for railway purposes by Messrs. Eversfield and Horne at the former Café de Paris in Vine Street by order of Mr. Kelk the contractor. They realized the sum of £2,900, but as the total cost of this improvement came to £3,900, the balance of the funds required was obtained by a rate levied on the inhabitants. The whole of the colonnade was cleared away within twelve days.



By permission of the "Illustrated London News."

The old Regent Street Quadrant prior to the removal of the colonnade in 1848.



By permission of "The Times."

Crowds waiting to greet the King and Queen during their drive down Regent Street on June 23, 1927.

The buildings of the old Quadrant were five stories high, and, being faced with stucco, the tenants were compelled by the Crown Authorities to repaint them once a year, usually in March. This partiality shown by Nash for plaster and stucco fronted buildings gave rise to the following rhyme:

Augustus at Rome was for building renowned,
And of marble he left what of brick he had found.
But is not our Nash too a very great master,
He finds us all brick and he leaves us all plaster.

It was then the fashion amongst those whose enmity towards the favourite architect of George IV arose out of jealousy, to ridicule the genius, energy, and talent of Mr. Nash, who gave London so many wonderful improvements in his own period.

In the original designs for the new Quadrant the same error of judgement was committed as in the case of the old Quadrant, namely, that of encumbering the new buildings with heavy stone columns, tending to give a dark and gloomy appearance to the street. Thus the erection of the Piccadilly Hotel in 1907, with its heavy-looking arches on the mezzanine floor, caused such an outcry amongst the shopkeepers of Regent Street that the Crown Authorities wisely consented to a modification of the plans for the remainder of the new Quadrant. It was urged at the time that unless some lighter and more attractive design was adopted, the general public would no longer be attracted to this part of Regent Street. Excepting for the heavy columns of the Piccadilly Hotel, the new Quadrant is an exceedingly handsome piece of town-planning, and when seen against a clear sky looks majestic. Several new arcades leading into Glasshouse Street adorn the eastern side of the Quadrant, the largest of which is the so-called Quadrant Arcade, near the corner of Air Street. Two others, namely, those of Messrs. Hope Brothers, the outfitters, and Messrs. Brown, the costumiers, are of a semi-private character, inasmuch as they have been specially constructed for these business houses.

The continuity of the old Quadrant was broken by the intervening Air Street, except that the buildings were joined by small bridges on a level with the first floor across that street, whereas the new Quadrant has been built over Air Street, and presents an unbroken frontage throughout its entire length. On the west side, between Piccadilly Circus and Air Street, are the new premises of Messrs. Swan and Edgar, Ltd., and on the opposite side are Oddenino's Restaurant and the Café Royal, both extending to Glasshouse Street, and Stewart's Restaurant at the corner of Air Street. A few doors farther along are the exceedingly ornate new showrooms of the Ford Motor Company, perhaps the finest in London. The buildings at the northern end of the Quadrant are crowned with two small towers. That on the west side, at the corner of Vigo Street, is the extensive head-quarters of Messrs.

Austin Reed, Ltd., the hosiers, and that on the east side at the corner of Glasshouse Street is occupied by Messrs. Aquascutum, Ltd., the firm of waterproof makers.

All the buildings on the east side of the Quadrant back on to Glasshouse Street, where they are also faced with Portland stone. Almost the whole of the opposite side of Glasshouse Street is occupied by the extensive Regent Palace Hotel, erected between 1913 and 1915, nine stories high and containing upwards of 1,000 rooms. The Hotel, which is under the jurisdiction of Messrs. J. Lyons and Company, Ltd., occupies an island site with extensive frontages to Sherwood Street, Brewer Street, and Air Street, previously covered by buildings of an inferior type. On a portion of this site, facing Glasshouse Street, formerly stood the Brighton public house, once a kind of rendezvous for young men about town. In Sherwood Street opposite the Regent Palace Hotel is the Piccadilly Theatre, erected in 1927, and principally devoted to talking films. In Warwick Street is the Catholic church of Our Lady of the Assumption and St. Gregory.

The centre section of Regent Street, extending from Vigo Street to Oxford Circus, follows the line of the old Swallow Street, which it replaced, excepting a small section which is still left between the Quadrant and Piccadilly. According to London topographers of a century ago, Swallow Street was a dingy, dirty thoroughfare, long and irregular, and is said to have contained a livery stable which was a noted house of call for highwaymen. It seems to have formed a kind of boundary line between the splendour of Bond Street and Mayfair on the west, and the poverty-stricken neighbourhood which then existed on the east side round about Soho and Leicester Square. This can easily be traced at the present day by comparing such thoroughfares as Conduit Street, Maddox Street, and Hanover Street on the west side of Regent Street with Brewer Street, Beak Street, and Foubert's Place on the east side. Moreover, a century ago the Haymarket, Coventry Street, and Leicester Square were still poor and shabby, and even Pall Mall East had not yet been opened up into the newly projected Trafalgar Square. Nevertheless, the east side of Regent Street contains the largest shops and has always been most favoured by the general public.

On the east corner of Vigo Street, which has been widened as far as Sackville Street, is the London branch of the well-known Edinburgh tailoring establishment of R. W. Forsyth. Doubtless it is intended that the widening of Vigo Street shall be continued eventually as far as Burlington Gardens. Glasshouse Street has also been widened at the south corner of Regent Street as a part of the rebuilding scheme.

The centre section of Regent Street, between Vigo Street and Oxford Circus, comprises a number of terraces of shops and offices, so designed as to give each one of them the appearance of forming part of one and the same building. This scheme, adopted by Nash in designing the old Regent Street, has been faithfully adhered to by those responsible for



By permission of the "Architectural Review."
A view of the Quadrant, Regent Street.



By permission of "The Times."
King George V and Queen Mary driving through the new Regent St. on June 23, 1927.

the creation of the new Regent Street, which is in actual fact a super-imposed edition of Nash's Regent Street. The new buildings are principally the work of Sir Reginald Blomfield, R.A. Those which have disappeared, having been only three or four stories in elevation, imparted a semi-suburban appearance to this great metropolitan thoroughfare, whereas the new six-story buildings, which are faced with Portland stone, are infinitely more in keeping with the dignity and importance of the street.

The French National Guard, during their visit to London in September 1848, when asked what was their impression of our City, replied that Regent Street was an admirable thoroughfare, but that its houses lacked height compared with the beautiful structures on the Paris boulevards.

Some of the terraces which line the new Regent Street are really beautiful, particularly the three which front the west side between Vigo Street and Conduit Street and the two on the opposite side extending from Glasshouse Street to Beak Street. That between Vigo Street and Heddon Street contains the rebuilt New Gallery Cinema. In the adjoining terrace is a branch of the Midland Bank, the old-established firm of Hedges and Butler, the wine merchants, and the antique furniture shop of Messrs. Edwards and Sons. The elegant range of buildings between New Burlington Street and Conduit Street known as the Mitre House and St. George's House contains the West End premises of His Master's Voice Gramophone Company, and the well-known house of Morny and Company, the perfumers. In the terrace between Glasshouse Street and Regent's Place are the shops of the Goldsmiths' and Silver-smiths' Company, Messrs. Nicols, the well-known Regent Street firm of tailors, Messrs. Negretti and Zambra, and Messrs. Carrington and Company, the silversmiths, all of whom have been established here for upwards of half a century. In the adjoining Chesham House, formerly occupied by Messrs. Liberty and Company, Ltd., the dealers in East Indian wares of all sorts, is a branch of Lloyds Bank and the porcelain stores of Messrs. Lawley and Company.

Next to the Chesham House is the so-called Linen Hall and the Ulster House, forming the head-quarters of Messrs. Robinson and Cleaver, the famous firm of Belfast linen manufacturers. With its two domes this large building, between Beak Street and Chapel Place, almost seems to dominate the centre of this side of Regent Street. Ulster House was appropriated by the Army Pay Office during the late war. The long range of buildings immediately beyond the Linen Hall, extending to Foubert's Place, spoilt with its superabundance of plate glass on the mezzanine floor and its somewhat lower elevation, is the only serious fault to be found with the new Regent Street. Its uniformity is broken in the centre by a building with an entirely different though greatly superior-looking façade to that of the remainder of the terrace on account of its having been erected at a much

earlier date. This terrace contains the London branch of the Paris Galleries Lafayette, the premises of Messrs. Mappin and Webb, Ltd., the silversmiths, and of Messrs. Fullers, the well-known firm of caterers. Here also is the Regent Street branch of Messrs. Boots, the chemists, which claims to be the finest chemist's shop in the world, and also a large Kodak shop next door.

Between Foubert's Place and Great Marlborough Street is the very ornamental building of Messrs. Liberty and Company, Ltd., partly occupied by a branch of Barclays Bank. It is adorned by a circular row of columns above the ground floor and statues of people leaning over the roof-balcony, apparently gazing on the street below. In Great Marlborough Street, immediately adjoining, Messrs. Liberty and Company have erected a large new Tudor building, with a picturesque gabled front, largely constructed of old timber collected from sailing ships. It was completed in 1923 and is a unique feature of the West End, and after it has been standing for a few years will look as if it had always been there. The Regent Street premises are connected with the Tudor building by means of a bridged building across Kingly Street, and above the roadway is a peal of bells representing St. George finally spearing the dragon after chasing him at every quarter. If we will allow our imagination a little extra latitude, the vista of the Tudor building when seen from Kingly Street is more suggestive of Shrewsbury or Chester than the heart of the West End of London, and is a credit to the creative genius of Messrs. Liberty and Company, Ltd.

The adjoining block of buildings, also very ornamental, is occupied by Messrs. Dickins and Jones, and extends from Great Marlborough Street to Argyll Place. On the opposite side of the road, between Princes Street and Maddox Street, is the rebuilt Verrey's Restaurant and the Regent House, which occupies the site of the old St. George's Chapel demolished in 1895.

The four corner blocks which open on to Oxford Circus in Regent Street, also very ornate, have been designed in the same style of architecture, and are each six stories high. That on the east side between Argyll Place and Oxford Street contains the newly erected Regent Arcade extending through to Argyll Street, and opposite is the millinery establishment of Messrs. Jay's. The north-east corner of Regent Street and Oxford Circus contains the new premises of Messrs. Peter Robinson, Ltd., and the north-west corner was occupied until recently by the London branch of the Paris Louvre store.

Like so many other great thoroughfares, Regent Street at first proved a failure, and this resulted in the fixing of very low ground rents in its earlier days, but with the expiration of the original Crown leases their value was raised from less than £50,000 to about £450,000. While some of the smaller shopkeepers have migrated to the side streets, and one or two large concerns have been driven out of business by the great increase in rents and taxes, the great majority of the larger

establishments still remain in Regent Street. Its popularity seems greater than ever and shops which are vacated are rapidly taken up by new tenants, despite the high rentals which are asked for them.

Amongst the popular establishments which flourished in Regent Street fifty years ago was that of Messrs. Lewis and Allenby, the drapers and milliners, which was located in St. George's House, in the terrace between New Burlington Street and Conduit Street. This building had its principal frontage in Conduit Street, where a new building was erected in 1865-6 from the designs of Mr. James Murray, in the Italian style. This building, which is faced with stone, is still a leading feature of Conduit Street, but is now occupied by several smaller shops.

Another well-known establishment in the fifties of last century in the same terrace was that of Messrs. James Holmes and Company, a firm of shawl manufacturers, where you could buy a three hundred guinea shawl from Cashmere, or a costly embroidered scarf from China. On the site of the present establishment of Messrs. Austin Reed and Company, at the corner of Vigo Street, was that of Messrs. Johnson and Company, hatters to Queen Victoria, which displayed the most approved qualities and the latest fashions in hats.

Many people considered Regent Street to be a more smart thoroughfare in the days of horses and carriages than at the present time. Doubtless in these days of rapid transit from the suburbs, it is more democratic than it was in the days of our fathers. To-day Regent Street and the leading shopping streets of the West End are no longer plunged into sudden gloom after the closing of the shops, as many of the leading firms have now adopted the practice of illuminating their windows after closing hours as a suitable method of advertising their wares.

In former times the shops remained open until a much later hour, and in the forties and the fifties of the last century constant efforts were made to obtain a reduction in the working hours. Already in 1843 Messrs. Swan and Edgar, Messrs. Redmayne, and Messrs. Hitchcock and Williams closed their establishments at 7 p.m., but this practice was not generally recognized by the vast majority of drapers' shops for many years afterwards. On 9 October 1844 a very numerous attended meeting was held by the Metropolitan Drapers Association at Exeter Hall to protest against the practice of keeping shops open to a late hour.

Of the tributary thoroughfares leading out of Regent Street, the most imposing from a shopping point of view is Conduit Street on the west side, leading to Bond Street. It takes its name from Conduit Mead, an open field of twenty-seven acres until 1713. In this street Charles James Fox was born on 24 January 1749. It contains the Royal Institution of British Architects (who are shortly removing) on the north side of the street, as well as a number of tailoring establishments and elegant shops.

New Burlington Street leads to Savile Row, mainly occupied by leading West End tailors, such as Messrs. H. Poole and Company, Strickland and Sons, Sandon and Company, and Hawkes and Company,

makers of military accoutrements, at the corner of Vigo Street. Several new buildings have been erected in Savile Row of late years. Maddox Street is occupied by several of the principal London estate agents, and also contains some excellent shops.

Hanover Street and Princes Street both lead into Hanover Square, constructed in 1718, and so named from the popularity of George I. It contains a bronze statue by Chantrey of William Pitt, erected in 1831, on the south side, and the fashionable church of St. George, built from the designs of John James in 1724. Hanover Square now consists mostly of shops and modern blocks of flats, notably the Hanover Court on the east side, and those on the two corners of Harewood Place.

On the east side of Regent Street the most important thoroughfare is Great Marlborough Street, originally the abode of the well-to-do classes, but which has now developed into a leading business street. The south side, which was considerably widened in 1923 from Carnaby Street to Regent Street, contains Liberty's Tudor building already noticed, and the north side is faced by the new buildings of Messrs. Dickins and Jones, Ltd. On the east corner of Argyll Street is the so-called Ideal House, a newly erected building of imitation black marble with gilded window frames, occupied by the National Radiator Company, and just beyond is the famous Marlborough Street Police Court, rebuilt about 1906. This street comes to an abrupt finish at Wardour Street, but it is earnestly to be hoped that some day it will be driven through into Soho Square, and thus provide a much needed relief thoroughfare to the enormous traffic of Oxford Street. In Argyll Street is the Palladium Theatre of Varieties, erected in 1910 on the site of the former Hengler's Circus.

To the right of the Quadrant, approached from Sherwood Street, is Golden Square, immortalized by Dickens in *Nicholas Nickleby*. Formerly residential it is now in a thickly populated district, and of late years the old houses have almost entirely given way to large new warehouses and offices principally devoted to the woollen trade. Near Broad Street, in 1853 new workmen's dwellings were erected on the site of a rookery comprising a quadrangle of wretched hovels in which cows and pigs shared the accommodation with thieves and other bad characters. In Chapel Place at the corner of Kingly Street is Archbishop Tenison's chapel, which, being concealed from Regent Street by tall buildings, excites very little interest.

Crossing Oxford Circus, the northern end of Regent Street is crowned by All Souls' Church, at the corner of Langham Place, built by Nash in 1822-5, but quite unworthy of its very fine situation, which would be better suited for a theatre or a small opera house. It contains a circular tower almost detached from the body of the church, and is surrounded by columns of the Ionic order. A glance at a map of London in 1815 shows that this end of Regent Street has absorbed Bolsover Street and its continuation known as Edward Street, which then led past the east

side of the grounds of Foley House into what is now Hallam Street. The name of Bolsover Street has now been given to another thoroughfare which runs parallel to Great Portland Street on the east side into Euston Road.

Farther along on the west side at the corner of Cavendish Place is the Polytechnic Institute, erected in 1838 as a centre for lectures and exhibitions, and converted in 1882 into an institution for young men by the late Mr. Quintin Hogg. It was rebuilt in 1911 at a cost of £90,000, and was formally opened by King George V. It contains numerous technical and science rooms and all the advantages of a club.

After leaving Regent Street we come next to Langham Place, connecting with Portland Place. It covers a part of the site of Foley House, a large mansion which was formerly the town residence of Lord Foley. The gardens occupied a considerable space of ground and extended to the north-east corner of Cavendish Square. The house itself was the same width as Portland Place, and the garden in front of it was separated by a brick wall from that street.

Foley Place, on the right, which was renamed Langham Place in 1864, also occupies a part of the site of the grounds of Foley House, and its continuation, still called Foley Street, commemorates its name. Foley House was pulled down about 1820 for the construction of Langham Place, which was named after an adjoining mansion which belonged to Sir James Langham. Close to Foley House also stood the mansion of the Earl of Mansfield on part of the site now occupied by the Langham Hotel.

The magnificent building which crowns the southern end of Portland Place was opened on 12 June 1865, after having been visited by King Edward VII, then Prince of Wales, before the formal opening. The foundation-stone was laid by the Earl of Shrewsbury on 17 July 1863, and the hotel, which is seven stories high, and covers an acre of ground, contains upwards of 600 rooms and apartments. There are 300 bedrooms, an entrance hall 50 feet square, a dining-room 100 feet long by 40 feet wide, and a spacious winter garden. The hotel is supplied with water from an artesian well constructed on the premises, nearly 300 feet deep. The architects of the building were Mr. Giles and Mr. Murray, who also designed the Buckingham Palace Hotel, now converted into business premises. When first built the Langham Hotel was considered too ambitious to prove a success, but it has retained its popularity to the present day. On the afternoon of the opening day the Langham Hotel was visited by 2,000 people. St. George's Hall in Langham Place was opened in June 1867, and the adjoining Queen's Hall, accommodating 3,000 people, was opened in 1893.

Portland Place was mostly built by the brothers Adam in 1778, and was so named after the Duke of Portland, the ground landlord of this estate. It is 125 feet wide and, with the exception of Parliament Street, is the broadest street in London. In 1875 it was proposed to plant trees in

Portland Place, but for some unknown reason this was never done, though doubtless they would even now improve the appearance of the street. At the southern end of Portland Place at the corner of Langham Street is the huge new building of the British Broadcasting Corporation, erected in 1930-1. Of late years several fine new blocks of flats have been erected on the east side of Portland Place, which, on account of its great width, is admirably suited to that type of building. The older houses, though very substantially built, present a dark and gloomy appearance, and most people will hardly regret their ultimate demolition in favour of taller and more ornate buildings, making Portland Place a more worthy continuation of Regent Street.

At the northern end of Portland Place is Park Crescent, a semi-circular range of large houses opening on to the south side of Marylebone Road and overlooking Park Square and Regent's Park. It was originally intended that a similar range of houses should be constructed within the park, immediately opposite, the whole of which was to have been named Regent's Circus. It would have been the largest circle of buildings in Europe, but happily this corner of Regent's Park was spared from the hands of the builders.

Regent's Park, comprising 412 acres, was originally known as Marylebone Park, and was laid out on the site of an ancient royal hunting ground by Nash for the Prince Regent, from whom it derives its modern name, about 1814. It had been resorted to in the time of Queen Elizabeth and James I. Until 1811 it was leased by the Crown to the Duke of Portland, after which no time was lost in beginning its improvement, which followed upon the construction of Regent Street. The Outer Circle is $2\frac{3}{4}$ miles in circuit and encloses the Inner Circle, within which is the Royal Botanic Gardens and the Zoological Gardens, besides a number of large houses. The Botanic Gardens, owing to the expiration of its lease, will shortly close. The Regent's Canal, also designed by Nash, runs within the northern boundary, and on the west side of the park is a winding lake with several arms, covering 22 acres. On 15 January 1867, whilst skating was taking place, the ice collapsed. Some 200 people were immersed in the lake, and forty persons were drowned. The depth of the lake was then reduced to four feet. The Broad Walk, a fine avenue lined with chestnut-trees, runs from south to north in the eastern part of the park.

The Zoological Gardens, comprising 34 acres in the northern part of the park, are the largest and finest in the world, and are visited annually by about 2,000,000 people. The Zoological Society was founded in 1826, principally by Sir Humphry Davy and Sir Stamford Raffles, and was incorporated by Royal Charter in 1829. Amongst the modern additions to the gardens are the famous Mappin terraces, beneath which is the new Aquarium, erected in 1923-4 at a cost of £26,000. But for our hypocritical and pudding-headed laws, which prohibit any charge being made for admission to our various places of entertainment on

REGENT'S PARK

Sundays, there can be no doubt that the Zoological ~~at~~ prove an enormous attraction during the summer months on that day. It would present a scene only equalled in brilliancy by the very popular Zoological Gardens in Berlin, where many thousands of people congregate of a Sunday afternoon to inspect the collection of animals and to enjoy good music and refreshments in the open-air cafés and restaurants. In this country you are debarred from charging admission to a place of entertainment, but you are allowed to charge for a seat after granting the admission. Thus, whilst a cinema can open on a Sunday and earn good money without infringing the law, such places as the Zoological Gardens are unable to offer the general public a similar privilege. The Gardens are intersected by the Outer Circle, and are known as the North Garden, the Middle Garden, and the South Garden.

The various private institutions occupying a considerable portion of Regent's Park give it a somewhat different character from that of the other great royal parks. At first it was never contemplated that it should be opened at all to the general public, but only to those privileged with tickets of admission issued by the Royal Household, and it was not until 1838 that Regent's Park was finally thrown open to the public.

The park is nearly surrounded by a number of fine terraces designed by Nash. On the east side are Cambridge, Chester, and Cumberland Terraces, and on the west side are Cornwall Terrace, Sussex Place, and Hanover Terrace. Several of the private houses in the Inner Circle were erected for people in favour at court, such as Mrs. Fitzherbert and Sir Herbert Taylor, private secretary to George IV.

At the south-east corner of Regent's Park formerly stood the Colosseum, a vast circular edifice with a glazed cupola and a massive portico, at that time the largest building of its kind in the country. It was used for exhibitions and panoramas, but after a time it went out of fashion as a place of public recreation and for many years remained closed. In October 1869 it was proposed to convert the Colosseum into an opera house, but this scheme failed to meet with any support and in 1875 the building was pulled down and a terrace of first-class houses erected on its site.

At Hanover Gate on the west side of the park some fine blocks of modern residential flats have been erected, and also in Albert Road overlooking the north side, close to High Street, St. John's Wood.

We will terminate this walk, covering the area of the great metropolitan improvements carried out by Nash under the direction of George IV, by a visit to Primrose Hill. This delightful eminence on the north side of Regent's Park is so named from the primroses which once grew here in plenty. It comprises an area of 60 acres and rises to a height of 206 feet, from the top of which a very fine view of the metropolis can be obtained in clear weather. Primrose Hill was secured as an open space mainly through the efforts of Mr. Hume, M.P., in 1853, together with an association of his friends who persuaded the Government to

transfer this delightful space to the public. The ground was obtained from Eton College in exchange for a piece of Crown land near Windsor.

Primrose Hill was also known at one time as Greenberry Hill, and was supposed by many people to have obtained that title from the names of three persons who were executed in 1682 for the murder of Sir Edmundbury Godfrey, a Justice of the Peace, whose body was found in a ditch near the site of the Regent's Canal on 17 October 1678. He was a rich timber merchant who lived at the river end of Northumberland Street in the Strand and was knighted for his services in bringing thieves and criminals to justice during the Great Plague of 1665. It was supposed that the three criminals had brought the body to Primrose Hill, after murdering him at Somerset House. It is, however, open to doubt whether the name of Greenberry Hill has any connexion at all with the three men executed for the murder of Sir Edmundbury Godfrey, other than a mere coincidence in the names of the men concerned in the crime.

As recently as 150 years ago the verdant slope of Primrose Hill was a mile distant from the nearest houses and was almost as secluded as the Sussex Downs or the Chiltern Hills at the present day. Small wonder that the Prince Regent contemplated building himself a palace on Primrose Hill, and one can but admire his very good taste. Running under the hill is the tunnel of the London, Midland and Scottish Railway, 3,943 feet long, constructed in 1838, which at that time and for long afterwards was regarded as a great engineering feat. Until well into the nineteenth century Primrose Hill was also a rendezvous for duellists, and here Colonel Montgomery fought Captain Macnamara in 1803, resulting in the death of the former at Chalk Farm. Here also Lieut. Bailey was mortally wounded on 17 January 1818 by a pistol-bullet from Mr. O'Callaghan.

In 1932 the house on the south-west corner of Carlton Gardens situated at the back of Carlton House Terrace was pulled down, and on this site has arisen a lofty block of offices, nine stories high, with the upper floors zoned back from the pavement. This threat to the sanctity of Carlton House Terrace has created a feeling of dismay amongst those people who only recognize it as the favoured place of residence for titled people and foreign ambassadors. Yet the fact remains that under present-day conditions even our most wealthy citizens find these large out-of-date houses far too costly to maintain.

The new Carlton House Terrace as designed by Sir Reginald Blomfield should present a truly majestic appearance when viewed from the Mall. Stone is always more pleasing to the eye than stucco, which demands constant repainting, and the new building erected on the corner of Carlton Gardens conveys to the passer-by a fair idea of how Carlton House Terrace will appear when it has eventually been rebuilt.

TWELFTH WALK

PICCADILLY CIRCUS TO BOND STREET, MAYFAIR HYDE PARK CORNER, PARK LANE, MARBLE ARCH AND BROOK STREET

PICCADILLY CIRCUS, one of the great centres of London traffic, has actually no official existence, since Piccadilly from its earliest existence has always been reckoned as beginning at the top of the Haymarket and therefore includes most of what is commonly known as Piccadilly Circus. Although it was the beginning of the Bath Road, the earlier standing of Piccadilly was not of much account, but later it completely eclipsed the importance of Jermyn Street, which has long since become a back street.

Piccadilly is supposed to have derived its name from the pickadills or ruffs worn in the early Stuart period. Originally extending as far as Sackville Street, and from here to Albemarle Street, this thoroughfare was called Portugal Street after Catherine of Braganza, Queen of Charles II. Beyond this point ran the great Bath Road, or, according to early maps, 'the way to Reding'. The Queen was never a favourite of the people and in time the name of Piccadilly displaced her memory altogether. With its varying assortment of towering buildings, great hotels, and clubs, to-day Piccadilly can properly be regarded as the show thoroughfare of London, that is to say, it reflects the splendour of modern London even more than the new Regent Street.

Before the improvements effected by the London County Council in our own generation, the width of Piccadilly varied considerably. From the Circus to Swallow Street it was only 52 feet wide, increasing west of Sackville Street to 80 feet, then narrowing again from Bond Street to the Green Park and beyond to about 70 feet. With the reconstruction of the premises of Messrs. Swan and Edgar, Ltd., together with the erection of the Piccadilly Hotel, the building line has been set back to a width of 80 feet as far as Piccadilly Place, and only some four houses now remain to be demolished between Piccadilly Place and Sackville Street to give Piccadilly a uniform width of 80 feet from the Circus to the Green Park.

The fine new building of Messrs. Swan and Edgar, Ltd., covers nearly the whole of the island site between Piccadilly Circus, the Quadrant, Air Street, and Piccadilly, and has replaced a number of single houses which formed the original premises of this well-known drapery firm. The western corner of the building, facing Piccadilly and Air Street, contains the new West End branch of the Bank of Scotland.

On the adjoining site, extending from Air Street westwards to Piccadilly Place, is the immense Piccadilly Hotel, erected between 1905 and 1908 and adorned by a classic colonnade on the first floor. The building

is nine stories high in addition to four others below the level of the street, extending to a depth of 50 feet. Unfortunately, the appearance of this noble building has been largely spoiled by the insignificant Denman House, a small building on the west corner of Air Street erected three years earlier, which has broken the uniformity of the Piccadilly frontage.

On the greater part of the site now covered by the Piccadilly Hotel formerly stood the St. James's Hall and Restaurant, opened in April 1858 at a cost of £60,000. This building, which also extended to the Quadrant, contained a large hall and two smaller ones. The Piccadilly frontage was designed in the Alhambrian style of architecture by Mr. Owen Jones. In 1875 handsome and spacious new dining-rooms were added to the building, thus placing it on an equality with the newly erected Criterion Restaurant in Piccadilly Circus.

On the opposite side of Piccadilly is the Museum of Practical Geology, opened on 12 May 1851 by the Prince Consort. The main entrance is in Jermyn Street, and a peculiarity of this building is that it contains six windows overlooking the Piccadilly side without any entrance from that street. There is talk of pulling down this building in the near future, because of the greatly enhanced value of this commanding site, for the erection of shops and offices. In the adjoining block of buildings is Lyons's Popular Café, the first to be erected, and opened in 1904.

A few paces farther west on the same side of the street is St. James's Church, erected by Sir Christopher Wren in 1684. The principal entrance is in Jermyn Street, and whilst the interior of the church is much admired, the exterior has been denounced as rather ugly. The original tower collapsed as the result of faulty workmanship, and has long since been replaced by the existing one. On the east side of the churchyard, which also contains an open-air pulpit, is the rectory, and until 1922 the west side was occupied by the St. James's Vestry Hall. It was an ornate building in the Italian style, erected in 1861, but it has now been replaced by the new Midland Bank building erected in 1924 by Sir Edwin Lutyens, R.A., to harmonize with the rectory on the opposite side of the churchyard.

Adjoining the Midland Bank is the Royal Institute of Painters in Water Colours, and on the ground floor of the same block of buildings is the new Hermitage Restaurant, successor to the former Princes Restaurant. Princes Hotel, which formed part of the same building and extended to Jermyn Street, has now been converted into offices, and a new arcade has been driven through from Piccadilly into Jermyn Street. Another new feature of this side of Piccadilly is the Monseigneur Restaurant which is situated in the new buildings erected on the south-west corner of Piccadilly Circus. Two doors farther west is the famous bookshop of Messrs. Hatchard, rebuilt in 1910, beyond which is the fine new building of Messrs. Fortnum and Mason, Ltd., the old-established firm of provision merchants. It has extensive frontages to Piccadilly,

Duke Street, and Jermyn Street, and was rebuilt and greatly enlarged in 1927-8.

Opposite Princes Restaurant is Sackville Street, leading from Piccadilly to Vigo Street and built about 1679. It enjoys the distinction of being the longest street in London without any side turnings, and consists of private houses which have long since been utilized as business premises, largely occupied by leading West End tailors. Prominent amongst these are Messrs. Jones, Chalk and Dawson, Messrs. Tetley and Butler, and Messrs. J. B. Johnstone, Ltd. On the east corner of Sackville Street and Piccadilly a handsome new building has just been erected by Lloyds Bank and has been set back to the amended line of frontage in Piccadilly. One block farther west is Albany Court, at the west corner of which is another fine new building opened by Messrs. Meaker and Sons, the hosiers, in 1926. The Albany, comprising a long double row of chambers extending from Piccadilly to Burlington Gardens, was named after the Duke of York, second son of George III, and a former owner of the central block. In 1804 the Albany was converted into chambers for bachelors, the gardens were built over, and the name of Albany was then given to the whole of this property. The house was originally built for Lord Melbourne by Sir William Chambers, the architect of Somerset House, and the more distinguished tenants of Albany include Lord Byron, Canning, and Lord Lytton.

After passing Albany Court we next come to Burlington House, occupying most of the ground between the Albany and Old Bond Street. The original mansion was built for Richard Boyle, Earl of Burlington, who was greatly interested in architecture and did much to revive the classical forms. It passed from the Boyles to the Cavendish family, and was afterwards purchased by the Government in 1853 for £140,000, who then allotted it for the use of academical and scientific institutions. In 1859 the permanent appropriation of this site was decided upon by the Government, and the present buildings were then erected between 1868 and 1874 to provide accommodation for the administrative departments of the University of London (since removed to the Imperial Institute), the Royal Academy, and a Museum of Patent Inventions. The architectural work was divided into three separate portions; first, the rebuilding of the old Burlington House for the Royal Academy, which was performed by their own treasurer and architect, Mr. Sydney Smirke; secondly, the construction of a new mansion at the rear in Burlington Gardens for the University of London from the designs of Sir James Pennethorne in 1868-70; and, thirdly, the new buildings by Messrs. Banks and Barry, the architects, at the sides of the front court, and the Piccadilly front with its façade in the Italian style. Much controversy raged at the time as to whether the fine Piccadilly frontage of the old Burlington House should be preserved.

On the north side of Burlington Gardens, between Old Burlington Street and Sackville Street, is the West End branch of the Bank of

England, opened on 1 October 1855, a handsome building, formerly Uxbridge House, the town mansion of the Marquis of Anglesea, built in 1792 by Vardy for the first Earl of Uxbridge, father of Field-Marshal, the first Marquess of Anglesea. Vardy also designed the Horse Guards in Whitehall. The mansion was built on the site of Queensberry House, London residence of the Duke of Queensberry, and was sold by the second Marquess of Anglesea to the Bank of England in 1855.

On the west side of Burlington House, extending from Piccadilly to Burlington Gardens, is Burlington Arcade, constructed in 1819 by Ware, a long covered passage lined with elegant shops, largely hosiers, bootmakers, and jewellers, and regarded as a fashionable parade. In 1846 the rentals from the shops were said to have totalled £8,640 per annum, but to-day it would probably be safe to put them at five times that figure. Recently the iron gates have been removed from the entrance in Piccadilly, and the two corner shops fitted with modern window fronts.

On the south side of Piccadilly, almost opposite, is the short but equally fashionable Piccadilly Arcade, erected in 1910, leading into Jermyn Street. Between the Piccadilly Arcade and St. James's Street is a handsome row of modern buildings faced with Portland stone, including the Egyptian House erected in 1905 on the site of the old Egyptian Hall, and that of the Norwich Union Insurance Company, at the corner of St. James's Street, erected in 1908. The Egyptian Hall was erected by William Bullock in 1812 from the designs of Mr. G. F. Robinson at a cost of £16,000, as a museum of natural history, and was built in the Egyptian style, with inclined pilasters and sides covered with hieroglyphics. Later the hall was used for popular entertainments and exhibitions.

A few paces west of Burlington Arcade will bring us to Old Bond Street, London's most fashionable shopping thoroughfare, built in 1686 by Sir Thomas Bond of Peckham, Comptroller to the Royal Household of the Queen Mother, Henrietta Maria. He was created a baronet by Charles II and bought part of the Clarendon estate from the Duke of Albemarle. Bond Street was first brought into fashion by the celebrated Duchess of Devonshire, who, being offended with the inhabitants of Tavistock Street, Covent Garden, the fashionable street at that time, drew off people of rank, whom she led to Bond Street because most of the inhabitants of the former district voted against Fox. New Bond Street, which begins at Clifford Street, was not built until about 1721, and here Lord Nelson lodged after the battle of Cape St. Vincent in 1797 and the expedition against Teneriffe, when he lost an arm.

Present-day Bond Street reveals a well-assorted combination of both new and old structures, but on account of the buildings being kept in such good external condition the contrast between the old and the new is less apparent here than in any other great thoroughfare in the metropolis. Bond Street is regarded by many people who are authorities on

the subject as the only street in London in which both sides possess an equal attraction to the shopping public, and it may aptly be termed the High Street of Mayfair. Of late years many fine new buildings have been erected in this street, amongst others that of Messrs. Atkinsons, the perfumers, at the south corner of Burlington Gardens, adorned by a tower and containing a very attractive carillon of bells. On the opposite corner another new block of buildings has been erected for the National Provincial Bank, and the former Bristol Hotel in Burlington Gardens has now been remodelled and converted into shops and offices. Messrs. Lincoln and Bennett, the old-established firm of hatters from Piccadilly, have taken up their new quarters in this building.

Lack of space prevents us from describing the attractions of Bond Street in detail, but amongst the largest business houses in this thoroughfare are Messrs. Asprey and Company, Ltd., the fancy goods dealers at the corner of Grafton Street, and Messrs. Finnigans, Ltd., at the corner of Clifford Street, Messrs. Hunt and Roskell and Messrs. Cartier, Ltd., jewellers, on the west side, and Messrs. Tiffany and Company on the east side. Other famous houses in Bond Street are those of Messrs. Chappell and Company, Ltd., the music dealers, Messrs. Russell and Allen, the costumiers, and the picture galleries of Messrs. P. D. Colnaghi and Company.

Another attraction of Bond Street is the Royal Arcade leading into Albemarle Street, containing about twenty shops and opened in 1880. In the seventies a scheme for the construction of an arcade from Bond Street to Regent Street was defeated by strong opposition, after an Act of Parliament had been applied for with a view to carrying out this scheme. A few years ago the Westminster City Council proposed to abolish the separate titles of Old and New Bond Street and to rename the entire thoroughfare Bond Street, but upon submitting the decision to a poll of the local ratepayers, a majority voted against the suggested change.

Amongst the large private hotels close to Bond Street are the Burlington in Cork Street, extending through to Old Burlington Street, and Brown's Hotel in Albemarle Street, with a second frontage in Dover Street. Opposite Grafton Street, Old Bond Street narrows into a tiresome bottle-neck, which might aptly be christened the Straits of Bond Street, and which exercises a strangle-hold on the heavy traffic of this thoroughfare. Sometimes a long line of omnibuses and motor-cars is held up by stationary vehicles in this immediate locality. Whilst many people will be aghast at the very suggestion that this small section of Bond Street should be widened at enormous expense, yet taking a long view of the pressing requirements of London's traffic, even this improvement might not be incommensurate with the cost which would be incurred.

Grafton Street leads out of Bond Street past Albemarle Street into Dover Street, both of these thoroughfares running parallel with Old

Bond Street into Piccadilly. They originally consisted of high-class residences, some of which have given way to modern buildings, and others have been converted into high-class shops in no way inferior to those of Bond Street. Albemarle Street, which derives its name from Christopher Monk, second Duke of Albemarle, contains the Royal Institution for the promotion of science established in 1799, and the publishing house of John Murray, fifth in the dynasty of the John Murray whose house was founded in Fleet Street in 1768. Dover Street derives its name from Henry Jermyn, Lord Dover. At the west corner of Albemarle Street and Piccadilly is an elegant new building faced with Portland stone, erected in 1927 by the Westminster Bank, Ltd.

Turning once again into Piccadilly, at the west corner of Old Bond Street is one of Messrs. Stewart's finest restaurants, and between Albemarle Street and Dover Street is Hatchett's Restaurant, known as the White Horse Cellar, from which place coaches used at one time to run to Brighton, Dorking, Windsor, and Tunbridge Wells. This establishment is the successor to an older White Horse Cellar which was situated close to Arlington Street on the opposite side of Piccadilly whence Londoners on summer evenings, before the days of railways, used to watch the mail-coaches drive down Piccadilly *en route* for the West of England.

On the west corner of Piccadilly and St. James's Street is the building of the Royal Insurance Company, erected in 1908, adjoining which is a very ornate building at the east corner of Arlington Street erected by the Wolsley Motor Company in 1921, and now occupied by Barclays Bank. This building secured the gold medal of the Royal Institute of British Architects in 1922 for the finest erected in London during that year. On the west corner of Arlington Street and Piccadilly, extending to the Green Park, is the Ritz Hotel, opened in 1906. It is a massive colonnaded building eight stories high, partly constructed over the foot-path in Piccadilly, in order to allow for the widening of the roadway, without the necessity of sacrificing the building space above the ground floor. On that condition the strip of ground required for the widening of Piccadilly was purchased at a greatly reduced figure from the owners of the property. In appearance the Ritz Hotel strongly suggests a corner of the famous colonnaded Rue de Rivoli in Paris transplanted into Piccadilly. It occupies the site of the modern Walsingham House Hotel, a tall red-brick building originally constructed in 1887 as a block of residential flats, and the much older Bath Hotel which stood on the west corner of Arlington Street. Prior to 1887 this site was partly occupied by the premises of Messrs. Cockburn and Campbell, Ltd., the wine merchants, now located at 14 Berkeley Street.

Opposite the Ritz Hotel is the luxurious Berkeley Hotel, under the same ownership as the Savoy and Claridge's, with its principal frontage to Berkeley Street. The huge new Devonshire House on the opposite corner of Berkeley Street and Piccadilly, nine stories high, was erected

in 1925-6. It extends to Stratton Street and Mayfair Place, forming an island site, and consists of shops and luxury flats. Together with the new offices of Messrs. Thos. Cook and Sons, the tourist agents, and the Mayfair Hotel, occupying the site of the grounds of the old Devonshire House, it was erected in the record time of less than two years. It is a very stately edifice built in the American style, with its two top stories zoned back from the surrounding streets.

The former Devonshire House occupied the site of Berkeley House erected by Sir John Berkeley in 1658, which was destroyed by fire in 1733. It was built by William Kent for the third Duke of Devonshire in 1755, but was a very unpretentious building with a low pillared entrance hall. The back entrance facing the courtyard in Piccadilly was very ugly, but its grounds gave it an unusual air of exclusion. In 1897 the dark brick wall facing Piccadilly was adorned by magnificent wrought-iron gates brought from the house of the Duke of Devonshire at Chiswick. In 1918 Devonshire House and its grounds were sold to Messrs. Holland, Hannen and Cubitts, Ltd., the builders, for £1,000,000, and the wrought-iron gates were then removed to their present situation at the entrance to the Green Park opposite Half Moon Street. They now face the tree-lined avenue formed in 1905 between Piccadilly and the Queen Victoria Memorial.

For a long time no satisfactory offers were obtained for the site of Devonshire House, and it was not until the autumn of 1924 that a start was made on the demolition of the old mansion. Berkeley Street was then widened from 30 to 53 feet and the two new streets constructed across the site of the former grounds. The first of these, known as Mayfair Place, runs at the back of the new Devonshire House building, and the second, which is a prolongation of Stratton Street, runs at right angles to the original Stratton Street, which had previously ended in a cul-de-sac. The second island site, extending from Mayfair Place to the new extension of Stratton Street, contains the new offices of Messrs. Thos. Cook and Sons, Ltd., facing Berkeley Street and Mayfair Place, removed here from Ludgate Circus in 1926, and the Mayfair Court, a large new block of shops and residential flats overlooking Stratton Street proper and erected in 1928. On the remaining portion of the grounds of the former Devonshire House, extending from Stratton Street to Lansdowne Passage, has been erected the huge Mayfair Hotel, containing 400 rooms, opened by the Gordon Hotels Company in May 1927. It has replaced the Grand Hotel in Trafalgar Square, belonging to the same company, which has now been converted into business premises.

On the west corner of Stratton Street, covering the site of the former town mansion of the Baroness Burdett-Courts, demolished in 1925, stands the new Stratton House, a sumptuous block of shops and flats nine stories high, and like Devonshire House fronted with Portland stone. This building also contains the newly opened Malmaison

Restaurant, which has already become a fashionable rendezvous of London Society. Until recently, Stratton Street, which was built in 1693, was a very secluded residential street, but it is now assuming the character of an important business thoroughfare. In Devonshire House, overlooking Piccadilly, are the showrooms of Messrs. Citroen, Messrs. Rootes, and Messrs. Henleys, three large firms of motor-car manufacturers and dealers, and in the adjoining Stratton House is a branch of the Midland Bank and the showrooms of the Singer Motor Company.

The would-be majestic appearance of these two splendid buildings when viewed from Piccadilly is largely offset by the bulging railings of the Green Park and the cab-rank opposite, which here reduce the width of the roadway to about 70 feet, although it is considerably wider both higher up and lower down. In the natural course of events the park railings could easily be set back some distance, and the existing sidewalk thrown into the roadway. A new pavement could then be formed by appropriating a small strip of the Green Park between the Ritz Hotel and Down Street. The fine trees which are now situated just inside the park would then be placed outside the park railings and would line the fringe of the new pavement.

No serious objection has ever been raised to this proposed improvement, which has been advocated times out of number both as an embellishment to Piccadilly and as a relief to the great volume of traffic. A similar improvement has recently been carried out, with the permission of H.M. Office of Works, by setting back the railings of Kensington Gardens between the High Street and Palace Gate, without any popular outcry from the general public. The unsightly cab-rank which formerly obstructed the view from Kensington Gardens has been removed to the centre of the widened roadway, and a similar improvement in Piccadilly is equally desirable from every point of view. Unfortunately, modern science has not yet discovered any effective cure for obstinacy, and the only comment which H.M. Office of Works has to make is that they do not consider it necessary because there is no cross traffic in Piccadilly between Arlington Street and Hyde Park Corner. Now that H.M. Office of Works has sanctioned mixed bathing at the Lansbury Lido on the Serpentine, perhaps we may still hope that some day they will permit the creation of the Piccadilly boulevard from the Ritz Hotel to Hyde Park Corner.

The Green Park, a pear-shaped open space of 56 acres, was at one time larger, but its size was reduced by George III in 1767 to enlarge the gardens of Buckingham Palace. It was not always the beautifully wooded park which it now is, for until well into the nineteenth century it presented a barren and unsightly appearance. At the north-west corner of the park was a large reservoir constructed in 1829 by the Chelsea Waterworks Company, capable of containing 1,500,000 gallons. It extended from opposite Stratton Street as far west as Half Moon Street, but was done away with about 1855. About 1830 there was some

talk of constructing terraces and of laying out the park in a highly ornamental style with public walks, fountains, and statues, but perhaps the present-day Londoner is glad that it has been left more or less in a natural state.

The east side of the Green Park is lined by some of the most stately mansions in London. The first of these is Lancaster House, now the London Museum, at the corner of the Mall. Adjoining is the splendid Bridgwater House, built in the Italian style by Barry in 1850, and north of this is Spencer House, with a Doric colonnade, and several smaller mansions extending as far as the Ritz Hotel. Between Berkeley Street and Half Moon Street, Piccadilly contains a hill, which in 1846 was partly dug away and reduced and then repaved with granite blocks. These of course have long since been replaced by wood paving. West of Half Moon Street Piccadilly rises gently towards Hyde Park Corner. Until 1825 the Rangers' Lodge stood in the park opposite Down Street.

Returning to the north side of Piccadilly, at the west corner of Bolton Street is Bath House, the home of Lady Ludlow, originally built for Lord Ashburton and occupying the site of the Pulteney Hotel, which became the resort of many royal personages during their visits to London, including the Emperor Alexander of Russia in 1814. He came out on the balcony and showed himself to the public a few minutes after his arrival. Bath House, built in 1829, stands back a short distance from the pavement, but is built on an ugly brick wall which breaks the continuity of the fine buildings on either side of it. The principal entrance is at the rear in a courtyard, and it is the only mansion of the older type now standing in Piccadilly. In 1708 Bolton Street was the most westerly street in London.

At the corner of Clarges Street is the Kennel Club, and beyond Half Moon Street is the Naval and Military Club, formerly Cambridge House, standing well back from the street and popularly known as the In and Out. Just beyond is the American Club, and at the west corner of White Horse Street is the Junior Naval and Military Club, opened in 1875. Adjoining is the Badminton Club and the imposing building of the Junior Constitutional Club, a tall building erected about 1890. It occupies the site of two private mansions and is one of the finest buildings in Piccadilly. Next door to the Junior Constitutional Club is the Hotel Splendide (formerly the Green Park Hotel), remodelled in 1927 out of the former Isthmian Club, on to which three extra stories have been built to provide increased bedroom accommodation.

After passing the St. James's Club we next come to the huge Park Lane Hotel, opened in 1927, occupying the site of a row of old houses demolished in 1912. At the time this site was acquired by the proprietor of the Curzon Hotel for the erection of the new hotel. Negotiations were then entered into with the adjoining Savile Club for the purchase of their property with a view to the construction of a larger hotel,

which after a long delay failed to mature. Meanwhile the Great War intervened and this resulted in the work being suspended for many years, during which attempts were made to dispose of the half-completed building. By 1915, when building operations ceased, the steel structure of the new hotel had been completed, and something like £3,000 per annum was spent on keeping the skeleton structure (currently known as the bird-cage) in a proper state of repair, until finally it was acquired by a new company in 1925, who completed the Park Lane Hotel. The company has recently acquired the premises of the adjoining Savile Club, which have been pulled down for the extension of the Park Lane Hotel, and the Savile Club has now removed to Brook Street.

On the east corner of Down Street, adjoining the Park Lane Hotel, is the Junior Athenaeum Club, formerly the mansion of Mr. Henry Thomas Hope, M.P., and built in 1849-50. Between Down Street and Park Lane are the Cavendish (now taken over by the Cavalry Club), the Cavalry, and the Royal Air Force Clubs. On the east corner of Park Lane is a block of flats and chambers, the ground floor of which is occupied by the West End branch of Messrs. Coutts's Bank. On the west corner is a much larger building, consisting of very extensive luxury flats, perhaps the largest and most expensive ones yet constructed in London, each of them having a frontage of about 250 feet to Park Lane and 50 feet to Piccadilly. The ground floor contains large motor-car showrooms. On this site stood, until 1904, Gloucester House, originally the residence of William Henry, Duke of Gloucester, and afterwards of the Duke of Cambridge, who died in 1904.

Until the opening of Hamilton Place in June 1871, this very narrow end of Park Lane was the only direct thoroughfare leading from the Marble Arch to Piccadilly. The painful congestion then prevailing in the small bottle-neck of Park Lane was described in 1864 as one of the most absurd sights which a Londoner could show to his country cousin, either at Christmas, in May, or any other time of the year. Omnibuses, carriages and pairs, donkey carts, sheep and cattle, and terrified pedestrians all added to the prevailing welter and confusion, for of course no omnibuses or heavy traffic were allowed to go through Hyde Park. Nevertheless there was great opposition at the time to the opening of Hamilton Place into Piccadilly, and in 1869 an anonymous lady donor actually offered through her solicitors a sum of £50,000 to the Metropolitan Board of Works if they would repeal the Act to open up Hamilton Place. Needless to add, the offer was politely declined. Hamilton Place derives its name from James Hamilton, Ranger of Hyde Park in the time of Charles II.

Between Park Lane and Hamilton Place is the Ladies' Lyceum Club, and in the stately mansions between Hamilton Place and Apsley House, erected in 1862, several members of the Rothschild family reside. No. 145 is the residence of the Duke and Duchess of York. That on the west corner of Hamilton Place and Piccadilly has recently been con-

verted into residential flats. Apsley House, at the corner of Piccadilly which faces Rotten Row and Hyde Park, was presented to the Duke of Wellington by a grateful people in 1820 as a reward for his services to the British nation. It was originally built in 1785 as a red-brick mansion for Lord Apsley, Chancellor Bathurst, who in order to secure this site had to buy out the proprietor of an apple stall, an old soldier named Allen to whom George II had given it as a reward for bravery at the battle of Dettingen. The principal front on Piccadilly consists of a centre with two wings having a portico of the Corinthian order. In 1823 the mansion was enlarged and the exterior refaced with Bath stone.

In 1902 a great improvement was carried out at Hyde Park Corner by setting back the railings of the Green Park from the Wellington Arch as far as Down Street, thereby increasing the width of the roadway opposite Park Lane to 170 feet, and providing substantial relief to the heavy congestion of traffic which formerly prevailed at this busy centre. This improvement was carried out in the early spring in order to complete the work in time for the coronation of the late King Edward, which was to have taken place in June, but was unavoidably postponed until the following August on account of the sudden illness of His Majesty. Since 1926 the roundabout system of traffic has been in operation at Hyde Park Corner, which to-day is one of the world's busiest traffic centres. A recent census showed that some 61,000 vehicles pass Hyde Park Corner between 8.0 a.m. and 8.0 p.m. New subways for the convenience of foot-passengers are in course of construction at the present time at Hyde Park Corner.

The entrance to Constitution Hill is crowned by the Wellington Arch, surmounted by Adrian Jones's imposing quadriga erected in 1911. The triple gateway at the entrance to Hyde Park was erected in 1826 from the designs of Decimus Burton. On the islands in the roadway are memorials to fallen members of the Machine Gun Corps and of the Royal Regiment of Artillery, and opposite Apsley House is a fine equestrian statue of the Duke of Wellington, unveiled on 1 October 1846.

St. George's Hospital, at the corner of Grosvenor Place, originated in 1773 with a party of dissentient governors of Westminster Hospital, who converted Lanesborough House into an infirmary. It then contained only sixty beds, but in 1829 it was rebuilt by Wilkins, the architect of the National Gallery, and enlarged in 1868 by the erection of a new wing in Grosvenor Crescent. The principal front of the hospital, facing the Green Park, is nearly 200 feet in length. In 1913 Sir Mallaby Deeley proposed to acquire the site of St. George's Hospital for the erection of a huge hotel. Great interest in the subject was aroused at the time, but the scheme failed to mature. Curiously enough, according to Mr. J. Britton, it was proposed as long ago as 1829 to rebuild St. George's Hospital on a site near Sloane Street. Undoubtedly

the hospital occupies one of the most valuable sites in the metropolis, one which would be ideal for the erection of either a great hotel or a ten-story block of luxury flats whenever the demand arises, and would probably realize at least £1,000,000. Some day, no doubt, this hospital will be rebuilt on some other site in the Belgravia district.

We return to Park Lane by way of Hamilton Place. At the point where these two streets meet is an ornamental fountain known as the Poets' Fountain, from the marble statues of Chaucer, Shakespeare, and Milton on its circular pedestal. It was the work of Thomas Thornycroft and was erected in 1875, the cost being defrayed by a lady who died intestate and who wished that a fountain should be erected at this point. No. 19 Park Lane, built for Mr. Russell in 1848, stands out boldly upon a carved and finely proportioned corbel.

The aristocratic quarter is popularly known as Mayfair, though this name is not officially recognized. It extends from Park Lane to Bond Street, from west to east, and from Piccadilly to Oxford Street, from south to north. It derives its name from a large open space between Berkeley Street and Park Lane where the notorious May Fair was held annually until it was suppressed at the end of the eighteenth century as a public scandal. Brick Street, at the southern end of Park Lane, leads to Shepherd's Market, a group of buildings which formed the centre of the fair. Until very recently it remained a quaint, old-world spot, but extensive rebuilding operations are taking place here at the present time, and most of its older features have now disappeared, so that it is rapidly being merged into the adjoining fashionable quarter, of which it really forms a part.

In Hertford Street, leading from Park Lane to Down Street, resided Dr. Jenner, the discoverer of vaccination against small-pox. He lived at No. 4 from 1804 onwards, but being unable to make good as a doctor, returned to Gloucestershire. At the corner of Hertford Street and Park Lane is Londonderry House, the residence of the Marquess of Londonderry, built in 1850 from the designs of H. B. Wyatt. Several of the houses in Park Lane between Hertford Street and Great Stanhope Street boast very ornamental façades. That on the south corner of Great Stanhope Street was built in 1896 by the unhappy Barney Barnato, the South African financier, but was never occupied by him. It is now the residence of Sir Philip Albert Sassoon. On the opposite corner of this street is Stanhope House, originally built for Mr. Hudson, the soap magnate. It contains a very distinguished façade and is now occupied by the Wakefield and West Riding Building Society.

Great Stanhope Street is crowned at its northern end by Chesterfield House, situated at the corner of South Audley Street and Curzon Street. It was erected in 1750 for Philip, fourth Earl of Chesterfield, and is now the residence of Princess Mary and the Earl of Harewood. Curzon Street takes its name from the third Viscount Howe, and in this street is Crewe House, erected about 1735, the



Dorchester House, pulled down in 1920.



Bedford Lemère & Co.

The Dorchester Hotel, opened in April, 1931.

residence of the Marquess, which stands back behind its wall and courtyard. It was purchased by Lord Crewe in 1899 for £90,000. On the north side of Curzon Street is Chesterfield Gardens, a fine range of large Victorian mansions with portico balconies, and on the south side near the approach to Shepherd's Market is Sunderland House, a modern stone-fronted building erected on the site of a chapel long famous for hasty marriages. Farther along on the north side is the Third Church of Christ Scientist, erected in 1910, and crowned by a tower which enjoys a view down Half Moon Street, across Piccadilly, to the Green Park. Next door is the Washington Hotel, forming one of the well-known Honeywood group, and at the corner of Clarges Street on the opposite side is the old-established Curzon Hotel. But for the fact that the western end of Curzon Street ends in a cul-de-sac, known as Seamore Place, it might well form a useful relief thoroughfare to Piccadilly.

Returning once again to Park Lane, just inside the park opposite Stanhope Gate we see the Adrian Jones Cavalry Memorial, and close to Tilney Street is Fitzherbert House, a new block of flats which has been erected on the site of Mrs. Fitzherbert's town house, demolished in 1927.

On the site of the late Dorchester House, at the corner of Park Lane and Deanery Street, which was pulled down in 1929, a great modern hotel called the Dorchester has been erected for the Gordon Hotels Company, Ltd., at a cost of £1,750,000. It contains 400 rooms and an open-air restaurant. The floors are lined with seaweed and the bedrooms with cork, in order to render the building absolutely sound-proof. Dorchester House, erected by Villiamy in the Italian style for the Holford family in 1851, was a magnificent mansion, probably second to none in the metropolis, and was noted for its marble staircase, which is said to have cost £30,000. The exterior of the building was faced with Portland stone and stood back some distance from the roadway. The house was occupied by the Shah of Persia during his second visit to England, and it had also been the temporary residence of other foreign potentates. In later years it was occupied by Mr. Whitelaw Reid, the American Ambassador, but for some time before its demolition this mansion was for sale.

Between Aldford Street and Mount Street some of the houses overlooking Park Lane are of a very shabby appearance, and most people will feel but little regret if in course of time they are replaced by modern buildings. Aldford House itself, which was a very ornate building faced with stone, has recently been demolished, and a large new block of flats is now being erected on that site. Mount Street derives its name from Oliver's Mount, an earthwork in the ring of fortifications constructed by Cromwell's army in 1643 to defend London from the Royalists.

On the site of Grosvenor House, the former residence of the Duke of Westminster, extending from Mount Street to Upper Grosvenor Street,

a huge pile of flats, nine stories high, has been erected, which has been dubbed the 'Park Lane Cliffs'. It is built in the typical American style and resembles some of the apartment houses in the up-town district of New York. The two lower stories are faced with stone, but the upper floors consist merely of straight brick walls, capped at the top with small towers, but otherwise utterly devoid of all external decoration, and more suggestive of some huge warehouse or penitentiary than a block of luxury flats in Park Lane. In this case distance certainly lends enchantment, for when viewed from Hyde Park the new Grosvenor House looks a trifle less terrible.

The old Grosvenor House was demolished in 1927, and had its main entrance in Upper Grosvenor Street. It contained one of the finest collections of pictures in London. At the back, facing Park Lane, was a stone screen 110 feet long with columns in front and two carriage ways with pediments sculptured with the Grosvenor arms. The house was erected in 1842 by Cundy, and the Corinthian colonnade, based on Trajan's Forum at Rome, was the most ornamental feature to be seen from Park Lane. It was sold by the Duke of Westminster to the late Lord Leverhulme, whose executors in turn sold the site to the present owners.

In Mount Street, leading from Park Lane to Berkeley Square, the gloomy-looking houses of our grandfathers have long since been replaced by modern buildings faced with red brick, many of which contain high-class shops. At the corner of Carlos Place is the Connaught Hotel, formerly the Coburg Hotel. Several important firms of estate agents are also located in this street. More recently a similar transformation has been effected in Park Street, where the whole of the west side from Mount Street to Oxford Street is now lined by handsome new blocks of flats and private houses, in marked contrast to the old ones still remaining on the east side of the street. Many fine new houses have also been erected in Green Street and in Norfolk Street. Here, on 6 May 1840, Lord William Russell was murdered in his bed by a Swiss valet named Courvoisier, after having been discovered by his master in the act of packing up his valuables with intent to carry them away.

At the west corner of Park Lane and Upper Brook Street is Dudley House, named after the eccentric Earl who lived and died here in 1833, and on the opposite corner is Brook House, formerly the residence of Sir Ernest Cassell and now occupied by Lord Louis Mountbatten. After passing Green Street we next come to the Marble Arch, which replaced an earlier brick gateway by Sir John Soane at what was then known as Cumberland Gate. Originally erected in front of Buckingham Palace by Nash at a cost of £75,000, it was removed to its present site in 1851 at a cost of £4,340, all the stones being numbered for that purpose. The Marble Arch was originally intended to bear a colossal bronze emblematic group of Victory in a four-horsed car, but the design was

eventually changed to an equestrian statue of George IV, executed by Chantrey at a cost of 9,000 guineas. This was afterwards erected on a pedestal at the north-eastern angle of Trafalgar Square. The Marble Arch contains a large room in its attic which is utilized by the London Police. Cumberland Gate was so called from William, Duke of Cumberland, the hero of Culloden.

In 1908 a wonderful improvement was carried out at the Marble Arch, when owing to the increasing congestion of traffic at the junction of Park Lane, Oxford Street, and Edgware Road the railings of Hyde Park facing the entrance opposite to Edgware Road were set back a distance of 180 feet. The corner was thus converted into a noble square, in such a fashion that the Marble Arch which formerly stood level with the park railings is now situated on an island in the roadway outside Hyde Park. Handsome iron gates and a piazza 450 feet long have replaced the former railings. Some years later the building line at the corner of Park Lane was set back in order to bring it into alignment with the widened roadway in front of the Marble Arch and Hyde Park. In 1919 a large new block of residential flats was erected at the corner of Park Lane and Oxford Street, eight stories high and faced with Portland stone, in every respect worthy of its unique situation overlooking Hyde Park and the Marble Arch. The new buildings which have more recently been erected on both corners of Cumberland Gate have given to this important traffic centre a magnificence equal to that of Hyde Park Corner. Here also the roundabout system of traffic is in operation and is greatly facilitated by the broad thoroughfares converging at the Marble Arch.

Proceeding along Oxford Street, which is fully described in another chapter, we come first to Park Street and then to North Audley Street, through which we next direct our steps to Grosvenor Square. North Audley Street, which has been considerably widened on the west side, contains some excellent shops, and so does South Audley Street, on the other side of Grosvenor Square. Like Mount Street it has been mostly rebuilt in our own generation. The former St. Petersburg Hotel, situated on the east side of this street, was appropriated by the Government during the Great War and has been retained by them for permanent use. North Audley Street is named after Mr. Hugh Audley, a barrister of the Inner Temple, who bought land here for building purposes and amassed a fortune of nearly half a million sterling. In this street is St. Mark's Church, erected by Mr. John Deering in 1828 in the Ionic style.

Grosvenor Square, six acres in extent, takes its name from Sir Richard Grosvenor, who died in 1732. It was built between 1720 and 1730, and has retained its popularity as a centre of wealth and fashion ever since that time. Both the Marquess of Buckingham and Lord North lived in this square when Prime Ministers. No. 29 was the scene of the so-called Cato Street conspiracy to assassinate the Cabinet Ministers of George IV

while they were dining with Lord Harrowby, President of the Council. Happily they were warned in time and the conspirators were seized in an attic in Cato Street, Marylebone Road, only a few hours before the intended outrage. Arthur Thistlewood and four other ringleaders were lodged in the Tower and paid the supreme penalty of the law. Cato Street was afterwards renamed Homer Street. Grosvenor Square is traversed from east to west by the two broad thoroughfares of Brook Street on the north side and Grosvenor Street on the south side. On the two corners of Carlos Place, opening into Grosvenor Square, fine new blocks of flats have recently been erected.

Brook Street derives its name from the Tyburn brook, which at one time was a stream of some importance. It leads to Hanover Square and contains some elegant shops and also the world-famous Claridge's Hotel at the south corner of Davies Street. This hotel, formerly Mivart's, was opened in 1808 by M. Mivart, a Frenchman, at a time when sumptuous accommodation was very much lacking in the metropolis. It was bought some years later by Mr. Claridge, and as Claridge's Hotel the one big square house was presently to become the abode of all the visiting Royalties to London. So well did M. Mivart prosper that he added four adjoining houses to the one originally leased before he sold his business to Mr. and Mrs. Claridge. This was in the middle of the last century. In 1895, after the death of Mr. Claridge, the old premises were pulled down and the present magnificent hotel erected in their place. Recently it has been greatly enlarged by a new wing erected on the site of three houses facing Brook Street. The late Marshal Foch stayed at Claridge's Hotel during his various visits to London. On the opposite corner of Brook Street is a fine new building erected by Lloyds Bank.

Davies Street, leading to Berkeley Square, until a few years ago was a ragged-looking street, but the whole of the east side is now lined by modern buildings. Next to Claridge's Hotel is a large new block of residential flats, and beyond Grosvenor Street is another called the Manor, with shops on the ground floor, erected on the site of the Davies Street swimming-baths, pulled down in 1912. This street also contains the head-quarters of the Victoria and St. George Territorial Rifles, opened on 6 November 1890 by the Duchess of Westminster.

Berkeley Square was built between 1730 and 1740 and takes its name from Berkeley House, the predecessor of Devonshire House already noticed during this walk. Noted for its plane-trees it is one of the most richly wooded squares in London, and in summer-time is most delightful. Lord Clive died at No. 45 and Horace Walpole at No. 11. It contains Gunter's famous catering establishment on the east side, and on the north-east corner is a handsome block of residential flats erected on the site of Thomas Hotel. Lansdowne House, on the south side of the square, was built by Robert Adam in 1784 for the Marquess of Bute when Minister to George III, and was sold by the Marquess, before its completion, to Lord Shelburne, afterwards Marquess of Lansdowne, for

£22,000. In 1921 Lansdowne House was let on a short lease to Mr. Gordon Selfridge, but the site is now for sale, and it is still uncertain whether the mansion will be demolished or retained with the new buildings which are expected to be built on its grounds. In order to complete the widening of Berkeley Street a small strip of land was taken from the grounds of Lansdowne House in 1926 and the wall set back to the amended line of frontage.

Lansdowne Passage, running between Berkeley Street and Curzon Street, is now overlooked by the courtyard of the Mayfair Hotel, and formerly divided the grounds of Devonshire House from those of Lansdowne House. Its entrance was then crossed by a bar erected in the eighteenth century to prevent the escape of highwaymen by that way, after a mounted policeman had ridden full gallop up the steps, having fled through Bolton Row after robbing their victims in Piccadilly. There is some talk of opening up Stratton Street into Berkeley Square in order to provide a relief thoroughfare to Berkeley Street, but strictly speaking this is quite unnecessary. A more useful improvement would be the construction of a new roadway on the site of Lansdowne Passage across from Berkeley Street into Curzon Street. This would provide a relief thoroughfare to the west end of Piccadilly, though possibly the difference in the level of Berkeley Street and Curzon Street might prove somewhat of an obstacle to this scheme.

Hill Street and Charles Street on the west side of Berkeley Square remain unaffected by the spread of modern houses and large blocks of flats in other parts of Mayfair. Their brown-brick Georgian fronts still reflect the external gloom of the Mayfair of our grandfathers, splendid though they may be in their internal appointments. Hill Street indeed was described by Thackeray as the 'Great Gaunt Street'.

On the east side of Berkeley Street are several tall modern buildings, and most of the former private residences between Hay Hill and Piccadilly have been recently converted into shops, with the result that Berkeley Street has now blossomed out into an important business thoroughfare.

Bruton Street, on the east side of Berkeley Square, leading to New Bond Street and named after Sir John Berkeley of Bruton, has undergone a similar transformation. Here the private houses one after another are being turned into high-class shops, which are largely occupied by dealers in antique wares. The large corner site, comprising nine houses in Berkeley Square and six in Bruton Street, has recently been sold by Lord Bearsted for the erection of a huge new hotel by the Canadian Pacific Railway Company. The building of this hotel has been postponed.

On the large rectangular site at the north-west corner of Grosvenor Square and North Audley Street hitherto occupied by the Italian Embassy and two other mansions a block of about a hundred luxury flats is now being erected, and will be ready for occupation in 1934.

THIRTEENTH WALK

JERMYN STREET, ST. JAMES'S STREET, MARLBOROUGH GATE, ST. JAMES'S PALACE, BUCKINGHAM PALACE ST. JAMES'S PARK, CONSTITUTION HILL, AND PALL MALL

THE district commonly known as St. James's is enclosed by Piccadilly, Lower Regent Street, Pall Mall, and the east side of the Green Park, It is essentially a quarter of London designed to meet the requirements of bachelors and members of West End clubs, and is notable for the comparative absence of the fair sex and of all shops dealing in feminine requirements. The majority of London's principal clubs are situated in the St. James's quarter, which also contains numerous colonies of bachelor flats and chambers, many first-class restaurants, and shops dealing in hosiery, wearing apparel, and works of art.

Jermyn Street, which we have selected as our starting-point for this walk, derives its name from Henry Jermyn, Earl of St. Albans, and was built about 1667. Many famous people must be numbered amongst its earlier inhabitants, but this street has been mostly rebuilt during our own century, and though it contains many fine buildings, these cannot be seen to advantage owing to the narrowness of the street, which scarcely exceeds 30 feet in width. To a large extent Jermyn Street is a backwater of Piccadilly, inasmuch as several large buildings have frontages to both streets. Figuring amongst these are the Criterion Theatre, the newly erected buildings on the west side of Piccadilly Circus, the Geological Museum, Lyons's Popular Café, St. James's Church, Princes New Restaurant and arcade, the extensive new buildings of Messrs. Fortnum and Mason, Ltd., and the Piccadilly Arcade.

On the site now covered by the Piccadilly Arcade and the Felix Hotel above, formerly stood the Brunswick Hotel, and here Louis Napoleon took up his residence in May 1846, under the assumed name of the Comte d'Arenberg, after his escape from captivity in the fortress of Ham. On the adjoining site a handsome new block of shops and offices has replaced the former Cox's Hotel, demolished in 1924. In this building is Sorani's new restaurant.

Turning to the south side of Jermyn Street, both the Capitol and the Plaza Cinemas have imposing frontages to this street, and various shabby houses at the corner of Wells Street have recently given way to modern buildings. A few doors farther west are the head-quarters of the Royal Society for the Prevention of Cruelty to Animals, founded in 1824. The present building was erected in 1869. Immediately adjoining is the new Laurier Hotel and Restaurant. On the same side of the street is the Jules Hotel, with a portion of its frontage zoned back and the remainder built forward to the line of the street, thus giving it a most

unsightly appearance. A few doors farther west is the Cavendish Hotel, the oldest in Jermyn Street, with a second entrance in Duke Street, and between the latter thoroughfare and Bury Street, at No. 76, is Hammam's Hotel and Turkish Baths, opened about 1860 as the London and Provincial Turkish Bath Company.

Hammam's occupies the site of the former St. James's Hotel, and here Sir Walter Scott lodged for some time after his return from the Continent in 1832, setting out on 7 July for Abbotsford, where he died on 21 September of that year. On the west corner of Bury Street is Marlborough Chambers, a handsome modern block of shops and bachelor flats, occupying the site of the house in which lived the great Duke of Marlborough, when Colonel Churchill, between 1675 and 1681. Next door to Marlborough Chambers is another handsome new block of shops and chambers extending to the corner of St. James's Street.

York Street, on the south side of Jermyn Street, leads to St. James's Square, built in 1676. Formerly consisting of aristocratic private residences, this square is now occupied by several of the leading West End clubs. Amongst these are the Sports, Portland, British Empire, Windham's, East India United Service, Caledonian, and Junior Carlton, and for that reason St. James's Square furnishes a convenient and busy parking ground for private motor-cars. In the south-east corner of the square is Norfolk House, a fine mansion built in 1748-52 by Matthew Brettingham, for the ninth duke, and here also George III was born in the older house at the back on 4 June 1738. This mansion has recently been put up for sale and it seems probable that its site will eventually be covered with modern flats and business premises, which are rapidly invading this old-fashioned square.

On the south-west corner of King Street is a large red-brick building containing shops and flats, called Cleveland House, erected in 1897, and Winchester House, close to Pall Mall, now for sale. On the north-west corner of Charles Street is the principal West End branch of the Westminster Bank, formerly Ossulton House. On the north side of the square is Chatham House, which has been the residence of no less than three British Prime Ministers, namely, William Pitt, Edward Geoffrey Stanley, and Mr. Gladstone. During the Great War a rather picturesque-looking hut resembling a country inn was erected in the centre of St. James's Square, which was christened the Washington Inn, and was principally used by Americans and Overseas Officers. It remained standing until 1921. King Street on the west and Charles Street on the east side of St. James's Square were so named in honour of Charles II, whereas York Street on the north side and Duke Street leading from Piccadilly to King Street were named after the Duke of York.

King Street contains a large number of bachelor flats, also Mitchell's Picture Galleries on the east side, and the fine premises of Messrs. Spink and Sons, the jewellers, at the west corner of Duke Street, formerly the Feathers Hotel. Bury Street, running parallel to Duke

Street on the west side, is said to derive its name from a half-pay officer named Berry, and contains the St. James's Palace Hotel on its east side, erected in 1906, together with the Quaglinos Restaurant. Ryder Street, leading at right angles into St. James's Street, contains a colony of bachelor flats and shops called St. James's Chambers, and on the opposite side of the street is the Eccentric Club, occupying the former premises of Dieudonné's Restaurant, now moved to St. Martin's Lane.

We turn next into St. James's Street. This broad and handsome thoroughfare, built in 1670, leads from Piccadilly to Pall Mall and is crowned at its southern end by the picturesque gateway of St. James's Palace. It had been fashionable since its earliest days and was at first called Long Street. Being situated on rising ground, the Crystal Palace and the Surrey hills can frequently be seen from the top of the street over St. James's Palace in clear weather. On the east side, between Piccadilly and Jermyn Street, is White's Club, successor to White's Chocolate House, established in 1698, and built from designs by Wyatt. As a club it dates from 1736. Below Jermyn Street on the same side is Boodle's, the country gentleman's club, opened in 1762, and, like White's, possessing a very unpretentious façade compared to its more modern neighbours in St. James's Street and Pall Mall.

With the exception of White's and Boodle's Clubs, virtually the whole of the east side of St. James's Street is now lined with stately new buildings and elegant shops. Yet despite the changes which have taken place in St. James's Street it still retains its original homely appearance and is what may aptly be termed 'a very nice English street'. On the south-east corner of Jermyn Street is Cording House, a new block of shops erected in 1928, but the finest buildings on this side of St. James's Street are those situated between Ryder Street and King Street, which have been so designed as to appear like a single edifice. The older portion, called Bank Buildings, at the corner of King Street, erected in 1910, contains the principal West End branch of Lloyds Bank, but the newer section, known as the St. James's House, was not completed until 1927, and now contains the head offices of the International Sleeping Car Company. At the south corner of King Street are the offices of the Motor Union Insurance Company, formerly the premises of Messrs. Rumpelmayer, the famous Viennese restaurant and confectionery house, now removed to another building on the opposite side of the street. Another fine building is the Byron House between King Street and Pall Mall, erected in 1923.

Directing our attention to the west side of St. James's Street, the first noteworthy building is the Devonshire Club, two doors from Piccadilly, formerly Crockford's, a famous London gaming-house built in 1827. It originated with William Crockford, a fishmonger, whose shop was situated next to the Temple Bar. The stakes were high, and Crockford is reputed to have made £1,200,000 out of his venture. He retired in 1840 and died on 24 May 1844. The building was designed for



St. James's Street, looking south from Piccadilly.



The Board of Education and Ministry of Health Offices
viewed from New Bridge Street.

Mr. Crockford by the brothers Wyatt, and in 1872 it was acquired by its present owners as a club for Liberals, but it is no longer essentially a political club. In 1872 it underwent a complete alteration and partial rebuilding. Another man, called Smart, who started gaming rooms at No. 34 on the opposite side of the street, now forming part of the site of the new Cording House, was not so fortunate. On 22 February 1843, Smart's gaming rooms were raided by the police, when one of Smart's sons, who was in bed at the time, endeavoured to escape over the roof of the house and fell from the parapet into the street from the fourth story. He was conveyed by cab to hospital, where he died.

Between Bennett Street and Park Place are the Royal Societies' Club, the New University Club, founded in 1864, and Brook's Club, erected from designs by Holland in 1778. Brook's takes its name from its first proprietor, a wine merchant and money-lender under whom the club migrated from Pall Mall. Between Park Place and St. James's Place is the Cocoa Tree Club, and beyond is Arthur's Club, so named from its founder, a keeper of White's Chocolate House who died in 1761, and Rumpelmayer's at the corner of Little St. James's Street. One or two mean-looking buildings still survive on this side of St. James's Street, notably on the south corner of Bennett Street and adjoining Park Place. These occupy valuable sites eminently suited for the erection of fine modern buildings.

At the top of Park Place is Vernon House, the World Head-quarters of the Overseas League, adjoining which is the League's club-house. At the top of St. James's Place a cul-de-sac is the entrance to the town house of Earl Spencer, which extends to the Green Park. Between Little St. James's Street and Cleveland Row are the Conservative Club, the Thatched House Club, and the West End offices of the Alliance Assurance Company. The Conservative Club, opened on 18 February 1845, was erected from the designs of Bassevi and Sydney Smirke on the site of a part of the former Thatched House Tavern, and a house in which Gibbon the historian died on 16 January 1794. This club was established in 1840 to receive Conservatives, then too numerous to obtain admission to the Carlton Club. The Thatched House Club, formerly known as the Civil Service Club, was erected in 1865, and occupied the main portion of the site of the once celebrated Thatched House Tavern, long famous for its public and club dinners. On the site of the offices of the Alliance Assurance Company originally stood English's St. James Royal Hotel.

In King Street, on the opposite side of the road, is the St. James's Theatre built in 1835 by Beazley for John Braham the singer and remodelled in 1879. The late Sir George Alexander and Sir Gerald du Maurier figure amongst the well-known lessees of this theatre. Immediately adjoining the St. James's Theatre are the Willis Sale Rooms, formerly Almack's, a noted house for public dinners, balls and meetings, named after Mr. Almack, one of the founders of Brook's Club. It was

opened in 1765, but was afterwards renamed Willis Rooms by its new proprietor in 1843. It contained a supper room with a spacious gallery and a ball-room 100 feet long by 40 feet wide, in which as many as 1,700 persons were present upon one occasion. The premises have long since been rebuilt. On the opposite side of King Street are Messrs. Christie's sale rooms, celebrated for their picture and china sales.

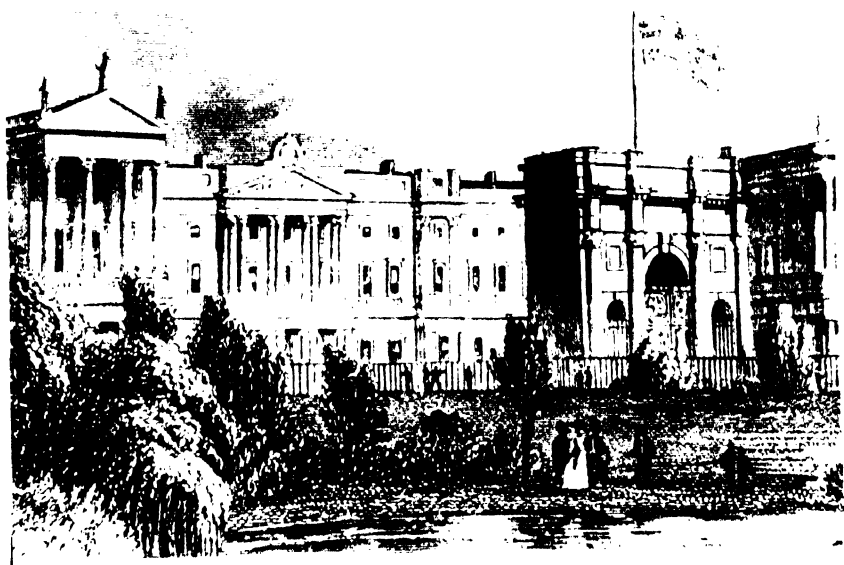
Returning to St. James's Street and turning to the left we come to St. James's Palace, the official residence of the sovereigns of England from the reign of William III until the accession of Queen Victoria in 1837. Though no longer the residence of monarchs it still gives its name to the English Court, and Royal levees are still held in St. James's Palace. It is now the residence of the Prince of Wales.

Cleveland Row, opposite St. James's Palace, leading into the Mall, derives its name from Barbara, one of the mistresses of Charles II. Handsome modern buildings have been erected here opposite the Palace, but this thoroughfare is not available to through vehicular traffic except by special permission.

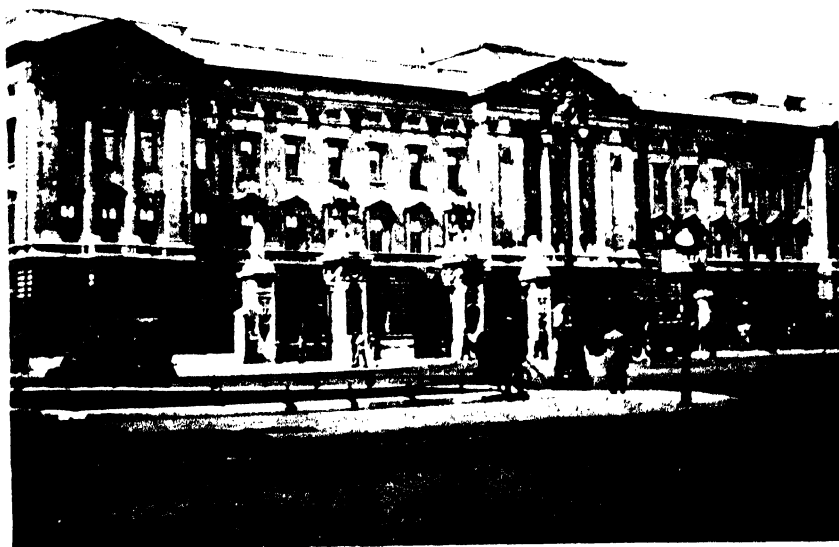
At the west corner of Cleveland Row and the Mall is the London Museum, formerly Stafford House, and now called Lancaster House. It was built in 1825 from designs by B. Wyatt for the Duke of York, son of George III, but he never lived to see its completion and in 1841 the Duke of Sutherland purchased the Crown lease for £72,000, the original cost of the building. The proceeds were used for the purchase of Victoria Park. On the death of the late Duke in 1913, this property came into the market and was purchased by the late Lord Leverhulme and presented to the nation.

A walk of about 100 yards along the Mall will bring us to the Victoria Memorial, designed by Sir Thomas Brock, R.A., and unveiled by the present king on 16 May 1911. The height of the Memorial is 82 feet in all, that of the statue of Queen Victoria being 13 feet. The groups alongside represent Justice and Truth, and facing Buckingham Palace itself is a group symbolic of Motherhood. The whole is surmounted by a winged figure of Victory, this figure being poised on a sphere supported by the figures of Courage and Constancy. At the base is a marble basin with fountains. In front of the Memorial, forming the entrance to the Mall, is a semicircular colonnaded screen with arches and gateways which encloses the Queen's Garden. This great improvement involved the sacrifice of a small portion of the lake in St. James's Park, and also a corner of the Green Park immediately opposite.

Buckingham Palace, the London residence of the Royal Family, facing the Mall and St. James's Park, stands on the site of Buckingham House, built in 1703 by a Dutch architect for John Sheffield, Duke of Buckingham. It was acquired by George III in 1761 for £21,000 shortly after the birth of the Prince of Wales at St. James's Palace. Their Majesties then removed here, and all their succeeding children were born here. In 1775 the property was settled on Queen Charlotte in



The eastern front of Buckingham Palace in 1831.



The eastern front of Buckingham Palace to-day.

exchange for Somerset House, and thenceforth Buckingham House was called 'the Queen's House'. It was reconstructed between 1825 and 1836 in the Palladian style from the designs of Nash, but as William IV did not like the building, Buckingham Palace was not occupied until the accession of Queen Victoria, after which several alterations and improvements were effected, and new buildings added on the south side. The palace as constructed by Nash consisted of three sides of a square, the fourth side being enclosed by iron palisades. In front of the central entrance formerly stood the Marble Arch, now removed to Cumberland Gate, Hyde Park. The original east front of the palace was built in 1846 by Mr. James Blore at a cost of £150,000. The south wing and the ball-room, measuring 111 feet by 60 feet, were added in 1856.

Architecturally the garden or west front of the palace with its balustraded terrace and five Corinthian towers is regarded as the principal one. The pleasure grounds cover an area of 40 acres, five of which are occupied by a lake, but the general public are not privileged to inspect this Royal residence or its delightful gardens. One surviving relic of olden times, totally inconsistent with the dignity of a Royal residence in the capital of the British Empire, is the long hideous stable-wall fronting Grosvenor Place, with its spikes on the top, doubtless originally intended to prevent trespassers from climbing over the wall. Possibly this is a necessary evil, but at least an ornamental wall would be more in keeping with the splendour of Buckingham Palace and of the aristocratic Grosvenor Place. An ornamental wall of more recent construction fronts that part of the palace which faces Buckingham Palace Road.

In 1912 a new east front was built by Sir Aston Webb at a cost of £60,000. It is of a straightforward Renaissance design and of Portland stone, with tall pilasters between the windows from end to end, and gives the building a dignity which it previously lacked. A stone balustraded balcony projects from the first floor, below which the stone facing is rusticated. The work was carried out in the record time of less than three months, arrangements having been made that it should be put in hand between August and November during the period when their Majesties were out of town. All the blocks of stone for the new façade were numbered beforehand in order that the work might proceed as rapidly as possible. After the completion of the new front in the following November, His Majesty signified his great pleasure at the way in which the work had been carried out by inviting the men who had been engaged on this contract to a dinner at Buckingham Palace.

In its new mantle of splendour, Buckingham Palace bears a striking resemblance to the former palace in Brunswick, utilized as a public museum since the establishment of the German Republic. But unlike the Brunswick Palace, it lacks the bronze statue on its roof, and let us hope that some day a bronze figure of a chariot and horses will be erected on the roof of Buckingham Palace to commemorate the happy

reign of our present beloved sovereign King George V, and as a token of esteem from a grateful nation.

The additions made to Buckingham Palace between 1846 and 1852 gave London a most welcome street improvement. On 26 July 1847 the tenants of the houses in Stafford Row opposite the private entrance to the palace, now forming a part of Buckingham Palace Road, received notice from the Commissioners of Woods and Forests to vacate their premises owing to the ground being required for the enlargement and improvement of Buckingham Palace. A few other houses were also removed in Great James Street, now renamed Buckingham Gate. This led to the construction of the fine range of buildings opposite the south front of the palace, including the offices of the Duchy of Cornwall and the Buckingham Palace Hotel. The former building was erected in 1855 on the corner of Buckingham Gate, the site having been purchased from the Land Revenues for £5,300. The architect was Mr. Penne-
thorne and the cost of the building was £10,000. Previously the offices of the Duchy of Cornwall had been located at Somerset House.

The Buckingham Palace Hotel, built in the Venetian style, was opened in April 1861 and was designed by Mr. James Murray. From that time until the late war it remained one of London's most aristocratic hotels, but after being released by the Government from war service it was acquired by Messrs. Nobels, Ltd., the manufacturers of explosives. That company, having removed its head offices in 1928 to Imperial Chemical House, Millbank, the former Buckingham Palace Hotel is now for sale.

In 1857 new iron gates were erected at the entrance to St. James's Park, and the former Park Lodge, which stood at the west end of Birdcage Walk, adjoining the Wellington Barracks, was then removed. A new lodge was afterwards built at Buckingham Gate, and this improvement, including the new gates and approaches to the park, cost £2,450. In more recent times these gates have been replaced by handsome new gilded gates and railings, forming part of the improvements effected by the construction of the Victoria Memorial in 1904. Birdcage Walk, skirting the south side of St. James's Park, derives its name from the aviary established there in the reign of James I, and contains the Wellington Barracks erected in 1834-59 for part of the household troops.

Running obliquely between Buckingham Palace and Hyde Park Corner is Constitution Hill, formerly a narrow thoroughfare, but widened in 1907 to 95 feet in connexion with the improvements in front of Buckingham Palace. For that purpose a strip of land about 25 feet, separating the roadway from the wall of the grounds of the palace, was taken, together with a small slice of the Green Park. Here no fewer than three attempts were made upon the life of Queen Victoria, the first by a lunatic named Oxford on 10 June 1840, the second by John Francis, another lunatic, on 31 May 1842, and the third by a man named Bean on Sunday, 1 July 1842.

John Francis, who made the second attempt on the Queen's life, was tried and condemned to death for attempted murder, and was sentenced to be conducted to the place of execution on a hurdle, there to be hanged by the neck until he was dead, the head to be afterwards severed from the body, which was then to be divided up into four quarters to be disposed of in such a manner as Her Majesty should deem fit. But instead of disposing of the body of the prisoner, Queen Victoria exercised her prerogative of mercy and commuted the death sentence to transportation for life to the former penal settlement of Tasmania.

The third attempt was made upon the life of the Queen whilst on her way from Buckingham Palace to the Chapel Royal. Upon that occasion the traitor was seized by a spectator and the pistol taken from him, but owing to the stupidity of the police constables he was allowed to escape. Subsequently he was apprehended and lodged in Tothill Fields Prison, and eventually sentenced to eighteen months' imprisonment at the Millbank Penitentiary.

On Saturday, 30 June 1850, whilst riding in Constitution Hill, Sir Robert Peel was thrown from his horse after having made a call at Buckingham Palace and entered his name in Her Majesty's visiting book. Whilst Sir Robert Peel was exchanging greetings with Miss Ellis, one of Lady Dover's daughters, his horse became restive, turned sharply, and threw Sir Robert over its head upon his face. Medical aid was obtained from St. George's Hospital, but Peel died on the following day.

St. James's Park, which next calls for notice, comprises an area of about 90 acres, which originally belonged to the Palace of St. James's. It was first created and enclosed by Henry VIII, but was replanted and beautified by Charles II, and finally arranged by George IV in the years 1826-8 much as it appears at the present day. A Chinese bridge once spanned the so-called canal, which was erected for the occasion of the visit of the Allied Sovereigns to London in 1814, but it was destroyed a few years afterwards. The canal was then fashioned into a lake, consisting of a winding sheet of water. The original canal was formed by Charles II out of several previously existing ponds, and he also built a decoy for ducks. The chain bridge which now spans the lake and affords such delightful views of the Foreign Office and Whitehall Court was erected in 1857. The lake was then cleared out and raised, so that the greatest depth of water does not now exceed four feet. About six years ago it was suggested that the chain bridge should be replaced by a new stone structure, but in view of the strong opposition levelled against this proposal it was not pursued any farther.

During the World War of 1914-18 the lake in St. James's Park was dried up, and an extensive collection of temporary buildings erected on this ground. For a considerable time the Passport Office was located here, and it was not until 1922, eight years after the outbreak of the war, that these huts were removed and the lake restored once again. Owing

to the fact that the lake had been dry for so many years, some of the minor repairs to the basin proved inadequate, with the result that no sooner had the lake been refilled than the water slowly trickled out and left it almost empty again. The source of the trouble was located without much difficulty, and the water thus prevented from escaping further.

Marlborough Gate, leading from the Mall and St. James's Park into Pall Mall, was opened to the public in November 1856 by appropriating the private road hitherto used as the approach to St. James's Palace. A portion of the wall of the palace was removed and rebuilt in a line with the new road, and on the opposite side a strip of ground was added to the garden of Marlborough House. In 1925 the wall of St. James's Palace was again set back a short distance, so that a pavement could be provided on the west side of the roadway. Hitherto it had only contained a side walk on the east side, making it distinctly dangerous to pedestrians crossing the Mall at this corner.

Marlborough House, at the corner of Pall Mall, was built in 1710 for the first Duke of Marlborough from Wren's design. It became state property in 1817, when it was purchased for Princess Charlotte and her husband Prince Leopold. It was also the residence of Queen Adelaide after the death of William IV, and in 1850 this mansion was settled on the Prince of Wales, afterwards King Edward VII. Later, it became the home of Queen Alexandra during her widowhood.

Pall Mall, along which we will now direct our steps, is considered by many people to be the handsomest street in London. It derives its name from Paille Maille, a ball game played by Charles II and his friends in St. James's Park. On the corner site, adjoining Marlborough House, until recently occupied by the New Oxford and Cambridge Club, a large new building is now in course of erection. On the adjacent site, formerly containing the Guards' Club, now removed to Brook Street, is a fine building erected for the Midland Bank in 1927. Farther along on the same side of the street is the Oxford and Cambridge Club, designed by Smirke in 1835-8, and at Nos. 81-2 are portions of Schomberg House, built about 1650 during the government of Cromwell. At that period Pall Mall was planted with elm-trees to the number of 140, described as standing in 'a very decent manner' on both sides of the walk. In the reign of William III it was the residence of Frederick, Duke of Schomberg, killed at the battle of the Boyne in 1690. Later it was occupied by William, Duke of Cumberland, the hero or the butcher of Culloden, as the case may have been. A part of this house has long since been pulled down.

Next door to Schomberg House, adjoining the Royal Automobile Club, are the offices of the Car and General Insurance Company and of the R.A.C. Touring Department. The extensive Royal Automobile Club, erected between 1908 and 1910 at a cost of £250,000, occupies the site of the old War Office, and is built in the French Renaissance style,

THE CARLTON CLUB

with a row of stone columns above the ground floor. The Adam ceiling which adorned the old building has been retained in the smoke room of the new club-house. Amongst the special features of the Royal Automobile Club, which boasts a membership of 20,000, are the handsome swimming-bath, the great gallery for concerts and teas, the gymnasium and rackets courts, the large restaurant, to which ladies are admitted, and the terrace overlooking the Mall.

The old War Office was a very grimy-looking building, far more suggestive of a mausoleum than a leading Government Office, and was certainly no ornament to Pall Mall. The western portion was originally a house built for the Duke of Cumberland, brother of George III, and the eastern portion, next to the Carlton Club, formerly Buckingham House, was added to the building in 1855.

The Carlton Club, which adjoins the Royal Automobile Club, was erected in 1855, but was originally founded in Charles Street by the Duke of Wellington in 1831. The following year it removed to Lord Kensington's house in Carlton Gardens, and in 1836 Sir Robert Smirke built a new house of Grecian design to which in 1846 an addition was made by Mr. Sydney Smirke. Eight years later the original club-house was pulled down, and a new wing and a centre were then added, the entire design presenting a façade of 130 feet. The new building was a copy of Sansovino's Library of St. Mark in Venice. Unfortunately it was faced with Caen stone, totally unsuited to the London atmosphere, resulting in its rapid decay, and eventually giving this fine building a most poverty-stricken appearance when viewed from Pall Mall. In 1923 the Carlton Club was refaced with Portland stone at a cost of £60,000, one half of which was defrayed by Sir Mallaby Deeley. To celebrate the completion of the work the men who had been employed on the contract were entertained to a dinner by the members of the Carlton Club.

On the opposite corner of Carlton Gardens is the Reform Club, an imitation of the Farnese Palace at Rome, founded in 1834, two years after the passing of the Reform Bill, at 24 Great George Street, Westminster, the residence of Sir Matthew Wood, twice Lord Mayor of London. It was afterwards removed to a house standing on the site of the present building at No. 104 Pall Mall, but this was totally inadequate for the needs of the members. Within a few months it was decided to build a club house, and there being luckily an adjoining site previously occupied by three houses available for extension, this was purchased. The committee then resolved to erect a new building at a cost of not less than £19,000, but when the bill was finally settled it reached the sum of £80,000. The Reform Club was designed by Sir C. Barry, who also designed the adjoining Travellers' Club, which is a copy of the Palazzo Pandolfini at Florence. Adjoining the Travellers' Club is the Athenaeum, at the corner of Waterloo Place, already noticed in a previous walk.

Unlike the south side of Pall Mall, which is almost entirely occupied by large club houses, the north side contains various handsome modern blocks of shops and offices. Nevertheless, three leading clubs are located on this side of the street, namely, the Junior Carlton, the Army and Navy, and the Marlborough. The Junior Carlton, a stately palace designed by David Brandon, was opened in 1868 at a cost of £40,000, and has extensive frontages both to Pall Mall and the south side of St. James's Square. In order to provide bedroom accommodation, which had hitherto been lacking at the Junior Carlton Club, two extra floors were added to this building in 1925 and more recently an annex has been constructed on the east side in Pall Mall in order to provide accommodation for lady members.

The Army and Navy Club, on the west corner of Pall Mall and St. James's Square, was founded in 1838 and built in 1848-51 on the model of Sansovino's Palazzo Cornaro on the Grand Canal at Venice. The Marlborough Club, a few doors farther west, stands on the site of Almack's Club, the great gaming-house of the eighteenth century and afterwards the Shakespeare Galleries. It was established in 1869, largely through the instrumentality of the Prince of Wales, afterwards King Edward VII, who was a member until the end of his life.

Between Waterloo Place and the eastern entrance to St. James's Square is a handsome range of modern buildings containing the offices of the Ocean Accident and Guarantee Corporation, Ltd., the Carlton Mansions, the Scottish Provident Institution, and the Holland America Line. Between the Army and Navy Club and St. James's Street several other fine buildings line the north of Pall Mall, notably the Weymann House, the West End offices of the London and Lancashire Insurance Company, the Guaranty Trust Company of New York, and the building of Lancia Motors, Ltd. At the east corner of St. James's Street and Pall Mall is a fine red-brick building by Norman Shaw, containing shops and offices.

On a site at the north-east corner of St. James's Square, which has remained vacant for several years, a modern block of offices is now in course of erection.

FOURTEENTH WALK

CHARING CROSS, WHITEHALL, THE GOVERNMENT BUILDINGS, WESTMINSTER BRIDGE, HOUSES OF PARLIAMENT, WESTMINSTER ABBEY, DEAN'S YARD WESTMINSTER SCHOOL, MILLBANK, AND GREAT SMITH STREET

STARTING out on our travels from Trafalgar Square and proceeding down Charing Cross towards Whitehall, we first pass the newly erected Whitehall Theatre on our right, occupying the site of the famous Ship Tavern, demolished in 1929. Adjoining Martin's Bank is the fine new red-brick edifice containing the banking premises of Messrs. Glyn Mills and Company, Ltd., on the ground floor, and an extension of the Admiralty buildings on the five upper stories.

Immediately adjoining these newly erected buildings is the Old Admiralty, built in 1725, with a classic portico and a stone screen designed by Robert Adam in 1760. Next door is the Office of the Paymaster-General and the Horse Guards, with a clock tower and an archway dating from 1758 leading through to the parade ground in St. James's Park. It stands on the site of the old tiltyard of the Palace of Westminster, where tourneys were held in former times. The stone front of these buildings overlooking the parade ground and St. James's Park is very pleasing to the eye, but the frontage to Whitehall, consisting largely of yellow brick, looks very dingy, and would be more in keeping with the dignity of that great thoroughfare if it could be entirely refaced with Portland stone.

At right angles to the Old Admiralty and the Horse Guards on the north side of the Parade Ground is the imposing quadrangular pile of the New Admiralty, which is connected with another block at the eastern end of the Mall containing the residences of the First Lord and the First Sea Lord, and the triple Archway with its wrought-iron and bronze gates designed by Sir Aston Webb, P.R.A. The New Admiralty was built in 1895 from the designs of Messrs. Leening and Leening of Halifax in the Italian Palladian style, and is faced with red-brick and stone. It contains three corner towers and a campanile which rises to a height of 170 feet.

The Parade Ground, the scene of the Trooping of the Colours, is the largest clear space in London, and contains statues of Field-Marshal Earl Kitchener, Viscount Wolseley, and Lord Roberts. On the western side is the Guards Division Memorial, unveiled by H.R.H. the Duke of Connaught in memory of the 14,000 Guardsmen killed in the Great War. Another memorial, designed by Sir Edwin Lutyens, R.A., stands at the corner of the New Admiralty to the officers of the Royal Naval Division who fell in the Great War.

Returning to Charing Cross, on the east side is Craig's Court, formerly the home of Cox's Bank. In the court is Harrington House, built in 1702, with a fine old Queen Anne front, until 1917 the residence of the Earls of Harrington and the last of the old private mansions of Whitehall. Farther along is Old Scotland Yard, so named because the Scottish Kings were housed here. It was once the official residence of the Royal architects and surveyors, notably Inigo Jones, Sir John Denham, Sir Christopher Wren, and Sir John Vanbrugh. Until 1891 it was the headquarters of the Metropolitan Police, and is now used by the Army Authorities as a recruiting centre.

Between Great Scotland Yard and Whitehall Place is the handsome building of H.M. Office of Woods and Forests, completed in 1908. It is faced with Portland stone and harmonizes admirably with the adjoining War Office and with the United Service Museum on the opposite corner of Horse Guards Avenue. The new War Office, erected between 1899 and 1906 from the designs of William Young at a cost of £1,000,000, is faced with Portland stone, with groups of Ionic pillars, and contains four circular flanking towers, 156 feet high. The building occupies the whole of the island site between Whitehall Place, Horse Guards Avenue, and Whitehall Court, and contains about 1,000 rooms and two and a half miles of corridors. Whitehall Place contains the Ministry of Agriculture and Fisheries and Ordnance Survey.

Upon entering Whitehall after leaving Charing Cross the roadway widens out considerably, increasing to 130 feet between Downing Street and Parliament Square. A very welcome improvement might some day be effected by setting back the building line on the east side of Charing Cross between Whitehall and Trafalgar Square, bringing it more or less into alinement with the War Office and H.M. Office of Woods and Forests. Whilst the cost of this improvement would undoubtedly be heavy, the advantages to be derived might well prove commensurate with the expense incurred. Some of the buildings on the east side of Charing Cross are old and may possibly be pulled down in course of time, and the sacrifice of some 20 feet of ground could be largely offset by the erection of much taller buildings, similar to those of Northumberland Avenue. On 1 January 1931 the name of Charing Cross was altered to Whitehall for the entire thoroughfare from Trafalgar Square to Parliament Street.

In the centre of Whitehall, opposite the War Office, is an equestrian statue of the Duke of Cambridge, a former Commander-in-Chief of the British Army. Lower down Whitehall, also in the centre of the road, opposite the Foreign Office, is the Cenotaph, a world-famous monument designed by Sir Edwin Lutyens, R.A., and erected in 1920 in place of a temporary memorial erected for the Peace Celebrations of July 1919.

At the south corner of Horse Guards Avenue is the Banqueting Hall of the former Royal Palace of Westminster built by Inigo Jones in 1622,

and all that remains of the buildings destroyed by fire in 1695. It was designed as the nucleus of a great palace and was the residence of the kings of England from Henry VIII to William III, and was to have extended from the river to St. James's Park, and to have covered a site of 24 acres. The Hall was converted into a Chapel Royal by George I, but since 1895 it has been occupied by the Museum of the Royal United Service Institution founded in 1830, whose premises are next door.

At the back of the United Service Museum is Whitehall Gardens, and here at No. 2 Benjamin Disraeli resided from 1873 to 1875, and No. 4 was the town house of Sir Robert Peel, to which he was brought home to die after falling from his horse in Constitution Hill. Adjoining the United Service Institution is Gwydyr House, now used as a recruiting centre for the Royal Air Force, and Montagu House, formerly the town mansion of the Duke of Buccleugh and now the offices of the Ministry of Labour.

Montagu House was completed in 1864, having been five years in course of erection. It is 144 feet long and 88 feet wide, and the elevated roofs above each wing rise to a height of 90 feet, giving the house a stately appearance. The garden formerly extended to the river, but when the Victoria Embankment was constructed, the Duke of Buccleugh received a large sum as compensation for the strip of ground required for this improvement. Overlooking the garden of Montagu House is Richmond Terrace, built on the site of the Richmond House destroyed by fire in 1791. This terrace of houses is now appropriated by the Ministry of Labour and also contains the Office of the Public Prosecutor, but its appearance is very shabby and dilapidated. However, the days of both Montagu House and Richmond Terrace are now drawing to a close, as it is proposed shortly to pull them down and erect a magnificent new pile of Government offices on this valuable site extending from the Embankment to Whitehall, thus forming a continuous chain of Government buildings in Whitehall between Charing Cross and Parliament Street.

Crossing over to the other side of Whitehall, next to the Horse Guards is the Scottish Office and the Treasury, an extensive edifice built of stone from the designs of Kent, consisting of three stories. It was constructed at different periods, and considerable alterations were made in 1816, when the frontage to Whitehall was cased with brick, washed over in a dirt stone colour. The present façade was built by Sir Charles Barry in 1846-7 to replace the heavy front built by Sir John Soane. A grey antiquated building adjoining the Treasury in Whitehall was then pulled down to make way for an extension of that building. It differed entirely from the architecture of the adjoining buildings and contained a Gothic doorway enriched with carvings. It was the remains of York Palace, a princely house built by Cardinal Wolsey.

Adjoining the Treasury is Downing Street, a century ago a narrow

mean street opening at the top into a small square forming a cul-de-sac. It then housed the First Lord of the Treasury, the Chancellor of the Exchequer, the Colonial Department, and the Foreign Office, but now only contains two houses on the north side, comprising the residences of the Prime Minister and the Chancellor of the Exchequer. The whole of the south side is now fronted by the Foreign Office buildings. By 1855 the old buildings in Downing Street had become very dilapidated, and as their foundations were built upon peat, every one of them had sunk considerably. After the chimneys had sunk, and the walls had also been disturbed as a consequence, the houses were no longer considered worth repairing or renovating. The old Foreign Office was shored up in various parts, the Colonial Office was still worse, and the Office of the First Lord of the Treasury, although sound in its outward appearance, was in a more dilapidated condition than the others.

No. 10 Downing Street, the official residence of the British Prime Minister, surrounded as it is by palatial Government offices, can hardly be regarded as consistent with the dignity of his high office on the one hand, or the capital of the British Empire on the other. Having regard to the magnificence of most of the adjacent buildings, one might reasonably expect the British nation to provide its leading statesmen with an equally fine residence. But sentiment would appear to be the determining factor in these circumstances, and provided a place is old and rich in historical interest, the uglier it is the greater the reluctance to pull it down. At the side of No. 10 Downing Street is a picturesque court leading to an archway through the Treasury building into the Parade Ground.

The new Foreign Office, together with the Home Office, the Colonial Office, and the India Office, are now housed in the fine quadrangle of buildings enclosed by Parliament Street, Downing Street, St. James's Park, and King Charles Street. These were erected between 1868 and 1873 from the designs of Sir Gilbert Scott, in the Italian style, at a cost of £500,000. The courtyard, which is entered from either Downing Street or King Charles Street, is very ornate, and surrounding the windows of the third floor are numerous statues. Work on the demolition of the houses in Duke Street, next to St. James's Park, and in Charles Street, was commenced in August 1861, and the last brick of the old Foreign Office in Downing Street was removed in January 1862. It seems, however, that the clearing of the site for the new buildings proceeded in a very leisurely fashion, as the actual work of construction was not commenced until 1868.

In June of that year it was planned to build a new War Office on the site of the present Treasury and Dover House, so as to adjoin the Horse Guards. Under that scheme the new Treasury was to have been constructed on the site of the buildings now containing the Ministry of Health and the Board of Education. King Street was to have been swept away entirely to make room for this great improvement and Parliament



The Home and Colonial Offices, from St. James's Park.



A present-day view of Westminster Bridge

street widened to 130 feet. It was also suggested at the time that St. Margaret's Church should be removed to the west of the Victoria Tower in order to open up an uninterrupted view of Westminster Abbey. At that time the total cost of the new buildings, together with the large amount of ground to be acquired, was estimated at £3,322,000, against which it was said that a sum of £525,000 could be offset for the value of previously existing premises no longer required, thus reducing the net cost to £2,797,000.

This scheme failed to mature, possibly on account of its magnitude, and it was not until 1898, exactly thirty years later, that the second and larger instalment of this grand improvement was commenced. The huge island site enclosed by Parliament Street, King Charles Street, St. James's Park, and Great George Street, was then cleared of its many streets and houses, and in 1900 a start was made on the construction of the buildings now housing the Board of Trade, the Ministry of Health, and the Education Department. These were designed by J. M. Brydon in the Renaissance style. The portion fronting Parliament Street was completed by 1907, but the extension to St. James's Park, which involved the disappearance of Delahay Street and the former premises of the Institute of Civil Engineers in Great George Street, now removed to the opposite side of the road, was not completed until 1915. These buildings are connected with the Foreign and Colonial Offices by an overhead bridge across King Charles Street.

King Street, which ran parallel to its modern sister, Parliament Street, between it and St. James's Park, was the ancient highway between the regions of the Court of Whitehall and Westminster Abbey, and was completely swallowed up in this great improvement. It extended from the Cockpit Gate in Whitehall, on the site of the office of the Privy Council, to Great George Street, and in former times was the residence of many distinguished personages because of its proximity to the Court and the Parliament House. Through this street Charles I was carried in a sedan chair on his way to Westminster Hall on the first and last days of his trial, and singularly enough Oliver Cromwell was himself a resident in King Street at the time of the execution of his sovereign. The length of King Street was halved by the construction of the Foreign and Colonial Offices and the remainder was obliterated in 1898 by the later improvements. Parliament Street was created after the burning of Whitehall Palace in order to provide a wider street to Westminster Abbey.

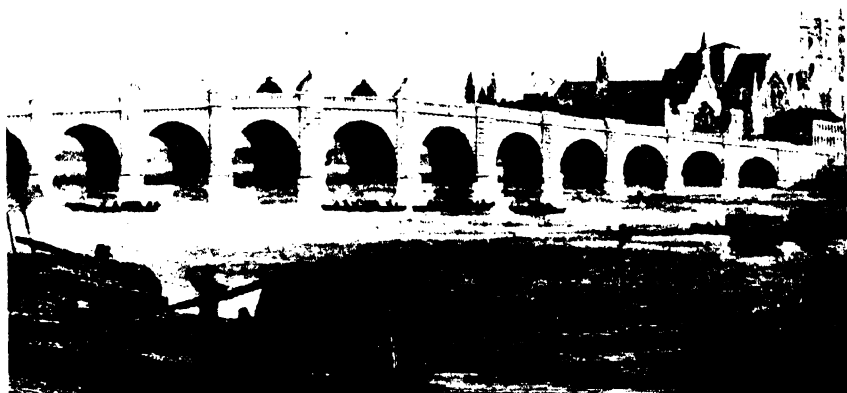
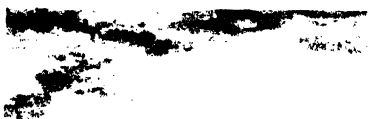
In Duke Street, at the back of St. James's Park, which has also been swallowed up in this great metropolitan improvement, stood the old house of Judge Jeffreys. It was demolished in 1868, but part of this house was previously occupied by the State Paper Office, which had been built in 1833 from the design of Sir John Soane. Judge Jeffreys, having been a favourite of King James II, was allowed to build a door with a flight of stone steps opening into St. James's Park.

The east side of Parliament Street from Richmond Terrace to Bridge Street consists mainly of shops and business premises, including the offices of Messrs. Grindlay and Company the India Army Bankers. Nearly opposite King Charles Street is Derby Street, leading to New Scotland Yard, which consists of two dignified turreted buildings somewhat resembling a Scottish baronial castle, and joined together by an overhead bridge across Derby Street. The main building, which is on the north side of Derby Street, was designed by Mr. Norman Shaw, and has been the head-quarters of the Metropolitan Police since 1891, but that on the south side of the street was added about 1912. The main building occupies the site upon which it was originally intended to build a large National Opera House. It had already been designed by Mr. Francis H. Fowler, and the foundation-stone of the new building, which was to have been one-third larger than Covent Garden Theatre, had been laid by the Duke of Edinburgh on 16 December 1875. It was expected that the building would be completed by 1877, but this unfortunate enterprise languished for want of capital, and after the foundations had been erected the work was stopped for many years, until finally the new head-quarters of the Metropolitan Police were built on this site. The remains of the foundations of the Opera House are still to be seen in the cellars of Scotland Yard. The stone-fronted building in the Italian style at the south corner of Derby Street and Parliament Street was built in 1866 for the Whitehall Club.

At the corner of Bridge Street and the Victoria Embankment is St. Stephen's Club, largely resorted to by Members of Parliament. It was opened in January 1875 at a cost of £120,000, and was designed to accommodate 1,500 members. On the Embankment, close to St. Stephen's Club, is a statue of Queen Boadicea in her war chariot, designed by Thomas Thornycroft in 1902.

Westminster Bridge, one of the widest and handsomest bridges in Europe, consists of seven low segmental arches supported on granite piers. The central arch has a span of 120 feet, the others of 114 feet. It is 1,160 feet long in all and 85 feet wide, with footways each 15 feet wide. It was erected at a cost of £250,000, and opened on Saturday, 24 May 1862, and replaced an older stone bridge erected between 1738 and 1750. The new bridge is slightly lower down the river than was the old one. It was constructed by halves, and until the first half was completed the traffic continued to use the old bridge. Vast sums of money, amounting within forty years to £500,000, had been spent upon repairs to the old bridge, which was taken down in 1861, whereas the break-up price realized on its sale was only £7,465.

The architect of the old Westminster Bridge was a naturalized Swiss subject named Labelye, and to this is perhaps to be attributed one of its special features, namely, a domed octagonal recess over every pier, intended as a shelter against rough weather and a resting-place for wayfarers. However, in those days before the establishment of Sir Robert



The first Westminster Bridge, demolished in 1861.



Another view of the old Westminster Bridge, showing the Abbey and Westminster Hall about 1830.

Peel's police, these recesses also afforded shelter to robbers and other dangerous characters, and thus twelve watchmen were needed at night-time to protect passengers crossing the bridge. It was erected partly out of money raised by public lotteries between 1737 and 1749 and partly by grants made by Parliament, and cost £390,000. Labeleye asserted that the quantity of stone used in its construction was nearly double that employed in the building of St. Paul's Cathedral. The first stone of the old bridge was laid by the Earl of Pembroke in 1739, and the last in 1747, but the opening of the bridge was retarded until 1750, on account of the sinking of one of the piers. It consisted of fifteen stone circular arches, and was 1,160 feet long and 43 feet wide.

After the removal of the old London Bridge more than one of the piers gave way, and to stop the subsidence the roadway was closed in August 1846. The balustrades and heavy stone alcoves were then removed, the stonework stripped to the cornice, and the roadway lowered, thus lightening it of 30,000 tons weight. Timber palings were then erected at the sides and the bridge was reopened. In November 1846 it was definitely decided to pull down the old bridge, but not without the usual strong opposition from cranks and sentimentalists. Thus on 4 January 1847 a meeting of protest was held at the Literary Institution when a counter-proposal for a new bridge at Charing Cross was approved by the meeting. In view of the ill-advised opposition to the construction of a fine new Waterloo Bridge at the present moment, coupled with a similar though far more justifiable demand for a new Charing Cross Bridge, the fate of which is still in the balance, this provides a most interesting parallel.

To provide a new approach to the new Westminster Bridge four houses on the south side of Bridge Street had to be removed in 1860, as well as a block of buildings on the Surrey side, after which that half of the bridge which had then been completed was thrown open for vehicular traffic. Foot-passengers continued to use the old bridge whilst the remainder of the work was being carried out, and a footway was built over the central arches to enable them to be removed. In 1864 the remainder of the houses on the south side of Bridge Street, in front of the Victoria Tower, were removed, and the existing garden laid out on that site.

When composing his famous sonnet on the old Westminster Bridge at daybreak, Wordsworth wrote, 'Earth has not anything to show more fair'. But if the shabby Westminster of his day, which presented no special features of interest other than Westminster Abbey when viewed from the Thames, could thus commend his admiration, what would the great poet have said to the wonderful transformation which has taken place? What would he have said to the superb view of the Houses of Parliament as seen from the new Westminster Bridge, including the Victoria Tower, and the majestic sweep of new buildings beyond, which now line Millbank as far as Lambeth Bridge, with the Victoria Tower

Gardens as a foreground? What would he have thought of the view down the river of the Victoria Embankment, with Whitehall Court and Somerset House in the background?

But it is not only from the river that the incomparable beauty of Westminster reveals itself. Its wide and handsome streets, open spaces, public and private buildings, and its many Government Offices, whether viewed from Parliament Square, Whitehall, or St. James's Park, constitute a piece of urban scenery unsurpassed for beauty and magnificence in the whole world. Westminster has clothed itself in the mantle of majesty, and Vienna alone amongst the great cities of Europe can show such an imposing array of public buildings within so confined an area.

Travelled Londoners return from the Continent dazzled by the splendour of the Champs Elysées or the Place de la Concorde in Paris, and they are enchanted with the buildings and churches of Rome or Florence. Yet nothing quite so beautiful is to be seen in the other great capital cities as Westminster, though here the average Londoner regards it with comparative indifference. Only the Englishman is so blind to the beauties of his own capital and country.

We turn next to the Houses of Parliament. The rebuilding of this noble pile, following upon the destruction of the old Royal Palace of Westminster by fire on 16 October 1834, was the most important architectural work undertaken in this country since the rebuilding of St. Paul's Cathedral. Designed by Sir Charles Barry, R.A., in the Tudor style at a cost of over £3,000,000, the new Houses of Parliament cover an area of eight acres and are probably the largest Gothic edifice in the world. After the fire in 1834 considerable delay occurred in the rebuilding of the Houses of Parliament, for although the designs of Sir Charles Barry were selected in 1836 it was not until 27 April 1840 that the foundation-stone of the new edifice was laid.

The stone employed for the exterior of the building is a magnesian limestone from Anston in Yorkshire, which was selected in 1839 with great care by scientific commissioners from all the building stones of England. Unfortunately it has proved unable to withstand the corroding effects of the London atmosphere and this has necessitated external repairs to the stonework of the Houses of Parliament, which are being carried out at the present time at an estimated cost of £1,000,000. Various Members of Parliament and collectors of souvenirs have recently acquired pieces of the old stonework as mementoes.

The buildings have four principal fronts, that facing the river being 940 feet long, and the Clock Tower, completed in 1857, with Big Ben for its bell, is 40 feet square and 320 feet high. The edifice contains eleven open quadrangular courts, 500 apartments, and eighteen official residences, besides the Royal State Apartments, the House of Commons, the House of Lords, and the Central Hall, and from start to finish occupied nineteen years in its construction, which was completed in 1857. The Victoria Tower is 75 feet square and 340 feet high, and its

entrance archway to the House of Lords is 65 feet high. The chief entrance for the public to the Houses of Parliament is through Palace Yard and Westminster Hall, and up the broad flight of steps at the farther end into St. Stephen's Hall. The new House of Lords was completed by Easter 1847, but the House of Commons was not completed until some time afterwards.

At first the drainage of the new Houses of Parliament was defective, and in October 1848 it was discovered that a main line of sewer passed through the whole length of the building, discharging its contents into the Thames at Westminster Bridge. When this sewer was entered the stench was so great that it extinguished the lamps carried by some of the party. An opening was then discovered in the crown of the sewers large enough to permit the passage of a man, and as the sewer was above the level of the floor of the vaults no difficulty was experienced in stepping out into the underground apartments of the Houses of Parliament. The deposit in some places was almost knee-deep and could only be waded through with difficulty, and was, in fact, one continuous cesspool. Surprise was felt that whereas special attention had been given to the ventilation of the Houses of Parliament, no notice had been taken of the offensive drainage below the new buildings.

Westminster Hall, which escaped the fire at Westminster Palace, was rebuilt by Richard II in 1397, and contains a wide span of a roof built of English oak having no central supports.

Turning to Parliament Square, which was the birthplace in London of the roundabout system of traffic, first introduced here in 1926, the dominating features of this open space are the Houses of Parliament on the east side, and Westminster Abbey on the south side, in front of which is St. Margaret's Church. Being attached to the House of Commons, the Speaker and Members of Parliament attend service at this church upon special occasions. It was erected in the reign of Edward I, but has undergone many restorations. The north side of Parliament Square is overlooked by the Government Offices in Great George Street, and on the west side by the Middlesex Guildhall, rebuilt in 1913 from the designs of J. S. Gibson, with a square tower in the centre. A shabby-looking block of offices also overlooks the west side of the square at the corner of Great George Street. Parliament Square is adorned by statues of Lord Palmerston, the Earl of Derby, Sir Robert Peel, George Canning, and Lord Beaconsfield. On the green at the side of Westminster Hall is a statue of Oliver Cromwell by Hamo Thornycroft, erected in 1899. Facing the north side of Broad Sanctuary is the Westminster Hospital, founded in 1720. The present building was erected in 1832, and was enlarged in 1925 by the addition of an extra story.

Westminster Abbey, or the Collegiate Church of St. Peter, to give the Abbey its official title, was originally a Benedictine monastery. Here our kings and queens have been crowned from Edward the Confessor to George V, and here more than twenty of them are buried, some with

and others without monuments. Like all our great churches, the Abbey has been the growth of centuries. A church already existed here in the days of Sebert, King of the East Saxons, having been built about 605, and a new one was erected by Edward the Confessor about 1065. This stood for about two centuries, until Henry III decided to rebuild it on a more magnificent scale. It was largely completed about 1269, when the new church was consecrated, but the erection of the nave was spread over more than two centuries. The last great structural addition to the fabric of the church was in the early part of the eighteenth century, when the two western towers, 225 feet high, were added by Hawksmoor, after their lower parts had been restored by Wren.

The external stonework of the Abbey having largely perished and fallen into a state of decay restoration work became imperative, and in 1923 the Dean of Westminster issued an appeal to the public for funds to meet the cost. The appeal met with an immediate response and a sum of about £150,000 was raised by public subscription, after which the work of repair was immediately carried out. Many Americans figured amongst the subscribers.

Adjoining the great west door of the Abbey, which is only used on ceremonial occasions, is the Jerusalem Chamber, now the Chapter Room, and immediately behind is the College Hall of Westminster School. In front of the west end of the Abbey is the Sanctuary, with a granite column to the boys of Westminster School who died in the Crimea and the Indian Mutiny. Originally the precincts of the Abbey were walled, and King Street included part of the square. There was then a rookery of mean streets adjoining the Sanctuary, which, although its privileges had been abolished, was still regarded as a refuge. Pigs ran about the churchyard and carters loaded their vans here.

In course of time wonderful improvements were carried out in this immediate locality. The Gothic houses at the entrance to Dean's Yard were erected in 1854 under the provisions of the Westminster Improvements Act, as the result of the clearing away of several small and mean streets which before 1851 occupied the space to the west of Westminster Abbey. The Act required that the new houses should be built upon an improved scale in a style suitable to the dignity of the neighbourhood of Westminster Abbey, the cost being defrayed out of the compensation paid on behalf of the improvements carried out in Westminster. There are altogether eight houses, one of which forms the entrance and the gate tower to Dean's Yard. The Gatehouse gives one the impression of the whole forming one public building, but the architect obviated this as far as possible by making the houses on the western side of the gateway slightly different from those on the east side.

After passing through Dean's Yard we next come to Westminster School, one of the great public schools of England, which was founded by Queen Elizabeth in 1560 and attached to the Collegiate Church of St. Peter at Westminster. The College Hall, dating from the time of



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Flood lighting at Westminster in 1931.



Gothic houses forming the entrance to Dean's Yard, Westminster.

Edward III, is now used as the dining-room of the school, and the tables are said to be made of timber from ships of the Spanish Armada.

In 1860 much complaint was levelled against the want of repair, comfort, and convenience at Westminster School, and a Committee of Investigation reported in favour of carrying out immediate improvements. At that time it was proposed to move the school to the country, but it was found that the sale of the old buildings would not realize so large a sum as had been anticipated by the Dean and Chapter. In June 1860 a great meeting was held in the Jerusalem Chamber of Westminster Abbey to consider this proposal, and amongst those present were the Archbishop of York, the Marquess of Lansdowne, the Marquess of Westminster, and the Dean of Westminster. A long discussion took place and the Archbishop of York was in favour of the removal of the school, but the Marquess of Westminster was against the proposal. The Marquess of Lansdowne, whilst favouring its removal, was dubious as to the wisdom of taking any step in the dark without further information. The Dean and Chapter of Westminster preferred to express no opinion on the subject.

A walk through Dean's Yard and along Great College Street will bring us to Abingdon Street and its continuation west, known as Millbank. Abingdon Street consists of one long terrace of shabby Georgian houses partly facing the north front of the Houses of Parliament and partly overlooking the Victoria Tower Gardens, and is a magnificent specimen of real English ugliness. It is the only surviving relic of unsightly property in this immediate neighbourhood, and its appearance suggests the dustman sitting on the doorstep of the nobleman's mansion. It is largely inhabited by Members of Parliament on account of its convenient situation opposite the House. A modern block of flats erected on this magnificent site would probably be capable of providing single-room accommodation for all the Members of the House of Commons.

Millbank, formerly a poor street, is now lined by stately buildings extending from Great College Street to Lambeth Bridge, and overlooks the new Victoria Tower Gardens, which were laid out in 1912-13. Of late years poverty has been banished from this immediate locality, though slums are still to be found in Marsham Street, a short distance away, and overcrowding is still said to prevail in the poorer districts of Westminster. Amongst the new buildings overlooking the Victoria Tower Gardens are the Millbank House, the Westminster House, containing the offices of the British American Tobacco Company, the Imperial Chemical House at the east corner of Horseferry Road, and the newly erected Thames House on the west side of Horseferry Road, consisting of two blocks of buildings joined by an overhead bridge across Page Street.

Both the Imperial Chemical House and Thames House were designed by Sir Frank Baines, F.R.I.B.A. Thames House, which is claimed to be

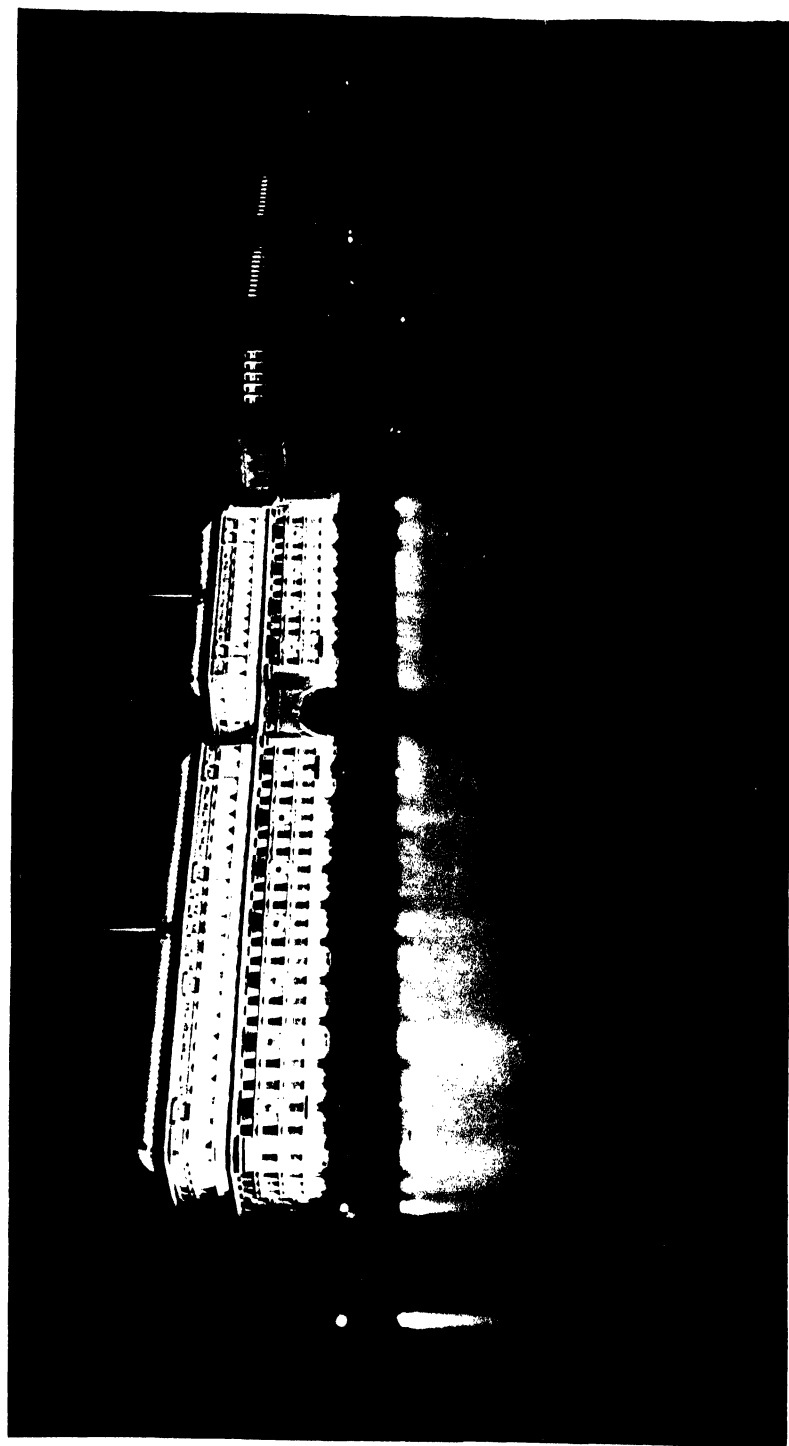
the finest office building in the British Empire, has a frontage to the river of 500 feet and contains no fewer than eighteen lifts, capable together of carrying 250 passengers at a speed of 400 feet a minute. These two great buildings have been erected within the short period of three years.

Dean Stanley Street, a turning out of Millbank, is crowned by St. John's Church, the second of Queen Anne's fifty churches, built in 1728 from the designs of Thomas Archer. It is a curious-looking edifice with four semicircular lantern towers on the east and west sides, and a round tower at each of the four corners, giving it much the appearance of a stool turned upside down. These were added by the architect on finding that the foundations were insecure, to obtain an equal settlement at all points. Formerly located in the centre of a very poverty-stricken quarter it now appears admirably suited to its greatly improved surroundings.

Horseferry Road, which has been greatly widened, contains the headquarters of the Gas Light and Coke Company, and forms the northern approach to the new Lambeth Bridge, now in course of construction. The old suspension bridge, which was pulled down in 1929, was a very tawdry-looking structure opened on 10 November 1862 and erected by a private company at the very small cost of £40,000, including the purchase of the land. Reputed to have been the cheapest and the ugliest bridge ever built, it was designed by Mr. Peter Barlow and was only wide enough to accommodate two lines of traffic. For many years prior to its demolition it had been closed to vehicles and was only available to pedestrians. The new Lambeth Bridge, crowned on the north side of the river by the Thames House and the Imperial Chemical House on the two corners of Horseferry Road, and by Lambeth Palace on the south bank, will present, when completed, a view from the river almost rivalling that of Westminster Bridge in its beauty.

Continuing our walk along Grosvenor Road past the Queen Alexandra Military Hospital, we next come to the Tate Gallery, opened on 16 August 1897, and which owes its existence to the munificence of Sir Henry Tate, who not only presented the nation with a collection of pictures valued at £75,000, but contributed £80,000 towards the cost of erecting the gallery to house them. A new Turner wing was added to the building in 1910. The Tate Gallery occupies a part of the site of the old Millbank Prison, erected in 1799 on ground bought from the Marquess of Salisbury. It resembled a fortress and was designed by Jeremy Bentham, and is said to have cost £500,000. The external walls formed an irregular octagon, which enclosed over sixteen acres of land, and the building contained accommodation for 1,120 prisoners. It was closed on 6 November 1890 and pulled down in 1903.

In June 1888 the Home Office invited the Metropolitan Board of Works to purchase the site of the Millbank Prison for the erection of artisans' dwellings, but the Board rejected the proposal on account of the expense. When the London County Council superseded the old



Flood lighting at Thames House, Millbank

Metropolitan Board of Works in 1889, the Home Secretary renewed his offer made in the previous year. After inspecting the site, which covered between twenty-two and twenty-three acres, the London County Council found that owing to the nature of the subsoil, which was probably a marsh when originally purchased by the Government in 1799, heavy expense would be incurred in building upon this land.

The prison itself had been built upon piles, and before the site could be laid out for building purposes it had to be raised several feet in order to give a proper fall to the drains. The Government's valuer assessed the site at £5,500 per acre, including the river frontage, but the Council made an offer for eight acres of the land at £3,000 per acre. This was rejected by the Home Secretary in April 1891, but another invitation was issued by the Treasury in November 1892 to negotiate for the purchase of this land, with the result that the Council finally agreed to pay £2,500 per acre for the back portion of the Millbank site. Several large blocks of dwellings were then erected, with accommodation for 3,700 persons. These proved very useful to the Council at a later date, when they had to provide alternative accommodation for 1,500 persons displaced by the Strand to Holborn improvements of 1900. At the present day many people of good position inhabit these blocks of dwellings because of their excellent situation in the heart of London.

The principal blocks are situated in Dundonald Street at the back of the Tate Gallery, and have been named after celebrated artists. Dundonald Street leads into Marsham Street, a poor neighbourhood, typical of the Westminster of a century ago before it became the beautiful city of the present day. Marsham Street, despite its shabby appearance, affords a picturesque contrast to the new splendour of Millbank, only a few yards away, especially when it is enlivened by its busy costers' stalls. Marsham Street is continued at its eastern end by Great Smith Street, which of late years has developed into a first-class thoroughfare. It contains the Westminster public baths, the Church House, a Tudor building by Sir Reginald Blomfield, R.A., and one of the four public libraries owned by the City Council. It also contains the Sanctuary House, a large eight-story block of offices at the corner of Victoria Street, erected in 1920.

In Page Street several immense new blocks of artisans' dwellings have just been completed, with spacious courtyards and balconies faced with concrete. Thus Westminster is being rapidly purged of its slums, which were formerly a reproach to this wealthy quarter of the metropolis.

A detailed account of Victoria Street and its neighbourhood appears in our next chapter, and meanwhile a return to Charing Cross by way of Great George Street and through St. James's Park will provide our readers with an uninterrupted view of the handsome and substantial Government Offices, one of the finest aspects in London when seen from the distance in St. James's Park.

FIFTEENTH WALK

PARLIAMENT SQUARE, VICTORIA STREET, BROADWAY, TOTHILL STREET, WESTMINSTER CATHEDRAL
VICTORIA STATION, SOUTH BELGRAVIA, BUCKINGHAM
PALACE ROAD, BIRDCAGE WALK

A CENTURY ago the garden space known as Parliament Square was covered by a block of buildings which extended from Great George Street to St. Margaret's Church, and one side of which formed a part of the now defunct King Street. Very little information is available regarding the exact period when this great improvement was carried out, but this site appears to have been cleared of its former buildings about the time when a start had been made upon the new Houses of Parliament. The removal of other buildings next to Westminster Abbey and also in Bridge Street enabled this open space to be considerably enlarged some years later.

Victoria Street, opening into Broad Sanctuary and Parliament Square, was commenced in 1845 and was seven years in course of construction, being opened to the public on 6 August 1851. Victoria Street owes its origin to the zeal of Sir Edwin Pearson and the Commissioners of the Westminster Improvements, as well as to the skill of the architect, Mr. Henry Ashton. With the exception of Regent Street, none of the great metropolitan street improvements carried out in London up to that time could invite comparison with the future possibilities of Victoria Street, Westminster. When first opened it was one of the sights of London, if only by its contrast to the narrow streets and alleys through which it was driven, and the necessity for such a thoroughfare was obvious at a glance. It opened up a magnificent new vista of Westminster Abbey and the new Houses of Parliament.

The area of the district affected by the construction of Victoria Street was about 400 acres, containing between 3,000 and 4,000 houses, and the first labours of the Commissioners after clearing away the houses was the construction of deep and efficient drainage for the surrounding houses. This was especially necessary on account of this district having been formed by deposits from the Thames and certain small rivulets which once formed Thorney Island. This low-lying district is often considerably below the level of the Thames at high water, so that the drainage of an extensive portion of this land was merely on the surface until after the construction of this new street. Victoria Street is over 1,000 yards long and 80 feet wide, but the formation of six other streets and the lines of sewers, some two miles in length, necessitated the laying of about three miles of new drains. The principal of the new streets was James Street, now Buckingham Gate, connecting Victoria Street with

Birdcage Walk and Buckingham Palace, which was raised 7 feet above its former level.

The Act of Parliament for the construction of Victoria Street was passed in 1845. Under this Act the Commissioners, the Government, and the parishes of St. Margaret's and St. John's undertook jointly to furnish money up to the sum of £150,000, but the entire work eventually cost £350,000, including the purchase of the frontages to Victoria Street. A start on the Westminster improvements was made in February 1847 and all the houses to be taken for Victoria Street were marked W.1, and in some parts poles were placed to show the direction to be followed.

The first houses to be pulled down were at the south corner of Tothill Street, where Victoria Street actually commences. Several sinks of iniquity and vice, including the low houses in the Almonry, Orchard Street, Duck Lane, New Pye Street, and part of Old Pye Street as far as Strutton Ground were then demolished. Thence the course of Victoria Street was by Wood's Brewery in Artillery Place, through Palmer's Village to the north-west side of the Westminster Bridewell or Tothill Prison, terminating in Shafesbury Terrace, now forming that part of Victoria Street opposite the Underground Railway Station.

One of the most celebrated houses to be pulled down was Caxton's house, on the site of the present Abbey House, formerly the Westminster Palace Hotel, then in the Almonry. Here Islip, Abbot of Westminster, permitted Caxton to set up his press about the year 1476 or 1477. Another relic which was removed was the Pest Houses or Five Chimneys abutting on the Vauxhall Bridge Road. These were used as homes for poor people affected by the pestilence, and were built in 1644, some twenty years before the Great Plague. Early in the eighteenth century they were converted into almshouses.

Considerable delay was experienced in carrying out the Victoria Street and adjacent improvements, and this became a source of grievance to the inhabitants, who complained of the injury to their trade. As a result of this annoyance they formed a society to protect their interests. In January 1849 the Commissioners obtained possession of the houses between Pye Street, Pear Street, and the Broadway and Artillery Row, near Strutton Ground, which were then evacuated and demolished immediately. Shortly afterwards St. Margaret's Workhouse was also pulled down.

On 6 August 1851 Victoria Street was formally declared open by Sir Edwin Pearson, accompanied by Mr. Foster Brown, the High Constable of Westminster, the Commissioners of the Westminster Improvements, Mr. Hunt, surveyor to the Dean and Chapter of Westminster, and Mr. Pennithorne, surveyor to the Woods and Forests Office. A procession was formed which marched along the north side of the street to the terminus at Vauxhall Bridge Road, and Sir Edwin Pearson, the Chief Commissioner, then declared the street open.

In July 1853 the Committee of the House of Lords sanctioned a Bill for the Westminster Improvements with the object of carrying out the further improvement of Victoria Street. A mass of houses adjoining the east end of Victoria Street was then removed, and that portion of the street widened through to Broad Sanctuary. At the same time Francis Street was widened and opened into Victoria Street and Vauxhall Bridge Road, and the Westminster Chambers were then erected at the eastern end of Victoria Street on the south side. This is an extensive block of buildings between Great Smith Street and Orchard Street with a frontage of about 450 feet and containing about 500 rooms. Here the India Office had its temporary quarters until 1866, prior to the construction of the present buildings in Whitehall. However, until 1854 little or no building had yet been commenced at this end of Victoria Street, but new buildings were rapidly being erected at the western end of the new thoroughfare.

These were arranged as dwellings containing suites of apartments on each story varying in accommodation from three to as many as twenty-two rooms, but averaging from eight to fifteen each, including domestic offices. They were built in the style of those in Paris and other Continental cities, and not unlike blocks of flats then already existing in Edinburgh and Glasgow. These buildings are six stories high, and were so popular that they were occupied as fast as they were completed by families in very comfortable circumstances, including Members of Parliament. The domestic economy which they afforded in servants was quite a novelty of that now remote period, especially as these buildings were heated by hot water in place of coal fires.

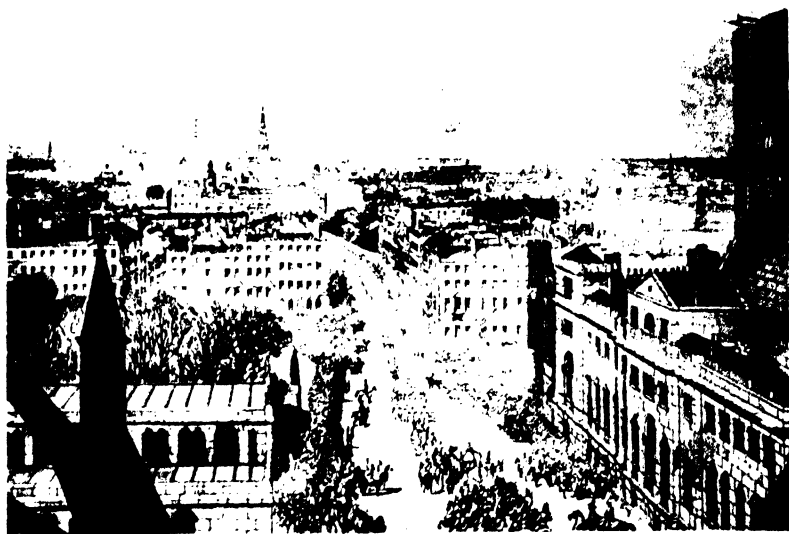
The introduction of this class of dwelling into the metropolis was due to the enterprise of Mr. Mackenzie, who was very successful in making them known to the public. They were designed by Mr. Ashton. When they were inspected by the Prince of Wales, afterwards King Edward VII, he admired them as a great improvement to the metropolis. About 1905 a great change came over this end of Victoria Street, and the whole of the west end of this thoroughfare is now lined with rows of high-class shops. These are gradually spreading to the east end of the street, so that in a few years time the whole of Victoria Street will probably be given over to shops.

In 1860 the Westminster Palace Hotel was erected at the corner of Victoria Street and Tothill Street, with a view to providing hotel accommodation for Members of Parliament, as well as foreign and provincial visitors frequenting the law courts, which were then centred in Westminster. With a view to constructing a thoroughly up-to-date hotel, Messrs. W. and A. Moseley, the architects, were commissioned to visit various foreign hotels. At that time London was stated to be inferior in hotel accommodation to every great capital city in Europe with the exception of Constantinople. The Westminster Palace Hotel, which contained 400 rooms, was then the most luxurious in the metropolis,



By permission of the "Illustrated London News."

Victoria Street, showing buildings in course of erection in 1854.



By permission of the "Illustrated London News."

A bird's-eye view of Parliament Street and Whitehall about 1860,
showing a Royal Procession to open Parliament.

and the first really fine one to be constructed. During its erection, in May 1859, an upper stage of the scaffolding collapsed, killing five men and injuring eight others.

This hotel was acquired during the late war by the National Liberal Club to replace their quarters in Whitehall Court, which had been requisitioned for Government service. After the war, when the National Liberal Club had vacated the Westminster Palace Hotel, that large building was renovated and converted into shops and offices, and has been renamed the Abbey House.

Close to the Westminster Palace Hotel formerly stood the Oriental Turkish Baths, a fine building with a Corinthian portico, erected in 1862 by a number of Irish gentlemen who formed a limited company for the purpose of opening Turkish baths, then quite recently introduced into England. A portion of the building contained baths for ladies. The Oriental Baths have long since been demolished, and their site is now occupied by tall blocks of offices and flats.

On the north side of Tothill Street, opposite the Abbey House, is the Wesleyan Central Hall, a monumental building designed by Lanchester and Rickards in the Renaissance style at a cost of £250,000, and largely used for political and other conferences, as well as concerts and exhibitions. It possesses the third largest dome in London, being exceeded only by those of St. Paul's Cathedral and the British Museum Reading Room. It has a diameter of 90 feet and the height to the lantern is 220 feet. On a portion of the ground floor is a branch of the Midland Bank. The ornamental towers of this building are still lacking because of the objection of the Westminster Hospital to the diminution of its lights.

On the site of the Wesleyan Central Hall, and covering the whole of the north side of Tothill Street, previously stood the Westminster Aquarium and the adjoining Imperial Theatre, erected in 1875. The idea of establishing a grand Aquarium in the metropolis was that of Mr. W. W. Robertson, who commissioned Mr. Bedborough, the architect, to prepare the plans. The first stone was laid by Mrs. Bedborough, wife of the architect, in February 1875. The site, acquired at a cost of £80,000, covered an area of two and a half acres, and the contract for the building was undertaken by Messrs. Lucas Brothers for the sum of £88,000. It was constructed of red Farnham brick, with Portland and Bath stone dressings elaborately carved. The length of the building was 600 feet, and the front hall at the east end was 85 feet wide and 140 feet in depth. The winter garden was 400 feet long and 66 feet wide and capable of accommodating 2,500 persons. The central avenue of the Aquarium was adorned by fine groups of sculpture, together with a fountain and a variety of exotic plants. The building was opened on 22 January 1876 by the Duke of Edinburgh, and it was claimed that in no other similar establishment in the world could so many different sights be seen.

However, the Aquarium only enjoyed an existence of a quarter of

a century, having been demolished in 1902. It shared the fate of many other similar establishments, and was far too large and unwieldy and much too expensive to be run as a paying concern, with the result that it degenerated into a state of decay and neglect. The Imperial Theatre, which adjoined the west end of the Aquarium, was leased during the concluding years of its existence to Mrs. Lily Langtry, and this brought it more into popularity with the London public than had hitherto been the case.

On the remaining portion of the Aquarium site now stands an immense block of buildings known as Caxton House, together with the adjoining Portland House, and these buildings are separated from the new Wesleyan Central Hall by a small thoroughfare called Matthew Parker Street. The entire north side of Tothill Street is now lined by handsome modern structures. At the west end of Tothill Street is the Broadway, which leads back again into Victoria Street past the churchyard of Christ Church, Westminster, designed by Ambrose Poynter and erected in 1843. It occupies the site of an old chapel founded in the time of Charles I, which had previously been surrounded by poverty, sheds, hovels, and gin palaces. The garden was once a burial ground, and amongst those interred here was Colonel Blood, who attempted to raid the Crown jewels. The style of the church is Gothic and it was originally intended to crown its tower with a spire 200 feet high.

Orchard Street, on the opposite side of Victoria Street, originally extended across the site of that thoroughfare into Broadway, the southern portion of which was then called Great Chapel Street. So many slums, courts, alleys, and nests of poverty and vice were swept away in 1845 for the construction of Victoria Street that it is difficult to convey to our readers a correct idea of the topography of this neighbourhood as it appeared before that time.

Orchard Street contained one of the residences of Oliver Cromwell, as well as some of the oldest houses in Westminster, and in former times Palmer's Village, which was situated close to the site of Christ Church and Buckingham Gate, was the seat of gentlemen's country houses. In James Street, which has been renamed Buckingham Gate, stood the almshouses of Lady Dacre, the Foundress of Emanuel Hospital, which she bequeathed to the City of Westminster, including the estate of Palmer's Village, which comprised an area of between two and three acres of ground.

Palmer's Village was named after the Reverend Edward Palmer, who here founded almshouses in 1654 for twelve poor persons and a school for twenty boys, known as the Black Coat School, under the parochial authorities. Later this charitable institution was transferred to Little Chapel Street. At the dawn of the nineteenth century, Palmer's Village boasted a village green, upon which the Maypole was annually set up, and there was also an old wayside inn called the Prince of Orange. For a number of years before its demolition, Palmer's Village was occupied

as small tenements for working people, but in February 1851 twenty-seven of its houses were disposed of by auction by the Westminster Improvements Commissioners to make room for the construction of the west end of Victoria Street. The Roman Catholic Authorities then made overtures for a large portion of this ground for the purpose of erecting a new cathedral, but their application was rejected.

The east side of the Broadway overlooks the garden of Christ Church and is lined by handsome blocks of shops and offices, nine stories high. That on the corner of Victoria Street contains a branch of Lloyds Bank. On the west side is St. James's Park Station, above which is the new head-quarters of the London Underground Railways, a twelve-story building designed by Mr. Charles Holden and completed in 1929. The upper floors are zoned back from the street, and the tower, which forms a prominent landmark when viewed from St. James's Park, is illuminated at night time by flood lighting. Opposite, in Tothill Street, is the newly erected Broadway House, another lofty block of offices, and farther along at the corner of Storey's Gate is the huge brick pile known as Queen Anne's Mansions.

This building, which was erected in 1884, is 180 feet high, the tallest in London, and is modelled on the American skyscraper. It is fourteen stories high and was erected before the passing of the London Building Act, limiting the height of buildings to the width of the street in which they are erected. Nevertheless, higher buildings may now be erected subject to the upper stories being zoned back some distance from the street frontage. Queen Anne's Mansions are faced with yellow brick, without any external decoration, and for real ugliness are only equalled by Grosvenor House in Park Lane.

In Caxton Street, on the north side of Christ Church, formerly known as Little Chapel Street, is the St. Ermin's Mansions, approached through a courtyard. It is a seven-story building containing residential flats and a restaurant on the ground floor, and was originally the St. Ermin's Hotel, much frequented by American visitors to London. After having been requisitioned for war service, it remained empty for several years before it was converted into flats. Standing back to the left of Christ Church in Caxton Street is the red-brick Caxton Hall, formerly the Westminster Town Hall, now used for political meetings and social functions. At the corner of Victoria Street and Palmer Street, facing the west side of the garden of Christ Church, is the Windsor House, another large block of shops and offices. It was formerly the Windsor Hotel, and, like the St. Ermin's Hotel, was requisitioned for government service during the late war, after which it also ceased to be an hotel. That Westminster should thus have lost all of its great hotels seems a pity, having regard to their convenient situation in this beautiful quarter of the metropolis.

Across the way on the south side of Victoria Street, leading to Horseferry Road, is Strutton Ground, a street market that conveys a very

good idea of what the whole of this district was like a century ago. Artillery Mansions, a large block of service flats in Victoria Street, run on the lines of a private hotel, is very popular with Londoners, and is situated between Strutton Ground and Artillery Place.

Although now one of London's finest thoroughfares, Victoria Street, like Kingsway and Regent Street, was at first a failure. With its continuous rows of tall buildings, it is perhaps the most Continental-looking street in London, but some people consider that this spoils its appearance by making it appear narrow. For many years Victoria Street remained devoid of many buildings, but in 1868 magnificent blocks were erected on the north side between Palace Street and Alington Street.

An increased impetus was given to building by the opening in 1860 of Victoria Station, making it one of the leading streets of the metropolis. The Grosvenor Mansions at the corner of Palace Street had been commenced already in 1858, but building operations were afterwards suspended, and this unfinished structure remained an eyesore for several years, after which it was purchased by the Freehold Investment Company and completed as a block of flats at a cost of £50,000. These were at first let at rentals of £300 per annum, and owing to the large demand for flats then prevailing proved an immediate success. This building is seven stories high, and has a large frontage to Victoria Street, but now consists principally of shops and offices.

Another factor which contributed largely to the prosperity of Victoria Street was the coming of the Army and Navy Stores in 1872. They were originally intended for the use of the members of the united services and their families, but membership tickets are now issued free of any subscription to nominees of shareholders and members. The new shop fronts of the Army and Navy stores in Victoria Street were constructed in 1924 and, together with the new wing at the corner of Francis Street, were designed by Sir Aston Webb, R.A.

In 1861 Mr. Train, an American citizen, was permitted to lay down one of his tramway lines along Victoria Street from Westminster Abbey to Pimlico. Such lines had been working successfully in the United States for years when Mr. Train undertook to introduce them into England and on the Continent of Europe. He obtained leave to construct these routes experimentally. The track consisted of a step rail, which could only be crossed at right angles by ordinary vehicles at the expense of much jolting and diagonally only with great difficulty. A similar result was avoided at Birkenhead, where Mr. Train inaugurated the first tramway service in England, by substituting flat grooved rails for the step ones. The double-deck cars which ran every five minutes along Victoria Street held twenty-four people inside and the same number outside and were crowded every journey. But as the rails were fourteen inches above the ground, they proved an insufferable nuisance to the cross traffic. Owners of carriages objected strenuously, with the result that Mr. Train was ordered to remove his tramways by 4 October 1861,

after a very brief term of existence. Naturally he was very angry at thus getting badly shunted, to the great detriment of his banking account, and accordingly conceived an animus against England which nothing could assuage.

Buckingham Gate, originally called James Street, on the north side of Victoria Street, leads to Birdcage Walk and Buckingham Palace. In this street is a huge block of flats on the west side called St. James's Court, erected in 1897, which is approached through a spacious courtyard. On the opposite side are some Peabody dwellings which have been converted into flats and offices, and renamed Chandos House. Here also are the drill halls of the Queen's Westminister and the London Scottish Territorials, in the latter of which the inquiry into the loss of the Titanic in 1912 was held. Buckingham Gate also contains the Westminister Chapel of the Congregationalists and some old-fashioned houses on the west side near Birdcage Walk. Petty France, leading to Tothill Street, was renamed York Street early in the last century, but a few years ago its original title was restored to it by the London County Council.

In Ashley Gardens, on the south side of Victoria Street, is the Westminister or Roman Catholic Cathedral. This vast and imposing structure was designed by J. F. Bentley in the Early Byzantine style, but his early death in 1902 deprived him of the satisfaction of seeing his work completed. The foundation-stone was laid by Cardinal Vaughan on 29 June 1895 and the building was finished in the early part of 1903. Apart from the cost of the site, nearly £250,000 was expended on this cathedral, which Mr. Norman Shaw considered beyond all doubt the finest church which had been built for centuries. The great campanile is 273 feet high and another feature of the building is its dignified west front with its finely balanced pillars and arches.

The balcony of the campanile has on two or three occasions been the objective of persons bent on committing suicide, and the year 1925 witnessed a ghastly tragedy, in which a woman threw herself and her three children from the balcony into the street below, death, of course, being instantaneous. As a result of this unpleasant occurrence the Cathedral authorities withheld any further permission to the general public to ascend the tower until after new high railings had been erected round the balcony.

On the site of the Roman Catholic Cathedral previously stood Tothill Fields Prison, also called the Westminister Bridewell, a strong brick edifice, first erected in 1618, and then enlarged in 1655. It was rebuilt in 1836 at a cost of £146,000 and again enlarged in 1850 by the purchase of an expensive piece of ground known as Elliott's Lawn, and was eventually pulled down in 1884. To this prison the Westminister magistrates committed people provisionally for imputed crimes, and it was also used for debtors and vagrants. Here were witnessed all the evils arising from overcrowding, filth, deficiency of food, and damp, unventilated cells. It was characterized by a Committee of Inquiry

appointed by the House of Commons in the early part of the last century as a disgrace to a Christian country. In 1818 no less than 2,650 persons were confined in this prison. This large site was earmarked as long ago as 1875 for the intended Roman Catholic Cathedral.

Ashley Gardens, close to Westminster Cathedral, which leads into Francis Street, contains large blocks of flats, with balconies, eight stories high, faced with red brick. Others have been erected in Morpeth Terrace and Carlisle Place, also leading into Francis Street. Of late years balconies have gone out of fashion in London, and in all the newest blocks of flats are conspicuous by their absence. Possibly our fickle climate may be the principal reason for this change in the public taste, coupled with the fact that balconies diminish the light from the street to the floors immediately below them. At the western end of Ashley Place, adjoining Carlisle Place, is St. Andrew's Church, a Gothic structure designed by Sir Gilbert Scott, and containing a lofty nave.

On the north side of Victoria Street, at the corner of Alington Street, is the Victoria Palace of Varieties, erected on the site of the old Standard Music Hall, and forming one of the Moss Empires group of variety theatres. That part of Victoria Street which extends from Vauxhall Bridge Road to Grosvenor Gardens was originally called Shaftesbury Terrace, and was already in existence long before the construction of that new thoroughfare. It is considerably wider than the rest of Victoria Street, but has been disfigured by the erection of all sorts and conditions of buildings without regard to their relation to the street. Thus a very fine block of new buildings has recently been erected at the west corner of Alington Street, but several old houses forming a part of this terrace have been granted new leases, and their fronts have been painted white, green, blue, and almost every colour conceivable. In between is the new Metropole Cinema, with a terrible-looking façade of yellow marble and gold dressings, which is more suggestive of some splendid East End gin palace than a West End Cinema. Next door a wealthy firm of caterers has erected a small building with a plain brick front of the cheapest pattern imaginable. To complete the incongruous collection of buildings in this terrace, the Midland Bank has erected a fine building, fronted with Portland stone, at the corner of Buckingham Palace Road.

Every architect and town-planner who wishes to see an illuminating example of how individual owners of property can make or mar a fine street should have a look at this terrace of buildings. On the opposite side of the street is the Victoria Underground Railway Station, adjoining which is Stewart's Restaurant and an arcade connecting Victoria Street with the station yard. Above the Underground station is a fine new building called Victoria House. The corner of Victoria Street, which leads round into the station approach opposite Wilton Road, is dangerous to traffic coming out of the eastern approach to Victoria Station. It is to be hoped that some day this sharp angle may be rounded off in order to ease the congestion of traffic at this busy centre. The

Windsor Castle Hotel on the corner of Wilton Road and Vauxhall Bridge Road has been rebuilt and set back a considerable distance.

Victoria Station, now one of the finest in London, was rebuilt and greatly enlarged in 1902-8 at a cost of £2,000,000, and covers an area of sixteen acres, comprising nine platforms, each more than a quarter of a mile long, and providing accommodation for eighteen trains. The platforms are divided into two portions, which are known as the North and South Stations respectively. This applies only to the Brighton section of Victoria Station and does not take into account the neighbouring South Eastern Station, which now forms a part of the Southern Railway system and has been joined to the Brighton Station by an opening giving direct access between the two stations.

The old Victoria Station of the London, Brighton and South Coast Railway and the London, Chatham and Dover Railway was first opened to traffic on 1 October 1860. The buildings at that time were merely of a temporary character, with wooden frontages, more suggestive of those in some new town of mushroom growth in the wilds of Canada or Australia than one of the leading railway stations of London. Nevertheless they remained for nearly fifty years until the completion of the new station in 1908. The old station had a light but substantial roof about 40 feet high, and piling had to be carried out to provide a foundation.

It was erected on the site of the huge basin at the head of the Grosvenor Canal, one of several constructed in various places on both sides of the Thames to enable barges to enter the heart of the metropolis before the days of the railway. Curiously enough Victoria Station was owned by neither the London, Brighton and South Coast Railway nor the London, Chatham and Dover Railway, but belonged to the Victoria Station and Pimlico Railway, who leased their line at a fixed rental to these two companies. Under the grouping system it became the property of the Southern Railway in 1923. Great opposition was offered to the Bill in Parliament for its construction by neighbouring property owners, who feared the effects of smoke and noise, and the promoters were compelled to roof the railway in with iron and glass nearly all the way to the Thames at Grosvenor Road Bridge. The trains therefore appeared to be travelling through a glass tunnel for about half a mile before reaching the station. The original station cost £675,000 and covered eleven acres, but the superstructure was removed when the station was rebuilt. On the opening day ninety-four trains left Victoria.

To make room for the extension of Victoria Station a long row of buildings which formerly fronted the south side of Buckingham Palace Road were pulled down in 1902. The first part of the work to be put in hand was the construction of the new South Station, together with a new entrance from Buckingham Palace Road, and the erection of the long ornamental wall which now lines that thoroughfare. This was completed about 1905 and was followed by the reconstruction of the original North Station, after which the entrance to the station was set

back some 25 feet, and the old wooden railings were replaced by new iron ones.

In 1907 the adjoining South Eastern Station was refronted with a handsome new stone building in the Georgian style, which replaced the ugly wooden building that previously overlooked the Victoria Station courtyard. The Grosvenor Hotel, which was opened in 1861, shortly after the completion of Victoria Station, is a handsome building 300 feet long and 100 feet high, with its main frontage to Buckingham Palace Road. The foundations of the hotel, which stands on a part of the site of the old Grosvenor Basin, were sunk through a series of quicksands, mud banks, and old peat bogs down to the solid mass of London clay. The main building is six stories high, but when Victoria Station was rebuilt the handsome new annexe was built above the main entrance to the station.

The Grosvenor Railway Bridge between Battersea Park and Chelsea was originally the widest in the world, and contained a station at which it was the custom to collect all tickets for Victoria. The construction of the new South Station necessitated the raising of the roadway in Buckingham Palace Road by several feet as well as the creation of a hill in the central portion of that thoroughfare in order to bring the new bridges over the station into line with Eccleston Street and Elizabeth Street.

On an extensive site between Wilton Road and Vauxhall Bridge Road, cleared in 1926, has been erected the Abford House, containing a large new establishment of the Aerated Bread Company and the new Victoria Cinema, with a rather unique stone front, containing scarcely any windows. Adjoining is the handsome new drapery emporium of Messrs. Parnell, with an arcade extending to Vauxhall Bridge Road. Here the building line on the east side of Wilton Road had been set back a considerable distance, including the Windsor Castle Hotel at the corner of Vauxhall Bridge Road. Farther along Wilton Road, at the corner of Gillingham Street, another huge site has been cleared, and here it is intended to erect a garage to accommodate the motor coaches and omnibuses operated by the Southern Railway. Until quite recently one small shop still remained in Wilton Road, occupied by a dealer in wireless, who was reported to have refused an offer of £10,000 compensation to vacate his premises.

The fine buildings in Grosvenor Gardens, close to Victoria Station, now mostly converted into offices, including the Hotel Belgravia, were erected by the Duke of Westminster in 1868, as well as those immediately south of St. George's Hospital in Grosvenor Place. They are built in the French style, mostly with stone façades and high steep roofs, and afford a pleasant and complete contrast to the ugly buildings of the Georgian Era and the Regency, in which style so many large houses in the West End were built. Those in the centre portion of Grosvenor Place between Wilton Street and Chester Street, with their grimy black brick façades overlooking the hideous brick wall of Buckingham Palace,

give this part of Grosvenor Place the appearance of a mausoleum. The Lock Hospital, which formerly stood in Grosvenor Place, was removed to Harrow Road in 1842.

In the small triangular garden, opposite the entrance to Victoria Station, is the statue of Marshal Foch, unveiled in June 1930 by the Prince of Wales, and here the roundabout system of traffic has been introduced. On the west side of Grosvenor Gardens, at the corner of Buckingham Palace Road, a very handsome new block of offices has just been completed. It is nine stories high and is faced with Portland stone. The Hotel Belgravia was the head-quarters of the American Expeditionary Force in 1918, and a panel by Sir Edwin Lutyens, R.A., erected in the hall of the hotel, commemorates this event.

Vauxhall Bridge Road, to which we will now return, is a rapidly improving thoroughfare. It was built about 1816, at the time of the erection of the bridge, and provides direct communication between Hyde Park Corner and Grosvenor Place and the south of London. It divides old Westminster from the quarter of South Belgravia, a region of spacious squares and broad streets mostly lined with five-storied stucco-fronted houses laid out by Thomas Cubitt between 1830 and 1840.

About half-way along Vauxhall Bridge Road on the east side is Rochester Row, leading to Horseferry Road. A notable feature of this street is St. Stephen's Church, founded by the Baroness Burdett-Coutts, who gave £30,000 for that purpose. The foundation-stone was laid on 20 July 1847 by the Bishop of London, and the building was opened on 24 June 1850. The church contains a tower 200 feet high. At the top of Rochester Row, adjoining Horseferry Road, is the Greycoat School, founded in 1698. In Greycoat Place is the newly erected hall of the Horticultural Society. Just south of Rochester Row is the old-fashioned Vincent Square, used as a playground by the boys of Westminster School. In Rochester Row is the police court for this district, opened in 1846.

At the southern end of Vauxhall Bridge Road is Holy Trinity Church, designed by J. L. Pearson, R.A., in 1851 at a cost of £10,000, defrayed by an anonymous donor. The first Vauxhall Bridge was erected by a private company in 1811-16, but the existing bridge was built by the County Council at a cost of nearly £600,000 and opened in 1906. A peculiar feature is the iron screens on the parapets and the bronze statues on the piers of the arches. As originally designed the bridge was to have been entirely of granite, but only the piers and abutments are of that material, the superstructure being of steel. There are five spans and the bridge is 80 feet wide, of which 50 feet is allotted to the roadway and 15 feet to each of the footpaths. At the south-west corner of Grosvenor Road, opposite Holy Trinity Church, a fine new block of flats has been erected by Messrs. Hovis, Ltd., the bread manufacturers, whose own premises are immediately adjoining. The building is crowned by a stone clock-tower at the corner of Vauxhall Bridge.

George IV proposed razing the entire space between St. James's Park, Vauxhall Bridge Road, and the Thames, and laying it out with spacious streets crossing each other at right angles. The removal of the Court to Buckingham Palace in 1830 gave considerable impetus to the building of Pimlico, and by 1843 Mr. Cubitt had completed the direct road from Belgrave Square through Eaton, Chester, Eccleston, Warwick, and St. George's Squares to the river.

Prior to 1835 the whole of this quarter of Pimlico between Vauxhall Bridge Road and Buckingham Palace Road, now commonly known as South Belgravia, consisted of market gardens and waste land, with the exception of a few stray cottages here and there and a few blocks of houses near the river. On a considerable portion of the space between these two roads were osier beds, now covered by Eccleston Square and the adjacent streets. Warwick Square, between Belgrave Road and St. George's Road, covers part of the old Neat House Gardens, occupied by market gardeners. It contains St. Gabriel's Church, a large building of early English architecture, with a spire 160 feet high, erected from the designs of Mr. Thomas Cundy, who was also the architect of St. Saviour's Church, in St. George's Square, nearer to the river. Warwick Street running west at right angles to Vauxhall Bridge Road was then called Willow Walk.

South Belgravia is a fine piece of town planning, particularly such thoroughfares as Belgrave Road and St. George's Road, and if George IV was unable to realize his ambition by razing the entire space from St. James's Park to the Thames to the ground, at least the next best thing occurred when Mr. Cubitt planned South Belgravia. Could our grandfathers, anticipating the tremendous growth of the metropolis, have commissioned Mr. Cubitt to plan a series of great arterial roads radiating from the West End through the then open fields to Kensington, Fulham, and Hammersmith, what a blessing it would have proved to Londoners of the present day. In place of the dreary and badly planned streets of Fulham and Hammersmith, and the tiresome obstruction to through traffic caused by the West London Railway between Chelsea and Kensington, London might to-day have possessed several fine avenues, like the Cromwell Road, connecting its western suburbs and providing a convenient outlet for its enormous volume of traffic.

Buckingham Palace Road, which may be considered the dividing line between South Belgravia and the more fashionable quarter of Belgravia proper, was formerly a shabby thoroughfare, but is now lined with residential flats and business premises, including the St. George's Baths on the north side, and by the long ornamental wall of the Southern Railway and the Grosvenor Hotel on the south side. East of Victoria Station Buckingham Palace Road becomes a first-class shopping street, and on the south side is adorned by a long row of handsome buildings faced with red brick and stone.

Between Brewer Street and Princes Row is the extensive drapery

emporium of Messrs. Frederick Gorrings, Ltd., rebuilt between 1905 and 1908. Beyond Princes Row is the Hotel Rubens, built in 1912 on the site of a row of small shops typical of the Georgian Era, and the Imperial Head-quarters of the Boy Scouts' Association. In Palace Street is the St. James's Picture Theatre, the first to be erected in the Victoria district. Lower Grosvenor Place, leading to Grosvenor Place, once owned to the very unpretentious name of Arabella Row.

After passing Buckingham Palace our return route to Parliament Square is by way of Birdcage Walk, which, like Constitution Hill, underwent an extensive widening in connexion with the improvements carried out twenty-five years ago in front of Buckingham Palace. Birdcage Walk is fronted at its western end by the Wellington Barracks, but is also overlooked by Queen Anne's Mansions and a number of old-fashioned houses. Amongst the notable modern buildings erected in Birdcage Walk are those of the Anglo-American Oil Company, at the west corner of Queen Anne's Gate, and the Institution of Mechanical Engineers, next to Storey's Gate. On the south side of Great George Street is the new building of the Institution of Civil Engineers.

Early in 1933 it was announced that plans had been prepared for the demolition of the old buildings situated on the south-west corner of Great George Street and Parliament Square, as well as the shabby row of houses on the north side of Abingdon Street facing the Houses of Parliament. On both of these sites, which have been noted in our fourteenth walk, it is proposed to erect modern buildings of greater height and more in keeping with their splendid surroundings. Fearing that the erection of tall buildings in Parliament Square and Abingdon Street might dwarf the view of the Houses of Parliament and the Government Offices in Great George Street, the London County Council has declared this a town planned area. It still remains to be seen what will be the outcome of the new situation which has arisen.

A new feature of South Belgravia is the Eccleston Hotel at the corner of Belgrave Road and Gillingham Street which has recently been rebuilt and greatly enlarged by the addition of a new wing in Gillingham Street. A new block of luxury flats, nine stories high, called Fountain Court, has just been erected in Buckingham Palace Road, and also a new picture theatre above the side entrance to Victoria Station.

SIXTEENTH WALK

ST. GILES'S CIRCUS, OXFORD STREET, AND TRIBUTARY THOROUGHFARES, MARYLEBONE, EDGWARE ROAD MAIDA VALE, ST. JOHN'S WOOD, &C.

ST. GILES'S CIRCUS, forming the starting-point of this walk, is the new title recently bestowed upon the important open space formed by the junction of Oxford Street, Tottenham Court Road, New Oxford Street, High Street, St. Giles's, and Charing Cross Road.

Oxford Street, slightly over one mile in length, forms part of the great highway through the metropolis extending from the Bank of England to Shepherd's Bush, and from St. Giles's Circus to High Street, Notting Hill, with scarcely a curve. Although it is to-day one of the finest thoroughfares in London and the most popular shopping street in the British Empire, fifty years ago it was a rather shabby thoroughfare, consisting principally of third-rate houses, practically all of which have since given way to splendid modern buildings. The eastern end of Oxford Street, for the short distance between Tottenham Court Road and Rathbone Place, is far too narrow for the requirements of its traffic, and forms a bottle-neck at St. Giles's Circus. Here the roadway is scarcely wide enough to accommodate four lines of traffic, and thus St. Giles's Circus is one of the most congested traffic centres in London.

Of late years extensive rebuilding operations have been carried out on both sides of Oxford Street in this immediate neighbourhood, but thanks to the absolute indifference of our municipal authorities to London's immediate needs, public requirements have been overruled by private interests, and no attempt whatever has been made to carry out a much needed widening at this tiresome centre of traffic congestion.

On the north side of Oxford Street, four doors from Tottenham Court Road, is the new Oxford Corner House erected by Messrs. J. Lyons and Company, Ltd., between 1926 and 1928, on the site of the former New Oxford Theatre. Opened in the first place as the Oxford Music Hall, it was one of the first and most popular amongst the London variety houses, and was twice destroyed by fire. Previous to that time the site of the Oxford Music Hall had been occupied by the Boar and Castle Hostelry and Posting House, which dated back to the year 1620.

In 1839 experimental wood paving was first laid down in Oxford Street, near Tottenham Court Road, by contract at 2s. 2d. per yard, but the public taste was not yet ripe for this change. Being completely worn out, it was removed again in 1844 and replaced by granite paving.

A few doors west of the Lyons Oxford Corner House is Frascati's Restaurant, originally opened as Krasnapolski's Dutch Restaurant about fifty years ago. It is now under the same management as the Holborn Restaurant and is famous for public dinners.

Rathbone Place, the first turning on the north side of Oxford Street, is a narrow thoroughfare leading to Charlotte Street, by which it is continued to Fitzroy Square and Euston Road. It is named after Captain Rathbone, its builder, and was erected about 1718. It is a centre for artists' materials and wholesale antique houses, and also for dealers in musical instruments. Prominent amongst the latter is the house of Messrs. Metzler and Company. Charlotte Street, named after the queen of George III, contains a number of foreign restaurants, catering for the foreign community which of recent years has overflowed into this neighbourhood from Soho on the other side of Oxford Street. At No. 76 Charlotte Street, Constable, the great painter, resided from 1822 until his death in 1837. On the east side is the Scala Theatre, and farther north the Swiss Club and the Church of St. John the Evangelist, consecrated by the Bishop of London on 16 July 1846. The spire and the tower are 120 feet high. The cost of the building was £41,700, including the site.

Fitzroy Square, lined by well-built terraces faced with stone, was designed by the Brothers Adam. It was begun about 1790, but only the east and south sides had been completed before 1831. It was named after Charles, Duke of Grafton, son of Henry Fitzroy, lessee of the Manor of Tottenham, formerly the property of the Dean and Chapter of St. Paul's. Sir Henry Fitzroy was raised to the peerage in 1780 and then assumed the title of Lord Southampton. To-day Fitzroy Square is mostly occupied by hospitals and nursing homes. On the east side is the Metropolitan Ear, Nose, and Throat Hospital and the offices of the Mount Vernon Hospital for Cancer, which is located at Northwood, Middlesex. On this side of the square is also Carlos Hotel and Restaurant. On the south side is the London Skin Hospital and the London Foot Hospital. The north side contains the St. Luke's Hostel, providing medical and surgical treatment, and a nursing home for the clergy, their wives, and children.

But for the narrowness of Rathbone Place, Charlotte Street and Fitzroy Square would provide a most useful relief thoroughfare for the heavy traffic of Tottenham Court Road, and, incidentally, could be made a one-way traffic street from Euston Road to Oxford Street. If Rathbone Place were widened it could be brought directly into line with Charlotte Street at its northern end and with Soho Street on the south side of Oxford Street, thus providing a through route from Euston Road to Shaftesbury Avenue by way of Soho Square and Dean Street. But then our municipal authorities were never famous for their creative genius, and improvements of this nature in London seldom even enter into the realm of practical discussion.

After passing Rathbone Place Oxford Street becomes a reasonably wide thoroughfare, sufficiently broad to accommodate a cab rank in the centre of the roadway. Newman Street, the next turning on the north side, was built between 1750 and 1770, and was originally

inhabited by artists, including Benjamin West, a president of the Royal Academy, and Banks and Bacon the sculptors. In March 1870 the Marylebone Vestry ordered the removal of a disused pump in Newman Street in consequence of its being frequently mistaken for a letter-box. To-day Newman Street contains some good shops, such as those of Messrs. Osler and Faraday, dealers in electrical fittings, and Messrs. Warner Bros., specialists in talking and singing films.

Between Soho Street and Dean Street on the south side of Oxford Street are the new premises of Messrs. Drage's, Ltd., the popular firm of house furnishers, who started business in a small way about twenty-five years ago in High Holborn. The new building, which is eight stories high, is one of the finest on the south side of Oxford Street and is faced with imitation black marble. Next door is the Dean Hotel and Restaurant, formerly the Tudor Hotel, standing on the east corner of Dean Street. Much rebuilding has taken place of late years on the north side of Oxford Street between Rathbone Place and Berners Street, and many shabby houses have been replaced by handsome stone-fronted buildings.

Berners Street, leading from Oxford Street to the Middlesex Hospital in Goodge Street, was so named after the family title of its ground landlord. Built about 1750, like Newman Street, it was long celebrated as the home of artists, painters, and sculptors. Amongst its celebrated residents were Sir William Chambers, the architect, and Opie and Fuseli, the painters. No. 6 Berners Street was the Banking House of Marsh, Stracey, Fauntleroy and Graham, in which Fauntleroy committed forgeries involving the Bank of England in a loss of £360,000. For this crime he paid the supreme penalty of the law.

To-day Berners Street is an excellent business thoroughfare and can boast some fine shops and hotels. At the east corner of Oxford Street is a branch of the Westminster Bank, and farther along, at the south corner of East Castle Street, is the Berners Hotel, a lofty building with an imposing frontage to Berners Street. On the opposite corner of East Castle Street is the York Hotel, extending through to Newman Street. On account of their convenient situation in the heart of London's principal shopping quarter, these two hotels are very popular with visitors from the country. On the opposite side of Berners Street is the principal frontage of the great drapery emporium of Messrs. Bourne and Hollingsworth, extending from Oxford Street to East Castle Street. It has lately been rebuilt, and also has extensive frontages to Oxford Street and Wells Street. This firm started business in a small way about twenty-five years ago, and migrated to Oxford Street from Westbourne Grove. Farther up, on the same side of Berners Street, are the premises of Messrs. Sanderson and Sons, the well-known firm of wall-paper manufacturers.

The Middlesex Hospital, now at the top of Berners Street, was established in Windmill Street in 1745, and removed to its present site in

1755, when the first stone was laid by the Duke of Northumberland. Recently the foundations of the hospital were found to be defective, and this necessitated the immediate reconstruction of the building. The west wing has already been completed, and the east wing is in course of rebuilding at the present time. In Wells Street is the Church of St. Andrew, the foundation-stone of which was laid on 13 January 1846, and the building consecrated on 28 January 1847. The tower and spire are 155 feet high, and the building cost £7,000. The ground landlord, Archdeacon Berners, gave the freehold of the site, valued then at about £2,000.

The great dry-goods stores of Oxford Street commence at Berners Street and together with the intervening shops now extend westwards to Park Lane, a distance of nearly a mile. After passing the buildings of Messrs. Bourne and Hollingsworth, we come to that of the C. and A. Modes on the opposite corner of Oxford Street and Wells Street, and then the principal London establishment of Messrs. Mappin and Webb, Ltd., on the east corner of Winsley Street, erected in 1906. Next comes the huge Waring and Gillow establishment, extending along Oxford Street from Winsley Street to Great Titchfield Street and back to East Castle Street. It towers well above the neighbouring buildings, and was erected between 1901 and 1905, but owing to a dispute over the question of 'Ancient Lights' considerable delay was incurred in its completion. One small house which is still standing on the corner of Great Titchfield Street and Oxford Street formerly belonged to Messrs. Ridgway, the tea merchants. It has since been taken over by Messrs. Waring and Gillow, but looks like a doll's house when seen alongside its giant neighbour.

In Great Titchfield Street, opposite the premises of Messrs. Waring and Gillow, formerly stood Oxford Market, so named after Harley, Earl of Oxford, the original ground landlord. It was erected in 1721, but was rebuilt in 1815, when small dwelling-rooms were added to the shops below. In February 1876 the site of this market was disposed of by public auction, and the property purchased for £27,500.

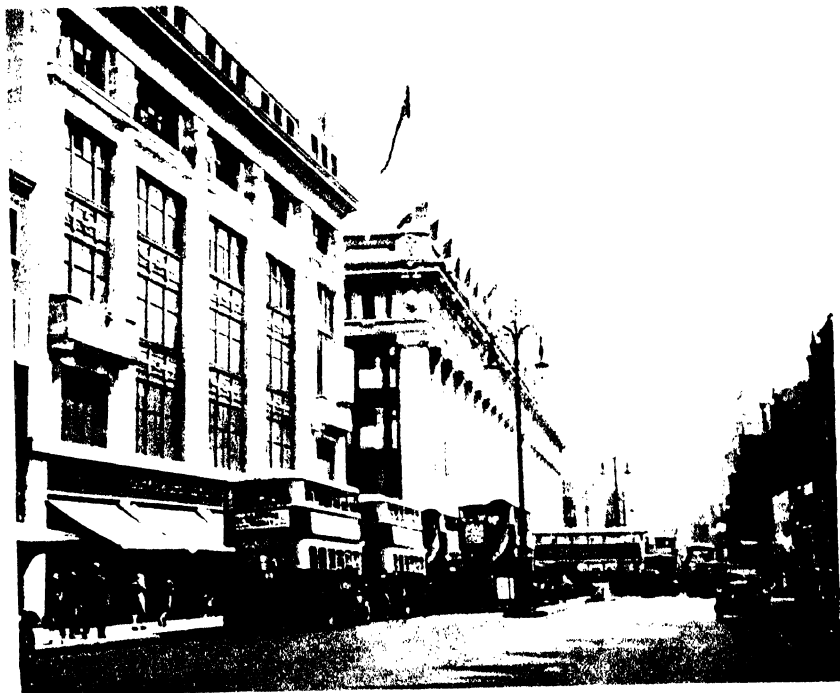
Amongst the old buildings which stood until very recently in this part of Oxford Street was the former Princess Theatre, which for many years past had been used as shopping premises. This building, together with the adjoining houses, has now been pulled down to make way for a large new store. It was erected on the site of a building formerly known as the Queen's Bazaar, and extends back as far as Castle Street. It was destroyed by fire in 1829 and then rebuilt. For ten years, commencing from 1849, it became famous for the Shakespearian revivals of Mr. Charles Kean; it was demolished in 1880 and rebuilt from the designs of Mr. C. J. Phipps. Later it passed into the management of Mr. Wilson Barrett and for some years became a home of melodrama, though it was never a great success. Some years ago it was proposed to erect a large hotel on this site, but the scheme failed to mature.

On the other side of Oxford Street is the Pantheon, now occupied by the firm of wine merchants, Messrs. W. and A. Gilbey, Ltd. It was originally built in 1770-1 as a place of public amusement, including concerts, balls, and promenades, and was erected at a cost of £60,000 from the designs of James Wyatt and opened early in 1772. It was destroyed by fire in 1792, rebuilt on the same plan, and then pulled down in 1812. The Oxford Street front was preserved and the building was remodelled and converted into a bazaar, until acquired by Messrs. W. and A. Gilbey about forty years ago.

After passing Great Titchfield Street we next come to Market Place, on the corner of which is a branch of the Midland Bank. Adjoining is the new eastern block of Messrs. Peter Robinson's premises, erected in 1925-6, and extending to Great Portland Street. The western block, which is the main building, is on the other corner, and occupies the island site formed by Oxford Street, Regent Street, Castle Street, and the west side of Great Portland Street, and was erected in 1920-3. On the other side of the road is Oxford Circus Underground Station, above which a tall block of offices has been erected at the corner of Argyle Street.

Great Portland Street, leading to Marylebone Road, close to Park Crescent, was formerly a shabby street of no great importance, but during the past thirty years has gradually developed into one of the finest in the West End of London, and is now a leading centre of the motor-car trade. Nearly half-way up, on the west side, is the former building of the Philharmonic Hall, erected in 1907 to replace the former St. James's Hall in Piccadilly. Recently this building has been enlarged by the addition of an extra story and converted into a block of offices and shops. Adjoining is the Portland Hotel, an old-established house, which was refaced some years back with Portland stone. On the other side of the road is the well-known Pagani's Restaurant. Beyond the Portland Hotel are the sumptuous motor showrooms of the Hudson Essex Company, and another architectural feature of this street is the Central Jewish Synagogue, opened in 1870. It is built in the Moorish style, and the cost was partly defrayed by the Rothschild family.

Thirty years ago the houses on each side at the northern end of Great Portland Street stood back from the roadway, with the ground-floor shops built over the original front gardens. These were mostly of an inferior character and have long since been replaced by magnificent new buildings extending from Clipstone Street to Marylebone Road. On the west side are the premises of Messrs. S. Smith and Son, dealers in motor accessories, and Messrs. Curry and Paxton, the opticians. On the east side is Portland Court, a large block of residential flats faced with terracotta, and the motor showrooms of the Vauxhall Company. Farther up on the same side of the street is the National Institute for the Blind, and the National Orthopaedic Hospital for Children. To-day Great Portland Street, with its fine rows of six-story buildings, mostly



Oxford Street, looking east.



Great Portland Street, looking south.

faced with stone, reminds one of the leading thoroughfare in some large Continental city. The rental value of Great Portland Street is said to have increased 100 per cent. since the Great War.

In New Cavendish Street and Weymouth Street, on the west side of Great Portland Street, and in Hallam Street, acres of new blocks of flats have been erected during the past twelve years. In Little Titchfield Street is the new extension building of the Polytechnic Institute for the use of women members.

Mortimer Street, running parallel to Oxford Street, contains the handsome building of Messrs. Samson Clark and Company, the firm of advertisers, and a number of millinery shops. It connects with Goodge Street on the east and with the north side of Cavendish Square and Wigmore Street on the west, thus providing a useful relief thoroughfare to the heavy traffic of Oxford Street. Goodge Street still retains its original shabby appearance, and has not so far been invaded by modern buildings. Wigmore Street, on the other hand, is a very smart shopping thoroughfare, and extends from Cavendish Square to Portman Square. It derives its name from Wigmore in Herefordshire, whence Robert Harley took his title as Earl of Oxford, Earl Mortimer, and Lord Harley of Wigmore Castle. On the south side of this street is the dry-goods emporium of Messrs. Debenham and Freebody, rebuilt about 1906 and ranking amongst the largest and finest in London. On the same side of the street are the showrooms of Messrs. Blüthner and Company and Messrs. Steinway and Son, two well-known firms of piano manufacturers. On the north side is the Times Book Club and Welbeck Court, a handsome block of shops and offices at the corner of Welbeck Street.

Returning to Oxford Street, after passing Oxford Circus, described during a previous walk, we next come to the extensive drapery emporium of Messrs. John Lewis and Company, Ltd. The eastern block includes most of the shops between Princes Street and Holles Street, until recently the emporium of Messrs. T. J. Harries and Company, Ltd. who have now amalgamated with Messrs. John Lewis and Company, Ltd. The western block, which also possesses a considerable frontage to Oxford Street, extends right down Holles Street as far as the houses abutting on to Cavendish Square. Holles Street, together with Cavendish Square, Portland Place, Welbeck Street, as well as Great Portland Street and Titchfield Street, forms part of the estate of the Duke of Portland. A section of this estate has descended to Lord Howard de Walden from the fifth Duke of Portland, who died in 1879, including Holles Street. About thirty years ago, desiring to extend his premises to Cavendish Square, the late Mr. John Lewis converted the two corner houses into shops without the consent of Lord Howard de Walden, who objected to shops being opened in Cavendish Square. Thereupon an order was obtained from the court by Lord Howard de Walden calling upon Mr. John Lewis to reinstate the residential premises at the

corner of Cavendish Square. But relying upon passive resistance, and refusing to obey the order of the court, Mr. John Lewis was committed to prison for contempt of court. Mr. Lewis's broadsheets about his controversies with his landlord used to be exhibited in his window at the corner of Oxford Street, and were one of the curiosities of London. No. 24 Holles Street was the birthplace of Lord Byron in 1788, and now forms part of the premises of Messrs. John Lewis and Company, Ltd, who have erected a bronze bust to the memory of that illustrious poet.

Cavendish Square, laid out in 1717, takes its name from Lady Henrietta Cavendish Holles, together with the adjoining Henrietta Street and Holles Street. It stands directly opposite Hanover Square on the south side of Oxford Street, which is approached through Harewood Place. On the south side of the square facing Holles Street is a statue of Lord George Bentinck. On the west side of Cavendish Square is a handsome block of flats, erected on the site of an old gloomy mansion called Harcourt House, wherein resided the fifth Duke of Portland. Harley Street, built about 1770, leading from Cavendish Square to Marylebone Road, and Wimpole Street, running parallel, are largely inhabited by consulting physicians and specialists. Wimpole Street was so named after Wimpole on the borders of Hertfordshire and Cambridgeshire, originally the country seat of the Harleys, Earls of Oxford.

Proceeding farther along Oxford Street, after passing the establishment of Messrs. John Lewis and Company, Ltd., we next come to that of Messrs. D. H. Evans and Company, Ltd., immediately adjoining. It is now owned by Messrs. Harrods, Ltd., and consists of two blocks of buildings separated from each other by Old Cavendish Street. Both of them have a considerable frontage to Old Cavendish Street as well as to Oxford Street, but the western block is the more modern and was erected about 1908. Farther along Oxford Street are the premises of Messrs. Marshall and Snelgrove, Ltd., another large drapery emporium, between Vere Street and Marylebone Lane, with extensive frontages to both of these side streets.

Marylebone Lane, leading to High Street, Marylebone, is interesting as having originally been the main approach to the small village which as late as 1700 was still nearly a mile distant from the nearest part of the metropolis. It was formerly called Tyburn and derived its name from the small rivulet called Tyburn brook, which ran from Hampstead through Regent's Park, Oxford Street, St. James's Park, and Tothill Fields into the Thames. It is supposed that when its church was removed to another spot near the same brook it was renamed St. Mary at the bourn, which was afterwards corrupted to Marylebone. The extension of the metropolis in this direction followed upon the construction of Cavendish Square. By 1739 Maitland states there were 577 houses in the parish and 35 persons who kept coaches. In 1811 there were already 8,476 houses containing a population of 75,624, and as the old church had long since become inadequate to the requirements of the parish, the

present church at the corner of the High Street and Marylebone Road was completed and opened in 1817. It has a portico of the Corinthian order, and was designed by Mr. Thomas Hardwick at a cost of £70,000. The High Street is now a busy thoroughfare, lined with good-class family shops, and has been largely rebuilt during the past thirty years.

On the east side of High Street, close to Weymouth Street and Beaumont Street, once stood the famous Marylebone Gardens, which until 1790 were a splendid public pleasure resort equalling Vauxhall Gardens. The grounds were still surrounded by pastures and hedgerows until the middle of the eighteenth century, and extended from Marylebone Lane almost as far north as Marylebone Road, being bounded by what is now Harley Street on the east. The gardens closed down in the autumn and reopened in the spring, and were visited in 1784 by Doctor Johnson with a friend who wanted to witness a display of fireworks. Unfortunately the evening turned showery and the management were unable to provide the entertainment. The crowd were very disappointed and particularly Doctor Johnson, who was cross and behaved like a child, and forgot he was a philosopher. He contended that it was merely an excuse on the part of the management to save their crackers for a more distinguished company. Some young fellows who overheard the doctor's remarks obliged him by creating a disturbance, and thereupon attempted to ignite the fireworks. This, however, proved abortive, because the fireworks were too wet and refused to go off, whereupon the disappointed company departed.

But we must resume our travels once more along Oxford Street. After passing Marylebone Lane we next come to Stratford Place, a cul-de-sac built in 1775 by Edward Stratford, afterwards second Earl of Aldborough, on the site of the Lord Mayor's Banqueting House, which was pulled down in 1737. Here the Lord Mayor and Members of the Corporation used to dine after their periodical visits to the Bayswater and Paddington Conduits, which then supplied the City with water. A large portion of Stratford Place has recently been rebuilt without altering the original style of the frontages but some of the latest buildings erected on the west side are faced with Portland stone. On the east corner of Oxford Street is a branch establishment of the Westminster Bank, and on the west corner are the handsome new premises of Messrs. Lilley and Skinner, Ltd., the boot manufacturers, facing Davies Street, immediately opposite. Adjoining is the Maison Lyons, opened in 1915, one of the so-called Lyons corner houses, and between Bird Street and James Street is another large C. and A. drapery store. In the next block of buildings between James Street and Duke Street is another large drapery store, namely, that of Messrs. Penberthy and Company. Mandeville Place, at the top of James Street, consists of a double row of large mansions leading into Thayer Street, and contains the Mandeville Residential Hotel.

Duke Street leads to Manchester Square, begun in 1776 and completed

in 1788, and so named after the Duke of Manchester, to whom the square itself owes its origin. On the north side of the square is Hertford House, formerly Manchester House, built in 1776, now housing the Wallace Collection of pictures, furniture, and porcelain, bequeathed to the nation by Lady Wallace on condition that the Government should provide a special museum to house it in the centre of London. Hertford House was accordingly purchased and reconstructed for that purpose at a cost of £100,000 and was opened to the public in 1900.

Occupying the whole of the large island site between Duke Street, Oxford Street, Orchard Street, and Somerset Street is the popular store of Messrs. Selfridge and Company, Ltd. A feature of this building, which has a frontage of about 500 feet to Oxford Street, is the long row of stone columns above the ground floor, at intervals of about 20 feet, reaching to the fourth floor. The first portion of the Selfridge store was opened in 1909, but it has since been enlarged to more than double its original size by absorbing the extensive shops of Messrs. T. Lloyd and Company, Ltd., which until 1923 stood on the corner of Orchard Street and Oxford Street, as well as several other smaller shops in the same block of buildings. The entire building as it now appears was completed in 1928 by the addition of the central wing, which contains the main entrance to the store. Work has now begun upon the erection of another large block of buildings to front the north side of Somerset Street and extending to Wigmore Street and Orchard Street as an annexe to the Selfridge store.

On the west corner of Oxford Street and Orchard Street a handsome new block of buildings, called Orchard House, has just been erected which harmonizes admirably with the Selfridge building on the opposite corner. The greater part of this building is now occupied by Messrs. Marks and Spencer, Ltd., the popular price stores, and a branch of the National Provincial Bank. Farther west, at the corner of Portman Street, running parallel to Orchard Street, is another new building called Portman House, which, being of a much lower elevation, spoils the appearance of this end of Oxford Street. It is faced with stone, but standing back on the roof some distance from the street front is a small square superstructure which, viewed from the street, resembles a fort or block-house. This lends the crowning touch of ugliness to Portman House, and one might well be forgiven for supposing that this weird-looking roof structure had been designed to protect Oxford Street in case of a revolution.

On the south side of Oxford Street at the corner of Lumley Street formerly stood St. Saviour's Church, erected by the Association in Aid of the Deaf and Dumb. It was opened in 1880, and the site was given by the Duke of Westminster. This church was pulled down in 1924, and the new building which has been erected on this site now forms an annexe of the Selfridge store, for the sale of provisions, together with an adjoining building between Lumley Street and Balderton Street.

Orchard Street, leading to Portman Square, has been widened on the east side, and, in addition to the Selfridge store, contains the Somerset Hotel, St. Thomas's Church, and the new premises of the Portman Building Society at the corner of Wigmore Street. Portman Square was commenced about 1764, but was not completed until 1785. Montagu House, standing by itself at the north-west corner, was originally the residence of Mrs. Montagu, a kind-hearted lady famous for her literary talents and for her custom of regaling all the little chimney sweepers of London every May-day in her house and garden. Mrs. Montagu died in 1800 aged eighty.

All of the original houses lining the east side of the square have recently been pulled down, and on their site has arisen the Portman Court, a magnificent block of family residential flats, with shops on the ground floor, completed in 1929. About half of the houses on the south side of the square next to Orchard Street have also been replaced by a similar building erected in 1928, called Orchard Court. Both of these new buildings, which are designed in the same style, were erected by the Prudential Assurance Company and are eight stories high, faced with red brick and stone. This seems to indicate that it is intended eventually to rebuild the whole of Portman Square in the same style and elevation as that of the new buildings already constructed. Nearly all of the shops in Portman Court are occupied by Messrs. Daniel Neal and Son, a large firm of bootmakers and outfitters. Amongst the more fashionable squares in the West End of London Portman Square ranks second only to Grosvenor Square as a favourite centre of residence. Both of them cover an area of seven acres.

The long line of thoroughfares, almost as straight as a ruler, extending from Hyde Park to Clarence Gate, Regent's Park through South Audley Street, Grosvenor Square, North Audley Street, thence across Oxford Street, through Orchard Street to Portman Square, is continued by Baker Street, a fine broad thoroughfare, mostly built between 1785 and 1800. It derives its name from Sir Edward Baker of Ranston, a neighbour of the Portmans in Dorsetshire, who assisted Mr. Portman in developing his London estate. Amongst its distinguished residents were Mrs. Siddons, the famous actress, Lord Lytton, the novelist, who was born here, Cardinal Wiseman, who died at No. 8 on 15 February 1865, and William Pitt, who lived at No. 14 from 1800 to 1806. Mrs. Siddons's house has now been transformed into part of Baker Street Station, and Lord Lytton's house contains, among others, a school of dancing. On the west side, occupying nearly the whole of the long row of houses between King Street and Dorset Street, is the furniture and clothing establishment of Messrs. Druce and Company, which has recently been greatly enlarged. In the same terrace are the Portman Rooms, now used for public dances and social gatherings. For over forty years the Portman Rooms housed the waxwork exhibition of Madame Tussaud's, prior to its removal to Marylebone Road. Several

of the leading photographers have their studios on this side of Baker Street, notably Messrs. Elliott and Fry and Messrs. Russell and Son.

On the east side of Baker Street, at the corner of Adam Street, is Portman Chapel, a dark heavy-looking structure which can hardly be considered an ornament to this street. Beyond are some good-class shops, and at the east corner of Dorset Street is a fine block of buildings erected in 1913 and faced with stone columns. It was originally built for shops and flats, but afterwards became the head-quarters of the Imperial War Graves Commission. It has recently been vacated by the Government and turned again to its original purpose. The northern section of Baker Street was formerly known as York Place, but some years ago the London County Council altered the name of the entire thoroughfare to Baker Street. This is obviously a wise plan, which should be copied, with a view to avoiding confusion, in other London streets which are called by two or more different names, as, for instance, in the case of Southampton Row and Woburn Place. A few years ago York Place was entirely a residential street, but since the late war and the renaming of this thoroughfare one house after another has been converted into shop premises, so that it now differs but little from the rest of Baker Street. The Bedford College for ladies, one of the most important in London, and affiliated to London University, formerly occupied the house on the east side of York Place in which Cardinal Manning resided. The college has now been removed to the west side of Regent's Park, close to the Royal Botanic Gardens.

With its long straight streets and fine vistas Marylebone may aptly be described as first cousin to Berlin, both in respect of the width of its streets and the height of its buildings. Such thoroughfares as Baker Street, Wigmore Street, and Great Portland Street bear a striking resemblance to the long vistas of the Friedrichstrasse, the Leipzigerstrasse, and the Charlottenstrasse in the German capital, and if Marylebone streets were the best that London had to show, it could even then claim to rank as a very fine city.

Mr. Thomas H. Shepherd in his *London in the Nineteenth Century*, published in 1829, says: 'The extension and improvement of the metropolis in this princely parish and district within the memories of not very aged people, has been more rapid and surprising than those of any other country in Europe. They present to the astonished spectator, so magnificent are the buildings and so tasteful the scenery, more the appearance of the newly-founded capital of a wealthy state, than one of the suburbs of an ancient city.'

Mr. Shepherd's remarks, of course, apply chiefly to the vicinity of Regent's Park, but could he come to earth again and revisit this quarter of the metropolis at the present day, what would he say to the wonderful improvements which have taken place here in recent years? Well might he exclaim 'Marvellous Marylebone' when contemplating the endless rows of stately new buildings now lining almost the whole of

the north side of Oxford Street, Great Portland Street, Portman Square, Cumberland Gate, Marylebone Road, and St. John's Wood.

Gloucester Place, running parallel to Baker Street on the west side, consists of large well-built private houses, faced with yellow brick turned black by the London soot and fog, thus giving the street a funeral aspect unrelieved by any modern buildings. Gloucester Place was built more or less at the same time as Baker Street, and a distant view of the heights of Hampstead can be obtained from both of these streets on a clear day.

No rebuilding has yet taken place on the north side of Oxford Street between Portman Street and Old Quebec Street, but on the opposite side of the road the new West End Gamage's store has been completed. On the opening day in September 1930 no less than 100,000 people visited this establishment. But its later history has been less happy, and the company is now in liquidation. The upper stories of this huge building, which is eight stories high, and is faced with red brick, have been designed for residential flats. Hereford Gardens, demolished in 1928, consisted of a row of large mansions faced with red brick, very similar in appearance to those of Grosvenor Gardens. It extended from the back of Park Lane to Park Street, and the small garden which separated the mansions from Oxford Street gave this locality the atmosphere of some quiet corner in Tunbridge Wells. As compensation for the loss of this small garden, a widening of the roadway has been carried out in this part of Oxford Street opposite the new Gamage store.

The large gloomy mansions which until recently stood on the two corners of Great Cumberland Place opposite the Marble Arch have been replaced by new buildings. On the east corner site, extending to the Marble Arch Underground Station and Old Quebec Street and back to Bryanston Street, Messrs. J. Lyons and Company, Ltd., are now erecting an immense hotel. On the west corner a nine-story block of shops and flats has just been completed, which immediately adjoins the handsome new Regal Cinema, at the junction of the Marble Arch and Edgware Road, opened in 1929. Great Cumberland Place, built between 1800 and 1810, was named after the hero of Culloden, unfairly called the Butcher. It is a fine broad thoroughfare leading to Bryanston Square, named after Bryanston in Dorsetshire, and is admirably suited for the erection of large blocks of residential flats whenever the demand arises for increased accommodation of that kind.

Bryanston Square and the neighbouring Montagu Square were built between 1810 and 1815 on a spot known as Wards Fields, which had previously contained a wretched cluster of hovels known as Apple village, by a Mr. Potter, formerly a chimney-sweep in the locality, who had amassed a fortune.

Edgware Road, forming a part of the old Watling Street, runs diagonally from the Marble Arch to Cricklewood with scarcely a curve for the entire distance, and thence on to Hendon, Edgware, and St. Albans. It

is one of the broadest thoroughfares leading out of the metropolis, and might aptly be termed the Gateway to the North-west. It also forms the dividing line between the metropolitan boroughs of Marylebone and Paddington at the southern end, and between Hampstead and Willesden at its northern end. From the Marble Arch to Praed Street it is a good-class thoroughfare, but farther north it traverses a poor quarter extending from Chapel Street to the fringe of Maida Vale. On account of its great width Edgware Road is eminently suited for a great shopping thoroughfare, but although it contains some excellent shops it is overshadowed in that respect by the neighbouring Oxford Street. Several good buildings have been erected here of late years, but there is still plenty of scope for further development in the Edgware Road.

On the east side are the two large drapery houses of Messrs. Cozens and Company, Ltd., and Messrs. E. and R. Garrould, Ltd. The west side contains the Connaught Club at the south corner of Seymour Street, a large residential club founded in 1908 by Lady Hope for young men in limited circumstances. In this capacity it proved a failure, and after a short period of existence came under new proprietorship, since when it has enjoyed a successful career. Farther up on the same side of the road a new block of shops and flats has recently been erected at the corner of Connaught Street, in striking contrast to the long rows of gloomy brown-brick houses which line this side of the Edgware Road.

Half a mile north of the Marble Arch the Edgware Road is intersected by Marylebone Road on the east, and its continuation Oxford and Cambridge Gardens on the west, leading to Hyde Park and Lancaster Gate. Between Chapel Street and Maida Vale there is nothing to attract our attention along Edgware Road, and we will therefore turn to the right and continue our travels along Marylebone Road, which calls for special notice. Extending from Edgware Road to Great Portland Street, it comprises the western portion of the original New Road between Islington and Paddington, and is about one mile in length.

Commencing from Edgware Road, on the north side of Marylebone Road, are the Hyde Park Mansions and the Oxford and Cambridge Mansions, extending through to Chapel Street, and comprising several large blocks of residential flats. Beyond Chapel Street we next pass the Marylebone Public Baths on the south side, opposite Lisson Grove, opened in January 1850, the Samaritan Free Hospital for Women and Children, opened in 1890, and the Western Ophthalmic Hospital at the corner of Circus Street. On the north side is Queen Charlotte's Hospital Nurses' Home and the adjoining Manor House, another large block of high-class residential flats. Just beyond is the Marylebone terminus of the London and North Eastern Railway, and the lofty Hotel Great Central. Opened in 1899 this fine hotel is owned by the Frederick group, and during the late war was utilized as a hospital for officers. Marylebone Station, also opened in 1899, is the original London



Marylebone Gardens in 1790.



Maida Vale, looking north.

terminus of the Great Central Railway Company, now absorbed by the London and North Eastern Railway. The Great Central was the last of the leading railway companies to extend its system to the metropolis, and to make room for this new station Harewood Square was swept away, together with much poor-class property in the vicinity of Lisson Grove.

On the opposite side of the road at the west corner of Gloucester Place is the new Marylebone Town Hall, a fine building in the classic style, adorned with a Corinthian colonnade and a lofty clock-tower. It was opened in March 1920, having been designed by Sir Edwin Cooper, and replaced the old Town Hall in Marylebone Lane, opened in 1825. Between Gloucester Place and Baker Street are the Bickenhall Mansions, a long block of residential flats, seven stories high, erected in 1897.

On the north side of Marylebone Road, between the Hotel Great Central and Baker Street, a great improvement has recently been carried out. Here the long front gardens have been abolished and the extra strip of ground added to the roadway, giving Marylebone Road the appearance of a stately Continental boulevard. Opposite Bickenhall Mansions an imposing new block of shops and flats, nine stories high, called Berkeley Court has recently been completed on the island site at the west corner of Upper Baker Street. The ground floor contains a branch of Lloyds Bank, and the building also has a roof garden covering an area of one acre. In connexion with this improvement, Glentworth Street and Clarence Gate Gardens have been opened up into Marylebone Road by a new street running parallel to Upper Baker Street.

On the large site extending from Upper Baker Street to Allsop Street is Chiltern Court, a very imposing building erected by the Metropolitan Railway Company in 1927-9 above Baker Street Station. It is seven stories high, faced with Portland stone, and contains shops and high-class residential flats, together with an attractive arcade connecting Upper Baker Street with Marylebone Road, and a branch of the Midland Bank at the corner of Upper Baker Street. In this building Arnold Bennett, the novelist, died on 27 March 1931. The Metropolitan Railway from Paddington to Farringdon Street, the first underground line to be constructed in London, was opened on 10 January 1863, and the extension line from Baker Street as far as Swiss Cottage on Easter Monday 1868. The subsequent extension of the Metropolitan line to Aylesbury and Verney Road junction has opened up an extensive new suburban area on the north-west side of London.

Adjoining Baker Street station is Madame Tussaud's Waxwork Exhibition, founded in 1854. The present building, which also includes a cinema and a restaurant, has replaced that which was destroyed by fire in 1925. Opposite Chiltern Court is another large block of flats called Portman Mansions, with a long frontage to Marylebone Road, and beyond is Marylebone Parish Church, already noticed. Beyond the High Street is Devonshire Place, leading to Wimpole Street, and on the

large site facing Marylebone Road, between Devonshire Street and Harley Street, a new building, seven stories high, is in course of erection for the London Clinic and Nursing Home, Ltd. On the east corner of Harley Street is an ornamental building erected by the Westminster Bank.

Close to Devonshire Street in former times stood the Manor House of Marylebone, then situated within the royal park. In the days of Queen Elizabeth it was well stocked with game, and it is recorded that on 3 February 1600 the Ambassadors from the Emperor of Russia and the Muscovites rode through the city of London to Marylebone, and there hunted at their pleasure. The Manor House, which was built in the reign of Henry VIII, was pulled down in 1791 to make room for Devonshire Place.

On the north side of Marylebone Road, opposite the London Clinic and Nursing Home, Ltd., is Harley House, another very fine block of residential flats, faced with Portland stone, extending from Harley Street to the Royal Academy of Music. The latter building, which was removed here from Hanover Square, is a very ornate structure of red brick with stone dressings. Old Harley House, which stood on the site of the present block of flats of that name, was a detached residence with a small lawn in front, surrounded by a high brick wall with an entrance in a side street running towards Regent's Park. In 1856 it was rented for a year by the Queen and Royal Family of Oudh, with their army of 110 retainers.

At the corner of Albany Street is Trinity Church, built from the designs of Sir John Soane, the principal front of which contains a portico of four Ionic columns. It also contains a tower in two sections, and is quite as imposing as the parish church on the other side of Marylebone Road. East of Albany Street, Marylebone Road is continued by Euston Road, traversing a poor neighbourhood as far as Tottenham Court Road, with some ragged and unsightly buildings at the corner of Osnaburgh Street. Here the original Act which prohibited the building over the front gardens of the houses facing the New Road has been successfully evaded by their owners, thanks to the shameful apathy and indifference of the former vestries to the future requirements of London's traffic. A small widening of the narrow part of Euston Road between Albany Street and Tottenham Court Road is gradually being effected by setting back the new houses which are being erected on the south side as the old leases expire, but even so this part of Euston Road will always be too narrow for the requirements of its traffic.

Albany Street, which takes its name from the Duke of York and Albany, is a very depressing thoroughfare at the back of Regent's Park, which leads to Camden Town. It contains spacious barracks on the west side, occupying, together with the drill ground and the outbuildings, a space of nearly eight acres. There is some talk of pulling down the barracks and disposing of this extensive site for the erection of blocks

of flats, but so far nothing definite appears to have been decided upon. There being nothing of interest to detain us in this dreary locality, we will now continue our travels along the east and the north sides of Regent's Park, itself fully described in Chapter XI, to St. John's Wood.

At the corner of Wellington Road and St. John's Wood Road is Lord's Cricket Ground, covering an area of about seven acres. The present ground was moved here early in the nineteenth century from a site which is now covered by Dorset Square. In 1890 a new pavilion was erected by the Marylebone Cricket Club at a cost of £20,000. It is fronted with ornamental terracotta work, and has extensive seating accommodation.

St. John's Wood new town largely occupies the site of St. John's Farm, which was pulled down about 1830 and was originally a portion of the Forest of Middlesex. It derives its name from its former owners, the Priors of St. John of Jerusalem, and is now a thickly peopled district which has grown up around the western boundaries of Regent's Park, extending to Hampstead on the north and Maida Vale on the west. In the eighteenth century St. John's Wood became the property of the Eyre family, and so remains to the present day. Many artists live there, and until quite recently this district consisted almost entirely of detached and semi-detached private houses with large gardens. In that respect it is entirely dissimilar from Marylebone proper, on the south side of Regent's Park. Of late years, however, so many large new blocks of residential flats have been erected in St. John's Wood Road, Grove End Road, and the immediate vicinity, that this part of London is gradually losing its quiet and rural character.

In the district enclosed by St. John's Wood Road, Maida Vale, Circus Road, and Abbey Road are some fine broad roads and many elegant houses, particularly in Hamilton Terrace, running parallel to Maida Vale. In this thoroughfare is St. Mark's Church, a handsome edifice with a tower and spire in the early English style of architecture, erected in 1847 at a cost of nearly £10,000, including the site, which was then valued at £600. At that time the population of this district was only 2,500.

Opposite St. John's Wood Road Station on the east side of Wellington Road is St. John's Wood Chapel with its burial ground, long since converted into a public pleasure garden. The other side of the burial ground is overlooked by High Street, St. John's Wood, formerly a poor district known as Portland Town, but now lined by several handsome blocks of residential flats extending to the north side of Regent's Park. A great transformation took place in this immediate neighbourhood in 1903 and the succeeding years.

The district between Wellington Road, Finchley Road, and Avenue Road also contains many very fine houses with large gardens, most of the roads being planted with trees. In Avenue Road is the church of St. Stephen the Martyr, erected in 1849 to serve the district then called

Portland Town, extending from Regent's Park to Circus Road and from Grove Road on the west to the boundary of St. Pancras on the east. At that time it contained a population of 6,000, of whom some two-thirds were poor people. Until after 1830 Portland Town was the only area in St. John's Wood which had yet assumed any importance. Close to Queen's Road and Marlborough Road Station are the St. John's Wood Barracks, erected in 1832 on the site of an extensive farm which in 1822 was rented by the Government, this being regarded as a suitable locality for a military riding establishment. On the east side of Wellington Road, close to Marlborough Road Station, is St. Saviour's Church, crowned by a tall spire.

At the corner of Wellington Road and Grove End Road stood until 1928 the Eyre Arms Hotel, which was so named to commemorate the Eyre family. The grounds belonging to this house were occasionally the scene of balloon ascents in the early days of aeronautics. One of the latest ascents was that made by Mr. Hampton on 7 June 1839. In later years the Eyre Arms became the head-quarters of the well-known Belsize Boxing Club, founded in the eighties by Mr. Bettinson and Mr. Fleming, who also founded the National Sporting Club. Here the members used to meet every Thursday evening. The large Wellington Hall adjoining the hotel was utilized for public dances and local social functions. The site of the Eyre Arms Hotel is now covered by an extensive block of residential flats called Eyre Court. In Acacia Road, opposite Grove End Road, the first cabmen's shelter to be erected in London was opened by the Hon A. Kinnaird, M.P., in February 1875. The second one at Langham Place was opened shortly afterwards by Colonel Fitzwigram.

A walk down Grove End Road and thence to the right along St. John's Wood Road will bring us to Maida Vale, which will complete our travels through Marylebone. Built mostly between 1830 and 1840, Maida Vale was formerly called Edgware Road, of which it actually forms a continuation, but in March 1868 its name was altered at the special request of its inhabitants to Maida Vale instead of to Kilburn Road, as originally intended by the Metropolitan Board of Works. It is a fine broad thoroughfare about one mile in length, extending from the Regent's Canal to Kilburn High Road. The northern end consists largely of stucco-fronted villas, built in the Grecian style, standing back from the road in large front gardens. In the southern end of Maida Vale, between St. John's Wood Road and Hall Road, several magnificent new blocks of residential flats have been erected of late years, giving it the appearance of some high-class residential thoroughfare in the West End of Paris.

The largest of these new buildings is the Rodney Court on the east side and the Clive Court on the west side. At the corner of St. John's Wood Road is the Clifton Court, which has been adorned with a Tudor façade, and at the corner of Hall Road is the newly erected

Crothorne Court, containing a branch of the Westminster Bank. On account of its ample width Maida Vale, like Marylebone Road, is admirably suited for the erection of tall stately buildings, but unfortunately some small new houses have been erected close to Hall Road alongside of tall buildings, which almost give them the appearance of dolls' houses.

The system of exacting a large premium or obliging the intending tenant to invest money in the shares of the estate companies who erect these large blocks of flats implies that only people who are in very comfortable circumstances can afford to rent an apartment in these buildings. Maida Vale shares with Bayswater and Hampstead the distinction of being the most favoured residential quarter of well-to-do Jews.

Yet another new feature of marvellous Marylebone is the handsome new edifice of the Abbey Road Building Society, on the west side of Upper Baker Street and Melcombe Street next to the Berkeley Court. The centre of this building which was formally opened on March 18th, 1932, by the Prime Minister, Mr. Ramsay MacDonald, is adorned by a lofty stone tower, 150 feet high, which lends majesty to the long vista of buildings in Baker Street.

The new underground stations at the Marble Arch and Hyde Park Corner have recently been completed and opened to the public. Rapid progress is also being made with the construction of the immense Cumberland Hotel, occupying the site between Oxford Street and Great Cumberland Place. This hotel, which is to be opened during 1933, has absorbed the site of the old underground station, and is directly connected with the new station by a subway.

At the south-west corner of Cavendish Square and Henrietta Street a very ornate building faced with stone is nearing completion. This is the new Cowdray Club for ladies. Further rebuilding is taking place at the present time in Edgware Road, where Cambridge Court, a large new block of luxury shops and flats, has just been completed on a large frontage extending from Cambridge Terrace to Star Street. Another block of buildings, ten stories high, named Dudley Court, is also in course of erection at the present moment on the corner of Edgware Road and Upper Berkeley Street, nearly opposite the new Grosvenor Mansions. In 1933 work has commenced on the demolition of the long row of buildings on the north side of Oxford Street between Portman Street and New Quebec Street.

SEVENTEENTH WALK

FROM THE BANK TO SHOREDITCH, HOXTON, SPITAL-FIELDS, WHITECHAPEL, BETHNAL GREEN, MILE END VICTORIA PARK, AND STEPNEY

OUR route is from the Bank of England by way of Threadneedle Street and Bishopsgate, past Liverpool Street Station. Between Liverpool Street Station and Shoreditch High Street, Bishopsgate, or Norton Folgate, as it was originally named, was formerly a very narrow thoroughfare, which was a great hindrance to the heavy volume of traffic in this part of the City. A part of Norton Folgate was widened on the west side in consequence of the extension of Liverpool Street Station, but the complete widening of this thoroughfare from Liverpool Street Station to Shoreditch was not completed by the City Corporation until 1910. As a result of this improvement the London County Council were enabled to extend their tramways from Shoreditch almost up to the doors of Liverpool Street Station.

On the west side of Norton Folgate, now lined by modern buildings, formerly stood the City of London Theatre, built in the year 1837 by Mr. George Honey, an actor. It was eventually pulled down for the extension of the Great Eastern Railway from Shoreditch to Liverpool Street, which was cut through the stage and part of the auditorium. What still remained of the theatre became the Central Hall.

Between Commercial Street and Bethnal Green Road is the old terminus of the Eastern Counties Railway, now a goods station of the London and North Eastern Railway. It was erected in 1843, and being in the Italian style of architecture and approached by an incline from Bishopsgate, was regarded at that time as an ornament to this part of the metropolis. Great Eastern Street, nearly opposite and leading to Old Street, is a broad thoroughfare, opened on 12 October 1876, and together with Commercial Street provides direct access from Bloomsbury to Whitechapel and the London Docks.

The metropolitan borough of Shoreditch extends from Bishopsgate to Old Street on the west, and from Finsbury to Hackney and Bethnal Green on the north and east. It was originally a village on the old Roman northern road, but is now a continuation of Bishopsgate. Shoreditch or Soerdich derives its name from the old family of the Soerdiches, Lords of the Manor in the time of Edward III. The High Street, which extends from the City boundary to Kingsland Road, was considerably widened on the east side in 1877, and is now one of the leading business thoroughfares of East London. On the east side is the large establishment of Messrs. Jeremiah Rotheram and Company, Ltd., the wholesale drapery warehousemen, and the London Music Hall. On the west side is the Olympia Picturedrome, formerly a theatre of varieties.

Great Eastern Street formerly contained the premises of the ill-fated National Penny Bank, which started business on 1 January 1878, when some 223 persons opened accounts. The foundation-stone of this building was laid by the Lord Mayor in May 1877, and it was the first to be specially erected as a penny bank, and was open for business every evening. About twenty years ago the National Penny Bank suspended payment and went into liquidation. Many similar banks were established in Great Britain during the nineteenth century.

At the corner of Shoreditch High Street and Hackney Road is St. Leonard's Church, a handsome brick edifice with a Doric portico and a tall steeple, erected in 1735 by Mr. Dance, senior. The churchyard is now used as a public garden. Holywell Street, a turning on the west side of the High Street leading to Curtain Road, is built on the site of a huge dump or mound of rubbish accumulated here after the Great Fire of London. It was removed in 1777 to make room for houses and new streets in this locality, and was similar to others formerly existing in Leather Lane, Holborn, and in Whitechapel Road.

In Old Street, west of St. Leonard's Church, is the Shoreditch Town Hall on the south side, erected in 1866, and the Police Court on the opposite side, erected in 1905. At the back is Hoxton Square, now a public garden, containing shabby old-fashioned houses used as business premises. In Hoxton Street to the north of Old Street is the Britannia Theatre, once famous as a house of blood-curdling melodrama, and now used as a cinema. Hoxton, which forms a part of the borough of Shoreditch, was once inhabited by the fashionable world, and was famous for its medicinal wells. Already in 1598 it was joined to the City, and Stow describes it as a large street with houses on both sides.

The existing Shoreditch public baths are situated in Pitfield Street, but the old Hoxton swimming-baths of St. Agnes-le-Clair were located in Tabernacle Street, Finsbury, and were destroyed by fire in 1845. Owing to a discovery about 1841, during some excavation work opposite these baths, it has been supposed that they were already celebrated for their medicinal properties in the time of the Roman occupation. At a depth of about 14 feet below the surface a spring was discovered, by which the supply of water was obtained, but which had been cut off for a long time. This stream of water was found to pass through an aqueduct composed of Roman tiles, well cemented together, and in an excellent state of preservation. The date shown on the baths was 1502, about which period this locality was inhabited by the fashionable world. Not far from this spot stood, until 1844, a house which was at one time occupied by Oliver Cromwell, and Queen Elizabeth also resided in this neighbourhood. The baths are also stated to have been frequented by Charles I and some of the high personages of his court.

Turning our attention next to the opposite side of Shoreditch High Street, just beyond St. Leonard's Church to the south of Hackney Road is Columbia Avenue, in which is situated Columbia Market, built by

the Baroness Burdett-Coutts at a cost of £200,000, and opened on 28 April 1869. Unfortunately, it never attracted the public favour, and for a short period the City Corporation took control of the market, but as it could not be made self-supporting they gave it back again to the Baroness Burdett-Coutts in 1874. The building is of considerable architectural beauty, and was erected from the designs of Mr. H. A. Darbyshire. On the site now occupied by Columbia Market and the buildings forming the square stood a foul colony of squalor and disease, consisting of wretched low tenements and hovels, called Nova Scotia Gardens. It was situated in the midst of pestilential drains and dust-heaps, and was one of the most squalid areas in London. Thanks to the benevolence of Lady Burdett-Coutts the whole of this foul rookery was swept away, and in its place four large blocks of model lodging-houses were erected, forming the square known as Columbia Buildings. The market itself was erected on the site of the dust-heap, and contains a fine Gothic hall, 50 feet high, with rich external decorations, reminding us somewhat of the Houses of Parliament on a miniature scale.

Other slums in the worst parts of Shoreditch had already been cleared away in 1843 for the construction of Bishopsgate Terminus, in the vicinity of Bethnal Green Road. But there still remained another terrible rookery between Shoreditch Church and Bethnal Green Road, now covered by the Boundary Street Estate, which was a shame and a reproach to this part of the metropolis. It comprised an area of about fifteen acres, and was bounded on the north by Virginia Road, on the east by Mount Street, on the south by Old Nichol Street, now renamed Calvin Street, and on the west by Boundary Street, from which the modern estate takes its name.

Three centuries ago the whole of this area formed a part of the garden of the nunnery of St. John the Baptist, Holywell, founded by Sir Thomas Lovel. Old Nichol Street and the streets which then ran parallel to it, New Nichol Street, Half Nichol Street, Vincent Street, and Mead Street, are said to have been constructed about the time of Nelson's great victories, and to have been named after his admirals. At the time of their demolition in 1893-5 these streets were slightly less than a century old. In addition to these streets there existed a large number of small courts entered under the houses, and built generally over what had once been the gardens or yards of the original houses.

Whatever might have been the original character of this neighbourhood, it had by 1880 become one of the worst rookeries in the East End of London, both as regards the character of its houses and of their occupants. This area, which formed the nucleus of the parish of Holy Trinity, contained a population of 5,700 inhabitants. The entire parish, although numbering 8,000 inhabitants, possessed no church, and all services were held in a long room over a stable in Old Nichol Street. In this street alone there dwelt at one time no fewer than sixty-four ticket-of-leave men. Street rows between rival groups of the inhabitants who

acknowledged a 'Royal Family of the Nichol' and those who acknowledged a pretender were frequent. Morality was at its lowest ebb, and the courts running off the main streets were the harbours of shoplifters, thieves, and ruffians of the lowest type. No person other than an inhabitant dared to venture down these courts, which were a veritable sink of iniquity and forcing-house of crime.

Nevertheless, the vicar of Holy Trinity, the Rev. Osborne Jay, who was appointed in 1886, secured a marvellous hold on the people. He built mission premises, including a club-room and gymnasium, with a church above, and also established a lodging-house which competed successfully with the most famous of the filthy and verminous lodging-houses in this area. The ground floors of these wretched hovels were so constructed as to be 12 to 18 inches below the street level, and no house possessed such a thing as a front door. No repairs were ever carried out, and what back yards had ever existed had nearly all been roofed in and occupied as additional houses. In 1889 the death-rate of this area was 40 per 1,000, or nearly double that of the parish of Bethnal Green.

In 1890 the London County Council decided to step in and remedy this state of affairs under a recently passed Housing Act, and deeming that no half-measures could adequately deal with such an area, they decided to undertake the clearance and rebuilding of the whole of these congeries of alleys and courts by razing the entire area to the ground. From that time onwards it became popularly known as the Condemned Area, and starting from 1891 the old streets were demolished bit by bit, and wide new streets constructed in their place, containing new blocks of flats to rehouse as many people as was consistent with a due regard to health and sanitation.

An avenue 60 feet wide, named Calvert Street, planted with trees, now leads from the High Street, Shoreditch, to a central open space or circular garden called Arnold Circus, from which other streets, 50 feet wide and also planted with trees, radiate to the limits of the new estate. During the rebuilding operations a well, supposed to be one of those belonging to the ancient nunnery, was discovered in Old Nichol Street. The new buildings have provided accommodation for between 5,000 and 6,000 persons in flats varying in size from one room to six rooms. So conveniently situated and nicely laid out is the Boundary Estate that many people would doubtless prefer it to Fulham or Barnsbury as a place of residence.

Let us now return to High Street, Shoreditch, and passing Bethnal Green Road, a wide thoroughfare leading to Cambridge Road, continue our travels along Commercial Street through Spitalfields. This thoroughfare, about half a mile in length, connecting Shoreditch with Whitechapel High Street and continued by Leman Street to the London Docks, was constructed in 1845-6. Like so many other new streets it failed at first to attract speculative builders, and for some time after its opening none of the building sites were taken up. In 1863 the Peabody

Buildings at the corner of White Lion Street were erected. These are five stories high and contain a number of shops fronting Commercial Street. The rents were fixed at such a low figure as to place these rooms within the means of those whose wages were no higher than from 12s. to 22s. per week, but no tenant was allowed to sublet his rooms under any pretext whatever.

About half-way along Commercial Street, at the corner of Brushfield Street, is the new Spitalfields Market or London Fruit Exchange, owned by the Corporation of London and which was opened by the Queen in December 1928. Spitalfields derives its name from the St. Mary's Spital or Hospital founded in 1197 in the parish of St. Botolph Without, Bishopsgate. It originated in the great extension of the metropolis which arose out of the calamity of the Great Fire of London, owing to people having been forced to seek refuge in the suburbs and in Southwark whilst the City was rebuilding. Thus a great number of additional workmen were attracted to the capital as the work proceeded, and most of them afterwards made it their settled abode. Owing to these circumstances nearly the whole of Spitalfields was built, together with almost all the streets between Brick Lane and Bishopsgate. A similar increase took place towards Goodman's Fields, Rosemary Lane, and Wellclose Square.

Spitalfields afterwards became the home of the Huguenot immigrants after their expulsion from France in 1685 on the revocation of the Edict of Nantes. Stow says, 'God's blessing is surely not only brought upon the parish by receiving poor strangers but also a great advantage hath accrued to the whole nation by the rich manufacturers of weaving silks and stuffs and camlets, which art they brought with them'. In 1687 alone no fewer than 13,500 of these exiles took refuge in England.

Spitalfields still contains some fine old houses once inhabited by the more prosperous of the merchant weavers, more suggestive of Bloomsbury than of East London. Their large gardens contained mulberry trees in the Huguenot days, when the silkworms were fed on the home-grown leaves. In the once prosperous Church Street nearly every occupant used to keep his carriage. Opposite Brushfield Street, which has recently undergone an extensive widening, is Christ Church, a noble building with a magnificent portico and a tower, built in 1725-9 from the designs of Hawksmoor. Spital Square, midway between Bishopsgate and Commercial Street, continued by Lamb Street, has been largely obliterated by the street improvements which have been carried out here in recent years. It was a somewhat gloomy red-brick square of the early Georgian period and marked the site of the old hospital.

On the east side of Commercial Street, to the north of Christ Church, is the Cambridge Music Hall, formerly a popular East End place of entertainment, and now forming part of the premises of Messrs. Godfrey Phillips, Ltd., the tobacco manufacturers. Between Christ Church and

Whitechapel High Street, crossing Commercial Street, is Wentworth Street. Here we are in the heart of the densely peopled Jewish quarter of the East End of London. We almost seem to have taken leave of everything English and entered an alien city. We might just as well be in some street in Warsaw or Cracow. It is an even greater Sunday market than the better known Middlesex Street, formerly called Petticoat Lane, of which it is a branch, and is the East London counterpart of the poorest Continental Ghettoes. Middlesex Street now consists largely of modern warehouses, and leads from Bishopsgate to Aldgate High Street; its name was altered from Petticoat Lane in July 1846. Between Middlesex Street and the north side of Houndsditch a large demolition of courts and alleys has recently been effected, and this vacant land is now awaiting development at the hands of the town-planner and the builder.

Here, as in the City and the West End, the new London is rising, with irresistible energy, on time-honoured sites, and sets us wondering whether in the course of time the East End will develop into some high-class business quarter as important in a different way as even Westminster or the Strand.

The southern portion of Commercial Street, extending from Whitechapel High Street to Christ Church, Spitalfields, was carved out of Essex Street, Rose Lane, and Red Lion Street in 1845 at a cost of £120,000. In Essex Street was a mansion occupied by the Earl of Essex, the favourite of Queen Elizabeth, which was three stories high. Another large mansion, which was a palace where Queen Elizabeth occasionally resided, stood near Elliston Street. Both of these were removed in 1844 to make way for the construction of Commercial Street. Some of the houses thus demolished were notorious dens of infamy, and included the worst part of Wentworth Street. In a thoroughfare called Ewer Street stood the Catherine Wheel public house, once a rendezvous of Dick Turpin and his comrades, who sallied forth from here to Epping Forest. Here also was a celebrated public house familiarly known as the Black Hell, where Harris, a notorious East End prize fighter, was apprehended about 1824 for a murder committed at Hackney, after having been concealed in this house for three weeks.

On the east side of Commercial Street, not far from Whitechapel High Street, is St. Jude's Church, the exterior of which is adorned with a mosaic by G. F. Watts. Adjoining is Toynbee Hall, an important educational centre, where Oxford and Cambridge graduates explore at first hand the problems of poverty and share the existence of the people around them. In 1867 Denison, an Oxford student who had been deeply impressed with the gulf existing between the rich and the poor in London, took lodgings near the London Hospital in order to share the life of the poor in this district. His example was followed by others, so that by 1874 it had become the custom for a few Oxford graduates to spend part of their vacation in the neighbourhood of St. Jude's, White-

chapel, and to join in the good work of the parish. Among them was Arnold Toynbee, and the intensity which Denison and Toynbee threw into their teachings led to the foundation of Toynbee Hall in 1884.

On the east corner of Commercial Street and Whitechapel High Street is a very large Woolworth store which has recently superseded the former drapery emporium of Messrs. T. Venables and Company. In Lemn Street, leading to the London Docks, is the huge building of the Co-operative Wholesale Society, Ltd., and the Sailors' Home, both on the east side of the street. Whitechapel High Street, which we now enter, provides quite a welcome surprise to the stranger to these parts. Of all the great arteries leading out of the metropolis, this is perhaps the most spacious and the most picturesque. Strype refers to Whitechapel as 'a great thoroughfare, being the Essex Road and well resorted unto, which occasions it to be the better inhabited and accommodated with good inns for the reception of travellers, and for horses, carts, coaches and wagons'.

For all practical purposes the Whitechapel boulevard may be said to commence from Houndsditch and the Minories, but thence to the City boundary at Middlesex Street it is known as Aldgate High Street, after which it assumes the name of Whitechapel High Street from Middlesex Street to Brick Lane. Whitechapel Road commences east of Whitechapel Church and Brick Lane. The Jewish settlement in the East End, which centres principally round Aldgate, Whitechapel, and Brick Lane, is the largest colony in London, and has inhabited this quarter for many years. It consists mostly of working people employed in tailoring and dress-making, who in the past have poured into London in their thousands from Poland, Russia, and the Baltic countries. Street after street and district after district was absorbed by this invasion of Jews, and this occasioned bitter complaints from the old inhabitants, who saw their homes appropriated and their businesses snowed under by the Jews.

In recent years, however, unrestricted immigration has been curtailed, and London has, in fact, half-closed her doors to foreigners. Those who are already here are free to remain as long as they behave as law-abiding citizens, but in the ordinary way new-comers are no longer allowed to settle here if they are likely to compete in any way with British labour. The result is that during the last ten years the Jewish problem in Whitechapel and its surroundings has become much less acute, since the inflow has now been stopped, and the children of Jewish immigrants educated in British schools are rapidly becoming anglicized.

Before the construction of Commercial Street the ground in the rear of Aldgate Church bore that aspect of squalid poverty which caused the visitor to shudder as he reflected upon the extremes of wealth and want which a century ago were a feature of this great metropolis. In 1845 much of this squalid property was swept away and a new metropolitan

market was erected at the back of Aldgate Church by Andrew Kennedy Hutchison for the convenience of the Jewish population in this district. According to Strype, 'Both sides of Petticoat Lane were hedge rows and elm trees with pleasant fields to walk in, insomuch that some gentlemen of the Court and City built their houses here for air'.

The north side of Aldgate High Street contains the Three Nuns Hotel, rebuilt in 1880, and mentioned in Defoe's *Journal of the Plague Year*, the Metropolitan Railway Station, and some fairly good shops. The south side has long been famous for its collection of butchers' shops. Until very recently the centre of the wide roadway in Whitechapel High Street near the junction of Commercial Road and Whitechapel Road had been utilized from time immemorial as a market for hay. But with the ever-increasing congestion of traffic at this busy corner, the hay-market became an intolerable obstruction to its free circulation and was abolished in 1928 after the London County Council had purchased the rights of the proprietors.

The streets on the south side of Whitechapel High Street were built on the site of Goodman's Fields, a part of a farm belonging to the abbey of the Nuns of St. Clair. The principal ones are Leman Street, Mansell Street, and Prescott Street, and according to Strype these streets were already inhabited in 1720 by thriving Jews. Leman Street forms a continuation of Commercial Street, and leads to the London Docks on the east side and the St. Katherine Docks on the west.

At the junction of Commercial Street and Leman Street is the entrance to Commercial Road, a fine broad thoroughfare constructed in 1800 near Whitechapel in order to provide direct access from the City to the newly constructed West India Docks. It was cut across what was previously known as Stepney Fields, which became rapidly built over as a result of the formation of these new docks. In 1802 it was extended to the East India Docks. It originally terminated at Church Lane, at which point the traffic had to turn to the right and pass round by Whitechapel Church in order to reach Aldgate. In May 1870 it was extended from Church Lane to Leman Street at a cost of £250,000, and opened by Sir John Thwaites, Chairman of the Metropolitan Board of Works.

The present church of St. Mary in Whitechapel High Street was erected in 1875, and is crowned by a tall spire. The cost, amounting to £12,000, was defrayed by Mr. Octavius Coope, M.P. for Middlesex. The old church of St. Mary Matfellow dated back at least to the early fourteenth century, though the name 'Matfellow' was not given to it until about the year 1428. In the churchyard is an open-air pulpit. Whitechapel was originally a portion of Stepney and derives its name from the white walls of the chapel of ease which stood on the site of the old church.

Osborn Street, opposite Whitechapel Church, leads to Brick Lane, a long narrow thoroughfare extending to Bethnal Green Road and

Virginia Street. A generation ago Brick Lane represented the nadir of East End poverty, but thanks to the great improvements in the standard of living amongst the working classes, coupled with the more even distribution of wealth in our own day, Brick Lane has since developed into a kind of East End Bond Street. To those who remember this street twenty-five years ago, the Brick Lane of to-day, with its numerous millinery, hosiery, and boot shops, must afford a positive revelation. Some of its shop-fronts and window displays would do credit to a West End thoroughfare, and it would hardly be a matter for surprise if a stranger to these parts, after walking through Brick Lane, like the Emperor of Russia during his visit to London in 1814, were to ask the question, 'Where are your poor?' This quarter of London is well supplied with places of amusement, and there appears to be no serious lack of money available for that purpose. Large numbers of the people from this side of the metropolis also flock up to the West End when in search of amusement.

On the west side of Brick Lane is the brewery of Messrs. Truman, Hanbury and Buxton. Most of the grander shops are situated nearer to Whitechapel High Street, the poorer ones being located at the northern end of the lane. In Hare Street, to the east of Brick Lane, is St. Mathias's Church, opened on 24 February 1848. Bethnal Green Road was originally continued by Church Street, a turning out of Shoreditch High Street, but in 1879 it was opened up into Shoreditch opposite Great Eastern Street, as a new direct thoroughfare from east to west. The opening ceremony was performed by Sir James M. Hogg, Chairman of the Metropolitan Board of Works. The borough of Bethnal Green extends from Shoreditch on the west to Poplar and Victoria Park on the east, and from Stepney on the south to Hackney on the north. It was originally a hamlet in the parish of Stepney, from which it was separated in 1743. At the dawn of the nineteenth century it still consisted largely of open fields, and according to a map of London in 1799, most of the streets came to a finish about half-way between Brick Lane and Cambridge Road. Bethnal Green appears to have finally lost its rural character between 1820 and 1830, during which decade a great extension of the metropolis took place in every direction.

Retracing our steps to Whitechapel Road, we next pass the large Rivoli Cinema on the south side of the street close to St. Mary's, Whitechapel, Underground Station. It occupies the site of Wonderland, a famous East End boxing resort, which was destroyed by fire about twenty years ago. Farther east is the London Hospital, founded in 1740, when a house was opened in Prescott Street for sick and wounded seamen, watermen, and dock labourers. In December 1759 a Charter of Incorporation was obtained, and the present building erected, from the designs of Mr. B. Mainwaring. A new wing was added in 1876, and the hospital now contains accommodation for nearly 1,000 patients. At the back is the large church of St. Philip, Stepney, built at the cost of



Whitechapel High Street.



By permission of the "Illustrated London News"
Whitechapel Mount in 1861, from a drawing.

the Rev. Sidney Vatcher, one of its vicars, on the site of a church which dated from 1818.

Until early in the nineteenth century the site immediately to the west of the London Hospital was occupied by a huge dump which was known as the Whitechapel Mount. It was stated to be 329 feet long and 182 feet wide, and was considerably higher than the adjoining London Hospital. From the summit an extensive view of the former villages of Limehouse, Shadwell, and Ratcliff could be obtained. The construction of the East and West India Docks early in the nineteenth century caused roads to be made through the low marshy fields extending from Shadwell and Ratcliff to Whitechapel Cannon Street Road, leading from Whitechapel Mount to St. George's in the East, so increased the value of the land on each side of it, that the Corporation of London decided to take down the Mount. This occurred in 1807-8, and Mount Place, Mount Terrace, and Mount Street were then built on that site, thus marking the spot where the Mount stood.

The Mount owed its origin to the earth thrown up from various trenches dug for the defence of London in the Civil War of 1642. After the Great Fire of London, a large portion of the debris from the streets at the east end of the City was piled upon the Mount, and later its height was further increased by the accumulation of rubbish from newly erected buildings. A report was spread at the time that the ruins from the Fire of London had been thrown over a deep pit where the bodies of persons who had died in the Plague of 1665 were deposited, but neither any human remains nor any objects of interest or value were discovered during the removal of the Mount. The cartloads of earth which were removed after many weeks of labour were carefully examined with that object in view.

On the north side of Whitechapel Road, which also contains the principal shops, is the Pavilion Theatre at the corner of Vallance Road, now principally devoted to Jewish drama. It was originally built for a floorcloth factory, but in 1828 it was converted into a commodious house of entertainment. On 10 February 1856 it was destroyed by fire, but was rebuilt in the following year. Nearly opposite the London Hospital is Whitechapel Station, formerly the terminus of the Metropolitan District Railway. In 1902 this line was extended for a distance of two miles beneath the Mile End Road to Bow Road and Campbell Road Junction, from which point it runs alongside the Tilbury and Southend line, now the London, Midland and Scottish Railway, to Barking. By 1905 the entire underground railway system in London had been converted from steam to electricity.

Cambridge Road, the dividing-line between Whitechapel and Mile End Road, formerly owned to the title of Dog Lane, and runs northward through Bethnal Green to Hackney. Just beyond Bethnal Green Road on the east side is the Bethnal Green Museum, opened in June 1872 by the Prince of Wales, afterwards King Edward VII. The original

village green, which adjoins the Museum, has been converted into a pleasant public garden, and close by on the same side of the road is the Bethnal Green Town Hall.

Mile End Road claims to be the widest thoroughfare in London, and what were originally bare and very broad strips of land have now been adorned with gardens and shrubberies. At the corner of Cambridge Road are the Trinity Almshouses, the quaintest group now left in London. They are constructed on a seventeenth-century plan behind an enclosing wall and spiked railings that screen them from the public view. They were built in 1695 for twenty-eight decayed masters and commanders of ships or their widows, on land given by Captain Harvey Mudd of Ratcliff, who was an Elder Brother of the Trinity House.

Sidney Street, opposite Cambridge Road, leading to Commercial Road, was the scene of the celebrated siege of criminals on 3 January 1911. Late on the night of 16 December 1910 the tenant of the house next door to No. 119 Houndsditch, occupied by Mr. Harris, a jeweller, heard strange sounds and tappings at the back of his own premises. He gave the alarm, whereupon the attention of the police was directed upon three houses, Nos. 9, 10, and 11 Exchange Buildings, which backed on to Houndsditch. A police cordon was then drawn round the buildings, and Sergeant Bentley knocked at No. 11. The door was opened by one of the criminals, named Gardstein, whereupon Bentley placed his foot across the threshold. Almost immediately Bentley and Sergeant Tucker were shot dead. Afterwards Gardstein was accidentally wounded by one of his own friends, and was found dead on the following day in a house in Grove Street, together with a number of papers which threw light on the other criminals. These included the ringleader, known as Peter the Painter, Fritz Svaars, and a third man called Joseph.

At midnight on 2 January 1911, information was obtained that the latter two had forced their way into the room of a woman living at No. 100 Sidney Street, and had there taken refuge. At daybreak the two fugitives were called upon to surrender. A fusillade then took place, in which Inspector Leeson was mortally wounded. A detachment of Scots Guards was then brought up, which began a process of sniping at the windows and roof of the house. The house caught fire, and later charred remains, identified as those of Svaars and Joseph, were discovered amongst the ruins. Beyond these two men, no other participants in the earlier crime were ever punished. Three firemen were injured, and amongst the spectators of this extraordinary affair was Mr. Winston Churchill, who at that time was Home Secretary in the Liberal Government.

On the north side of Mile End Road, beyond Cleveland Street, is the brewery of Messrs. Charrington and Sons, erected in 1847, the Assembly Hall, the Mile End Empire, formerly the Paragon Theatre, and the imposing drapery emporium of Messrs. T. Wickham and Sons, with an extensive frontage to Mile End Road, built in a style which will invite



Bethnal Green Road (from a photograph taken in 1905).



The lake in Victoria Park.

favourable comparison with similar establishments in the West End. Farther along, on the same side of the road, is the People's Palace, standing on the site of the Almshouses which were founded in 1755 by Francis Bancroft, who left £80,000 to the Drapers' Company for their maintenance. The People's Palace was opened by Queen Victoria on 14 May 1887, and includes the Queen's Hall, devoted to industrial exhibitions and concerts, the East London College, attached to the University of London, and other equipment for education and recreation. On 25 February 1931, the Queen's Hall was completely destroyed by a fire which blazed for two hours. Some 55 engines, 30 tenders, 8 water-towers, and 250 men were engaged in fighting the conflagration. East of Mile End Road is Bow Road, lined with old-fashioned houses, once inhabited by well-to-do tradesmen. Bow Church, standing in the middle of the road, was built in the time of Henry II, and was made parochial in 1740.

Burdett Road, leading from Mile End Road to Limehouse and the West India Docks, contains the East London Tabernacle, opened in February 1872 at a cost of £12,000, and providing accommodation for about 3,000 people. Grove Road, the continuation of Burdett Road northwards from Mile End Road, leads to Victoria Park, one of the largest and finest in London. It was formed between 1842 and 1847 at a cost of £50,000, which was defrayed out of the purchase money received from the Duke of Sutherland for the Crown lease of York House, St. James's (now the London Museum), sold in 1841 for £72,000. Victoria Park serves as an open space for the densely peopled districts of Bethnal Green and East London, and is one of those places which no student of London life should miss seeing. All kinds of popular amusements are provided for; there are three lakes for boating, bathing, and swimming, several gymnasiums, flower gardens, shrubberies, a bandstand, a palm-house, and a large ornamental fountain presented by the Baroness Burdett-Coutts in June 1862.

Near the western entrance to Victoria Park, in what was then called Bonner's Field, on the banks of the Regent's Canal, stood the house of Bishop Bonner at Bethnal Green, which was pulled down about 1850. Bonner's Field was the scene of the Chartist Riots of 1848. On the east side of Bonner Road, leading to Old Ford Road, is the City of London Hospital for Diseases of the Chest, the foundation-stone of which was laid by the Prince Consort on 25 June 1851. In this neighbourhood, at the time of the formation of Victoria Park, a wretched village of hovels was swept away, formerly known as Botany Bay, from so many of its inhabitants having been consigned to another place bearing the same name. The Old Ford estate round about Victoria Park was largely developed in 1855, when small parcels of land were eagerly bought for upwards of £6,000.

Returning again to Mile End Road, on the south side nearly opposite the Brewery is Stepney Green, leading to the High Street, and

St. Dunstan's Church. The area of the parish of Stepney, which is one of the largest metropolitan boroughs, is so great because it was once mostly a wild heath called Stibenheath. It extends from the City boundary to Poplar from west to east and from the Thames to Bethnal Green from south to north. The village of Stepney proper consisted, as late as 1700, of only a few houses other than places of entertainment. On Sundays and at Easter and Whitsun holidays vast crowds of Londoners then resorted here to eat Stepney buns and to regale themselves with ale and cider. Looking upon its dull grey streets to-day it is difficult to realize that Stepney was once a lonely heath. Much of the property in this district is owned by Lord Colebrooke, who, until recently, also owned the market rights of the ancient Whitechapel hay-market.

The ancient church of St. Dunstan is situated midway between Mile End and Commercial Roads. It is practically an unchanged fifteenth-century edifice in the likeness of a rural church of that period, and whilst all around has altered it alone preserves its rural aspect. The churchyard, covering over seven acres, surrounds the church, and in 1871 was converted into a recreation ground by the late Metropolitan Board of Works at a cost of £3,000. It was opened to the general public in August 1872. White Horse Street, leading to Commercial Road, overlooks the east side of the recreation ground, and is used as a street-market. Here the long rows of costers' stalls afford a picturesque contrast to the old-world appearance of the churchyard.

Commercial Road, which traverses the densely peopled quarters of Limehouse and St. George's in the East, is also a busy shopping thoroughfare. On the north side is the drapery emporium of Messrs. Longchaye and Company, one of the largest in the East End.

The outward movement of London's population is reflected in that of Stepney, which has decreased from 249,657 in 1921 to 225,203 in 1931, this being the largest decrease of any, amongst the twenty-eight metropolitan boroughs of the County of London.

Much rebuilding is taking place at the present time between the north side of Houndsditch and Middlesex Street. In Stoney Lane, the Houndsditch Warehouse Company, the Selfridge's of the Jewish quarter, have just erected a handsome new store, immediately adjoining the wholesale dry goods establishment of Messrs. S. Deyong and Company at the corner of Houndsditch.

This new building, which is to extend from Back Gravel Lane to Nos. 126-130 Houndsditch and is situated opposite the main building, is to be completed in 1933.

On a portion of the large vacant site between Middlesex Street, New Street, and Back Gravel Lane already noted in this walk Messrs. Lotery and Company, Ltd., the manufacturing tailors, are erecting a new building.

At the corner of Shoreditch High Street and Bethnal Green Road is the new bacon factory of Messrs. Thomas Lipton and Company, Ltd., erected in 1932.

EIGHTEENTH WALK

THE PORT OF LONDON, SHADWELL, LIMEHOUSE ISLE OF DOGS, POPLAR, CANNING TOWN, WEST HAM, WOOLWICH, GREENWICH, DEPTFORD, AND BERMONDSEY

IN this chapter we propose to describe the various docks and the region covered by the Port of London. Many readers will, no doubt, find the area covered too great for an actual walk. If so they can walk in imagination, but they should on no account miss visiting some, at least, of the places here described, which are among some of the most interesting in London.

That London is the greatest port in the world is a well-known fact, but comparatively few Londoners are aware of its real magnitude. This is partly because so much of it is behind walls and partly on account of the winding character of the River Thames, which breaks the continuity of its docks. In Liverpool, on the other hand, where the River Mersey is very wide and follows a straight course, the docks extend in an unbroken line for several miles, and can therefore be seen to great advantage.

From an aeroplane it is possible to see all the docks of London at one time, even including Tilbury when visibility is good. When seen from the air they resemble a series of lakes spread out at intervals between Tower Bridge and North Woolwich. The area now administered by the Port of London Authority extends from the Nore to Teddington Weir, a distance of sixty-nine miles, but the inner Port of London may be said to begin at the Tower Bridge and finish at North Woolwich.

Starting out on our travels from the Tower Bridge, our route is by way of Little Tower Hill, turning to the right into Upper East Smithfield. The surroundings are gloomy, and not exactly comparable to those of Piccadilly, but they are full of historical interest.

The St. Katherine Docks, which first call for notice, extend from Tower Hill on the west to Nightingale Lane on the east, and are bounded on the north by Upper East Smithfield. They cover an area of $23\frac{1}{2}$ acres. To make way for the St. Katherine Docks, the first stone of which was laid on 3 May 1827, nearly a whole parish, comprising 1,250 houses and the old hospital of St. Katherine, was pulled down. No less than 11,300 inhabitants were moved in clearing the ground for the new docks, of which Mr. Telford was the engineer, and which were publicly opened on 25 October 1828. The construction of the St. Katherine Docks provided employment for 2,500 men for two years, and the total cost was £1,700,000. The soil excavated at St. Katherine's, including the contents of the churchyard, was conveyed by water to Millbank and utilized to fill up the reservoirs of the Chelsea Waterworks Company,

on which land a considerable portion of South Belgravia was built by Mr. Cubitt. Near St. Katherine's Hospital, down by the river, stood the great breweries which supplied beer to the English armies in the Low Countries in the days of Queen Elizabeth.

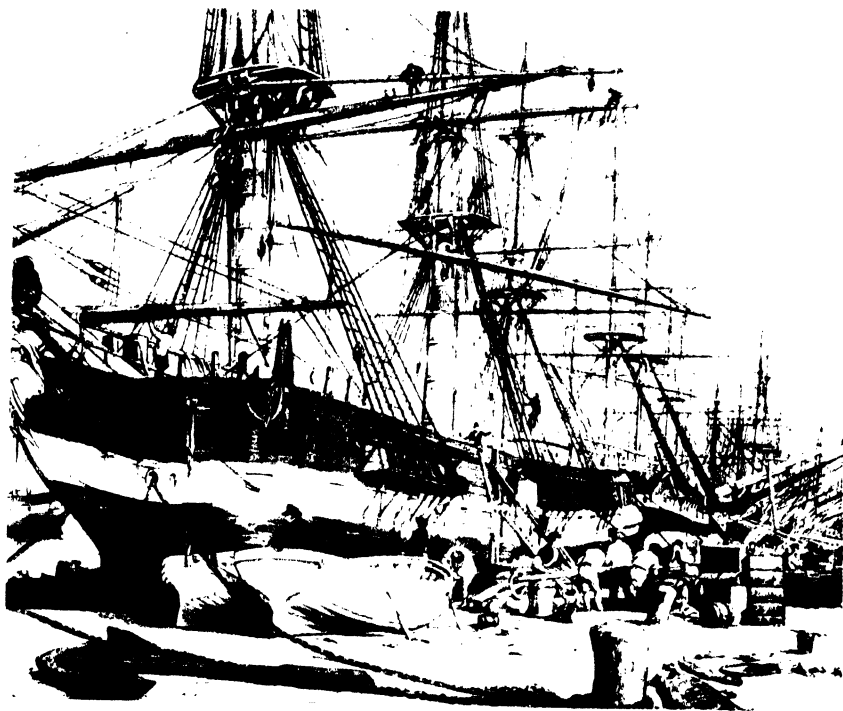
To the east of the St. Katherine Docks, separated only by Nightingale Lane, are the London Docks, which extend eastwards to Shadwell. The first and largest of these docks was opened on 30 January 1805. They cover an area of 100 acres and cost £4,000,000. Extensive new tea warehouses were opened in 1845, and in 1858 two new locks were constructed, 60 feet wide, together with a new basin 780 feet long by 450 feet wide. The London Docks are the great depot for the storage of wines, spirits, and tea. In 1864 the St. Katherine and London Docks were amalgamated under one management.

The construction of the various London Docks was not carried out without much opposition, for it is on record that the cargo of a large vessel was often delayed five or six weeks before it was delivered. Before the docks were built, goods were put into lighters at Blackwall and conveyed to the old-fashioned quays near London Bridge, and after a long delay, occasioned sometimes by the Customs officials themselves, they were finally removed to the different warehouses in the City. In those days river robbery was a thriving trade, and it was said that many a fortune was made by this systematic plunder. No wonder, then, that an outcry was raised by carmen, porters, waterside labourers, and lighter-men, who profited considerably by the difficulties attending the removal of merchandise, and that from Wapping to Westminster the whole riverside populace was up in arms against the coming of the docks. In 1800 it was estimated that there were 11,000 riverside robbers making depredations to the value of half a million pounds a year.

In 1831 the average number of British ships and vessels of all kinds in the Thames and the docks was estimated at 13,444, including 3,000 barges and 2,288 small craft engaged in the inland trade. At that time it was stated that the East India Company's ships alone carried more cargo than all the vessels of London combined had done a hundred years previously.

On the south side of the London Docks is Wapping High Street, and on the north side East Smithfield is continued eastwards by St. George's Street, leading to Shadwell High Street. St. George's Street is the modern name bestowed upon the notorious Ratcliff Highway.

The original hamlet of Ratcliff contained 1,150 houses in 1794, of which 455, together with 36 warehouses, were destroyed by fire on 23 July of that year. This fire consumed more houses than any one conflagration since the Great Fire of London in 1666. It was caused by the boiling over of a pitch-kettle at a boat-builder's, whence the flames spread to a barge loaded with saltpetre and other stores. It then spread to several other vessels lying near by which could not be removed owing to the low tide. The blowing up of the saltpetre in the barge carried the



The London Docks about 1831.



Whaling boats in the West India Dock in 1806.

flames to the saltpetre warehouses of the East India Company, which were blown up, raining fire on all the adjacent buildings. The south-west wind directed the flames to Ratcliff Highway, which caught fire on both sides. Towards Stepney almost every building was destroyed, until, having reached an open space, the fire was brought to a standstill. Several hundred families were rendered homeless, and the Government sent 150 tents from the Tower, which were pitched on an enclosed piece of ground adjoining Stepney Churchyard. A subscription for the relief of the sufferers was opened at Lloyd's Coffee House.

In 1811 Ratcliff Highway was startled by a series of murders which for the moment filled all London with terror. Mr. Marr, the first victim, kept a lace shop at No. 29. At about midnight on Saturday, 7 December 1811, after having sent his servant-girl out to purchase some oysters for supper, he was found murdered behind the counter, together with Mrs. Marr, the shop-boy, and a child in the cradle. Very little, if any, money was missed from the till. Other crimes followed. On 19 December Williamson, the landlord of the King's Arms public house in Old Gravel Lane, together with his wife and female servant, were also murdered. The author of these crimes, a sailor named Williams, was eventually captured at a sailors' boarding house, where a knife stained with blood was afterwards found hidden. The wretch hanged himself in prison the night of his arrest. His body was placed on a platform in a high cart and driven past the houses of Marr and Williamson. A stake was then driven through his breast and his carcass thrown into a hole dug for that purpose in Cannon Street Road.

Just off St. George's Street is Wellclose Square, leading into Cable Street. It contains the Seamen's Day Schools, erected on the site of a Danish church which stood here from 1696 to 1869. Wellclose Square once contained the Royalty Theatre, built by John Palmer, the actor, and opened in April 1826. It was succeeded by the Brunswick Theatre, which was built in seven months and opened on 25 February 1828. Three days later it collapsed during a rehearsal, when ten people were killed and several others seriously injured. In the adjacent Princes Square is the Swedish church built in 1728; here Swedenborg was buried in 1772. The shops in St. George's Street cater principally for the requirements of sailors, and here Charles Jamrach, the founder of the firm of dealers in wild animals, set up in business about 1840.

In Cannon Street Road is the church of St. George's in the East, built in 1729 by Nicholas Hawksmoor and completed in 1879. It stands in what is now a small recreation ground, and is one of the fifty churches of Queen Anne. The parish of St. George's in the East was detached from that of Stepney in 1727. As a result of the 'No Popery' agitation in 1860, disorderly scenes occurred almost every Sunday in the church of St. George's in the East, in which the congregation shouted, 'No Popery', and interrupted the church services. Sometimes they would be interrupted by the crowd singing 'Rule Britannia' and 'We won't go

home till morning', the lighting of lucifer matches, slamming of doors, throwing orange peel and walnut shells at the rector, or letting off detonating crackers, and shooting peas at his face. In order to put a stop to these riots it became necessary to admit the police to the church to maintain order, and on one occasion 200 policemen were present during Lent 1860.

Farther along St. George's Street is Old Gravel Lane, leading to Wapping Station, from which point the Thames Tunnel runs underneath the river to Rotherhithe. It was projected by Sir Mark Isambard Brunel and begun on January 1825, but an inundation caused the work of construction to be suspended for seven years. The tunnel, which cost £600,000, was eventually opened for foot passengers on 25 March 1843. The crown of the tunnel is 16 feet below the river bed. It has sloping approaches and includes two arched passages 1,200 feet long, 14 feet wide and 16½ feet high, divided by a wall 4 feet thick, with sixty-four arched openings. In September 1865 it was sold to the East London Railway Company for £200,000, whose line was opened for traffic on 10 April 1876. Before that time annual fairs used to take place in the Thames Tunnel, and in 1853 some 40,000 persons visited the fair, upon which occasion the tunnel was brilliantly illuminated.

In former times the ill-famed streets and dangerous alleys of Wapping were unsafe even in the daytime, and the Tower Hamlets once disgorged their lawless inhabitants to witness an execution on Tower Hill. In 1879 the High Street, Wapping, was widened by setting back portions of both the northern and southern sides, commencing from the eastern side of the entrance to the Wapping Basin and terminating near the entrance to the St. Katherine Docks.

In the forties of the last century hired vagabonds used to tout at every wharf and public house in the neighbourhood of the London Docks. Their call, although perhaps not so openly made as that of an omnibus conductor, only varied inasmuch as America was substituted for Charing Cross or Paddington. These men took passengers for almost anything they could get, not caring whether they had stores to last the voyage, or whether they would starve before they were half-way across the Atlantic. It was a sorry sight, and the law had no power beyond that of making a few arrangements that would contribute to the comfort of the poor passengers. How different from the conditions prevailing at the present day, when practically every country in the world has closed its doors to unrestricted immigration!

Beyond the East London Railway, St. George's Street is continued by High Street, Shadwell, one of the poorest and most densely peopled district in East London. The sordid conditions which formerly prevailed here have been depicted by Mr. John Martin, schoolmaster and poet, the author of *John Bull and his Island*. He remarks that 'London is indeed an ignoble mixture of beer and Bible, of gin and gospel, of drunkenness and hypocrisy, of unheard of squalor and unbridled luxury, of misery

and prosperity, of poor, abject, shivering, starving creatures, and people insolent with happiness and wealth'. The people followed daily the same dull round of existence, the only variation to which they could look forward being that of hard drinking. At four years old the children could swear like troopers, and were very often taught to do so by their parents. Thanks to the higher standard of living and the more even distribution of wealth, coupled with better housing conditions and improved education, the reproach levelled against London by Mr. John Martin has been largely removed in our own day. Close to Shadwell High Street and Cable Street is Peabody Square, consisting of blocks of workmen's dwellings completed in March 1867.

Occupying the site of the former Shadwell Fish Market is the King Edward VII Memorial Park, comprising seven and a half acres. It was opened in 1922 and affords a most interesting view of the shipping in the Thames and of the Surrey Commercial Docks on the opposite side of the river. The Shadwell Fish Market was closed during the late war and never reopened.

Adjoining the King Edward VII Memorial Park is the Rotherhithe tunnel for vehicular and pedestrian traffic, constructed by the London County Council at a cost of over £2,000,000 and opened in 1908. It has a diameter of 30 feet and runs obliquely under the Thames, the northern approach road beginning near Stepney Station, and the southern approach road at Lower Road near Rotherhithe Station. The tunnel and its approaches are about a mile and a quarter in length.

High Street, Shadwell, is continued by Broad Street and Medland Street, which will bring us to the Regent's Canal Basin and to Stepney Station. In Stepney Causeway is the first of Dr. Barnardo's homes for destitute children, opened in 1866. By 1919 there were 156 homes and branches all over the United Kingdom and Canada. From here a short walk along Commercial Road will bring us to the Stepney Town Hall, close to which is St. Anne's Church, Limehouse, designed by Hawksmoor between 1712 and 1724. It was erected at a cost of £35,000, and contains a clock-tower 130 feet high. On Good Friday 1850 this church was destroyed by fire. On that morning the inhabitants were alarmed by the loud and irregular ringing of the church bells, and as the crowds flocked to the spot they discovered that the roof of the church was on fire and the entire building enveloped in smoke. The flames spread with such rapidity that before a single fire-engine could be got to work the roof had fallen in, and in a very short time the interior was consumed, leaving only the bare walls of the church. The tower was saved, although it had been damaged internally. The fire raged for upwards of four hours, from 7 a.m. to 11 a.m., and only ceased when the church had been burnt out.

Beyond St. Anne's Church, which is a busy traffic centre, Commercial Road is continued by the East India Dock Road, leading to Blackwall and Poplar. The West India Dock Road forks to the right, and the

corner site where these two roads meet is occupied by the Eastern Hotel. Here the King of Siam took luncheon upon the occasion of his visit to the East End about thirty years ago. Burdett Road, a fine broad thoroughfare leading northwards to Mile End Road and Victoria Park, was constructed in 1862 and is named after the Baroness Burdett-Coutts. Salmon Lane, running in the direction of Stepney Green, is crowded with small shops and costers' stalls. Close by, in Commercial Road, is the new building of the British Sailors' Society Empire Memorial Hostel for Sailors.

Turning next into West India Dock Road, on the east side is the East London Seamen's Mission and adjoining is the Asiatic and Overseas Home, erected in 1857 at a cost of £15,000, and providing accommodation for 230 inmates. The foundation-stone was laid on 31 May 1856 by the Prince Consort. Before that time the Lascars, who were cast ashore at the Port of London to await fresh employment, averaging some 2,000 to 3,000 yearly, and who could not speak English or any other European language, fell victims to all kinds of sharpers. Thus they were quickly relieved of all their money and left in helpless destitution. Gambling and other vices were the ruin of hundreds, and some became street beggars, whilst others took to thieving, passing forged coins, or introducing parcels of smuggled tea and tobacco and other contraband goods. Since those days more stringent laws have been enacted for the general protection and assistance of seamen generally, and there are now many admirably managed Sailors' Homes and boarding houses in London and other commercial ports. At No. 75 West India Dock Road is the Maritime Hall of the National Union of Seamen.

Many of the side streets of Limehouse are inhabited almost entirely by Orientals and contain foreign restaurants and drinking shops hardly suitable for unaccompanied tourists. Limehouse Causeway, Penny Fields, and the neighbouring alleys are popularly known as Chinatown. Here the population consists of Chinese, Lascars, Maltese, and a few Japanese. Here also one may dine in rather unusual but interesting surroundings on such Oriental delicacies as sea slugs, birds' nests, and sharks' fins. Opium dens and fan-tan saloons still exist, despite the vigilance of the police, but it is not wise for the visitor to see these establishments from the inside.

The West India Docks, projected by Robert Milligan, an eminent West India merchant who died at Rosslyn House, Hampstead, in May 1809, were the first wet docks ever constructed in the Port of London. They were built by the engineer William Jessop, cover an area of 242 acres, and were begun in 1800. The first stone was laid by William Pitt in July 1800, and the docks were partially opened in August 1802. They are situated on a peninsula formed by the River Thames and known as the Isle of Dogs, and at first consisted of two docks, one for imports and the other for exports. To the south was the so-called City Canal, three-quarters of a mile long, cutting off the great bend of the river, which in



Salmon Lane and Limehouse Church.



Limehouse Causeway.

1829 the West India Dock Company purchased from the Corporation of London. This was afterwards widened and converted into the South West India Dock and allotted to the wood and timber trades.

The East India Docks at Blackwall, originally constructed by the East India Dock Company, were opened on 4 August 1806 and consist of an inner and an outer dock. They were designed by John Rennie and Ralph Walker, the well-known engineers of that period. Later these two companies were amalgamated under the title of the East and West India Dock Company, and by the time the Port of London Authority came into being in 1909 all of the various dock companies, with the exception of the Millwall Docks and the Surrey Commercial Dock Company, had become united under the title of the London and India Joint Docks Committee.

The Millwall Docks, now connected with the West India Docks, were opened on Saturday, 14 March 1868, and were constructed by the Millwall Docks and Land Company. The whole extent of the land purchased was 204 acres, of which 52 were allotted to dock accommodation and 152 to wharves and warehouse accommodation. At first only 35 acres were devoted to the docks, the remaining third of the ground being uncompleted until the requirements of trade called for such increased accommodation. The name of Millwall is derived from seven windmills which stood on the wall built here to keep the Thames from overflowing at high tide.

The Isle of Dogs formerly consisted of rich pasture land and when our kings had a palace at Greenwich they used it as a hunting ground and are supposed to have kept the kennels of their hounds in this marsh. These hounds frequently made a great noise and this led our seamen to call it the Isle of Dogs, though at that time it was not an island but a peninsula. The former City Canal was constructed here in 1799–1800 to enable vessels in their passage up the Thames to avoid the circuitous and inconvenient journey round the Isle of Dogs. Before the construction of the West India Docks this peninsula was reckoned one of the richest tracts of agricultural land in England, for not only were the largest cattle raised here, but the grass was esteemed a restorative for distempered cattle, and beasts turned loose to graze here soon fattened and grew to a large size. A tunnel for foot passengers only, constructed in 1902, connects Millwall with Greenwich.

The metropolitan borough of Poplar, between Limehouse and West Ham, was originally a hamlet of Stepney and obtained its name from the large number of poplar trees that once grew there. Poplar chapel, in East India Dock Road, is now the church of St. Mathias, and is surrounded by four acres of lawns and shrubberies, including tennis courts and greens. In 1866 it was made the church of the new ecclesiastical parish of St. Mathias, and the exterior was then remodelled. Poplar chapel was erected between 1650 and 1654 on land given by the East India Company and was rebuilt in 1776. After the construction of

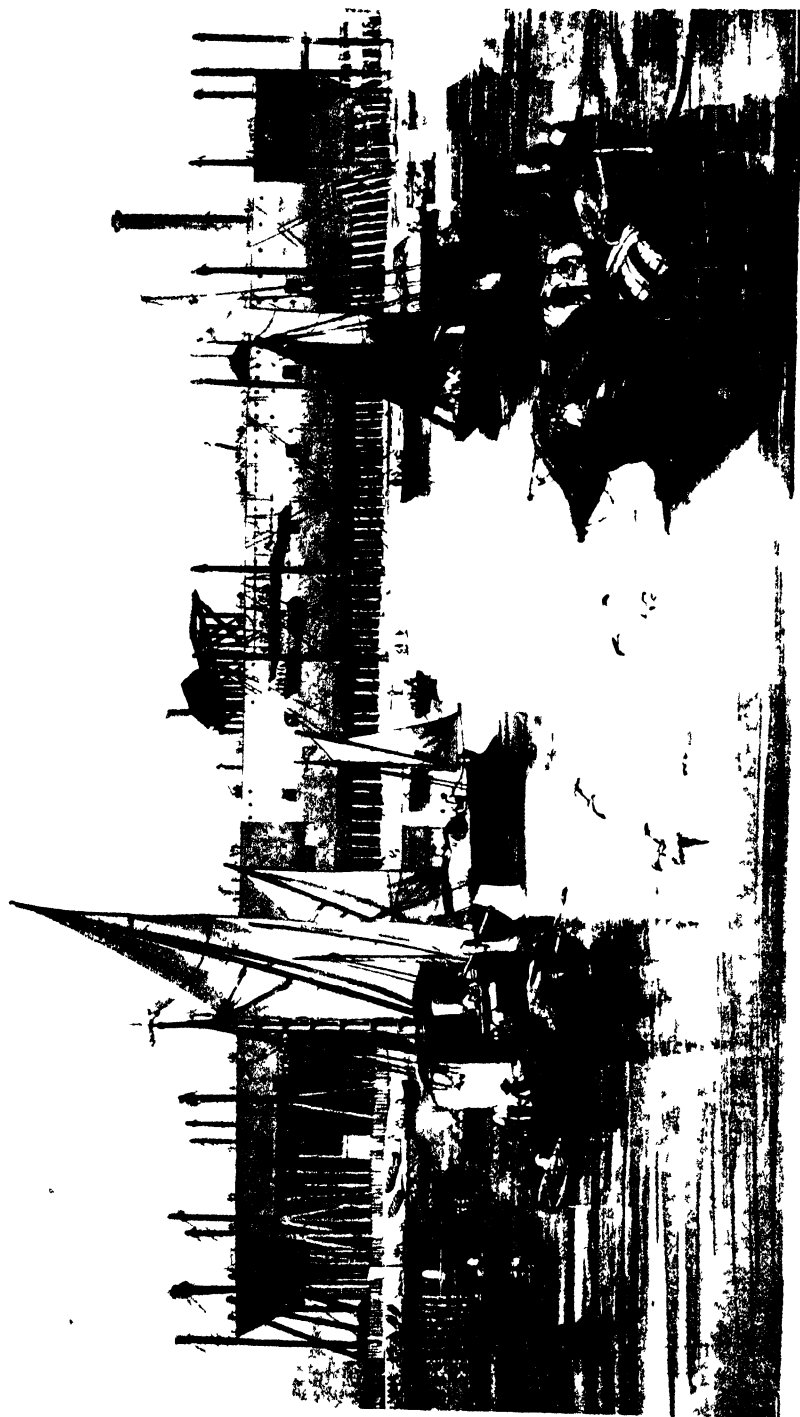
the East and West India Docks the population increased rapidly, and by 1841 Poplar already contained 30,000 inhabitants. To meet the shortage of church accommodation a new chapel was built in 1848 by the Wesleyan Methodists to accommodate 1,500 persons. St. Stephen's Church, which is also in the East India Dock Road, was opened in 1867 and accommodates 950 people. Poplar Hospital, in the same road, was opened in 1835, but has long since been rebuilt. The original building was the old Custom House at the entrance to the East India Dock gates.

Branching southwards from this corner is the approach to the Blackwall Tunnel, opened in 1897 and built at a cost of £1,500,000. It provides free communication for pedestrians and vehicles between Blackwall and East Greenwich. The tunnel is 6,200 feet long but only about one-fifth of it is actually under the bed of the river. The external diameter is 27 feet and the internal 23 feet. The number of vehicles using the tunnel is upwards of one million per annum. Before the construction of the East India Docks Mr. Perry had already built a shipyard and a wet dock at Blackwall, capable of accommodating twenty-eight East Indiamen and sixty Greenland sloops, together with storehouses and every convenience. The shipyard and appendages were afterwards purchased by Sir Robert Wigram and the dock was sold to the East India Company. Beyond the East India Docks is Bow Creek, where the River Lea flows into the Thames.

After passing Blackwall the East India Dock Road runs alongside the boundary wall on the north side of the East India Docks and leads to the new bridge over the River Lea connecting Poplar with Canning Town. This portion of the East India Dock Road was formerly quite narrow, but in 1908 the boundary wall of the docks was set back and the width of the roadway practically doubled in order to make room for the extension of the tramways of the London County Council from Blackwall to Canning Town. Shortly after crossing the River Lea we come to Canning Town Station, opposite which is the narrow and congested Victoria Dock Road, close upon a mile long, which leads to the Victoria Docks.

Opened in 1855, and named after the ruling sovereign, the Victoria Docks were built to meet the requirements of the rapidly expanding trade of the Port of London, which had increased by no less than 35 per cent. within the previous two years. The site of these docks had remained up to that time a deserted tract of land extending from Bow Creek to Gallions Reach, known as the Plaistow marshes, and adjoining the North Woolwich Railway. It consists of a long wet dock and a tidal basin on the western side, with an entrance from the river a little below Bow Creek. Farther east it is continued by the Royal Albert Docks, with a similar tidal basin on the eastern side opening into Gallions Reach. The Victoria Docks and Tidal Basin have a water area of over 95 acres and nearly six miles of quay accommodation.

The capital of the original company was £1,000,000, and unlike



Building the *Great Eastern* steamship at Millwall in 1857

present-day conditions the local rates at that time were low and enabled the new docks to compete with rival establishments on very favourable terms. The result was that in 1856 the Victoria Docks Company sold land at 50s. per foot on the south side of the dock, commanding the use of both the dock and the Blackwall Railway, which had become highly valuable for the timber trade, and for which they had only paid a trifling sum a few years previously. The Company was empowered to provide pasture accommodation for the large number of Scottish and foreign cattle landed here for the supply of the metropolis.

However, with the construction of the Victoria Docks the new and rather unlovely neighbourhood known as Canning Town, now forming a ward of the great borough of West Ham, sprang up with the rapidity of a budding Chicago, and very soon covered this entire locality with densely populated streets, where hitherto there had been nothing but open fields. Many taverns were erected in the vicinity of the Victoria Dock Road, notably the Victoria Tavern, the Essex Arms, the Bell and Anchor, the Lord Nelson, and the Prince of Wales. One of the first to be erected bore the sign of the Excavators' Arms.

On the north side of Barking Road, which consists principally of small shops, is Holy Trinity Church, opened on 14 August 1867. Rathbone Street, nearly opposite, which leads in the direction of the Victoria Dock Road, merits a visit from the student of London life. It contains a densely crowded street market nearly half a mile long, thronged with people who appear every bit as happy and contented in their surroundings as do those of Bond Street or Oxford Street. Of a Saturday morning Rathbone Street is almost completely choked with its long double line of stalls, its many perambulators, and its crowds jostling each other in their endeavours to get near the stalls. Some of the goods displayed here for sale would appear distinctly inviting even to the average inhabitant of Kensington or Hampstead. Excellent displays of fruit, vegetables, and cakes may be seen here, and occasionally a salesman exhibiting to a lady silk stockings which seem to extend half-way across the street.

After 1851 West Ham, which up to that time had been a place of small importance, grew with such rapidity that it soon became known as 'London over the Border', meaning, of course, London across the Lea. It was formed into a municipal borough in 1886 and includes Stratford, Plaistow, and Forest Gate. To-day, with a population of 294,086, it is a great industrial centre, inhabited almost wholly by the working classes, and in addition to the Victoria Docks it contains the shops of the London and North Eastern Railway at Stratford, and soap, sugar, and various other manufacturing establishments. Except in the densely peopled quarter of Canning Town, most of the streets have been planned with due regard to the necessity of light and fresh air. The Town Hall, which is situated in Stratford Broadway, is a handsome stone-fronted building in the Italian Renaissance style, with a lofty

tower, opened on 7 July 1869. It cost £20,000, including the site. Close by is St. John's Church, with a tall spire, erected in 1834 at the junction of the Broadway and Romford Road. Most of the largest shops are also centred in Stratford Broadway, including those of Messrs. T. R. Roberts and Sons, the large firm of drapers.

In 1820 Stratford itself was still a straggling village, but there were some good houses there with large gardens. At Maryland Point was situated Stratford House, the seat of Lord Henniker, with extensive gardens. This house was built by a gentleman who founded an estate in the former colony of Maryland in the United States and who was also proprietor of these houses. From that circumstance they were named Maryland Point.

Close to the recreation ground in West Ham Lane is All Saints' Church, boasting a considerable antiquity and containing a square Gothic tower. It affords a marked contrast to the depressing streets by which it is surrounded. West Ham Park, to the east of All Saint's Church, was jointly purchased by Mr. John Gurney and the Corporation of London for £25,000, each contributing £10,000 towards the total cost and the remaining £5,000 being raised by local subscriptions. This park, which was opened in July 1874, contains seventy-seven acres, and was formerly the seat of the Gurney family. After the death of Samuel Gurney, the Quaker banker and philanthropist, in 1856, it was thrown on the market as a building site, but was happily saved from the hands of the speculative builder and secured as a public open space. West Ham is also a popular centre for football and dog-racing.

The Royal Albert Docks, to which we will now return, were opened on 24 June 1880 by H.R.H. the Duke of Connaught, and were constructed by the London and St. Katherine Dock Company at a total cost of about £2,200,000. They are considerably over a mile in length and flanked on both sides by large sheds. Together with the Victoria Docks they form an enclosure two and three-quarter miles long, containing a water area of over 182 acres and more than nine miles of quays. Between 2,000 and 3,000 men were employed on the construction of the Albert Dock, and the 4,000,000 cubic yards excavated were raised 17 feet, the marsh having previously been 7 feet below high water, and the quays being 6 feet above. The dock was sunk through peat soil containing the remains of forest trees, in which were found a few horns of deer and relics of prehistoric man. A canoe 27 feet long was also discovered in the excavations and was removed to the British Museum. Below the stratum of peat the engineers encountered a bed of rich washed gravel, which lies above the chalk. The peat and portions of the gravel were utilized to raise the surface of the quays. Gravel was left for the bed of the dock and other gravel dug out was mixed with Portland cement from the Medway, thus forming blocks of concrete for building the walls of the docks. The gates are of stone and the floors of the entrance passages are of brick.



A bird's-eye view of the Royal Albert and King George V Docks.



Barking Road, Canning Town.

The King George V Dock is 4,578 feet long and 710 feet broad at the widest point. It contains a water area of sixty-four acres and over three miles of quays. There is also a dry dock 750 feet long and 100 feet wide. It was constructed by the Port of London Authority at a cost of over £4,000,000, and was opened by the King on 8 July 1921.

The Seamen's Hospital at the Victoria and Albert Docks was opened by King Edward VII, when Prince of Wales, in June 1890. The foundation-stone was laid on 15 July 1889 by Prince George, now King George V. To the south of the Victoria and Albert Docks are Silvertown, a manufacturing district, and North Woolwich, which, although on the north side of the Thames, is actually in the County of Kent. The territory immediately north of the Royal Albert Docks is situated in the borough of East Ham, but unlike the fringe of the Victoria Docks still consists almost entirely of open fields extending in the direction of Beckton Road. Farther north is the newly constructed East Ham by-pass road leading to Dagenham, where new houses are gradually invading this hitherto desolate neighbourhood.

East Ham, now a large suburb of London, containing 142,460 inhabitants, is of very modern growth, the population in 1891 having been under 29,000. The Town Hall, erected in 1902, a fine red-brick building with a lofty clock-tower, is situated in the Barking Road, at the south corner of the High Street, adjoining the Municipal College. The streets are well planned and there are several parks and open spaces in the vicinity of Barking Road. The leading shops are in High Street North, between Barking Road and Manor Park. A century ago East Ham was noted for its rich market gardens and was inhabited by poor Irish labourers who cultivated the crops of potatoes and vegetables.

Proceeding along High Street South, we next pass the Central Park on our right and then Beckton public park on our left. After crossing the eastern entrance to the Royal Albert Docks at Manor Way Station we come to the North Woolwich Ferry. Beckton contains the extensive works of the Gas Light and Coke Company, and here also the northern outfall sewer empties itself into the Thames. The southern outfall sewer is on the opposite side of the river at Crossness, a short distance lower down.

Once a reproach to the metropolis, the main drainage system of London to-day comprises the most efficient and costly scheme for the sewerage of a great city which has ever been accomplished. Great extensions have been made in recent years, the supplementary works almost equalling the original scheme in their magnitude. The London County area alone contains 370 miles of sewers, and their capital cost has amounted to over £13,000,000. The annual cost of their maintenance, management, and working is about £400,000. London, as a consequence, can boast a remarkably low death-rate, which in 1923 touched the low record of 11·3 per thousand inhabitants, a figure never surpassed by any other capital city.

In addition to the free ferry for vehicular traffic there is a very convenient tunnel for pedestrians only, approached by a lift and a staircase. This was begun on 23 August 1876, in consequence of nine men having been drowned on a foggy morning while crossing to their work in a boat, but was not completed until 1912.

We will now walk through the tunnel, which will bring us into the centre of Woolwich, close to the High Street, and make the return journey to the City by following the south side of the Thames. The metropolitan borough of Woolwich, which includes Plumstead and Eltham, contains a population of 146,944. During the Great War, thousands of houses were built for munition workers on the Well Hall estate by the London County Council. The leading shops, including the immense Woolwich Arsenal Co-operative Stores, are in Powis Street, a good-class thoroughfare leading from the High Street to Beresford Square. To the west of Powis Street is the Dock Yard, established in the reign of Henry VIII and said to be the oldest in the Kingdom. To the east is the Arsenal, one of the largest depots of military stores in the world, covering 600 acres and four miles in circumference.

On the north side of Woolwich Common, which comprises an area of 159 acres, are the Royal Artillery Barracks, accommodating 4,000 men and 1,000 horses. On the east side is the Royal Military Academy, where cadets are trained for the Royal Engineers and the Royal Artillery. The Rotunda was designed by Nash and contains an interesting military museum. At Eltham Palace, of which little remains except the banqueting hall, Henry VIII and Queen Elizabeth spent several years of their childhood. It contains a moat crossed by a fifteenth-century bridge.

Plumstead, to the east of Woolwich, is a most unattractive suburb, and except for its open spaces has little to commend it as a place of residence. The church of St. Nicholas, with its seventeenth-century square tower, has been displaced since 1864 as the parish church by St. Margaret's, built in 1858. The open spaces include Plumstead Common, Bostall Heath, acquired for the public in 1877-8, and Bostall Woods, acquired in 1892, comprising altogether about 134 acres. Bostall Heath is a favourite holiday resort with Londoners and commands a splendid view over the river. Woolwich Arsenal football ground, once in this district, is now located at Highbury. Another pleasant spot is Shooter's Hill Park, purchased for the public in 1921 and also known as Castle Wood. It contains twenty-two acres, and includes Severndroog Castle, a triangular tower built in 1784 in honour of Sir William James, who took Severndroog, a private stronghold on the Malabar coast in 1775.

Until the middle of the nineteenth century Plumstead Marshes formed a great alluvial district containing many thousands of acres of land, five miles in length and one and a half miles in width. They were intersected by hundreds of miles of open ditches and contained extensive swamps of stagnant water. At that time no provision whatever had

been made for drainage, and many of these ditches, which were dangerous to health, had not been cleaned out within the memory of living men. The Plumstead Marshes were hotbeds of malaria and were the cause of much illness amongst the inhabitants of Woolwich. The inhabitants were mostly poor people and the parish church was then a mile and a half away from the centre of the population, then numbering 10,000, and could only accommodate 400 parishioners. Plumstead marshes are now traversed by the southern outfall sewer, which enters the Thames at Crossness opposite Dagenham beach. This great undertaking was completed and formally opened by King Edward VII, when Prince of Wales, on 4 April 1865.

From Woolwich Ferry to Greenwich is an uninteresting journey of about three miles across the Greenwich marshes, and is best made by tramway or omnibus. The Woolwich Road is continued by Trafalgar and Romney Roads and passes between the Greenwich Hospital and the Royal Naval College on the river side and the Royal Hospital School on the south side. The Greenwich Hospital and Royal Naval College is a long range of buildings with an imposing frontage to the river, and occupies the site of an old royal palace used as a residence by successive sovereigns from the early part of the fifteenth century down to the time of the Commonwealth. Henry VIII and his daughters Elizabeth and Mary were born here, and here also the young king Edward VI passed away. Charles II commenced to rebuild the palace in 1667 from designs by Inigo Jones and Webb, but only the west wing was then completed. Building was resumed under William III and Anne by Sir Christopher Wren and in 1705 the edifice was converted into a hospital for superannuated seamen. It no longer serves this purpose, for when the system of indoor pensions expired in 1869 the buildings were mostly adapted to the needs of the College, which was opened in 1873. In the Royal Hospital School, on the opposite side of Romney Road, accommodation is provided for about 1,100 sons of British seamen.

At the dawn of the nineteenth century the population of Greenwich was 14,000 and by 1871 had increased to 40,000. To-day it is a large metropolitan borough with a population of 100,879. As recently as 1813 there were trees standing in the very centre of the town at the junction of London Street and Church Street, and it contained many respectable houses inhabited by gentlemen and retired service men. In Church Street, close to Greenwich Park Station, is the church of St. Alphege, which contains the tombs of General Wolfe and Thomas Tallis, the sixteenth-century church musician. It is dedicated to St. Alphege, who was martyred here by the Danes in 1012, and was rebuilt in 1718. Dr. Johnson resided in Church Street, next door to the Golden Heart, where he had taken apartments when he first left his native town of Lichfield for London.

Overlooking the Thames in the immediate vicinity of the Royal Hospital are some noted waterside hotels, which have become cele-

brated for whitebait and public dinners. These include the Ship to the west of the Hospital, the Crown and Sceptre, and the Trafalgar. Greenwich was the scene of a ghastly murder on the night of 7 February 1818, when Mr. Bird, a retired tradesman, aged eighty-four, and Mary Symonds his housekeeper, both had their skulls driven in by a large hammer. The house was plundered, and the discovery of the stolen property led to the conviction of the murderer, who was afterwards executed on Pennenden Heath, near Maidstone.

South of the Hospital is Greenwich Park, a royal domain of 185 acres laid out by Charles II. Crowning a hill in the centre is the Royal Observatory, the first stone of which was laid by Flamsteed on 10 August 1675. The building stands 160 feet above low-water mark. The time-ball descends precisely at 1 p.m. and the correct time is then telegraphed to all the most important towns. A very fine distant view of St. Paul's Cathedral and the City of London can be obtained from the hill in Greenwich Park, and one can easily realize that Greenwich, when it was a small town distant four miles from London, must have been as attractive to the holiday maker of Dr. Johnson's time as Richmond is to the present-day pleasure-seeker.

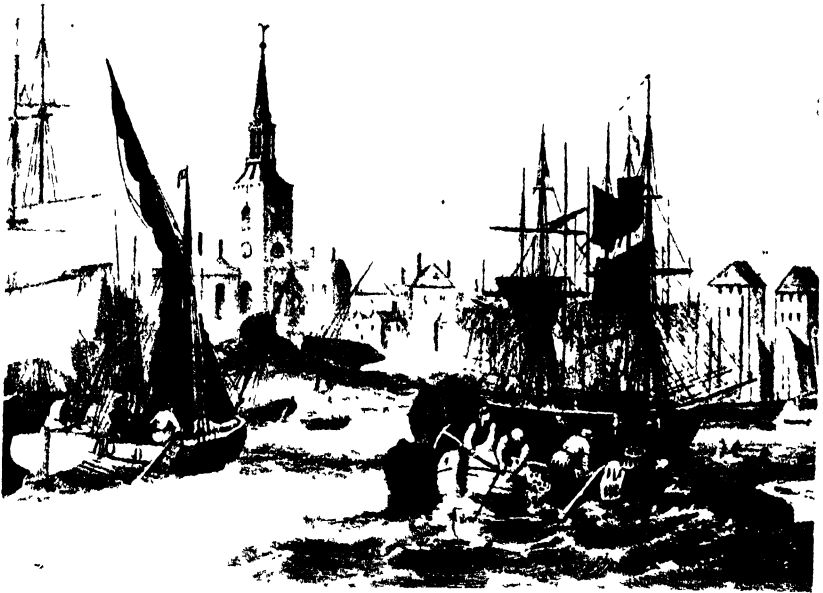
Adjoining Greenwich Park on the south is Blackheath Common, comprising 267 acres. It was secured to the public as a place of recreation under the Metropolitan Commons Act of 1866. Here Wat Tyler in 1381 and Jack Cade in 1450 marshalled their hosts, and here likewise have taken place many highway robberies. The Common is said to derive its name from its bleak situation. The game of golf was introduced here to an unappreciative southern public by James I. The common, which is breezy and commands delightful views, reminds one somewhat of Tunbridge Wells, a comparison which also applies to the village which is situated in a hollow called Tranquil Vale. The district of Blackheath, which contains a population of 6,500, is one of the most agreeable of London suburbs. All Saints' Church is a handsome Gothic edifice erected in 1859 from the designs of Mr. B. Ferrey.

After following the road across the common and turning down Blackheath Hill we come next to Deptford Broadway. Situated immediately west of Greenwich, Deptford was originally a large town detached from London and divided into Upper and Lower Deptford. It was anciently called Deepford and West Greenwich, from which town it is separated by Deptford Creek, but it is now a metropolitan borough of 106,886 inhabitants. The town, which has always been a rather dirty and uninviting place, nevertheless contained many good houses in former times. The High Street, leading from the Broadway towards the foreign cattle-market, is a long narrow street traversing a densely populated neighbourhood. Deptford was once famous for its noble dockyard, which employed a large number of men and was commenced by King Henry VIII in 1513.

Here Captain Drake docked his ship, the *Golden Hind*, which was



Greenwich Hospital, from the Isle of Dogs, about 1840



Rotherhithe, from the Thames, about 1840

visited by Queen Elizabeth on 4 April 1581. Her Majesty dined on board and after dinner conferred the honour of knighthood on the captain. Here, also, Peter the Great studied navigation. He rented the house of Mr. John Evelyn, called Sayes Court, adjoining the Dockyard, to which it had direct access through a private entrance. In April 1869 the dockyard was closed by the Government as a measure of economy, but the Royal Army Victualling Yard was still retained. The Town Hall, which is a handsome building, is situated in New Cross Road. On the west side of Evelyn Street, leading from the High Street to Rotherhithe, is Deptford Park, a small open space on the north side of the Surrey Canal.

The direct route from Deptford Broadway to the City is by New Cross Road, Old Kent Road, Great Dover Street, and the Borough High Street to London Bridge, but for purposes of sight-seeing we propose to follow the alternative road through Rotherhithe and Bermondsey. At the end of Evelyn Street, situated on the curved peninsula between the Pool and Limehouse Reach, are the Surrey Commercial Docks, occupying a land and water area of about 376 acres, and principally used for timber and Canadian and North American produce. The oldest of these is the Greenland Dock, built in 1699, which originally comprised an area of ten acres, and was then called the Howland Dock,¹ after the family owning the land in Rotherhithe on which this dock was built. It was the first wet dock ever built in London and had a wind-screen of trees but no warehouses around it. Afterwards it was adapted for the whaling trade and hence its change of name to Greenland Dock. The entrance is nearly opposite that of the Millwall Docks and the King's Arms stairs on the Isle of Dogs. Later it was taken over and enlarged by the Commercial Dock Company, which constructed five new docks here in 1826.

The Surrey Docks, built in the seventies of last century by a separate company, were planned by Messrs. Bidder at a cost of £100,000, and include the Albion, Canada, and Quebec Docks, with a tidal basin at Rotherhithe Street opposite King Edward VII Memorial Park at Shadwell. In August 1875 the excavation for the new tidal basin laid bare a forest bed 6 feet from the surface. Among the trees in the peat were found bones of the great ox. Subsequently the two dock companies became merged into one concern under the title of the Surrey Commercial Docks Company. In 1904 the Greenland Dock was entirely reconstructed and is now capable of accommodating large Cunard and Canadian Pacific liners which regularly berth in it.

In Lower Road is the Surrey Docks Railway Station, situated close to the Greenland Dock. Opposite is Redriff Street, which, together with Rotherhithe Street, encircles the outer side of the Surrey Commercial Docks. This neighbourhood is very similar in character to that

¹ The 'Howland Great Wet Dock' was dry towards the end of the sixteenth century.

of Wapping and Limehouse on the opposite side of the river. Prior to 1770 Rotherhithe was chiefly inhabited by seafaring persons and tradesmen whose business depended on seamen. In former times it was also called Redriff. On 1 June 1765 upwards of two hundred houses were destroyed by a disastrous fire which occurred at Rotherhithe. Near the entrance to the Greenland Dock is the Dog and Duck Tavern, which derives its name from a barbarous pastime of our ancestors, the hunting of ducks in a pond by spaniels. The pleasure consisted in seeing the duck make its escape from the dog's mouth by diving.

In Rotherhithe Street, close to the East London Railway tunnel, is St. Mary's, Rotherhithe, church, dedicated to the Virgin Mary and erected in 1739 on the site of an earlier church which had stood there for over 200 years. At the junction of Lower Road and Union Road is the southern approach to the Rotherhithe and Shadwell tunnel, and close by in Lower Road is the Bermondsey Town Hall. In 1808 an ineffectual attempt was made to build a tunnel under the Thames from Rotherhithe to Limehouse.

Southwark Park, which is approached from the west side of Lower Road and also from Union Road, was opened on Saturday, 26 June 1869, at a cost of £55,000. It contains sixty-three acres and a boating lake two and a half acres in extent. The land was mostly purchased from Sir William Gomm and the park was declared open by Sir John Thwaites, Chairman of the Metropolitan Board of Works.

Our route from here to the Tower Bridge is through Bermondsey by way of Union Road, Jamaica Road, Dockhead, and Tooley Street. Bermondsey, which includes the parish of Rotherhithe, is a metropolitan borough of 111,526 inhabitants, situated between Deptford, Camberwell, and Southwark. It is the centre of the leather trade and is largely inhabited by dock labourers and others employed in local industries. Bermondsey is said to derive its name from Beormund, the Saxon lord of the district, and from eye, an island, a suitable description of the locality near the river, which was once intersected by numerous small streams and ditches. It is supposed to have been a marshy island when the tide was out and a wide expanse of water when it was in, until gradually it was reclaimed through succeeding centuries and turned to practical use.

Despite the densely populated area of present-day Bermondsey the descent to Tooley Street from London Bridge indicates the low-lying character of the land. Tanneries and rope-making factories abound here. The parish church of St. Olave, which has recently been pulled down, stood on the north side of Tooley Street near London Bridge, and with the exception of its southern side was concealed from public view. Bermondsey once possessed an abbey, adjoining which was a large field anciently used by the neighbouring inhabitants as a pasture ground for their horses and cattle, and which was called Horsedown or Horselydown.

The waterside division of Bermondsey was intersected by several streams or watercourses. Upon the south bank of one of these, between Mill Street and Shad Thames, now called St. Saviour's Dock, stood a number of very ancient houses called London Street, which was amongst the fastnesses of Jacob's Island. This was rendered familiar to the public by Charles Dickens in *Oliver Twist*. Here, across one of the bridges in Mill Street, could be seen the inhabitants of the houses on either side lowering from their back doors and windows buckets, pails, and domestic utensils in which to haul the water up. Crazy wooden galleries, common to the back of half a dozen houses, with holes overlooking the slime underneath; windows broken and patched, with poles thrust out to dry the linen which was never there; rooms so small and filthy and so confined that the air seemed too polluted even for the dirt and squalor which they sheltered; wooden chambers thrusting themselves out above the mud and threatening to fall into it, dirt-besmeared walls and decaying foundations, all ornamented the banks of Folly Ditch, Jacob's Island.

Jamaica Road is so named from an inn called the Jamaica, which once stood in this immediate locality. It was formerly a palace of Oliver Cromwell and in his time had extensive grounds. This house was pulled down in 1843. On the south side of Jamaica Road, at the northern end of Spa Road, is St. James's Church, a spacious building of brick and stone in the Greek style, erected in 1829. Abbey Street, on the south side of Jamaica Road, leads to Long Lane and Bermondsey Street, at the corner of which is the church of St. Mary Magdalen, dating back to not later than 1538. The tower was repaired and beautified in 1830. Bermondsey has been the centre of the leather trade for 250 years, and the market, which is in Weston Street on the north side of Long Lane, was established on this site about the year 1833. The building, together with the ground upon which it stands, cost nearly £50,000.

Absurd though it may appear to our readers, an attempt was made in the latter part of the eighteenth century to make Bermondsey a fashionable watering-place. Although that part of the district near the river was so close and filthy, there were pleasant fields stretching away towards the Old Kent Road. The meadows near the Abbey were still green and market-gardens still abounded. In 1770 a chalybeate spring was discovered in some grounds adjoining Grange Road, whereupon the owner induced water-drinkers and lovers of fashionable promenade to resort there. Thus Bermondsey Spa for a brief period became a favourite suburban watering-place like Hampstead. In 1853 a company was formed to construct new docks close to Spa Road Station, which were to have been called the Wellington Docks. The entrance was to have been opposite the St. Katherine Docks. The capital was £1,000,000 and the docks were to have covered 180 acres, of which sixty were to be water and capable of admitting the largest steamers.

With a view to relieving the enormous pedestrian traffic of London

Bridge, a tunnel under the Thames from Tower Hill to Tooley Street was opened for foot passengers in April 1875. It was constructed in less than twelve months at the remarkably low cost of £16,000. It was designed by W. Barlow and is about 60 feet below the surface of the river. After the opening of the Tower Bridge the tunnel was closed and is now used by the Metropolitan Water Board to connect up the water supplies of North and South London.

At the time when the Tower Bridge was first opened there was no suitable connexion between the approach from Tooley Street and the Old and New Kent Roads. Various plans for a new street were considered by the London County Council, but much delay occurred in arriving at any decision, as many as four different schemes having been placed before the Committee. In the direct line between Tooley Street and Bermondsey New Road the church of St. Mary Magdalen and its recreation ground stood in the path. Eventually the Committee adopted the scheme for a street 60 feet wide from Tooley Street to the south-western end of Bermondsey New Road, passing to the east of the recreation ground of St. Mary Magdalen church, and curving round its south-eastern angle into Bermondsey New Road, which was also widened to 60 feet. The length of the new thoroughfare, which terminated at the junction of the Old and New Kent Roads, is 3,600 feet. It was constructed at a cost of £400,000. In March 1902 the London County Council decided to name this thoroughfare Tower Bridge Road.

We have now conducted our readers all round the Port of London and the adjacent districts of the great metropolis, but no account of the Port would be complete which did not include a description of the Tilbury Docks, situated twenty-six miles below London Bridge. They were opened in 1886, and, like all the other docks, were privately owned until the formation of the Port of London Authority. They cover a land area of 675 acres and a water area exceeding 104 acres. For thirty years the Tilbury Docks underwent no change or modernization, but eight years after taking control the Port of London Authority extended the main dock. More recently they have constructed a new entrance lock and dry dock, and a passenger landing-stage and baggage-hall. The latter was formally opened by Mr. Ramsay MacDonald, the Prime Minister, on 16 May 1930.

Adjoining the Tilbury Docks is an excellent hotel with a garden terrace commanding a fine view of the Thames opposite Gravesend, and from which it is a constant attraction to witness the arrivals and departures of the great passenger liners at the landing-stage from all parts of the world. Of late years Tilbury has become more than ever a great centre of passenger traffic. It is a powerful rival of Liverpool and Southampton in that respect and is the port of embarkation for the P. and O., Orient, Cunard, and many other important steamship lines. Could our ancestors have foreseen the coming of steam and motor

traction and the future development of Britain's most mighty river, they might conceivably have decided to build London down at Tilbury or Gravesend. In the wider sense, Greater London, with its intermediate suburbs, together with the industrial centres at Dagenham, Rainham, Purfleet, and Grays on the north side, and Erith, Dartford, and Northfleet on the south bank of the Thames, may already be said to extend to Tilbury and Gravesend.

At Purfleet, sixteen miles from London, is the extensive margarine factory of Messrs. Anton Jurgens, Ltd., and at Grays, a town of 18,172 inhabitants, three miles west of Tilbury, are important cement works. A new by-pass road skirting Purfleet and Grays on the north side now provides direct access between Tilbury and London.

In 1930 a bill known as the Dartford Tunnel Act was passed through Parliament, authorizing the construction of a tunnel under the Thames from Erith to Purfleet. The cost was estimated at £3,500,000, towards which the Ministry of Transport had signified its intention to contribute £2,650,000. In May 1933, after £150,000 had been already spent on the plans and preparations, the Ministry of Transport announced that they would not now be in a position to give the assistance originally contemplated, and that the local authorities concerned were not prepared to proceed with the scheme. The tunnel was intended to provide a by-pass for London, in order that traffic proceeding from the North of England bound for the Channel ports or the industrial centres of Kent might avoid passing through the metropolis.

NINETEENTH WALK

SOUTHWARK AND LAMBETH, INCLUDING BOROUGH HIGH STREET, ST. GEORGE'S CIRCUS, WATERLOO STATION, COUNTY HALL, ST. THOMAS'S HOSPITAL LAMBETH PALACE, AND VAUXHALL AND KENNINGTON

SOUTHWARK and Lambeth may properly be regarded as the nucleus of South London in much the same way as the Cities of London and Westminster form the centre of this great metropolis on the north side of the Thames. Like them both Southwark and Lambeth command special interest by virtue of their antiquity and their historical associations.

In former times, when London Bridge alone spanned the Thames, and Southwark High Street was the only exit from the metropolis on the south side of the river, this thoroughfare was famous for its numerous inns. These became the common pleasure ground of travellers and of the citizens of London and the surrounding villages, for, in addition to the inns, several theatres were located in Bankside between London and Blackfriars Bridges. So many inns were to be found in the High Street that Thomas Dekker, a seventeenth-century satirist, spoke of the entire street as being 'a continued ale house with not a shop to be seen between red lattice and red lattice, no workers but all drinkers'.

Southwark was never a special entity as a municipal borough, and yet it was quite different from any ordinary suburb. Until modern times the district possessed no industries such as tanning and brewing, which now flourish in this immediate locality. The Borough and Newington Butts were formerly under the jurisdiction of the City Corporation, and were called Bridge Ward Without, until Southwark became an independent Parliamentary Division. Until 1763 an annual fair was held at Southwark on 7 September, which was opened by the Lord Mayor and Sheriffs riding in procession from the City.

Many of the no fewer than twenty-three inns which were once located in the Borough High Street and its immediate vicinity were of considerable size and stood back from the roadway, with large wooden gates for protection. They had tiers of timbered galleries on three sides, with connecting bedchambers overlooking a cobble-stone yard. One of these was the Bear, at the foot of London Bridge, which was demolished about the middle of the eighteenth century for the widening of old London Bridge. Others were the Tabard, the George, the White Hart, the Queen's Head, the King's Head, and the Catherine Wheel. The Southwark inns had room between them for between 200 and 300 guests, and on an average nineteen public conveyances started out from them daily.

Dickens wrote in *Pickwick*, 'In the Borough there still remain some

half-dozen old inns which have preserved their external features unchanged, and which have escaped alike the rage for public improvement and the encroachments of private speculation. Great rambling queer old places with galleries and passages and staircases wide enough and antiquated enough to furnish material for a hundred ghost stories.

The whole of these inns, including the White Hart, demolished in 1889, have long since disappeared, with the exception of the George. And of the George only the south side, with one balconied fragment, now remains intact, as the north and east sides of the yard have been appropriated for railway goods sheds. The old High Street, Southwark, before it was swept away about 1830, was the narrowest thoroughfare leading into London. Various gabled and plaster-fronted houses were then demolished to make way for the new southern approach to London Bridge. This and the corresponding northern approach cost £1,000,000, or more than double that of the bridge itself, and nearly all the buildings on the west side of the Borough High Street were demolished for this great improvement.

In rebuilding the west side of the street Southwark Cathedral, the third largest church in London, was left open to view on its eastern side, which had remained hidden for centuries with the exception of the upper portion of the tower. The sum of £45,000 had been expended shortly before on the restoration of the tower, which is 150 feet high, and upon the east end of the church. This work was carried out in 1818 under the supervision of Mr. George Gwilt, F.S.A.

St. Saviour's was originally the church of the Augustine Priory of St. Mary Overie, and was founded by Mary Audrey or Overy, a ferry-woman (probably legendary) who, long before the Conquest or the existence of any bridge over the river, devoted her earnings to this purpose. She was buried within the walls of the church. The building was formally inaugurated as a cathedral for the diocese of South London on 3 July 1905 by King Edward VII, and was afterwards further renovated at a cost of £40,000. John Harvard, founder of the famous university in the United States, was baptized here on 29 November 1607, his father being then a churchwarden. To mark the tercentenary of his birth the Chapel of St. John, north of the chancel, was restored in 1907 by sons and friends of Harvard University, and a memorial window inserted. A fine memorial of William Shakespeare, whose theatre, the Globe, stood close at hand, was erected in 1912.

The southern approach to London Bridge, which will form the starting-point for this ramble, is now spacious and of sufficient width to suit the requirements of its traffic, but all traces of its original picturesque appearance have long since vanished. No casual stranger would ever imagine that it had once been a centre of romance. In June 1854 a Gothic clock-tower, resembling a market cross, with a canopied niche, was erected in the centre of the roadway, which gave a picturesque architectural appearance to this locality. It was designed by Mr. Arthur

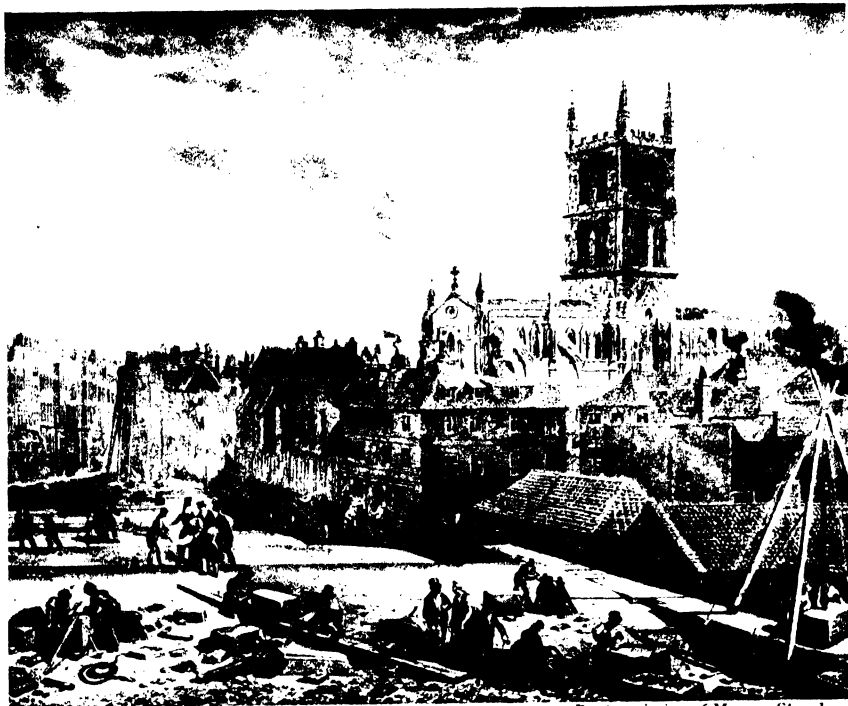
Ashpitel, F.S.A., but had to be removed owing to the construction of the railway to Charing Cross and is now at Swanage. Funds would not permit of the erection of the intended statue of the Duke of Wellington. Before the construction of the Charing Cross Railway the northern section of the Borough High Street had been renamed Wellington Street.

In Tooley Street, leading to Bermondsey, stood St. Olave's Church, which has recently been pulled down. It commemorated the sainted Olaf, King of Norway, who, with Ethelred, destroyed in 1008 the Bridge of London, which was then in the hands of the Danes. The church was rebuilt on the site of another one by Flitcroft, a pupil of Kent, in 1736-40. In August 1843 a fire occurred in Tooley Street which attacked the tower of St. Olave's Church, burnt out the roof and ceiling, and melted the peal of bells, which fell from the belfry. Topping's Wharf was burnt down in the same fire. In the past, Southwark has been the scene of several great fires. On 26 May 1676 some 500 dwelling-houses were destroyed in a great fire which occurred here, including the older portion of the Tabard, the Queen's Head, White Hart, King's Head, and Green Dragon Inns. But for the Great Fire of London which occurred ten years previously this could have been considered the worst fire that had yet occurred in London.

On Saturday, 22 June 1861, Tooley Street was the scene of another fire, the most extensive which London had witnessed for more than a century. It continued to burn until the Sunday morning and involved a loss of about £2,000,000. On this occasion Mr. Braidwood, captain of the Metropolitan Fire Brigade, lost his life whilst directing his men in the suppression of the fire. It started in a warehouse belonging to Messrs. Scovell and Company. Many engines arrived on the spot without delay, but, no water being obtainable from the mains, the majority of them remained idle for quite an hour, until water could be obtained from the plugs. By that time the fire had spread to eight warehouses, and before it could be got under control many more were ignited and their contents destroyed.

At about seven o'clock Mr. Braidwood went down one of the approaches to the river from Tooley Street and stopped about half-way down to give directions to the firemen, when the wall of one of the warehouses fell into the roadway, burying him and Mr. Scott, of the firm of O'Connor and Scott, beneath the ruins.

By nine o'clock the adjoining Chamberlain's Wharf had been reduced to ashes and the fire had spread to several schooners filled with barrels of oil, tallow, and tar, which could not be floated into the middle of the river, owing to the very low tide at the time. The burning barrels of tar formed a line along the burning banks of the river for about a quarter of a mile, and it could almost literally be said that the Thames was on fire. Later the wind shifted and carried the flames in an eastward direction, whereupon several more warehouses were speedily enveloped in the flames. The fire then spread to Tooley Street, and gutted still



By permission of Messrs. Stozham

Work on the southern approach to London Bridge.



By permission of the "Illustrated London News."

The spot where Captain Braidwood was killed in the Tooley Street fire of 1861.

more warehouses, including Hay's Wharf, Cotton's Wharf, and the branch Custom House.

It was three o'clock on Sunday morning before the fire was got under control, and even then the ruins continued to smoulder for a long time. The length of the fire was a quarter of a mile, from St. Olave's Church to Mile Lane and Humphrey's new wharf. The depth of the fire between Tooley Street and the river was about 300 yards. The most awful view of the fire was to be seen from London Bridge, which, on Saturday night was thronged with large numbers of the inhabitants of the metropolis coming to see a spectacle such as might never be witnessed again.

Thousands of spectators took up their positions on the quays, wharves, and sundry vessels, on the tops of church steeples, and in the gallery of the Monument. No such mass of flame and heat had ever been known before, even during the Great Fire of London in 1666. Soon after midnight an immense mass of wall facing the river fell outwards with a hideous crash, revealing a most appalling scene. During the whole of Sunday and Monday smoke and flames broke forth from amongst the ruins. On Sunday the Prince of Wales, afterwards King Edward VII, visited the scene of the fire, which broke out almost exactly opposite the Monument, where on 2 September 1666 the Great Fire of London had started. Some idea of the extent of the fire can be gleaned from the fact that 23,000 bales of cotton, 2,000 sides of bacon, 300 tons of olive oil, 30,000 packages of tea, 900 tons of sugar, 427 cases of castor oil, and 8,800 casks of tallow were consumed by the flames.

Adjoining Tooley Street is the spacious approach to the stations of the South Eastern and the Brighton lines, now the Southern Railway. A third station, that of the former London and Greenwich Railway, occupied the eastern part of the site now covered by the South Eastern Station, but that line was eventually taken over by its larger neighbour.

The London and Greenwich Railway was the first line to be constructed in the metropolis, and ran from London Bridge Station to Deptford, from which place it was afterwards extended to Greenwich. It was commenced in 1834 and opened as far as Deptford in 1836. A peculiarity of this line is that it was constructed on a viaduct composed of 1,000 arches, each of 18 feet span, 22 feet high, and 25 feet in width from side to side. It runs in a straight line from London Bridge to Deptford, where it crosses the Ravensbourne river, now called Deptford Creek. At the time it was opened it was intended to construct a branch line from the main line at High Street, Deptford, to the river-side, where there was a pier for the embarking and landing of passengers by steam vessels. During the first eleven months the line carried 456,750 passengers, or an average of 1,300 a day. A few years later this railway track was greatly widened in order to provide space for the lines of the London and Brighton and the South Eastern Railway Companies. A further widening was carried out in 1902 by the South Eastern Rail-

way Company in order to cope with the ever-increasing volume of passenger traffic.

The London Bridge Station of the Brighton Railway, which was also that of the Croydon Railway Company, was already opened by 1840, but in 1845 these two companies were amalgamated. The width of this station was doubled in 1853 in order to cope with the increase of the Company's suburban traffic and that occasioned by the opening of the Crystal Palace. Several buildings were pulled down to make room for this improvement, and in 1861 the Bridge House Hotel, adjoining London Bridge Station, was opened. It contained about 150 rooms, but was never very popular with visitors to London, and after an existence of about thirty years was closed down. The building is now used by the Southern Railway Company as general offices. Considerable improvements have been effected in recent years at London Bridge Station, including repainting of the roof, but it might be still further improved if the Southern Railway would consent to abolish the insanitary wooden platforms, saturated with the dirt of ages, and replace them with concrete platforms. These remarks are equally applicable to several other great London terminal stations. Can it be that our leading railway companies believe that walking on wood imparts a greater resiliency to the tired feet of the hurrying passenger?

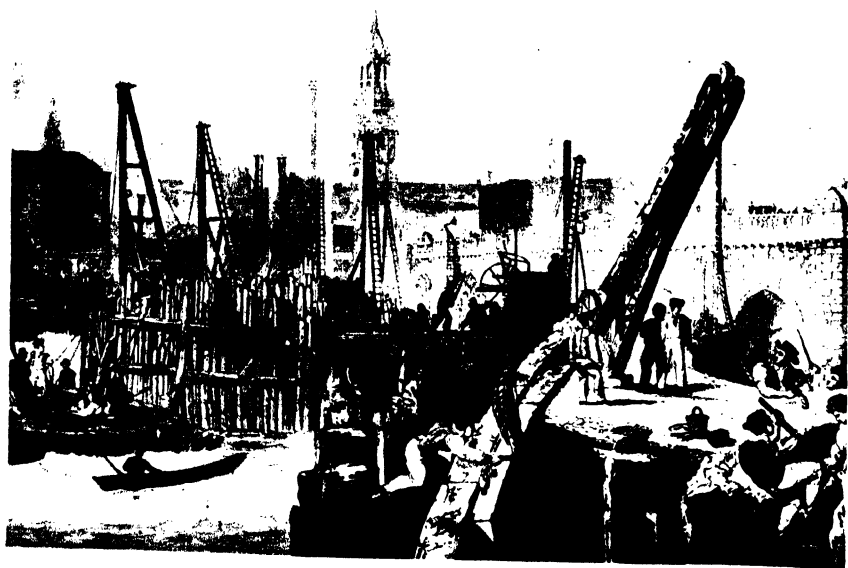
The old terminus of the South Eastern Railway was located at Bricklayers' Arms, near the Old Kent Road, and was opened to passenger traffic on 1 May 1844. The line was extended to London Bridge in 1851, after which Bricklayers' Arms became a goods station. The natural character of the land upon which this immense station was erected had previously made it unsuitable for building operations. In earlier times Bricklayers' Arms had been a travellers' resting station, familiar to all coaches bound for the south-eastern districts which called here to pick up passengers from the north-west parts of London.

In August 1851 the South Eastern Railway Company opened an arcade at London Bridge Station, but this speculation proved a failure owing to the high rentals asked for the new shops. The Greenwich Station was on the east side of the South Eastern Station, and the arcade, which was similar to the old Lowther Arcade in the Strand, was 150 feet long, with a basement in Tooley Street, above which it had an elevation of sixty feet. This was divided into three stories, the upper elevation being on a level with the railway, and the lower part in Tooley Street forming a range of ordinary shops. The front of the arcade was designed in the Italian style.

In 1863, when the South Eastern Railway Company extended its lines to Cannon Street and Charing Cross, the London Bridge Arcade was demolished and a viaduct constructed on its site. This is continued by the box-girder built across the Borough High Street, which forms the approach to the Southern Railway Station. The bridge is composed of a long and a short iron girder, the former 207 feet long and the latter



The ruins of Winchester Palace, Southwark, about 1800.



Work on the construction of the new London Bridge, viewed from Southwark, about 1825.

176 feet, the difference being caused by the curve made by the line at this spot. No uglier structure could well have been devised, and it was said at the time that the expenditure of a few hundred pounds, or no more than the cost of a Lord Mayor's banquet, could have given London a bridge which might have been an ornament to this approach to the metropolis. Strong opposition to the disfigurement of London by such unsightly railway bridges was in fact raised by the Metropolitan Board of Works in 1863, who proposed that the matter should be placed before Parliament.

At that time the extensive buildings of St. Thomas's Hospital stood between the Borough High Street and London Bridge Station. It had been rebuilt in massive style about the same time as London Bridge, and a new north wing had been added, the site of which cost £41,000, or at the rate of £55,000 an acre. Requiring a small portion of their ground, the South Eastern Railway then requested St. Thomas's Hospital to sell them one-sixteenth of an acre for £20,000. The Railway Bill before Parliament was vigorously opposed by the Hospital, but finally the Company got their Act.

The Hospital authorities then demanded that the South Eastern Railway Company should take all or none of the hospital, and after protracted litigation the Company were compelled to purchase the entire property, and St. Thomas's Hospital was then removed for the time being to Walworth. The ground of the original hospital cost the South Eastern Railway £74,000 an acre, and comprised altogether nearly four acres. The site of the old Southwark Town Hall close by had recently been let at £500 per annum. Close to Tower Bridge Road, and overlooking the track of the Southern Railway, is St. John's Church, one of fifty new churches ordered to be built by Act of Parliament. It was completed in 1732, and contains a square tower, on the top of which rises a tall stone spire, which looks like a miniature edition of Nelson's Column when viewed from a passing train. The church forms a prominent landmark from the railway, and reminds the traveller to London Bridge terminus that he is approaching his journey's end.

At the back of St. Saviour's Cathedral is the Borough market for fruit and vegetables. Clink Street, which adjoins the market, commemorates the prison which the bishops used for the confinement of heretics. Winchester House, which once stood between St. Saviour's Cathedral and the river, was built in 1107. It was the old palace of the Bishops of Winchester, and in 1642 was turned into a prison for Royalists. In Stoney Street, behind St. Saviour's Cathedral, connecting with Clink Street and leading to the riverside, stood several old houses belonging to the period of Queen Elizabeth. When making the approaches in 1865 to the new railway bridge carrying their line into Cannon Street, the South Eastern Railway were obliged to demolish these houses. One of these was the George Inn, with a gable end front and projecting windows. Between the twelfth and sixteenth centuries

this locality was occupied by licensed houses of immoral reputation until they were suppressed by law during the reign of Henry VIII. These included the Globe, Rose, Hope, and Swan taverns, and the Paris or Bear Garden on Bankside.

Guy's Hospital, in St. Thomas Street to the south of London Bridge Station, owes its foundation to Thomas Guy, born in 1645, son of a coal merchant at Horselydown, who became a Lombard Street bookseller. The present building was designed by Dance about 1778, but in 1852 the two spacious east and west wings were added to the hospital, making it one of the largest in the metropolis.

Southwark Street, leading from the Borough High Street to Blackfriars Road, is a fine broad thoroughfare about the same width as the west end of Queen Victoria Street, to which it bears a striking resemblance. The section between the Borough High Street and Southwark Bridge Road was opened for traffic on 28 July 1862, but the entire street as far as Blackfriars Road was not completed until 1864. Southwark Street was very rapidly built over and lined with warehouses and other large buildings of considerable architectural importance. The east end of the thoroughfare runs into the Borough High Street with a bold curve nearly opposite the street leading to Guy's Hospital, and is adorned with a lamp standard designed by Sir Joseph Bazalgette, engineer to the late Metropolitan Board of Works. The Westminster Bank on the south corner of the street adjoining the Borough High Street stands on the site of the old Southwark Town Hall erected in 1793 and demolished in 1859. On the opposite side of the street, next to the railway bridge, is the Hop Exchange, which was partly destroyed by fire in 1918. It was opened on 16 October 1867 at a cost of £50,000, and occupies over an acre of ground.

Like most other new London thoroughfares Southwark Street is provided with a subway for the gas and sewer mains, and must be ranked amongst the leading metropolitan improvements carried out during the last hundred years. The total cost of Southwark Street was £597,000. Facing the eastern end of the street stood the Talbot Inn, situated in the Borough High Street, originally called the Tabard Inn. It was renamed the Talbot after the Great Fire of London, but was itself destroyed by fire in 1873. Within a few yards of the western end of Southwark Street stood the site of the Globe Theatre on Bankside.

In November 1862 Sir Joseph Bazalgette suggested the construction of an embankment on the south side of the Thames from London Bridge to Vauxhall, which he thought would not cost any more than the construction of Southwark Street and the Albert Embankment. However, the opposition from the wharves on the south side of the Thames and other vested interests proved much too powerful to give this scheme any prospect of realization.

Close to Southwark Bridge Road, occupying twelve acres of ground at Bankside, is the famous brewery of Messrs. Barclay and Perkins. A

smaller brewery stood on this site over two centuries ago, belonging to a Mr. Halsey, who, on retiring from the business with a large fortune, sold it to the elder Mr. Thrale. This gentleman left the property to his son, the friend of Dr. Johnson, who, from 1765 until his death, lived at the brewery and at Mr. Thrale's villa at Streatham. In 1781 Thrale died, and as he had no sons his executors, of whom Dr. Johnson was one, sold the brewery jointly to Mr. Barclay and Mr. Perkins, the latter of whom had been the superintendent of the brewery, for £135,000. A great portion of the original premises was destroyed by fire in 1852, but was rebuilt almost immediately, with all the advantages of improved machinery. The business is now a limited company.

Retracing our steps once more to the Borough High Street, a short distance beyond Guy's Hospital on the east side stood the White Hart Hotel, pulled down in July 1889 after it had long ceased to be an inn. It had a court surrounded by old balustraded galleries. On the same side of the High Street, opposite Union Street, stood the Marshalsea Prison, used from before 1377 until 1849 for political prisoners and afterwards for debtors. The prison was finally demolished in 1887. Between Southwark Street and St. George's Church is a tiresome bottle-neck, which greatly impedes the traffic in the Borough High Street.

Farther south, on the opposite side of the Borough High Street, stood the Queen's Bench Prison, largely used for debtors, and for persons charged with libel and contempt of court. It was situated at the corner of Lant Street and occupied a large site extending to Redcross Street. It contained 224 rooms, and was surrounded by a brick wall 50 feet high. Within the walls were several pumps yielding pure spring water, a coffee house, two public houses, with shops and stalls for the sale of various commodities. The number of persons moving to and fro or engaged in various amusements had quite the opposite appearance to what might have been expected from a place of incarceration.

Debtors were allowed to purchase what were called 'the rules', which enabled them to have houses or lodgings outside the walls within a prescribed area of about three miles in circumference. These liberties were purchasable at so much per cent. on the amount of the debts, and against good security to the governor. Day rules could also be obtained, permitting the prisoner to go out upon certain conditions. Thus the Queen's Bench became the most popular debtors' prison in England. Persons enjoying the rules sometimes lived in luxury for years, in defiance of their creditors, while in other cases large properties were thus preserved to their innocent heirs. The site of the Queen's Bench Prison, which was pulled down in 1880, is now covered with blocks of workmen's dwellings, containing shops on the ground floor. In St. George's Church on the opposite side of the Borough High Street are the graves of many debtors who were confined in Marshalsea jail.

Until about 1880 the Borough High Street between St. George's Church and Newington Causeway was known as Blackman Street.

St. George's Church, which is situated at the busy traffic junction of Long Lane, Tabard Street, Great Dover Street, and Borough High Street, was built by John Price between 1733 and 1736, at a cost of £9,000, on the site of an earlier church. It is dedicated to St. George the Martyr, the patron saint of England. The exterior is of brown brick with stone dressings, and the building is crowned by a lofty eight-sided tower.

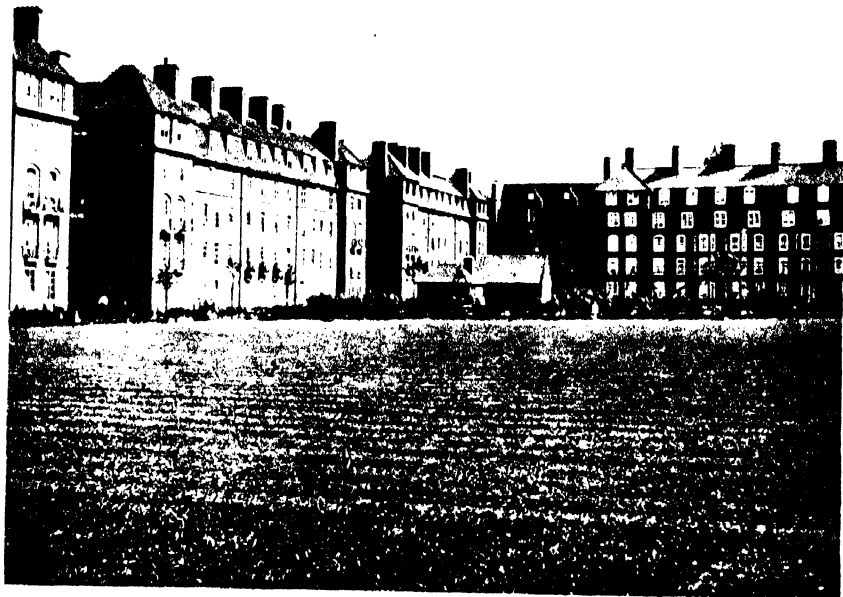
Tabard Street, for centuries known as Kent Street, calls for special notice. It was the main highway to the south-east of England before the construction of Great Dover Street early in the nineteenth century, and was formerly the centre of a large slum area. Commenting on Tabard Street Smollett remarked that 'it would be for the honour of the Kingdom to improve the avenue to London by way of Kent Street which is a most disgraceful entrance to such an opulent city. A foreigner in passing this beggarly and ruinous suburb conceives such an idea of misery and meanness as all the wealth and magnificence of London and Westminster are afterwards unable to destroy.'

Towards the close of the eighteenth century Kent Street presented a scene of squalor and destitution unequalled even in St. Giles's. It was very long and ill-built, and gipsies, thieves, and doubtful characters were to be found in almost every house. Human beings, asses, pigs, and dogs frequently shared a single room. Kent Street was then the only road existing as a northern continuation of the Old Kent Road, and at the junction of these two roads stood a cross pointing the way to Bermondsey Abbey. In 1809 the new thoroughfare of Great Dover Street was constructed from St. George's Church to the Old Kent Road. The New Kent Road, at first called Greenwich Road, together with Bermondsey New Road, were both formed by the Kent Road Trust at the beginning of the eighteenth century.

The Tabard Street of the present day reveals a startling contrast to that of twenty years ago. Acres of slums and mean streets have been swept away by the London County Council on the east side of the road, between Tabard Street and Long Lane. These have been replaced by a large new recreation ground surrounded by four-story blocks of well-built artisan dwellings faced with red brick. Others are still in course of erection in this immediate neighbourhood on the estate belonging to the Duchy of Cornwall, owned by the Prince of Wales, who has displayed a personal interest in the welfare of his tenants. Altogether the improvements carried out by the London County Council in the Tabard Street area are scarcely less spectacular than those effected in the condemned area in Shoreditch in the nineties of the last century.

The Licensed Victuallers Asylum in the Old Kent Road was founded in 1826 by Mr. J. P. Hodgson, a distiller of Finsbury. It occupies six acres of ground, and a new Albert wing was added to the building in 1858, the first stone of which was laid on 23 June by the Prince Consort, who was a patron of this institution.

The Borough High Street is continued by Newington Causeway,



The London County Council dwellings in Tabard Street.



Kennington Gate on Derby Day in 1828.

a wide thoroughfare of small interest which leads to the busy cross-roads familiarly termed the Elephant and Castle. Six leading thoroughfares converge on this great traffic centre, which is by far the most congested in South London, and here subways have been constructed for the use of foot passengers. It is quite a common sight to witness a row of trams extending for a quarter of a mile held up in Newington Causeway and Walworth Road during the rush hours. With the exception of Walworth Road, which it is proposed to widen, all the thoroughfares converging on the Elephant and Castle are of ample width for the requirements of their traffic. No roundabout system of traffic is possible here in the absence of a large open space in the centre of the road. The present Elephant and Castle Tavern has replaced the original building, which was demolished some twenty-five years ago. On the adjoining site the new Trocadero Cinema has just been completed; with its seating capacity of 6,000 it is the largest in the world. At the corner of Newington Causeway is the Metropolitan Tabernacle, which has replaced Spurgeon's famous tabernacle erected at a cost of £30,000 and opened on Good Friday, 5 April 1861.

About half-way down the Walworth Road on the east side is the Southwark Town Hall, erected in 1864 and enlarged in 1902. It is a plain red-brick building, quite unpretentious for a large metropolitan borough of 171,657 inhabitants. Walworth, now a poor neighbourhood, was originally a village in the parish of Newington Butts, and in 1820 was described in current works on London as containing many good houses inhabited by citizens connected with public affairs whose happiness arose from alternate bustle and retirement.

Walworth Road leads to Camberwell, a metropolitan borough, of 251,373 inhabitants including Dulwich and Peckham within its boundaries. It derives its name from a stream of limpid water situated in the grounds of the former Grove House, which flowed into the canal at Fountain Cottage. The old parish church of St. Giles's, Camberwell, was destroyed by fire in 1842 and was replaced by the present Gothic edifice, which was completed in 1844, and has a spire 207 feet high. Camberwell Green was formerly the scene of an annual fair held in August, much to the annoyance of the local residents, who tried in 1832 to do away with it as a public nuisance. However, as it was a manorial right, as well as a source of revenue, it was suffered to remain until 1855, in which year it was abolished. In that year the manorial rights in the green were purchased by a subscription raised among the principal inhabitants of the district. The green was then laid out as a new park and opened to the public on 26 April 1859.

Retracing our steps to the Elephant and Castle, a walk through London Road will bring us to St. George's Circus, another great traffic centre where six thoroughfares meet, including the Blackfriars, Waterloo, and Westminster Bridge Roads. It contains a clock-tower, which was presented to the borough by Messrs. Rowland Faulkner and

Frederick Faulkner in 1907, and which superseded the former obelisk erected on this site to the honour of Brass Crosby in 1771, who was confined to the Tower of London by the House of Commons for fulfilling his duty as a magistrate. The obelisk has been removed to the grounds of Bethlem Hospital.

Until the dawn of the nineteenth century the whole of the triangular space known as St. George's Fields, situated between Westminster Bridge Road and Blackfriars Road, was a marsh, and was also the scene of the 'No Popery' riots of 1780. St. George's Fields were named after the adjacent church of St. George the Martyr, and were once marked by all the floral beauty of meadows uninvaded by London smoke. During the Fire of London many of the poorer inhabitants took refuge in St. George's Fields. These extended from the Borough High Street to the Kennington Road, and were intersected by dirty ditches. Travelling show vans and wooden huts on wheels were quartered here, and rusty boilers and pipes could be seen rotting by the roadside. The Fields were much resorted to by itinerant preachers, who in the time of the Stuart sovereigns were not allowed to hold meetings in London. They also abounded with gardens, where the lower classes met to drink and to smoke their tobacco.

With its very broad thoroughfares radiating fanwise from St. George's Circus and the Elephant and Castle, St. George's Fields constitute an excellent piece of town-planning, and no American city could wish to be designed upon better lines. To a large extent this happy result is due to the great bend in the river between Southwark and Lambeth, which has caused the various roads leading from the Thames bridges to meet at St. George's Circus. These very wide thoroughfares, such as Blackfriars Road, Lambeth Road, and Westminster Bridge Road, remind one very much of Dublin, which is a city of wide streets and magnificent distances. If all London had been planned like St. George's Fields the problem of its traffic congestion would be reduced to a bare minimum. Some day, when the shabby houses of this part of London will have been replaced by modern buildings, it should develop into a valuable centre of business.

Blackfriars Road was mostly built between 1770 and 1800, and was long known as Great Surrey Street. It is broad and perfectly straight, and about two-thirds of a mile in length. Stamford Street, running at right angles to Blackfriars Road opposite Southwark Street, leads to Waterloo Road and dates from the beginning of the nineteenth century. Before the construction of the first Blackfriars Bridge there was a ferry near this spot for the conveyance of traffic across the river. Farther down the same side of the road is the New Cut, mainly occupied by costers' stalls, which, with its continuation, called Lambeth Lower Marsh, leads direct to Westminster Bridge Road. The New Cut was so named from its being the direct line of communication from Blackfriars to Westminster Bridge Road.

On the east side of Blackfriars Road, near the river, is the former terminal station of the London, Chatham and Dover Railway, now used as a goods station. It was erected while the old Blackfriars Bridge was still in course of demolition, and was opened in 1864. Being a large station it was capable of accommodating an enormous traffic, and before the line was extended to Ludgate Hill the station was devoted to the suburban traffic of Brixton, Dulwich, Peckham, Herne Hill, and South London generally. The railway bridge, which is 1,216 feet in length, was constructed in 1863-4 to take four lines of railway.

An historical building on the west side of Blackfriars Road, close to St. George's Circus, is the Surrey Music Hall. Originally a theatre, it was destroyed by fire on 30 January 1865 and rebuilt within twelve months. The fire occurred during the final scene of the Pantomime called 'The Investigation in the Forest of Fancy', but the audience, not being very large, soon dispersed, and nobody was hurt. Shortly afterwards the theatre was a mass of flames and nothing was saved except the money in the box office. In less than an hour the building had been burned to the ground. The first theatre on this site was known as the St. George's Fields Circus. It was built in 1782 by Charles Dibdin the poet; in 1805 it was burned to the ground like its successor. The second theatre was opened in 1806. Close to the Surrey Theatre is Peabody Square, built in 1871, which contains sixteen blocks of artisan dwellings enclosing two quadrangles, which communicate with each other. They occupy the site of the old Magdalen Hospital on the west side of Blackfriars Road.

Waterloo Road, which is not quite so wide as Blackfriars Road, was constructed, at the same time as Waterloo Bridge, in about 1816. On the east side is the Union Jack Club for soldiers and sailors, founded as a memorial to the members of both services who lost their lives in the South African and Chinese Wars. At the corner of Lower Marsh is the recently rebuilt Royal Victoria Hall, commonly known as the Old Vic., where Opera in English and Shakespeare are played to crowded houses. In the eighties and nineties of last century the theatre was used for variety entertainments. St. John's Church on the east side of Waterloo Road was built in 1823 and has a portico and six Doric columns. The foundation-stone was laid by the Archbishop of Canterbury on 30 June 1823, and the church will accommodate 2,000 people. One of the vanished attractions of Waterloo Road was the Coburg Theatre built in 1816-18 on the site of the present Old Vic.

Waterloo Station, the largest and finest terminal in Great Britain, together with its approaches, covers the greater part of the land enclosed by York Road, Waterloo Road, Lambeth Lower Marsh, and Westminster Bridge Road. The fine entrance archway, which stands on a raised position overlooking Waterloo Road, is a memorial to the 585 of the Company's employees who fell in the Great War. A sloping roadway provides access to the station from Westminster Bridge

Road, and another one leading to York Road is reserved for departing traffic.

The original terminus of the former London and South Western Railway was situated at Nine Elms, Vauxhall, but its distance from the centre of London was a source of complaint from suburban passengers. Vauxhall itself was still a suburb, and the inconvenience was only partially remedied by the omnibus, steam-boat, and cab. In consequence the London and South Western Railway extended their line to Waterloo, which, although the distance was barely more than two miles, was a very costly undertaking, involving an outlay of £800,000. When opened in 1848 Waterloo Station had only three platforms and a service of fourteen trains a day. However, it was only intended as a temporary station, and the permanent building was completed shortly afterwards, with its principal façade and entrance in York Road. Previous to 1844 the site of Waterloo Station had been vacant ground occupied by hay-stalls, cow-yards, and dung-heaps. The great expense of constructing the short extension from Nine Elms to Waterloo was due in large measure to the six bridges which had to be built across Wandsworth Road, South Lambeth Road, Vauxhall Road, Lambeth Palace Road, Lambeth Butts, and Westminster Bridge Road. Twenty houses on the west side of Westminster Bridge Road and in Upper and Lower Marsh, Lambeth, were pulled down for the extension of the line in April 1847, after which the work progressed very rapidly.

One crossing at Miles Street, South Lambeth, was built in record time. It was a skew arch, very difficult to build, as it was 48 feet wide on one side and only 38 feet wide on the other, forming a curve of 54 feet span. It required for its completion 90,000 bricks, but notwithstanding its peculiarities this immense arch of brickwork was begun, pointed, dressed, and completed in the incredibly short time of forty-five hours!

The present magnificent station, which was rebuilt between 1900 and 1921, covers two and a quarter acres, and has twenty-one platforms with a normal service of 1,200 trains a day. It was formally opened by Queen Mary on 21 March 1922, the King being confined indoors at the time with a cold. The reason why the reconstruction of Waterloo Station was spread over such a long period was because the former London and South Western Railway provided the necessary funds out of annual earnings, instead of borrowing fresh capital. Such is the history of Britain's premier railway station.

In 1845 the London and South Western Railway Company approached the Duke of Northumberland with a view to purchasing Northumberland House for the site of its new terminal station. They also intended to carry their line beyond Waterloo as far as London Bridge, at a cost of £400,000.

The Bethlem Hospital in Lambeth Road, now removed to its new quarters at West Wickham, is a fine building nearly 700 feet long, consisting of a centre and two wings. A lantern cupola added by Smirke

WESTMINSTER BRIDGE ROAD

in 1838 rises from the centre of the building, ~~which is four stories~~ and chiefly constructed in brick. It was erected at a cost of £100,000 and is capable of accommodating 1,000 patients. In 1853 two large annexes were added at the rear of the main building. With its grounds the hospital occupies an area of fourteen acres. It was transferred here from Moorfields in 1815, and at that time was considered to be the finest hospital building in Europe. Bethlem Hospital, founded in Bishopsgate as long ago as 1247, is the oldest charitable institution in the world for the treatment of insanity. The grounds of Bethlem Hospital have been purchased by Lord Rothermere as a gift to South London, and as a result of the removal of this institution to its new home in the country, they are shortly to be laid out as a public park.

Another important building in Lambeth Road is the Roman Catholic Cathedral, commenced in 1840 and opened in 1848, but which still lacks its central tower. It was designed by Pugin, and at that time was the largest Roman Catholic church in England. It was consecrated with great pomp and ceremony on 4 July 1848, and here Cardinal Wiseman was enthroned as the first Archbishop of Westminster. The building is situated close to the spot where the 'No Popery' riots took place in 1780. Borough Road, which is the eastern continuation of Lambeth Road, contains the Borough Polytechnic Institute.

In Westminster Bridge Road, also a very wide thoroughfare, is Christ Church, a handsome Gothic edifice with accommodation for 2,500 people. It stands at the junction of Kennington Road, and was opened in 1876 at a cost of £60,000. It was built to replace the old Surrey chapel rendered famous by the preaching of Rowland Hill. The tower and spire were built with American contributions as a memorial of Lincoln, and the stonework is ornamented with the Stars and Stripes. Westminster Bridge Road once contained a very popular house of entertainment much patronized by Londoners in the fifties and sixties of the last century, Astley's Royal Amphitheatre, which afterwards became Sanger's Circus. The building has long since been swallowed up in the improvements effected in this part of London. It was started in 1768 as an open riding school, and was converted into a theatre in 1780. It was destroyed by fire in 1794 and again in 1803, and was rebuilt in 1843.

On the river front, at the north corner of Westminster Bridge Road, backing on to Belvedere Road, is the County Hall, the head-quarters of the London County Council. The building was designed by (Sir) Ralph Knott, an old boy of the City of London School and a pupil of Sir Aston Webb. The river façade of the County Hall consists of a crescent-shaped centre with wings, and is built in the English Renaissance style, although it has a Flemish appearance. It opens on to an embanked promenade for foot passengers, and contains about 900 rooms.

For many years the various departments of the London County Council were housed in different buildings scattered about the metro-

polis, and the absence of any proper home for London's central governing authority was a standing reproach to the metropolis. The construction of the County Hall led to bitter party warfare between the Moderate and the Progressive members of the Council. It was only constructed in the teeth of strong opposition from the Moderates, and was one of the principal causes of the great landslide in the Progressive party in 1907. The original estimated cost of the County Hall was £1,700,000, but the Moderates on assuming control reduced the estimate by about £500,000 by lopping off the eastern wing and deferring the purchase of Holloway's Wharf.

The site for the first portion of the County Hall was cleared and the piles driven into the river-bed between 1909 and 1912, but the actual construction was only begun in 1912, when King George laid the foundation-stone. During the excavations for the County Hall in the summer of 1910 the workmen unearthed a Roman galley of oak, 50 feet long by 16 feet wide. This has been carefully preserved in the London Museum. Building operations were suspended during the Great War, when the partly completed building was requisitioned by the Food Ministry. The County Hall was finally completed and opened by the King in 1922. The total cost of the building eventually amounted to £3,000,000, and after an interval of well over twenty years the construction of the new northern wing is nearing completion.

The London County Council is generally admitted to be the largest and most efficiently managed municipal governing authority in the world. It superseded the old Metropolitan Board of Works created in 1855 to watch over the requirements of London, and its 118 councillors were first elected on Thursday, 17 January 1889. It has often been said that if Parliament ceased to talk for twelve months the country would suffer no inconvenience, and many people would probably be glad. On the other hand, if the London County Council ceased work for a few days indescribable chaos would result, and the health of London would be seriously jeopardized.

On the opposite corner of Westminster Bridge Road the County Hall has for a worthy neighbour St. Thomas's Hospital, which also boasts an extensive frontage to the river. It stands on eight and a half acres of land reclaimed from the river between Westminster Bridge and Lambeth Palace, for which the hospital paid £100,000. The first stone was laid in May 1868 by Queen Victoria, who also opened the building on 21 June 1871. The Hospital consists of seven detached blocks of buildings, four stories high, 125 feet apart, and raised on lofty foundations. The total cost of the buildings was £500,000.

In 1862, as we have seen, the South Eastern Railway bought the former buildings of the Hospital, and in 1863 the Governors of St. Thomas's approached the Governors of Bethlehem Hospital with a view to the purchase of the latter's site for the new St. Thomas's Hospital. Upon these overtures being rejected, St. Thomas's chose the present



Old Lambeth Bridge.



Vauxhall Gardens about 1800.

site on the Albert Embankment for their new home. The buildings have a frontage of 1,700 feet to the Thames and a depth of 250 feet. The style of architecture is Palladian, with rich facings of coloured brick and Portland stone. The reason for building St. Thomas's Hospital in detached blocks was to avoid the necessity of treating more than a comparatively small number of patients in the same building. In 1902 a new wing was constructed at the back of the main buildings, close to Westminster Bridge Road, for the accommodation of the nurses.

The footway from Westminster to Lambeth Bridge in front of St. Thomas's Hospital was opened to the public in March 1868. A short walk along it will bring us to Lambeth Palace, which has been the residence of the Archbishops of Canterbury for seven centuries. It is entered by a Gothic gatehouse of red brick, the lower floor of which was once used as a prison, near the parish church. It was rebuilt by Cardinal Morton about 1490. The Lollards' Tower at the west end of the chapel was erected by Archbishop Chichele about 1430, and here the followers of Wycliffe were tortured and imprisoned. The chapel was built by Archbishop Boniface about 1245, and the Hall, 83 feet by 38 feet, was built by Archbishop Juxon, who attended Charles I to the scaffold. It now contains the valuable library of 30,000 volumes founded by Archbishop Bancroft's will in 1610.

Ten acres of the grounds are loaned to the London County Council and maintained for public use under the name of the Archbishops' Park. Adjoining the south gateway of the palace is St. Mary's Church, which contains the graves of six archbishops. It has a perpendicular tower, which was restored in 1906. Costly restorations and additions to Lambeth Palace were carried out in 1847-8 by Dr. Howley, Archbishop of Canterbury, involving an expenditure of nearly £80,000. St. Mary's Church was rebuilt in 1851 and opened by the Bishop of Winchester on 3 February 1852. All but the clock-tower of the old church was pulled down, the accommodation of the building having become inadequate.

The Albert Embankment, extending from Westminster to Vauxhall Bridge, was constructed at a cost of £909,000, and was named after the Prince Consort. The first stone was laid by Mr. William Tite, M.P., on 28 July 1866, and the official opening ceremony was performed by Sir John Thwaites, Chairman of the Metropolitan Board of Works, on 24 November 1869. To make way for this improvement some picturesque old houses with wooden balconies, with their backs to the river, were demolished in 1867. Facing the river between Lambeth and Vauxhall Bridges are the extensive works of Messrs. Doulton and Sons, the well-known firm of sanitary engineers. On the adjoining site Messrs. W. H. Smith and Sons, the newsagents, are about to erect a magnificent new building with a frontage of 200 feet to the river. It is to be faced with white stone, and to have an imposing clock-tower rising to a height of 150 feet from which the hours will be flashed at night across the London

sky. The building will be immediately opposite the Imperial Chemical Industries Building, and is to be six stories high.

Vauxhall derives its name from the Manor of Faukeshall, or from Fulke de Bréauté, a mercenary follower of King John. The famous Vauxhall Gardens were situated at the back of the present Albert Embankment, not far from Vauxhall Bridge. They were a place of public resort from the reign of Charles II for 200 years until they were abolished on 25 July 1859. The gardens were formed about 1661 and were at first called New Spring Gardens, to distinguish them from Old Spring Gardens at Charing Cross. The price of admission was 1s. up to the summer of 1792, after which it was raised to 2s. Later it was raised to 4s., but after 1840 it was again reduced to 1s.

Opposite the main entrance was a magnificent Gothic orchestra and a rotunda, where the band used to play in wet weather. There were numerous recesses or small pavilions where suppers and other refreshments were provided. Champagne was 8s. a bottle, red port or sherry 2s. a bottle, and ice was sold at 6d. for two pounds. As many as 15,000 lamps were used at one time to illuminate the grounds, and 16,000 persons have attended here in one evening. The Gardens were opened every evening at five o'clock, from about the middle of June to the end of August. By the reign of William IV the gardens were already on the decline and were no longer patronized by the upper ten thousand, and by 1851 they had become the resort of the rabble. The contents of the gardens were sold by auction in the autumn of 1859.

On 3 August 1802 the French aeronaut Garnerin, with his wife and a Mr. Glassford, ascended in a balloon from Vauxhall Gardens. When at a considerable height they sent down a cat in a small parachute, which came to the ground in perfect safety. The passengers themselves descended at Frogmore Place, near Hampstead.

The south side of Vauxhall Bridge, where five great thoroughfares converge, has now become one of the most congested traffic centres of South London, and there is some talk of carrying out improvements which would enable the roundabout system of traffic to be brought into operation here. On the east side of South Lambeth Road is Vauxhall Park, which, incidentally, has no connexion with the defunct Vauxhall Gardens. This park, which is some ten acres in extent, was formerly occupied by Carroun House and its grounds. This was the residence of Mr. Fawcett, the Postmaster-General, and was opened by the Prince of Wales, afterwards King Edward VII, on 8 July 1890. The late Metropolitan Board of Works, the Lambeth Vestry, and the Charity Commissioners jointly contributed £36,000 towards the purchase money of £43,500, the balance being raised by voluntary subscriptions. The cost worked out at £4,300 per acre.

A short walk along Harleyford Road will bring us to Kennington Oval, the ground of the Surrey Cricket Club. It covers an area of nine acres on the site of the park of Sir Noel Caron, a Dutch Ambassador to

England in the seventeenth century. It was opened as a cricket ground on 16 April 1846, and is now held on a lease from the Duchy of Cornwall.

At the corner of Kennington Park Road is the Oval Station of the City and South London Railway, now merged into the vast system of the London Underground Railways. The original line from King William Street to Stockwell, three and a quarter miles in length, was the first tube railway to be opened in London. The construction of this line occupied four years, and the cost was £200,000 per mile. It was opened on Tuesday, 4 November 1890, by the Prince of Wales, afterwards King Edward VII. Ten years later this line was extended to Clapham Common and in 1927 to Morden.

Kennington Oval is another great centre of traffic, and close by is the junction of the Kennington Park, Clapham, Brixton, and Camberwell New Roads. The most important of these is Brixton Road, leading to Croydon and Brighton, and containing in Brixton itself some of the largest shops in South London. Prominent amongst these are the large drapery store of Messrs. Quin and Axten, Ltd., lately rebuilt, and the Brixton Bon Marché, both owned by the Selfridge group of stores. On the west side, at the foot of Brixton Hill, is the Lambeth Town Hall, a handsome edifice opened in 1908. It is faced with red brick and stone and is crowned by a lofty tower. Brixton Prison was purchased by the Government in 1853 and was at first used exclusively for female convicts under sentence of transportation and penal servitude.

The metropolitan borough of Lambeth is the largest in South London, with the exception of Wandsworth, and has a population in 1931 of 296,162. It extends from the Thames to Norwood and from Southwark to Wandsworth. Kennington Park, at the junction of Camberwell New Road, was originally a common, but was enclosed by iron railings in 1853 and converted into an ornamental park. About the same time the old Kennington turnpike-gate, which stood near this spot, was removed.

Until the sixties of the last century there were no less than 117 toll-gates within six miles of Charing Cross, mainly owned by vested interests. They were a blot upon metropolitan civilization and the most odious of taxes. Londoners then submitted to the exactions of some 250 tax-gatherers with whose appointment they had nothing to do, and who, besides performing no service in return, were a public nuisance. In France, America, and even in the Isle of Man, there were no toll-gates in existence, and England was distinctly behind the times in that respect. Kennington, Camberwell, and their companion gates on the south side of the Thames were removed on 18 October 1865, and by the following November the whole of the gates in South London, numbering sixty, were removed, and 108 miles of roads emancipated. Nowadays the idea of long lines of tramcars and motor-buses held up at these toll-gates would provide most amusing material for our imagination to play with.

The South London tramways, now owned by the London County Council, were opened from Westminster to Brixton, Kennington and Clapham in May 1870, and those from Blackfriars Bridge to St. George's Circus, Lambeth Road, and along Kennington Road in September 1871. The lines to East Greenwich and Blackheath Hill were also opened in the same year. The whole of the South London tramway system, comprising about sixty miles of lines, was electrified by the London County Council between 1902 and 1904.

Kennington Road, leading to Newington Butts and the Elephant and Castle, still contains long rows of old-fashioned Georgian houses. A great feature of this neighbourhood in the middle of the last century was the Surrey Zoological Gardens. They were situated between Kennington Road and Walworth Road, and were first opened to the public in August 1831. They were fifteen acres in extent, and second only in importance to the Regent's Park Zoological Gardens. They contained a lake, facing which was a music hall affording accommodation for 10,000 persons, modelled on the lines of a huge winter garden. The grounds were adorned with flower-beds, pathways, undulating lawns, Italian terraces adorned with statuary, Swiss chalets, grottoes, fountains, and cascades. They were one of the most beautiful gardens ever adapted for open-air entertainments. The orchestra could accommodate 1,000 performers, and was on an upper story, the front of which was hung by iron rods from a strong truss above. In February 1878 the Surrey Gardens were sold for building purposes, and their site is now covered by several uninteresting streets about 40 feet in width.

At Kennington Oval, which is one of the busiest traffic centres in South London, tiresome delays are caused, owing to the traffic proceeding from Vauxhall to Camberwell being held up twice by the double crossing at the junctions of the Brixton and the Clapham Roads. This difficulty might be removed by introducing the roundabout system, under which all north-bound traffic would turn left opposite St. Mark's Church into Clapham Road, leaving the south-bound traffic to proceed direct from Kennington Park Road. This improvement, however, would necessitate the joining up of the tramway lines along the short stretch of roadway in front of St. Mark's Church.

Southwark is now adorned by a splendid example of modern commercial architecture in Dorset House, the new head-quarters of Messrs. Iliffe and Sons, Ltd., the publishers, on the south side of Stamford Street. This building, which is nine stories high, and faced with stone, was completed in 1933, and was designed by Mr. L. A. Culliford, F.R.I.B.A. The wide thoroughfares of St. George's Fields should offer great scope for the erection of further buildings of this character whenever the demand for them arises.

TWENTIETH WALK

CITY ROAD, ISLINGTON, Highbury, Holloway
MUSWELL HILL, Hornsey, Highgate, Hampstead
CAMDEN TOWN, ETC.

IN our Sixth Walk we took in the City Road as far as Old Street. Thence this road continues in a north-westerly direction as far as the Angel at Islington, and thus forms a suitable point of departure for our present walk.

City Road is a fine broad thoroughfare, now consisting largely of modern factories and warehouses. It was projected in 1760 by Mr. Robert Dingley. Harrison described it in 1776 as 'an easy and pleasant communication from the eastern parts of the City to all the roads between Islington and Paddington and from thence down to Oxford Road and the Great Western Road, thus avoiding the necessity of travelling three miles over the stones'. The City Road, which is one mile in length, was then regarded as one of the handsomest in England, and was maintained in proper repair by the tolls levied on horses and carriages. For many years after its construction it remained on the fringe of the country.

At one time the City Road was the scene of rivalry between competing omnibus companies, and in 1842 cases of furious driving frequently occurred in Islington and Holloway. Keen competition then existed between the omnibuses of Mr. Wilson and Mr. Colson, and more than once the lives of passengers were endangered as a result. The driver of an omnibus called the Hope was charged with manslaughter for running over and killing a man in the City Road. One of the witnesses declared that the Hopes and the Favourites drove down the City Road at the rate of twelve miles an hour, a pace slow enough for a mechanically propelled vehicle under proper control, but highly dangerous for horses racing in a crowded thoroughfare. As a general rule the offenders of those days were only fined a few shillings, and this rarely produced the slightest effect.

On the north side of the City Road, not far from the Angel, is the church of St. Matthew, opened on 11 April 1848. It is situated in Berkeley Crescent, then only recently completed, which runs parallel with the main roadway. In Garden Row, close to the City Road, are the Palmerston dwellings, erected in 1866 by the Improved Industrial Dwellings Company, consisting of three blocks of buildings five stories in height.

Like most of the other great roads leading out of London, the City Road had its toll-gate, and there was another one at Islington. These were abolished on 1 July 1864, when some fifty miles of turnpike roads on the north side of the Thames were freed of toll obstruction, including

the Notting Hill, Kensington, Hammersmith, Kilburn, Camden Town, Holloway, Chalk Farm, Hackney, and many other gates.

At the top of the City Road, close to the Angel, running parallel to the High Street, Islington, is Colebrooke Row. It was built in 1768, and here Charles Lamb resided after 1825, upon retiring from City life at the East India House on a pension of £450 per annum, until his death in 1834. In 1796 Lamb resided with his sister in Chapel Street, Pentonville. Until the middle of the last century the New River passed along Colebrooke Row, after which time it was covered over. The delightful gardens between Colebrooke Row and Duncan Terrace now form a public recreation ground which affords a pleasant contrast to the ugliness of the surrounding neighbourhood.

The Angel, Islington, is perhaps the busiest traffic centre in the north of London. Not only is it situated at the junction of St. John Street, Goswell Road, and City Road, but it is likewise the point on which several of the great northern roads converge. The Angel has been established for upwards of three centuries as an inn or licensed house, and in olden times was the special resort of salesmen, farmers, and graziers attending Smithfield Market. It was first rebuilt in 1819 and again early in the present century. In 1922 it was acquired by Messrs. J. Lyons and Company, Ltd., and converted into a popular café and restaurant.

Between Goswell Road and St. John Street is Northampton Square, built about 1830 and occupying the site of what was once a pipe field or ground covered with wooden pipes, belonging to the old New River Company before the introduction of iron pipes enabled them to build over this and similar adjoining sites. At the corner of Ashby Street, where now stands the imposing modern building of the Northampton Polytechnic Institute, Northampton House formerly stood. For many years prior to 1802 it was a private asylum, and here was confined Richard Brothers, the sham prophet. Afterwards it became a private residence, but it was originally a mansion of the Earls of Northampton, whose titles provided names for most of the adjoining streets, and on whose family estates they were erected. King Square, to the east of Goswell Road, was erected about the same time as Northampton Square. Until the construction of the City Road, Aldersgate Street, with its continuation Goswell Road, was the principal thoroughfare connecting the City with Islington.

Islington, with a population of 321,712 in 1931, is the second of the metropolitan boroughs in point of size, and second in the number of its inhabitants, but owing to the migration of Londoners to the outer suburbs, the population has decreased by 9,000 since 1921. It is bounded by Finsbury and Shoreditch on the south, by Hornsey and Highgate on the north, Stoke Newington on the east and St. Pancras on the west. The population in 1801 was only 10,202, but in 1821 it had increased to 22,417. By that time Islington was described as a large and populous



Colebrooke Row, Islington.



Islington Green in 1780.

place, superior both in size and appearance to many considerable country towns, and the air was considered remarkably salubrious. The fact that several main roads starting from the Angel diverged towards various parts of the metropolis, made Islington a most convenient place of residence for those people whose occupations called them to London in the day-time at a period when there were no omnibuses or practical means of conveyance other than walking.

Previously Islington had been noted for its agricultural land, where many hundreds of cows were kept for supplying the metropolis with milk, for which commodity it had been famous for centuries. In 1754, 28,602 oxen and 267,565 sheep passed through the Islington turnpike. After the discovery of Sadler's Wells, or New Tunbridge Wells as it used to be called, Islington Spa soon became famous with hypochondriacs, and by 1700 it was in high favour with the public. In 1733 the Spa had become so fashionable that Princesses Amelia and Caroline frequented the gardens daily in June of that year, and the nobility came here in such numbers that the proprietor netted over £30 a morning. The gardens continued in public favour from 1683 until after 1811.

Another famous pleasure resort was White Conduit House, situated on the north side of Pentonville Road, not far from Islington High Street. It was so named from a white stone conduit that stood at the entrance. The gardens were handsomely laid out, and there was a reservoir in the centre, as well as tea rooms for the entertainment of visitors. The site of White Conduit House and its gardens is now covered by very dreary streets. Two hundred yards to the west of the former White Conduit House is the tunnel carrying the Regent's Canal through Islington. It is about 900 yards long and follows a perfectly straight course terminating close to Colebrooke Row. Its height is 18 feet, including 7 feet 6 inches of water, and its width is 17 feet. The depth of the necessary cutting, as well as the number of houses which stood in the line of the canal, made it impracticable to continue it through Islington as an open course.

Islington Green, situated to the north of the High Street, contains a statue of Sir Hugh Myddelton of New River fame, erected in 1862 near the junction of Upper Street and Essex Road. On the north side of the Green is the Collins's Music Hall. A notable building on the west side of Upper Street is the Agricultural Hall, opened on 13 December 1862. It has a second entrance in Liverpool Road, and is used for all kinds of exhibitions, particularly those of a commercial character. Farther north on the opposite side of Upper Street is St. Mary's Church, the successor to one or more churches occupying the same site. The old parish church was pulled down in 1751 and rebuilt by Mr. Steemson at a cost of £7,340. It has a handsome tower surmounted by a spire of Portland stone. The foundation-stone was laid by James Colebrooke, the largest landed proprietor in the parish, on 28 August 1751. The building was opened on 26 May 1754. Close to St. Mary's Church is the

new Islington Town Hall, erected in 1921. It is a spacious building with a façade of Portland stone, but its appearance might be greatly enhanced by the addition of a lofty clock-tower. Adjoining the Town Hall is the Islington Public Library.

Upper Street, leading to Highbury Station and Holloway Road, is the principal shopping thoroughfare of Islington, and is about a mile in length. Its buildings are very old-fashioned and shabby in appearance, and the great majority of them would look all the better for redecoration or a cleaning with the steam brush. No rebuilding ever takes place in Upper Street, and compared, for instance, to Brixton Road in South London, it is a great disappointment to the casual visitor to these parts, and suggests that almost anything is good enough for the people of North London.

Essex Road, which has no claim to distinction, was called Lower Street from time immemorial until late in the nineteenth century. Here a cattle-market was established in 1833 by John Perkins of Bletchingley in Surrey, who, impressed with the dirt and cruelty of the old Smithfield Market in the City, and the nuisance and danger of driving vast herds of cattle through the crowded London streets, projected this new market in the north of London. It was built at a cost of £100,000, and opened on 18 April 1836, but so strong was the popular approval of old abuses, that this excellent new market proved an utter failure and was soon closed. It covered nearly fifteen acres on the east side of Essex Road close to Balls Pond Road, and was enclosed by a brick wall 10 feet high, with vast sheds on all its four sides. About half-way up on the east side of Essex Road is Peabody Square, built in March 1866 on the site of an earlier block of buildings called Ward's Place. It contains four blocks, five stories high, providing accommodation for 240 persons.

Another interesting feature of Essex Road or Lower Street, as it was then called, was Fisher House, a spacious mansion situated nearly opposite the east end of Cross Street. It was built early in the seventeenth century by Sir Thomas Fisher, and had very fine grounds. In 1845 it was demolished for local street improvements, but for some time previously it had been uninhabited. In Canonbury Square, between Upper Street and Essex Road, is Canonbury Tower, a rugged brick structure over 60 feet high, which is said to have been built by Prior Bolton of St. Bartholomew's about 1520, but which now houses a club.

Highbury Station, at the northern end of Upper Street, was reconstructed and opened in 1873 in place of a primitive wooden building erected here twenty-four years earlier. Between Upper Street and Caledonian Road, situated in the parish of Holy Trinity, Islington, is the district of Barnsbury. Until about 1842 it was known as the Caledonian Fields and the Barnsbury Fields, and was little better than a mere waste dotted with cottages and huts, as stunted in their proportions as the majority of their inhabitants were wanting in their moral character.

The fields were notorious as a centre of brutalizing sports, and the habits of the population were generally of that low order then commonly found on the borders of a great city.

As if to scare such evil doers, in 1840 the Model Prison, containing 1,000 cells, was erected in the Caledonian Road at a cost of over £84,000. To-day it is more commonly known as Pentonville Prison, although it is located in Barnsbury. In recent years several modern blocks of workmen's dwellings have been erected on the east side of Caledonian Road, close to the prison, which bear the names of Scottish celebrities such as Burns, Wallace, and Scott. After the erection of the prison a big clearance took place of all the old cottages and huts, which was followed by the construction of houses for the middle classes upon these sites of wretched rurality. This in turn led to the erection in Thornhill Square, on the east side of the Caledonian Road, of St. Andrew's Church, which at that time was one of the largest churches in the suburbs.

Several other large squares are situated in this quarter of Islington. Gibson Square, close to Liverpool Road, is the oldest of these, but Milner Square, a narrow oblong space a short distance farther north, contains a well-wooded garden. Its houses are built on a uniform plan, with brick pilasters, painted balconies, porches and cornices in two colours, and rounded top windows. It is a shabby old Victorian square, but when first built its appearance may well have been more suggestive of Belgravia than of Islington. Gibson and Milner Squares were laid out between 1835 and 1840, and were named after Mr. Milner Gibson, the ground landlord, afterwards M.P. for Ipswich and President of the Board of Trade. Lonsdale Square, which is much smaller, contains modern houses fronted with red brick.

Cloudesley Square, in this immediate vicinity, forms part of the Stonefield Estate, which was left by a Roman Catholic gentleman named Cloudesley, in the time of Henry VIII, to the Catholic Church for the salvation of his soul by means of annual masses, and also to provide a dole for a certain number of poor people of the parish of St. Mary, Islington.

On the west side of Caledonian Road is the Metropolitan Cattle-Market, erected in 1854-5 in Copenhagen Fields after a long parliamentary struggle with the Corporation of London. Copenhagen House was pulled down in 1853 to make way for the new cattle-market, and, together with the grounds, was purchased for £65,000. The house was at least two centuries old when it was demolished, and is said to have derived its name from the fact that a Danish Prince or Ambassador resided here during the Great Plague. The market, which was opened by the Prince Consort on 13 June 1855, covers thirty acres, and is said to have cost £445,000. Fifteen acres are enclosed, providing space for 7,600 bullocks, 40,000 sheep, 1,400 calves, and 900 pigs, and in the centre is a clock-tower. The architect was Mr. Bunning. Close to the market are Beaconsfield Buildings, erected in 1879 for the labouring

classes by the Victoria Dwellings Association, providing accommodation for upwards of 1,000 persons.

At the northern end of Upper Street, near the junction of Holloway Road and St. Paul's Road, is Highbury Fields, a small public park of twenty-seven and a half acres, shaped like a triangle. It was acquired in 1885 at a cost of £60,000, one half of which was contributed by the Vestry of Islington. Overlooking its western side is Highbury Place, built between 1774 and 1779. At that time it overlooked the hills of Highgate and Hampstead, and here died, amongst others, the celebrated Mr. A. Newland, chief cashier to the Bank of England. He was the son of a baker in Castle Street, Southwark, where he was born on 25 April 1730. He died on 21 November 1807, and was buried in Islington Church. Highbury Terrace, on the east side, was built before the year 1820, and Highbury Barn was then a noted tavern with tea gardens, much frequented by Londoners in the summer.

In 1850, when the district north and east of Highbury Fields was still open country, an attempt was made to secure this ground as a public park for Islington. The scheme, which was projected by a Mr. Lloyd, was to appropriate 500 acres of ground, including some 200 acres covered by the villas of Highbury Grove and Highbury Vale. The proposed park was to have extended from Highbury to Green Lanes and from Stamford Hill to Holloway, and to have included an ornamental lake of some fifty acres. The main entrance was to have been in Highbury Place.

The cost was estimated at £200,000, and the project had already received the support of the Prince Consort, Lord Robert Grosvenor, Lord Ashley, and Lord Carlisle. It was urgently pointed out at the time that, unless the land could be secured immediately, it would be covered with buildings in less than twelve months. But, alas, the necessary funds were not forthcoming, and the builders were too rapacious to feel any sympathy for the project of preserving this ground as a public park.

On a part of this land stood Highbury House, on high ground about a mile north of Islington Church which was supposed to have been the site of a Roman camp. This mansion was the property of Mr. John Dawes, and was erected by him in 1781 at a cost of £10,000. It had some seventy-four acres of park and shrubberies. Could this ground have been secured as a public park for the north of London, it would have been a most delightful resort, and one can only regret that such a valuable opportunity was lost for ever.

The district which has arisen on this site is known as Highbury New Park, and was built in 1859 and 1860. It contains an imposing group of large villas, extending a mile and a half one way and about a mile from east to west, and might aptly be described as the Mayfair of Islington. Such large houses are out of fashion nowadays, partly owing to the servant problem, and many of the Highbury villas have been divided



Highbury Barn tea gardens about 1820.



Mare Street, Hackney, in 1731.

up into flats. Included in this locality is Christ Church, Highbury, opened on 16 November 1848 by the Bishop of London. It is a handsome edifice with accommodation for 600 persons, and was erected at a cost of £6,000.

Holloway, which forms the northern section of the borough of Islington, originally consisted of two hamlets known as Upper and Lower Holloway. The latter place was once famous for its cheese cakes, which until the beginning of the nineteenth century were regularly hawked through the streets of London by a man on horseback. Upper Holloway contains many small villas, formerly inhabited by retired and well-to-do Londoners. Holloway Road contains some excellent shops, including the old-established dry-goods store of Messrs. Jones Brothers, now owned by the Selfridge group and one of the largest in North London.

Holloway Gaol, erected on land belonging to the Corporation of London, is situated on the north side of Parkhurst Road. It was opened in October 1852, and covers ten acres within a boundary wall 18 feet high. It is reserved for female prisoners, and contains 436 cells. It is built in the castellated style of architecture, and was designed by Mr. Bunning at a cost of £100,000. The main front is 340 feet in length, and is faced with Kentish rag and Caen stone. It is built on the radiating principle, with four wings diverging from one centre and two additional wings in front of the others. There is talk of abolishing Holloway Gaol in the near future.

Camden Road, a broad residential thoroughfare, was constructed to connect Camden Town with Islington. Previously the want of a direct road had been a source of great inconvenience to the inhabitants of these populous districts, as the only means of communication was by the circuitous route of King's Cross and the New Road or by Camden Villas and Holloway. Camden Road forks to the right at the junction of Parkhurst Road and terminates at Holloway Road, at the corner of Caledonian Road. On the north side is Hildrop Crescent, the scene of the Crippen crime. Here the body of Belle Elmore, wife of Dr. Crippen, was found buried in the cellar of his house in July 1910.

Opposite Parkhurst Road, at the corner of Holloway Road and Seven Sisters Road, is the well-known Nag's Head Tavern, a tramway centre almost as familiar to Londoners as the Angel or the Elephant and Castle. Seven Sisters Road was constructed in 1832, prior to which time there was no thoroughfare connecting Holloway and Hornsey with Tottenham. The southern end of Seven Sisters Road is a busy shopping street, but the central portion skirts the south side of Finsbury Park and traverses a good-class residential district. Finsbury Park Station, at the corner of Stroud Green Road, is the present terminus of the Underground Railway, but an extension of the line to Cockfosters, near Southgate, is under construction. This has been necessitated by the enormous increase of suburban traffic of late years in the north of

London, and because of the failure of the London and North Eastern Railway to cope with the situation thus created. Alarmed at the new competition of the Underground Railway, the London and North Eastern Railway are now about to electrify the suburban lines of the former Great Northern Railway from King's Cross and Finsbury Park to Barnet and other outlying suburbs.

Finsbury Park, opened in 1869 at a cost of £95,000, comprises 120 acres, and was in the nature of a consolation prize to North London for the loss of the projected park at Highbury Hill some twenty years earlier. Finsbury Park was formed out of Hornsey Wood, adjoining which stood Hornsey Wood House, a public house and a popular place of entertainment. For some time previous to the demolition of the house its grounds were used for pigeon shooting. The lake is an oblong sheet of water surrounded by pleasant walks, and contains one or two islands. Finsbury Park was opened by Sir John Thwaites, Chairman of the Metropolitan Board of Works, but how it ever came to be so named is a mystery, since it has nothing in common with the borough of Finsbury, which is over two miles distant from the park which bears its name. Perhaps it was due to the fact that the new park was originally intended to serve the crowded district of Finsbury.

In Isledon Road, close to Finsbury Park Station, a magnificent new Astoria picture palace, accommodating 4,000 persons, has recently been erected. Another popular house of entertainment is the Finsbury Park Empire, devoted to variety programmes. To the north of Finsbury Park and Highgate lies the extensive metropolitan borough of Hornsey, which is almost entirely a product of the last fifty years. Until 1870 few villages near London had retained so rural a character as Hornsey. It includes the populous suburbs of Crouch End and Muswell Hill, and also the Alexandra Palace, within its municipal area. The population, which in 1881 was only 5,673, had increased by 1931 to 95,524. In 1816 it was described as a pleasant village five miles from London, through which the New River flows, and as a favourite resort of its good citizens. The old parish church lies at some distance from the old village in a valley, now covered with houses, near Hornsey station. It can be easily seen from the neighbouring heights, but is of modern origin and only dates from 1833. It is built in the Gothic style of architecture and replaced an earlier structure dating from about the year 1500, which was pulled down in 1832. The coming of the Alexandra Palace had the effect of attracting London's growth considerably in the direction of Hornsey.

Crouch End, which lies to the west of Finsbury Park, is a fashionable district of Hornsey, and contains some good shops in its Broadway, as well as a clock-tower which stands in the middle of the road. Christ Church, erected in 1863 in the Gothic style, was enlarged some ten years later.

Muswell Hill, situated to the north of Crouch End, derives its name

from a well on the top of the hill belonging to the fraternity of St. John of Jerusalem in Clerkenwell, who built a dairy here next to a large farm. The water of this spring was deemed a miraculous cure for scrofula and the shrine of Our Lady of Muswell became a centre of pilgrimage in the Middle Ages, people coming here laden with their offerings and buoyed up with great hopes of a cure. Muswell Hill, with its fine residences and high-class shops, can almost claim equality with the best parts of Hampstead and Highgate, and, being likewise very elevated, commands extensive views in the direction of Hornsey and the Alexandra Palace.

Muswell Hill is associated with the murder of Henry Smith, who was found lying dead in the kitchen of his house, Muswell Lodge, on the morning of 14 February 1896. From the safe was missing £100 in gold, and in the kitchen was found a toy bull's-eye lantern, the property of the brother-in-law of a man called Albert Milsome. He and his associate, Henry Fowler, were missing, and were also found to have been well supplied with money after the outrage. They were traced to Bath and captured after a struggle. Milsome made a statement putting the blame for the murder and robbery on Fowler. Whilst awaiting the jury's verdict, Fowler made an attack on Milsome in the dock and almost murdered him. Both men were hanged for the crime.

The Alexandra Palace and Park at Muswell Hill, which is shortly to be renovated, was opened to the public in May 1873. The building was constructed by Messrs. Kelk and Lucas from the materials of the buildings of the International Exhibition of 1862. It was begun in 1864 and completed in 1866. The architects were Messrs. Meeson and Johnson, and the plan was that of a nave with three transepts, the centre being crowned by a dome 170 feet in diameter and 220 feet high. The length of the nave was 900 feet, or about half that of the Crystal Palace. The central transept was 430 feet long, and the other two transepts were each 320 feet long.

The building was destroyed by fire on 9 June 1873, only about a fortnight after its formal opening. Nothing was left of it except the bare walls and the gables of the three transepts. The disaster was the work of only one hour and a half between noon and two o'clock, when many thousands of visitors had assembled at the palace. The fire was attributed to the carelessness of workmen employed upon the repair of the lead-work in the roof of the great dome. A morsel of red-hot charcoal fell from the brazier after the men had gone to dinner, setting fire to the timber in a crevice where it landed, near the upper gallery outside the dome. The park was reopened to the public a few days after the fire, and the palace was rebuilt in 1874 and opened on 1 May 1875.

The Alexandra Palace occupies an area of seven acres, and the great hall, which is 387 feet long and 184 feet wide, is capable of accommodating 14,000 persons. The theatre has a seating capacity of 3,000 and the concert hall 3,500. When the Palace and the Park were secured

for the public the area of the ground was reduced from 220 acres to 173 acres, but the total area including the race-course is 480 acres. Alexandra Park races were instituted in 1863.

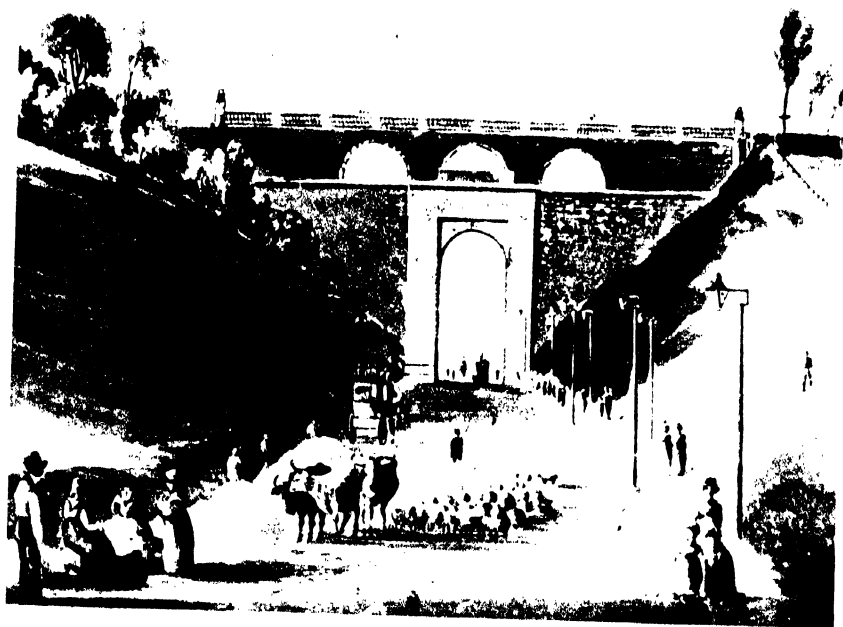
After the outbreak of the Great War the Government took possession of the Alexandra Palace and grounds in order to accommodate troops. In December 1914 thousands of Belgian refugees were quartered at the palace, and later many thousands of Germans were interned here and employed to lay out and beautify the grounds. Upon their release the Government adapted the place for the use of officials engaged in the work of clearing up matters relating to the war, after which the Palace and its grounds were again restored to the general public.

At the foot of Highgate Hill is the Archway Tavern, situated at the junction of Archway Road and Highgate Hill, and close by is the Highgate Station of the Underground Railway. Highgate Hill forms a part of the ancient road from Islington to Highgate, which was constructed by one of the hermits of the Highgate hermitage, who had the gravel excavated from the top of the hill where the ponds are now situated. Highgate derives its name from the High Gate or gate on the hill which from time immemorial had been the toll-gate of the Bishop of London on the summit of the hill. It had been erected in 1386.

The high gate was an arch, with rooms over, extending from the Gate House Tavern to the old burial-ground. The rooms were approached by a staircase in the eastern buttress, and immediately prior to the removal of the gate in 1769 these rooms were occupied by a laundress. The inconvenience caused to heavy traffic, which was compelled to pass through the yard in the rear of the tavern, led to the removal of the arch.

Archway Road to the east of Highgate Hill, now forming a part of the Great North Road, was the first great by-pass road to be constructed near London. The steep acclivity of Highgate Hill caused great inconvenience to the traffic proceeding from London, and the new road was therefore constructed in 1808 at enormous expense, branching off at the Archway Tavern near Whittington's stone. The new by-pass road was carried on by a tunnel through the hill for a distance of about 300 yards, passing to the north-east of Highgate Village, and rejoining the Great North Road between the fifth and sixth milestones. This great undertaking was completed in the latter part of 1809, and the tunnel, 24 feet high and 22 feet wide, was arched with brick, but on the morning of 13 April 1812 some of the brickwork gave way. About noon the ground above the tunnel was seen to crack and settle, and during that and the following day the whole arch, which had been carried for a distance of 130 yards, fell in. Not a single person was injured, although on the preceding Sunday several hundred people had visited the works out of curiosity.

As a result of this accident an open road was afterwards formed on the line of the tunnel, with a greatly reduced gradient, and an elevated



Archway Road, Highgate, in 1820.



Highgate Village about 1820.

archway was constructed to carry Hornsey Lane over the new thoroughfare. In those days the view over London from the pathway of this bridge was very fine in the clear atmosphere of the early morning. The archway was first opened to the public on 21 August 1813. The toll-gates were then removed from the old Highgate Road to the archway itself. In 1897 the old archway was replaced by a new iron bridge across Archway Road. In 1906 Archway Road was the scene of a disastrous tramway accident. The brakes of one of the electric cars failed to function, causing it to rush down the hill and to collide with the car in front, several persons losing their lives.

About three-quarters of a mile up Archway Road, on the east side, at the junction of Muswell Hill Road, are the Highgate Woods, maintained by the City Corporation as a public open space, comprising altogether 120 acres. They are situated on both sides of Muswell Hill Road, that on the west side being known as Gravel Wood, and that on the east side as Queen's Wood. From here a short walk through Southwood Lane will bring us to the top of Highgate High Street, near the junction of Swain's Lane and West Hill. Until a few years ago Holly Lodge, the beautiful residence of the late Baroness Burdett Coutts, stood in this immediate vicinity, but the grounds have lately been built over and are now covered with good class houses. Many fine blocks of flats have also been erected close to Highgate Cemetery. Holly Village in Swain's Lane was originally built for the work-people employed on her ladyship's estate in 1845. It was a model village, and the garden suburb of that age, but is now occupied by a higher class in the social scale. The church of St. Anne close to Swain's Lane was opened on 10 May 1853.

On the southern slope of Highgate Hill, extending to Swain's Lane, is the beautiful Waterlow Park, comprising twenty-nine acres, and presented as a free gift to London by Sir Sydney Waterlow on 12 November 1889. The offer was made to Lord Rosebery as first chairman of the newly created London County Council, who were gratified with this most generous and unexpected birthday gift. Sir John Lubbock moved a resolution conveying the best thanks of the Council, and the Islington and Hornsey Vestries likewise moved resolutions thanking Sir Sydney Waterlow. This gentleman, who had been Lord Mayor of London, had previously rendered great services to London by constructing workmen's dwellings in Finsbury, which proved so popular that he afterwards formed a company to construct more blocks of dwellings.

Adjoining Waterlow Park is the Highgate old cemetery, opened in 1839 and containing about twenty acres. The new cemetery is on the opposite side of Swain's Lane. Between Hampstead Lane and Parliament Hill Fields is Ken Wood, now a public park, containing 200 acres. The mansion was built by Robert Adam in the time of George III, and many of the fine trees were planted under the direction of the first Lord Mansfield. The grounds are hilly and contain a lake, and afford all the

sylvan seclusion of some remote country mansion. At first only 120 acres of Ken Wood were secured for the public in 1926, but chiefly through the generosity of the late Lord Iveagh the whole of Ken Wood is now public property. The mansion contains a superb collection of paintings bequeathed to the nation by Lord Iveagh.

Parliament Hill Fields, to the south of Ken Wood, comprising 265 acres, were bought in 1886-8 for £307,000, a huge sum of money, but the purchase was essential if the beauty of the adjoining Hampstead Heath and the view from it towards London was to be preserved. Otherwise we should by now have been looking down on to the roofs of a densely inhabited suburb from the heights of Hampstead Heath. The origin of the name of Parliament Hill has not yet been traced. The land was purchased from the owners of the Mansfield estate and Sir Spencer Wilson, one half of the cost having been contributed by the Metropolitan Board of Works, £50,000 by the Charity Commissioners, £46,000 by public subscription, £30,000 by St. Pancras, £20,000 by the Hampstead Vestry, and £5,000 by Marylebone.

After the Great Fire of London some 200,000 persons took refuge at Islington and Highgate. They belonged to every class, and were dispersed and living by whatever they had been able to save from the fire, deploring their loss, and although on the verge of perishing from hunger and destitution, were too proud to ask one penny (*Diary of John Evelyn*). Many who had previously lived in well-furnished houses were then reduced to extreme misery and poverty.

Adjoining Parliament Hill Fields and Ken Wood are the celebrated Highgate Ponds, now a popular bathing resort of Londoners in the summer time. They were originally designed to supply the north of London with water, a scheme which was promoted in 1690 by William Paterson, founder of the Bank of England. Paterson's plan was to collect the springs of Ken or Caen Wood, as it was then called, near the source of the Fleet river, into ponds or reservoirs. These sufficed to provide Hampstead and Kentish Town with water until the New River Company drove them out of business. To-day these five ponds form a pleasant feature of this large open playground of the north of London. The northernmost pond was completely dried up during a drought in the year 1816, which lasted several weeks.

From here a walk of about a mile and a half along Hampstead Lane and Spaniard's Road will bring us to the top of Hampstead Heath. The Spaniard's Inn stands in a fine romantic spot and is associated with the exploits of Dick Turpin. The hilly slopes of the Heath on both sides of Spaniard's Road are wild and overgrown with brambles on the ridges, and filled with pools in the sandy hollows. This picturesqueness is the result of the old sand diggings on the Heath many years ago. The appearance of this road between Hampstead village and the Spaniard's Inn resembles an embankment; this is due to the gravel having been dug away on either side of it.

Sand diggings on the Heath for many years brought in a handsome addition to the income of the Wilsons, Lords of the Manor, who claimed autocratic rights in this wild expanse. Hampstead Heath supplied the fine red and silver sand greatly in demand some fifty years ago for sanding the floors of public houses. It was sold at from 2s. 6d. to 6s. a load, and, according to a then prominent resident, in carting away the sand they were taking with it the climate, the drainage, and the health of the neighbourhood.

A handsome viaduct of red brick and terra-cotta carries the roadway across the pond in the Vale of Health. This was built by the Lord of the Manor as a carriage way to a house he intended erecting in the days when it was hoped to convert the Heath into a building estate.

In February 1867, when the Metropolitan Board of Works entered into negotiations with Sir Thomas Maryon Wilson for the purchase of Hampstead Heath, that rapacious individual valued his rights at the preposterous figure of £5,000 per acre for what he claimed as his building land. His 240 acres at that price would have brought him in a sum of £1,200,000, but needless to say Sir John Thwaites, the chairman of the Board, deemed it useless to continue the negotiations. Already in 1856 Sir Thomas Maryon Wilson had applied for a Bill in the House of Commons giving him power to enclose Hampstead Heath, but this was strenuously opposed by the surrounding districts at a public meeting held in the St. Pancras Vestry Hall on 21 April 1856. In 1866 he actually began to build on the Heath, but he died in 1870 and was succeeded by his brother, Sir J. M. Wilson, who sold his rights to the Metropolitan Board of Works in October 1870 for the very moderate figure of £45,000. In January 1872 the Board took formal possession of the Heath, and the Hampstead Vestry gave a luncheon to celebrate this happy event.

Before that time the great majority of Londoners knew no more of the beautiful lanes and walks within an hour's omnibus ride of the Bank of England than they did of New Zealand or Brazil. About twenty years ago another eighty acres of land were added to Hampstead Heath on the north-west side by the Eton College Trustees, who have been owners of 320 acres of agricultural land in this district since the days of Henry VIII. Golders Green Park, separated from Hampstead Heath only by North End Road, was acquired for the public in 1905. The mansion was formerly the residence of Sir Spencer Wells, Physician to Queen Victoria. The combined purchases of Hampstead Heath, Parliament Hill Fields, Caen Wood, and Golders Green Park, which are all contiguous, has provided London with an open space of well over 800 acres and are exceeded in area only by Wimbledon Common, Richmond Park, and Epping Forest.

The old town of Hampstead is built in a tortuous irregular fashion on the slope of the hill leading up to the Heath. It includes the fairly broad High Street, consisting largely of old brick houses converted into shops

and business premises, narrow byways, courts and passages, and streets and lanes bordered with shady elms and limes. It is quite the most rural and old-fashioned of the semi-suburban districts of the metropolis, and its narrow roads leading to secluded spots are so hidden from the turmoil of the town that you might still imagine yourself in some old-fashioned country town.

Hampstead was once a favourite spa and pleasure resort, ranking high for the number and variety of its medicinal waters, two of which were discovered by a Mr. Goodwin, a skilful practitioner of this neighbourhood. One of these was reputed to be a purgative saline similar to that of Cheltenham, and the other was a sulphurous water. In the reign of Henry VIII Hampstead was merely an obscure hamlet inhabited by washerwomen, and here the clothes of the nobility, gentry, and chief citizens used to be brought from London to be laundered. Towards the commencement of the seventeenth century it became a fashionable watering-place, teeming with amusements and dissipation. Concerts were held at the so-called Long Rooms, raffles took place at the Wells, and races on the Heath. The waters were pronounced equal to those of Tunbridge Wells, and so highly were their qualities assessed some 200 years ago that they were sent in flasks to London and retailed in different parts of the metropolis.

Like Tunbridge Wells in former times, Hampstead held certain attractions for the wealthy, idle, and sickly, and its waters provided the thinnest of excuses for having a good time amid the society of people who were not really ill but only crowded together to make the wheels of fashionable life turn faster. Houses of entertainment and dissipation started up on all sides; fairs were held in the Flask Walk, and the Well Walk and Church Row became the fashionable promenades of the town. Flask Walk, which runs eastward from the High Street, is a straggling thoroughfare planted with trees. Here an annual fair of riotous character was held. Flask Walk and Well Walk are still popular with London residents, but nowadays no attention is paid to the virtues of the Hampstead waters, and the Wells Ball Room was eventually converted into a chapel.

In 1811 the population of Hampstead was only 5,483 and the number of its houses 904, whereas to-day it is a large metropolitan borough of 88,914 inhabitants extending from Marylebone to Hendon and from Willesden to Highgate. On a clear day such places as Windsor Castle, Leith Hill, and Box Hill were formerly visible from certain parts of Hampstead, but the growth of the metropolis has long since obliterated such views. Keats lodged in Well Walk in 1817-18, and afterwards lived at Lawn Bank, at the foot of John Street, Hampstead. The house is now used as a Keats Museum.

Church Row, the hub and centre of old Hampstead, was built in the time of Queen Anne and is a survival of the old semi-rustic condition of affairs, with dull red-brick houses of the urban type originally set down



Heath Street, Hampstead.



A restful corner of Hampstead Heath.

amidst the country. At the end of it is the church of St. John, built in 1747.

Of late years the march of London towards the country has almost converted Hampstead Heath into a park, as the rural fields to the north of Golders Green, Hendon, and Edgware have now become covered with new suburbs. The whitestone pond at the top of the Heath, close to the High Street, is 440 feet above the sea-level, and close by is the famous inn known as Jack Straw's Castle. Several large blocks of flats have been erected in the East Heath Road, in striking contrast to the old-fashioned houses of Well Walk, but the finest houses are situated on the west side of the Heath and in Fitzjohn's Avenue, a fine residential thoroughfare leading from the High Street to Swiss Cottage.

The more modern quarter of West Hampstead is centred round Finchley Road and West End Lane, and was mostly built between 1890 and 1905, but since the opening of the Underground Railway to Hampstead and Golders Green in 1907 the town has rapidly spread in the direction of Hendon and Finchley. The principal shops are located in Finchley Road between Swiss Cottage and Frognal Lane, and in West End Lane, and include the large dry goods emporium of Messrs. John Barnes and Sons, one of the Selfridge group of stores, close to Finchley Road Station. With its fine shops and many artistic modern houses standing back in their own private gardens, Finchley Road must be considered one of the finest of the great main arteries leading out of the metropolis. Many good residences are also situated in Frognal Lane, Arkwright Road, Heath Drive, and Platt's Lane, leading up towards Hampstead Heath. Many blocks of flats have been erected between Finchley Road and West End Lane, and also in South Hampstead to the west of Swiss Cottage.

To the east of Fitzjohn's Avenue and Swiss Cottage is the favourite residential quarter of Belsize Park, extending to Haverstock Hill. It is built principally on the site of Belsize House and its grounds. This mansion was pulled down in 1854 and during the two previous centuries had been a feature of that delightful upland district extending to Hampstead. The beautiful park was then cut up and converted into a London suburban villa district, including a fine modern church. At one time the ancient manor of Belsize extended all the way down to Kentish Town and included the beautiful slope on the right-hand side of Haverstock Hill, which once commanded a fine view of the village of Highgate. Some fine red-brick houses of more recent construction, as well as blocks of residential flats, are to be seen in Eton Avenue, leading from Swiss Cottage towards Haverstock Hill.

Adelaide Road, also containing large houses, leads to Chalk Farm Road at its junction with Haverstock Hill. On this corner stands the Chalk Farm tavern, once a farm-house on the estate of Chalcotts, a name corrupted to Chales Farm, and afterwards to Chalk Farm. The old building was pulled down in 1853 and the existing tavern was then

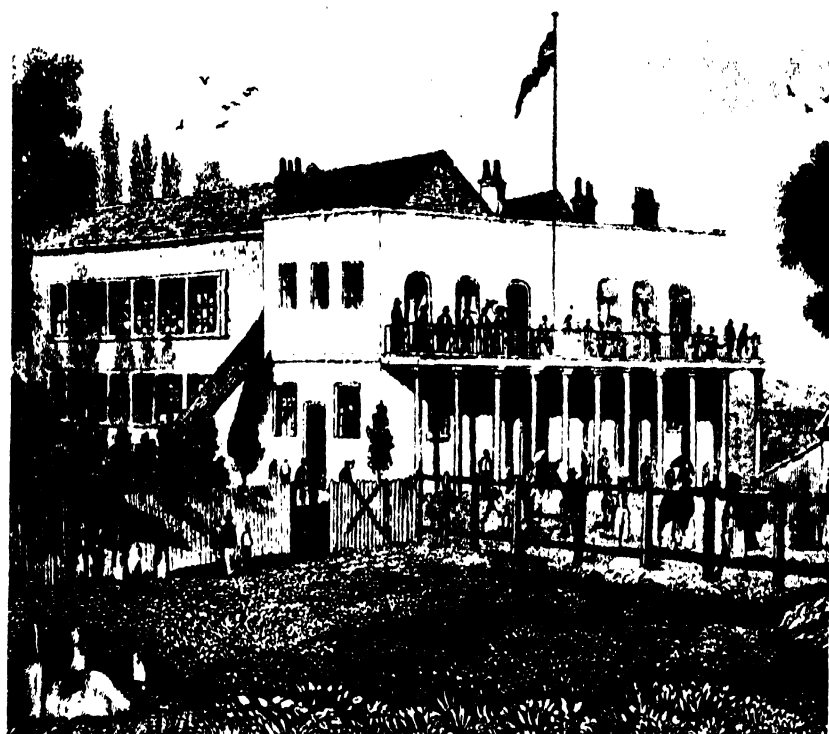
built. Up to that time Chalk Farm had been a country district, and here was to be found some of the most charming scenery round the metropolis, extending from Chalk Farm to Hampstead and from Hampstead to Highgate, consisting of sloping fields and woods, including the Belsize, Chalcotts, and Eton College Estates.

When this country was cut up for building in 1853 it was suggested that a noble boulevard 100 yards wide, with rows of trees, and lined with elegant villas, should be constructed through these estates from Primrose Hill to Hampstead Heath. If this could have been done it would have formed one of the grandest pieces of urban scenery in the kingdom. But unfortunately it was too late, for Eton College had already laid out its fields to the back of Chalk Farm. Chalcotts was being built over, and the Dean and Chapter of Westminster had planned the imposing new villa town of Belsize which intersected the proposed boulevard.

At the back of Chalk Farm Tavern was a row of trees, and old inhabitants could still remember the time when duellists used to retire in the shelter here after ordering breakfast in the tavern. Not far from this spot, about 400 yards away, upon an old ditch bank, Francis Jeffery and Thomas Moore met on a fine morning to fight a duel. They were, however, surprised to find two constables appear from behind the neighbouring hedgerow to arrest them.

Some attractive villas had already been erected prior to 1853 in Adelaide Road, on land belonging to the former London and North Western Railway. From here a walk down Chalk Farm Road will bring us to Camden Town, at the busy junction of the High Street and Camden and Kentish Town Roads. The Brecknock Arms Tavern in Camden Road was the scene of a duel which took place on 1 July 1843 between Lieut.-Col. Fawcett, a British officer lately returned from China, and Lieut. Munro, of the Royal Horse Guards. They met in a field at the back of the tavern and Lieut.-Col. Fawcett was mortally wounded. The affair created a tremendous sensation at the time, particularly because Lieut.-Col. Fawcett and Lieut. Munro were brothers-in-law, having married two sisters, daughters of the chief medical officer of Jamaica. The quarrel was the outcome of family differences, and occurred at a family gathering at Lieut.-Col. Fawcett's house. A verdict of murder in the first degree was returned against the principals, and Lieut. Munro left the country, but returned four years later and stood his trial. He was sentenced to death, but recommended to mercy, and his sentence was commuted to one year's imprisonment. With the combatants was Mr. George Gulliver, surgeon to the Royal Horse Guards, and under his direction a shutter was provided and the unfortunate victim after being refused admittance to the Brecknock Arms Tavern, was conveyed to the Camden Arms in Randolph Street, where he expired on the following Monday morning.

To the east of Haverstock Hill, which contains many large old-



fashioned houses and crescents, is the Tailors' Asylum, built for the relief of aged and infirm journeyman tailors, and opened in 1843. This institution was founded on 10 February 1837, and the first stone of the new building was laid by the Marquess of Salisbury on 31 May 1842.

Camden Town, forming the central portion of the metropolitan borough of St. Pancras, is another busy tramway centre, being the junction of the lines from Holloway, Highgate, Hampstead, Tottenham Court Road, and Holborn. The construction of the North London tramways was begun in October 1870 from Holloway Road near the Nag's Head along the Camden Road to St. Pancras and Camden Town, and thence to Euston Road. The entire tramway system of North London was electrified by the London County Council in 1906-8.

Camden Town, which was begun in 1791, was named after Lord Camden, the ground landlord, who was created a peer in 1765, taking the style of Baron Camden of Camden Place, in Kent. The following year he became Lord Chancellor. In 1791 this land, which was then in Kentish Town, was let for building 1,400 houses, and here a few years later the pleasant fields were mapped out for streets. Several builders then set to work, but little development took place until about 1804, except in the High Street, which was originally called Southampton Place.

The uniformly built houses with shops at the southern entrance to Camden Town display a marked contrast at the present day to the former village simplicity of the Southampton Place of a century and a quarter ago. Close to the spot where now stands the statue of Richard Cobden erected in 1868 by public subscription, was the turnpike gate, adjoining which there was a weighbridge for determining the amount of toll to be charged. Practically all traces of the small houses and shops which lined the High Street in 1793 have been obliterated. Mrs. Cobden and her daughters witnessed the unveiling of the statue of Richard Cobden from Millbrook House in Harrington Square. The unlovely quarter of Kentish Town to the north of Camden Town, extending to Highgate, is said to derive its name from its foundation by Walter and Thomas de Cantilupe, and to denote a vulgar appellation of Cantilupe Town, of which that great family were the original owners.

To the south of Camden Town High Street is Mornington Crescent, built early in the nineteenth century, and in front of which until 1926 was a semicircular garden overlooking Hampstead Road. Upon this site has recently been erected the extensive factory of Messrs. Carreras, the famous house of cigarette manufacturers. The building is faced with concrete and is six stories high. It consists of a central wing, adorned by a row of twelve decorated columns, and two side wings overlooking Hampstead Road. Opposite the Carreras building is Harrington Square, which may possibly share the fate of Mornington Crescent and be sold for building purposes, unless acquired by the London County Council or the St. Pancras Borough Council as an open space. Amptill Square

and Oakley Square on the east side of Hampstead Road contain large houses of the early Victorian style, erected about 1840, with porticoes and faced with yellow brick.

To the west of Hampstead Road is Cumberland Market, in the midst of a dreary neighbourhood extending to Albany Street. It is the principal market for hay and straw, and was removed here in the reign of George IV from the Haymarket in the West End. Between Drummond Street and Euston Road the building line on the east side of Hampstead Road formerly narrowed into a dangerous bottle-neck which exercised a stranglehold on the traffic coming from Tottenham Court Road. In order to provide space for the London County Council tramways in 1906 the building line was set back a considerable distance and brought into conformity with that of the wider portion of Hampstead Road.

At the junction of Hampstead Road with Seymour Street is Crowndale Road, leading to St. Pancras Road and originally known as Fig Lane. A walk through this street will bring us to St. Pancras old church, dating from about 1180. It was enlarged in 1848 by taking the open space occupied by the old square tower into the body of the church. A spire was then placed on the south side of the building. Seven acres of the burial-ground with the adjoining burial-ground of St. Giles's, overlooking St. Pancras Road, were converted into a public garden in 1877, the rest being acquired by the Midland Railway. Close by is the St. Pancras town hall and the public library. St. Pancras derives its name from a youthful nobleman of Phrygia who suffered martyrdom at Rome by order of Diocletian.

Until about 150 years ago St. Pancras was a spa containing mineral springs, which attracted many visitors. Not only were digestive troubles alleged to be removed by a cure at St. Pancras, but even leprosy, scurvy, and cancer. Mr. Richard Bristow, a goldsmith of Bride Lane, Fleet Street, advertised in 1730 delivery to any part of London either the St. Pancras or the Bristol waters at 6s. per dozen bottles. St. Pancras Wells boasted a pump room and a house of entertainment in 1730, together with an uninterrupted view of the Hampstead and Highgate Hills, as well as of the lesser elevation of Primrose Hill. The site of St. Pancras Wells is now occupied by the London, Midland and Scottish Railway, and it would be difficult to indicate the exact spot where it once stood.

The metropolitan borough of St. Pancras extends from Islington to Marylebone east to west, and from Holborn to Hampstead and Hornsey south to north. Its population, which was 36,000 in 1801, had increased to 211,366 by 1921 but has since decreased to 198,113 in 1931.

In October 1932 Hendon received its Charter of Incorporation from Sir Maurice Jenks, the Lord Mayor of London.

TWENTY-FIRST WALK

HYDE PARK AND KENSINGTON GARDENS

HYDE PARK has an area of 360 acres, and is joined on the west to Kensington Gardens, with 275 acres, and on the south-east to the Green Park and St. James's Park, together 146 acres in extent, thus forming a continuous series of parks extending from the Horse Guards to Kensington High Street for a distance of two and a half miles.

From an historical point of view Hyde Park ranks foremost amongst the great metropolitan parks of the world, and one might justly claim that its history is that of the British Nation. It was formerly the Manor of Hyde, belonging to the ancient abbey of Westminster. When that monastery was dissolved by Henry VIII the King took this ground for a hunting park, and there were still stags and deer to be found here in the reign of Queen Elizabeth. Under William III and Queen Anne some 30 acres of Hyde Park were taken for the gardens of Kensington Palace, and about 250 more by Caroline, Queen of George II. Queen Caroline once asked Sir Robert Walpole what it would cost to enclose the whole of the three Royal Parks for the exclusive use of the Court. That wise minister answered, 'Madam, it would cost you three crowns, those of England, Ireland, and Scotland', whereupon Her Majesty thought no more of this design.

After having been enclosed with deer fences from a very early period, Hyde Park was first walled in with brick in the reign of Charles II, and with an open iron railing in the reign of George IV. In 1550 the French Ambassador hunted in Hyde Park with the youthful King Edward VI, and by the reign of Charles I it had become celebrated for its foot and horse races round the Ring. In Cromwell's time the Park was famous for its musters and coach races, and it first became fashionable for its drives and promenades in the reign of Charles II.

In the eighteenth century Hyde Park was a favourite rendezvous for duellists, and here the Duke of Hamilton fought Lord Mohun on 15 November 1712. Both men were killed, Lord Mohun falling into the ditch upon his back, and the Duke of Hamilton falling severely wounded. On 16 November 1763 a duel took place between John Wilkes and Samuel Martin, M.P., on account of an article which appeared in *The North Briton*. They fought near the Ring, and Wilkes was wounded in the abdomen.

Scarcely more than 150 years ago no one would have dared to walk from Kensington to the City after nightfall. At Hyde Park Corner a bell was rung at seven and at nine o'clock, and people wishing to journey to the City assembled at the call and proceeded in a body in order to be comparatively safe from the attacks of highwaymen. Small groups of men were often stopped by robbers and sometimes passengers were

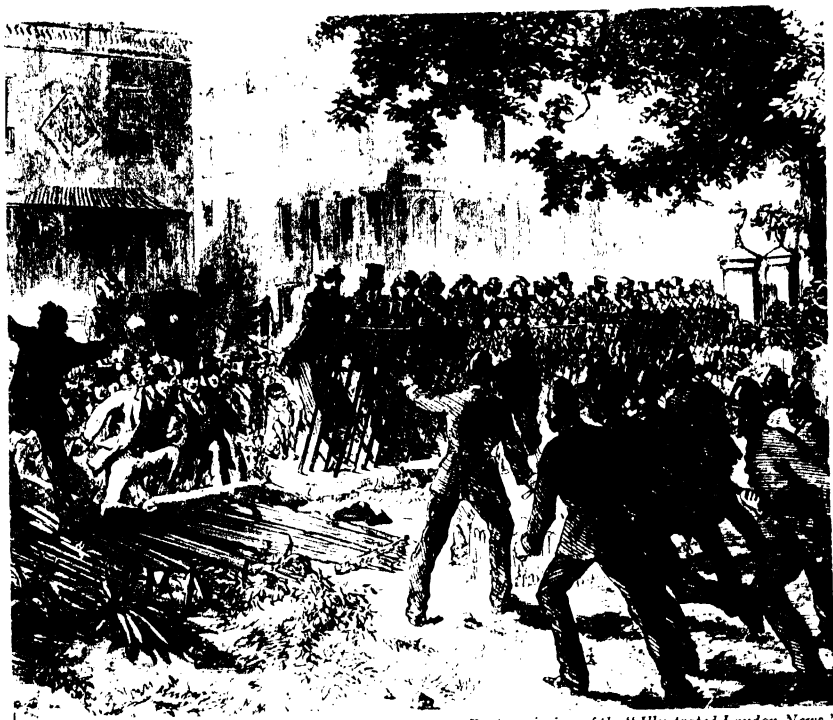
attacked and molested by gangs of young fellows fresh from the public house. But after George II had been stopped and plundered one night on his return from hunting, the very next morning a troop of armed horsemen was established to police the public streets, and these latter constituted a portion of the nucleus out of which our present-day Metropolitan Police Force has been evolved.

At the beginning of the nineteenth century a part of Kensington Gardens was still wilderness and swampy ground, and it is recorded in the minutes of the Board of Green Cloth in the year 1798 that a pension of £18 per annum was granted to Sarah Gray for the loss of her husband, who was accidentally shot while the keepers were hunting foxes in Kensington Gardens.

The Marble Arch, or Cumberland Gate, already noticed in another chapter, and which we will make the starting-point of our travels, replaced some handsome iron gates erected here in 1822 at a cost of £2,000. The first gate which stood on this site was erected in 1744 at the expense of the inhabitants of Cumberland Place, and was at first generally known as Tyburn Gate. It was a mean brick building comprising an arch with side entrances and wooden gates, and was the scene of a fight between the populace and the military at the funeral of Queen Caroline, as a result of which two people were killed by shots from the Horse Guards on duty. In the following year this unsightly gate was taken down.

The turfed stretch of ground facing the Marble Arch is principally monopolized by orators and street-corner preachers. Here one may spend a most amusing half-hour listening to sermons on religion and politics, and on the proposed solutions of the leading problems which confront mankind generally. Confined to reasonable limits not calculated to cause a breach of the peace, such demonstrations may be regarded in the light of safety valves, as well as a free entertainment for the on-lookers. Until the latter half of the nineteenth century such meetings were not tolerated in the public parks, and on Monday evening, 23 July 1866, an attempt was made by the Reform League, in defiance of the police authorities, to hold a meeting in Hyde Park. This resulted in great confusion, much damage to public property, and many severe casualties.

Processions were formed at several points with flags and bands, which marched to Hyde Park. On their arrival at the Marble Arch they found the gates closed and strong bodies of police guarding them. Admission was formally demanded and refused. An enormous crowd then gathered in Park Lane, Piccadilly, and Bayswater Road, and effected an entrance into the park at each of these places. For several hundred yards the railings were torn down, and thus thousands of people got into the park. The police charged them and used their truncheons, but all in vain, for more than 50,000 people had succeeded in entering, and although the police charged them again and again they could not be driven out.



By permission of the "Illustrated London News."

The mob tearing down the railings of Hyde Park in 1866.



The Lansbury Lido, Hyde Park.

Several arrests were made, a Company of the Foot Guards were marched into the park with fixed bayonets, and a troupe of Horse Guards patrolled the principal avenues, but people succeeded in remaining in the park until a late hour. A meeting was held at which resolutions were passed denouncing the sins of the Government. Nobody was killed, but many were injured, including forty police officers, the latter by the stones and brickbats which were hurled at them. The destroyed railings were replaced by temporary wooden ones.

At that time Hyde Park was still infested nightly by bands of thieves and ruffians, who preyed upon defenceless pedestrians without the slightest interference by the park keepers or the police. Several gross outrages were perpetrated here in the dark after the destruction of the railings, including robberies and indecent assaults. In our own day we are still confronted with the problem of Hyde Park after dark, though police supervision is much more efficient and recently improved lighting has been introduced into the park. Many public and well-known men have ruined their careers through having fallen victims to a pretty face in Hyde Park after dark, thus inviting arrest and achieving unwelcome notoriety in the public eye. A tremendous sensation was created in 1928 by the Savidge affair. Some of our leading magistrates have confessed that they would be afraid to walk across Hyde Park alone after dark.

During the general strike in May 1926 the roadway inside the park leading from the Marble Arch to Victoria Gate was used as a dump for the milk-supply of London. Here the lorries were drawn up two deep, and thousands of them came and went as fast as they could be unloaded, and thus an adequate supply was maintained for the public requirements. The gates of the park were guarded by special detachments of police, and nobody was allowed to enter without a pass. A comfortable canteen and resting-place were provided for the lorry drivers by the Y.M.C.A.

The drive leading from the Marble Arch to Hyde Park Corner is called the Ring Road, but the original drive owning that name was situated farther west and was partly destroyed by the formation of the Serpentine. In the eighteenth century the Ring was the central resort of fashion. It then had an uninterrupted view of the Surrey Hills and of the heights of Hampstead and Highgate. Near this spot Oliver Cromwell, whilst driving his own coach in the park, met with an accident. His horses ran away and got out of control. Cromwell was thrown off the coach and fell upon the pole between the wheels and, his feet becoming entangled in the harness, he was dragged along for a considerable distance. However, he escaped with a few bruises. Midway between Grosvenor and Stanhope Gates is the Ring itself, now a pleasant garden. It occupies the site of an ugly circular reservoir formerly surrounded by a low wall and iron railings, owing to its having been much frequented by suicides. The reservoir was abolished in 1861. Between Stanhope Gate and Apsley House is an extensive private enclosure for the use of

the owners of the houses in Park Lane and Piccadilly which back on to Hyde Park.

Just within Stanhope Gate is Adrian Jones's Cavalry Memorial, representing St. George and the Dragon. The statue of 'Achilles' close to Hyde Park Corner was erected by the women of England to the Duke of Wellington and his brave companions in arms, on 18 June 1822, by command of King George IV. The statue was cast by Sir R. Westmacott, R.A., from cannon taken in the victories of Salamanca, Vittoria, Toulouse, and Waterloo, the cost being defrayed by a subscription of £10,000 raised among the ladies. It is popularly supposed to represent Achilles, but is actually a copy of one of the figures on Monte Cavallo at Rome.

Between the statue of 'Achilles' and the open screen gateway is the entrance to Rotten Row, the fashionable ride of London, a mile and a half in length. The fashionable promenade during the season, crowded on Sundays during church parade, extends more or less from Albert Gate round the bend at Hyde Park Corner, and on to Stanhope Gate. The odd name of Rotten Row is said to be a corruption of *Route du Roi*. Here riders are to be seen exercising at all hours of the morning, before and after breakfast. The old royal route from the palace of the Plantagenet kings at Westminster to the royal hunting forests was by what is now called Birdcage Walk, Constitution Hill, and Rotten Row. In 1853 the equestrian road in Rotten Row was widened to double its former width by the Department of Woods and Forests. The carriage drive was a famous sight during the season in Victorian days, and is still a favourite rendezvous for leisurely motor-cars.

After passing Albert Gate, opened on 9 August 1845, and so named as a compliment to the Prince Consort, we come to the Dell on our right, forming the head of the Serpentine. A sheet of dirty water once faced Albert Gate, which flowed from a waterfall in connexion with the east end of the Serpentine. This was entirely filled up in 1844.

The Serpentine was created by Queen Caroline in 1730 by enlarging the bed of the Westbourne stream, together with several ponds, into a wide straight canal. Though termed the Serpentine the lake in Hyde Park is shaped more like a parallelogram, but its slight bend in the centre was deemed sufficient to justify the name of Serpentine. Its surplus waters, entering an underground passage, form an artificial cascade, the rocky stones of which were arranged about the year 1817. The original cost of the Serpentine was stated to have been £6,000, but it eventually amounted to £20,000. Robert Walpole is said to have furnished Queen Caroline with the greater part of the money required, without the King's knowledge. Work on the formation of the Serpentine was begun in October 1730, when some two hundred men were employed to construct a dyke or dam across the valley of the Westbourne. The soil thus excavated was used to raise the mound at the south-east end of Kensington Gardens.

In 1814 Hyde Park was the scene of the Regent's Fête, held in commemoration of the centenary of the House of Hanover on the British throne, and likewise in honour of the visit of the Emperor of Russia and the King of Prussia, following on the allied victories in the Napoleonic wars. The festivities were begun on 12 August, and included a representation of a sea fight on the Serpentine, together with the blowing up of a fire-ship. This idea is said to have emanated from King George IV. First a couple of frigates were engaged, then the battle of the Nile was imitated, and finally there was a brilliant display of fire-works. The fair lasted for a week, and during that period side-shows, booths, and swings were allowed in the park. Again in 1815, after the battle of Waterloo, Hyde Park was made the centre of rejoicings.

Like the River Thames, the Serpentine was not always the delightful sheet of water it is now. Up to 1855 two branches of the Ranelagh sewer, running from Hampstead and Kensal New Town, united in a stream a little north of the Harrow Road, and, passing through a sewer from Gloucester Terrace, entered the head of the Serpentine near Bayswater Road. Until this state of affairs was remedied by diverting this sewage into a main sewer, the water of the Serpentine remained polluted.

In January 1849 a meeting was held at the Cadogan Institute, Sloane Street, with the object of calling public attention to the filthy state of the Serpentine and the nuisance caused by it to the neighbouring districts. The chair was taken by Dr. Copland, who remarked that he had seen many unhealthy rivers on the coast of Africa, but none the waters of which were so polluted and contained so much animal and vegetable matter as the Serpentine. All that was required to generate disease of the most fatal kind was a tropical heat, and even in this climate, he added, the effect of such a large volume of filthy water must prove very destructive. The bottom of the river was covered to a considerable depth with a thick black mud and the water was impregnated with sulphur and ammonia, the two ingredients most prominent in filthy drains and cesspools. Bathing in such conditions was considered dangerous, and rowing ought not to have been indulged in, since the black mud was stirred up by the action of the oars, thus liberating a greater quantity of noxious gas. A young nobleman had recently been seized with malignant fever after rowing upon the Serpentine, and this had been attributed to the filthy exhalations from the water.

A resolution demanding the cleansing of the Serpentine was carried, and it was stated that some months previously a petition signed by 2,000 of the residents in the neighbourhood of Hyde Park had been presented to the Commissioners of Woods and Forests. Another deputation was therefore appointed to wait upon the Commissioners of Woods and Forests, as a result of which the work of draining the Serpentine was commenced in February 1849.

Again in 1858 attempts were made to purify the Serpentine by throw-

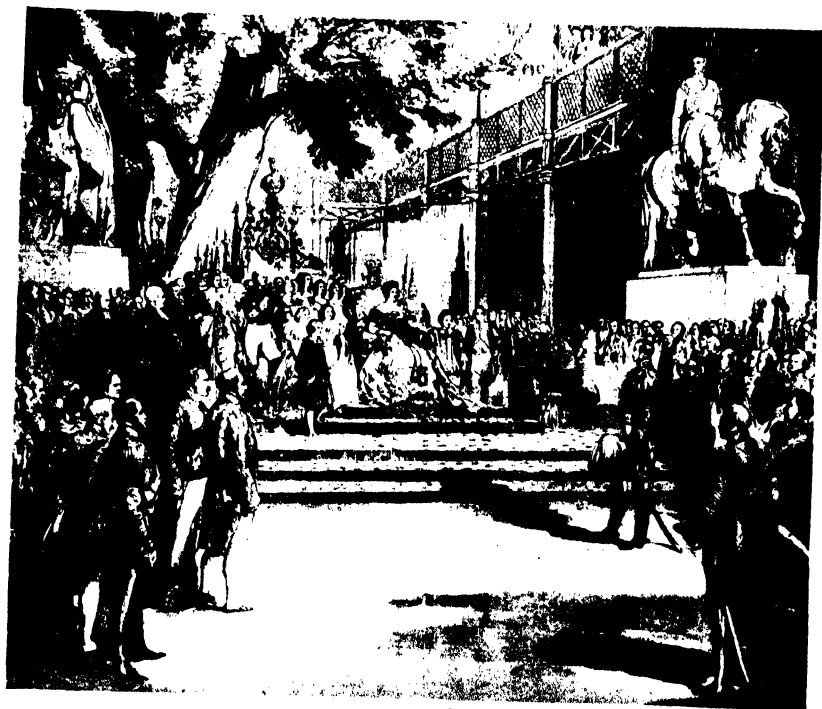
ing in large quantities of lime, and this caused the eels and other fish to rush to those places where the water was clear, thus exposing themselves to easy capture. As soon as this fact became generally known immense crowds assembled by the water-side, defying all efforts of the park keepers to clear the gardens. At the head of the lake, near Lancaster Gate, was a dirty duck pond one foot deep, into which the Ranelagh sewer periodically discharged its contents. This evil was finally removed in 1860, when the sewage was diverted into the new channel, and work was commenced on the permanent purification of the Serpentine by means of infiltration. The duck pond was then transformed into the present delightful Italian garden, together with the filtering basins and fountains and other ornamental works sculptured by Mr. John Thomas, who designed many of the carvings on the Houses of Parliament.

Ever since it was first created the Serpentine has been a popular resort of bathers. On account of the numerous accidents which occurred here, George IV in 1794 gave a plot of land on the northern bank, where the Royal Humane Society erected a house for rendering first aid to drowning persons. This structure was replaced in 1844 by the existing building designed by Mr. Decimus Burton. In the fifties of the last century as many as 12,000 persons frequently bathed in the Serpentine on a Sunday morning, a figure vastly in excess of that of the present day.

As a result of the efforts of Mr. George Lansbury, First Commissioner of Works in the Labour Government, a handsome bathing pavilion was erected in 1930 on the south side of the Serpentine, and here mixed bathing in the summer time is allowed at all hours of the day at a small charge. This venture has proved immensely popular, and has caused the Serpentine to become known as the Lansbury Lido.

Between the Serpentine and Rotten Row, extending from the Knightsbridge Barracks to Alexandra Gate, is the Exhibition Ground of 1851, and here games are now permitted to be played. No historical account of Hyde Park would be complete without a reference to the first great exhibition ever held in this country, which during the twenty-four weeks of its existence was visited by upwards of 6,000,000 people, and of which the receipts totalled over £400,000. The Crystal Palace erected in Hyde Park was designed by Sir Joseph Paxton, and after serving its purpose was removed to Sydenham between 1852 and 1854.

On Thursday, 1 May 1851, in perfect weather, the Great Exhibition was opened by Queen Victoria and the Prince Consort at twelve o'clock. The long stream of carriages which had been following without interruption along the whole line of route from Long Acre and Piccadilly Circus started at half-past nine. From a calculation made by the *Morning Chronicle* it was said that if all the carriages had been placed in a single line they would have extended over a distance of twenty miles. Of the vehicles which arrived at the park gates up to twelve o'clock, there were 1,050 state carriages, 1,500 hack carriages and cabs, 800 broughams,



By permission of the "Illustrated London News"
Queen Victoria opening the Great Exhibition of 1851 in Hyde Park.



Recruits drilling in Hyde Park in 1914.

600 post and hack carriages, 300 clarences, and 300 vehicles of other descriptions. Already by six o'clock in the morning, the hour fixed for the opening of the park gates, streams of carriages were pouring in from all parts of the metropolis and surrounding districts. The London omnibuses conveyed passengers to the Exhibition from Kennington and other parts of South London for the low fare of twopence.

The only houses from which a view of the procession could be obtained were those in Grosvenor Place and at Hyde Park Corner. The roof of Apsley House was fully tenanted and also that of the park keeper's lodge. The windows of the newly erected front of Buckingham Palace were filled with persons attached to the Royal Household, the centre balcony being occupied by the younger princes and princesses attended by several ladies. The Royal Procession consisted of eight carriages, that of the Queen being drawn by two horses and remaining open to enable the people to see her to advantage. The other carriages were occupied by the Lords and Ladies-in-Waiting, the Lords of the Household, the Maids of Honour, and some of the ladies of the suite of the Princess of Prussia. The Duke of Wellington was early in attendance, arriving with the Marchioness of Douro about ten o'clock; that day being also his birthday he received a great ovation. There were some 15,000 exhibitors, one half of whom were British.

Six and thirty years before the Great Exhibition, the most illustrious of living Englishmen had brought to a conclusion the most furious and desolating war ever recorded up to that time in European history. It left the nation a legacy of an enormous national debt, international jealousy and hatred. But it also gave the nations leisure for work. A few years of peace and security produced a wonderful change, and by 1825 Europe had begun to recover. The debt of this country, though found to be a burden, was discovered to be one which the trade and industry of the people would enable them to bear. Hatred of the French and all other foreigners was consigned to oblivion.

Great progress took place between 1830 and 1850. Railways were established, making this country seem like one huge metropolis, and Europe like one large country. This had made nations understand one another better than before, and had broken down to a certain extent the ancient barriers of jealousy and exclusiveness. At that time it was said that if nations had previously known as much of one another as they did then, there would have been no battles of the Nile, Trafalgar, Leipzig, or Waterloo. Napoleon might have been a great sculptor and Wellington a greater philosopher than Bentham.

But in the light of subsequent events, we see that the apostles of universal peace on earth and goodwill towards all men cried victory too soon. The Crimean War followed, and during the World War of 1914-18 the exhibition ground in Hyde Park was utilized as a drilling-ground. Here were trained some of the flower of the British soldiers who successfully met the onslaught of the Prussian

Guard at Contalmaison and on the Somme in 1916. Saddled with a national debt some ten times as great as that of 1815, will the British people again prove equal to the occasion, as they did a century ago, and make good the ravages of the late war by their trade and industry? Or will they go the way of ancient Rome and become enervated and demoralized by too much state protection and too little desire for hard work? Time alone can answer that question.

But we have been getting away from our subject, and, to resume our travels, a short walk past the exhibition ground will bring us to Alexandra Gate and then to Kensington Gardens. Here the carriage drive is continued past the Albert Memorial as far as Queen's Gate, where it comes to an abrupt end. The handsome entrance gates to Kensington Gardens, opposite Queen's Gate, 150 feet in length, were erected in 1858. The former entrance to the gardens was close to the old barracks of Kensington, which were then pulled down, and the new entrance was made at the commencement of the carriage way leading to Rotten Row and Hyde Park Corner. As a result of the demolition of the old barracks facing Kensington Gore, over a quarter of an acre was added to Kensington Gardens.

Midway between the Alexandra and the Queen's Gates is the Albert Memorial, completed in 1872 and inspected by Queen Victoria. It occupies a site directly in line with the International Exhibition of 1862. The structure is crowned by a lofty spire of rich tabernacle work in gilt and enamelled metal, terminated by a cross rising to a height of 180 feet. Beneath the vast canopy or tabernacle is a colossal statue of the Prince Consort, designed by Foley. The steps to the Memorial are constructed of grey granite from Castle Wellan in the County of Down, but a portion of them are from the Dalbeattie Quarries in Kirkcudbright. The lower range of steps fronting the south side, some 200 feet in length, is of granite from Penrhyn in Cornwall, whilst the blocks which terminate them are capped with pink granite from the Isle of Mull.

The Memorial contains four large groups of sculpture at the corners of the basement pyramid of steps, representing Europe, Asia, Africa, and America. On the projecting pedestals of the clustered granite columns are marble groups representing Agriculture, Manufacture, Commerce, and Engineering. The Memorial was constructed on the model of an Eleanor Cross by Sir Gilbert Scott, at a cost of £120,000, and from start to finish took about twenty years to complete. The statue of the Prince Consort in the Albert Memorial was not actually unveiled until March 1876. The structure has been twice renovated, first in 1902 and again in 1930.

Kensington Palace, situated at the western end of the Gardens, was originally the seat of Heneage Finch, Earl of Nottingham and Lord Chancellor of England, whose son, the second earl, sold it to King William III very soon after his accession to the throne. William III and Queen Mary, Queen Anne, her husband Prince George of Denmark,

and George II, all died at this palace. Queen Victoria was born here in 1819. The palace itself, although in Kensington, is attached to the City of Westminster. It is a plain red-brick building of homely appearance, two stories in elevation, but without any pretension to architectural magnificence. Leigh Hunt describes Windsor Castle as a place to receive monarchs in, Buckingham Palace to see fashion in, and Kensington Palace a place to take tea in.

When purchased by William III the gardens attached to Kensington Palace did not exceed twenty-six acres, and in 1691 they were described as not great, nor abounding with fine plants. Queen Anne added some thirty acres, which were laid out by her gardener Wise. At that time the eastern boundary of the gardens was approximately in the line of the handsome Broad Walk connecting Gloucester Road on the south side with Queen's Road on the north side. The Broad Walk is 50 feet wide, and is lined on both sides by rows of stately elm-trees. A white marble statue of Queen Victoria stands opposite Kensington Palace, and to the east of the Broad Walk is the Round Pond, situated in a direct line with Kensington Palace and having an area of seven acres. It is a favourite resort of juvenile yachtsmen, and frequently skating can be indulged in here after two or three days of frost, when the ice is still too thin to permit of skating on the deeper waters of the Serpentine. Close by is a huge equestrian statue by G. F. Watts, 12 feet high, representing Physical Energy, which is a replica of the central portion of the Rhodes Memorial on the slope of Table Mountain at Capetown. The statue of Peter Pan is by Sir George Frampton, R.A.

The roadway between Hyde Park and Kensington Gardens crosses the Serpentine by a five-arched stone bridge built by Rennie in 1826, and on the Kensington Gardens side is a very pleasant tea-house much frequented in summer time for afternoon tea and cooling refreshments. That portion of the Serpentine situated in Kensington Gardens goes under the name of the Long Water, and, being beautifully wooded, affords a most delightful view from the Serpentine bridge. The Serpentine, together with the Long Water, covers an area of fifty-three acres.

On the north side of the Serpentine, along which we will next direct our steps, is a fine carriage drive known as the Ladies' Mile, extending to Hyde Park Corner, which was greatly widened in 1852. Close to the bridge is the powder magazine, beyond which is the building of the Royal Humane Society and the boat-house. A small island adorns the centre of the Serpentine, midway between the bridge and the dell at the eastern end. To the north of the Serpentine are the Rangers' Lodge, the tree-embowered police station, and the Ring tea-house, forming a popular addition to the attractions of Hyde Park.

In 1925 an official Bird Sanctuary was opened a few hundred yards west of the Rangers' Lodge, which forms a memorial to W. H. Hudson, writer and field naturalist. A panel of Rima, a character in one of

Hudson's books, erected at the bird bath by Epstein has been the target of much ridicule, and on two occasions has been tarred and feathered by jocular students and others.

Beyond the Serpentine, just behind the carriage drive, is the bandstand, where performances take place every afternoon and evening during the summer months. About midway between the bandstand and Grosvenor Gate a magnificent carillon of bells constructed for the Government of New Zealand was temporarily erected recently in a square tower in order to give Londoners an opportunity of inspecting it before it was shipped to Wellington. There it is now set up as a War Memorial to the men of New Zealand who laid down their lives in the Great War of 1914-18.

As the result of a demonstration organized by the 'hunger marchers' in Hyde Park on Thursday, 27 October 1932, numbering some two thousand, serious disorders occurred near the Marble Arch. Clashes took place between groups of unemployed and strong forces of mounted and foot police. These occurred both inside and outside Hyde Park and spread to Edgware Road, Seymour Street, and Bryanston Street, where large numbers of windows were smashed. A great crowd of people gathered, railings in the park were laid flat, and traffic for the time being was completely disorganized in this area. A considerable number of people were injured, including police officers who were assailed with stones and missiles of various kinds and were compelled to use their batons against the demonstrators.

In one of the lorries belonging to the marchers were found 154 sticks, some with nails protruding, and in another sixty sticks and pieces of wood. Amongst other articles found after the disturbance were iron bolts, stones, jemmies, and knives. Some fourteen men were arrested, and this was followed on 1 November by the arrest of Mr. Wal. Hannington, the leader of the hunger marchers, who was sentenced to imprisonment.

On 20 July 1933 Hyde Park was the scene of a mass protest against the persecution of the Jews in Germany. This was attended by some 50,000 people, and, by agreement, many Roman Catholics took part in the procession and co-operated with the Jews in their protest. Nearly every Jewish shop, street stall, and refreshment bar in the East End of London was closed for the occasion, both the proprietors and their employees joining in the great procession to Hyde Park.

TWENTY-SECOND WALK

HYDE PARK CORNER, KNIGHTSBRIDGE, BROMPTON ROAD, SLOANE STREET, AND BELGRAVIA

UNTIL after 1820 Hyde Park Corner, which will form the starting-point of this walk, was regarded more or less as the western limit of the metropolis. The toll-gate, which then stood at the junction of the roads close to St. George's Hospital, was removed in 1825; Belgravia had not yet come into being, and to the south-west were the Five Fields, extending from London to Chelsea, intersected by mud banks and occupied by only a few sheds.

Knightsbridge was then the first village out of London, but was already joined to it by the row of rather good houses, then called Knightsbridge Terrace, extending from Hyde Park Corner to Wilton Place. On the south it was also joined to Chelsea by the long row of houses extending the full length of Sloane Street. It was a shabby straggling village, consisting principally of one long street forming part of the great western road, extending from Wilton Place as far as the Knightsbridge barracks. In former times Knightsbridge had a reputation for salubrious air, and this was the reason for its selection in 1733 as the site of St. George's Hospital. The names of Constitution Hill and Montpelier Square are also said to derive their origin from the salubrious air of this particular locality.

The derivation of the name of Knightsbridge is somewhat obscure, but like many other places it has got its legend. The story goes that two knights leaving London to wage war for some holy purpose had a quarrel. They fought on the bridge which spanned the stream, whilst their companions watched the struggle from its banks. Both of them, so the legend tells, fell in mortal combat, and ever after the place was called Knightsbridge to commemorate their fatal feud.

The Westbourne stream, long since converted into a sewer, was occasionally a source of annoyance to the inhabitants of Knightsbridge, and in 1768 overflowed its banks, causing great damage to some of the neighbouring houses. Again in January 1809 it overflowed to such an extent that it covered the neighbouring fields, giving them the appearance of a lake. The water was so deep that for several days passengers were rowed from Chelsea to Westminster by Thames boatmen. In 1820 there was still neither draper's nor butcher's shop between Hyde Park Corner and Sloane Street, and only one in the whole locality where a newspaper could be bought. The only regular conveyance to London was by stage coach, the roads were dimly lighted by oil, and modern paving was only to be seen along the south side of the main road.

Still a shabby quarter of the metropolis as recently as forty years ago, the transformation of Knightsbridge, since 1890, into an opulent district

consisting mainly of handsome shops, luxury hotels, and huge blocks of modern residential flats, almost invites comparison with that of some great city in the United States or South America.

Proceeding from St. George's Hospital we first pass the Underground Railway Station, above which is the Parkview Hotel, and then the Alexandra Hotel, which was the first of any importance to be erected in this part of the metropolis. Here the houses stand back from the road and have deep basement areas in front of them. Wilton Place, the first turning on our left, leads to Wilton Crescent and St. Paul's Church, a handsome Gothic edifice with a perpendicular tower, erected at a cost of £13,000. The first stone was laid on 4 November 1840, and the church was consecrated on 1 May 1843. The site upon which it stands was originally an exercising ground belonging to the foot barracks, and was given by the Duke of Westminster, who also contributed £500 towards the cost of the building. In 1854 and 1855 St. Paul's Church was the scene of much religious strife between Ritualists and Protestants. It has accommodation for 1,500 people.

Wilton Place, built in 1827, occupies the site of a cow-yard, into which there was a narrow entrance from the main road, and Wilton Crescent was commenced in 1826 by Mr. Seth Smith. Until 1841 a house stood at the west corner of Wilton Place, which had to be removed in order to provide a wider entrance to that thoroughfare from Knightsbridge. Here a Mrs. Dowell carried on business for many years as a tobacconist. This good lady conceived a great fancy for the Duke of Wellington, and was continually figuring out some fresh plan whereby to express her regard for him. She used to send him patties, cakes, and other similar delicacies, and as it became useless to attempt to defeat the old woman's perseverance, everything was taken in. To such an extent did she develop this mania that she regularly laid a place for him at her dinner table, never abandoning the hope that one day the Duke of Wellington might actually call and honour her with a visit.

Between Wilton Place and William Street, opposite Albert Gate, the roadway formerly narrowed into a bottle-neck, and in 1902 the London County Council carried out a considerable widening by setting back the building line to 70 feet. This, however, has proved inadequate, as this part of the main road is still too narrow for the requirements of its greatly increased traffic. The long terrace of shops and flats extending from Wilton Place to William Street has superseded the former St. George's Place, and was erected in 1903-4. The buildings are five stories high, and faced with red brick and stone, but the style of architecture gives them a heavy and old-fashioned appearance. Mr. Liston, one of England's most famous comedians, resided in St. George's Place from 1829 until his death in 1846.

The large block of shops and flats on the opposite side of the road, known as Parkside, is nine stories high, and was built in 1906. It replaced a long row of old-fashioned shops and houses erected about 1790,



The site of Albert Gate in 1840.



Parkside, Knightsbridge, looking west, prior to the widening carried out in 1902

extending from opposite Wilton Place to the French Embassy. On a portion of this site stood Holy Trinity Chapel, anciently attached to the Abbey of Westminster. It was rebuilt in 1860, and afforded accommodation for 650 people. It was 65 feet high, and enjoyed the unusual distinction of having public houses on both sides as neighbours. On that account it was jocularly nicknamed Heaven between two hells; oddly enough, both of these taverns were owned by the Ecclesiastical Commissioners. That on the west side, called the White Hart, was demolished in 1899, together with two other houses, to make room for the extension of the French Embassy. The other one, known as the Queen's Head, together with the chapel itself, was pulled down in 1905.

The tall mansion at the east corner of Albert Gate, which is now the French Embassy, was built by Mr. Cubitt and sold to Mr. George Hudson, the railway king, for £15,000. That on the opposite corner was also built by Mr. Cubitt, for Captain Leyland, as well as the adjoining house now occupied by the Westminster Bank. When first erected these two monster buildings became the target of London wits, who nicknamed them Gibraltar and Malta, because they were so large that they could not be taken. They are built on Crown land purchased in 1843 from the Dean and Chapter of Westminster in order to open up this new entrance to Hyde Park, and a part of which was leased for ninety-nine years to Mr. Cubitt.

Albert Gate occupies an arched surface over the bed of the Westbourne, which was previously open at this spot and crossed by two bridges, one just inside the park erected about 1734, and the other spanning the main high road. On the site of Albert Gate stood the Cannon Brewery, a large ugly brick building, and here also at an earlier period stood a row of mean dwellings with open cellars and a filthy court at the western end. These were pulled down in 1804 to make way for the new brewery, which was in turn demolished in 1841. After that this ground remained unoccupied for ten years, until the erection of the two large mansions at the corner of Albert Gate in 1852. From an architectural standpoint they were not considered imposing, but they were then the tallest buildings in London, towering like two bullies high above all their neighbours. To-day Gibraltar and Malta are considerably exceeded in height by the adjoining Hyde Park Hotel, and equalled in that respect by several other large buildings in this immediate vicinity.

On Friday, 12 May 1854, Queen Victoria attended a Bal Costumé given by the French Ambassador, Count Walewski, at the Embassy in Albert Gate. The circumstance of a British Sovereign paying a friendly visit to the Minister of another Power was at that time so unusual as to excite a more than ordinary degree of public interest. It indicated a new *entente cordiale*, and the mutual resolution of the two great nations of Great Britain and France to stand by one another in the holy and righteous war upon which they had entered to fight

for truth, justice, and honour in their struggle with Russia in the Crimean War.

The immense and imposing Hyde Park Hotel erected by the Liberator Building Company is another of the Jabez Balfour palaces. Completed in 1890, it was originally designed as a block of residential flats and was named Hyde Park Court, but it was converted into an hotel in 1900. It occupies quite the most delightful situation of any hotel in London, backing directly on to Hyde Park, and with its main entrance in Knightsbridge. It is ten stories high, faced with red brick and stone, and capped by several turrets forming a prominent landmark when viewed from Hyde Park. The row of old-fashioned private houses standing back in long gardens on the west side of the Hyde Park Hotel has survived the great changes which have come over this neighbourhood of late years, but they appear nevertheless out of harmony with their changed surroundings. This valuable site is now up for sale and should afford ideal scope for the erection of another large block of flats overlooking Hyde Park. A few doors farther west is Park Row, a cul-de-sac containing old houses with gardens backing on to Hyde Park.

William Street, opposite Albert Gate, leading to Lowndes Square, was built about 1830. Until very recently it consisted entirely of private houses, but those on the east side have now been converted into shops. Occupying the site between William Street and Seville Street is the handsome drapery establishment of Messrs. Woolland Brothers, Ltd., a six-story building faced with Portland stone. It stands on the site of an old mansion called Spring Gardens. The garden itself is mentioned by Pepys as World's End, a drinking-house near the park, and it formed the grounds of an old mansion on the north side of Lowndes Square which was only pulled down in 1828. Mr. Cubitt then procured a lease from Mr. Lowndes and laid out this ground for building. The original premises of Messrs. Woolland Brothers, Ltd., a gloomy row of three-story yellow-brick houses, were pulled down and replaced by the existing building in 1897-9.

Next to the drapery establishment of Messrs. Woolland Brothers in Knightsbridge is that of Messrs. Harvey Nichols and Company, Ltd., rebuilt in 1892, occupying the block of buildings extending from Seville Street to Sloane Street. It is six stories high and faced with red brick. A handsome new wing facing Sloane Street was added to this establishment in 1923. These two rows of shops between William Street and Sloane Street were formerly known as Lowndes Terrace, and superseded a row of old-fashioned houses two stories high, with pleasant gardens in the front and rear, giving the roadway quite a rural appearance. These were pulled down in 1823. Messrs. Woolland Brothers occupied the eastern portion of Lowndes Terrace and Messrs. Harvey Nichols and Company the western portion. These two large shops constitute one of the leading attractions of this quarter of London.

Lowndes Square was commenced in 1836-7 by Mr. Cubitt, who pro-

cured a lease of this ground from Mr. William Lowndes, J.P., but the square was not completed until 1849. The Lowndes were a well-known Buckinghamshire family from Chesham, where they owned large estates. Well over a century ago the Mr. Lowndes of that day was asked by a neighbouring landowner who greatly coveted a portion of his estate in Bucks., if he would give it him in exchange for an equal portion of land in what was then the village of Knightsbridge. The request was granted, and upon the land thus acquired now stands some of the finest house property in London. Mr. William Lowndes, J.P., thus became possessed of an estate yielding at the time of his death a revenue of nearly £60,000 a year.

At the junction of Knightsbridge and Brompton Road is an equestrian statue of Field-Marshal Lord Strathnairn, designed by Onslow Ford and erected in 1895. It was cast from guns taken in the Indian Mutiny. Here also the one-way traffic system has been introduced, and close to this spot the boundaries of the City of Westminster, Kensington, and Chelsea converge. The hamlet of Knightsbridge belongs to the City of Westminster, Brompton Road is in Kensington, and the southern portion of Chelsea, which includes the whole of Sloane Street, forms a narrow wedge between the City of Westminster and the Royal Borough of Kensington.

The triangular site between Knightsbridge, Brompton Road, and Knightsbridge Green is occupied by an immense block of shops and flats, eight stories high, called Park Mansions, erected between 1900 and 1902. A very ragged collection of old houses and shops previously stood on this site, which up to that time possessed no great value. A feature of this great building is the arcade of shops connecting Knightsbridge with Brompton Road.

Facing Knightsbridge Green is Tattersall's, erected in 1864, and with the yards behind it occupying nearly two acres of ground. The front consists of a central gateway and two side entrances, and two wings built of yellow brick with Portland stone dressings. The original establishment at Hyde Park Corner stood on the site of the grounds of the old Lanesborough House at the back of St. George's Hospital.

Knightsbridge Green, a triangular strip of ground at the back of Park Mansions, facing Brompton Road, is said to have been one of the plague pits used to bury the dead during the great epidemic of 1665. Adjoining Park Mansions is the Knightsbridge Hotel, situated on the west side of Knightsbridge Green. It was erected in 1912 and displaced a number of poor shops and houses which had previously stood on this site.

Continuing our walk along Knightsbridge we next pass the Royal Park Hotel and Charles Street, and then come to Hill Street, at the corner of which is a large building now used as a depot by Daimler Motors, Ltd. It was originally the celebrated Princes Skating Rink, much frequented by fashionable society before the late war, but now

defunct. Charles Street leads to Trevor Square, so named from Sir John Trevor, who had a house on that site. It was built about 1818, and is a shabby relic of the vanished Knightsbridge of a century ago. Trevor Square should prove a favourite spot for the erection of modern residential flats when there comes a further demand for them in this part of London. Near Trevor Square stood the famous oil-cloth factory of Mr. Baber, said to have been the earliest ever established. It was erected in 1754 by Nathan Smith, but was destroyed by fire in 1794. It was rebuilt the following year, and again in 1824, when it presented a remarkable appearance owing to its great height. It contained a clock over which was placed a figure of Time cut in stone. The site of this factory is now occupied by a handsome block of flats called Albert Mansions.

On the opposite side of the road, next to the Knightsbridge Barracks, is another extensive colony of flats called Wellington Court, extending to Hyde Park and adjoining which is a court and gateway leading into the park opposite the Serpentine. The present Household Cavalry Barracks were completed and first occupied in May 1880 by the Royal Horse Guards Blue, removed from the Albany Street barracks. They are built in an adaptation of red brick and stone, forming an irregular oblong, with the officers' quarters overlooking the old Exhibition Ground in Hyde Park. At the time when they were built these barracks were considered very up to date and well appointed.

The old Knightsbridge barracks erected in 1795 provided accommodation for 600 men and 500 horses, and were pulled down in 1878. In May 1867 a petition signed by influential inhabitants of South Kensington and its neighbourhood for the removal of Knightsbridge barracks was forwarded to the Secretary for War. It pointed out that the barracks were in a very bad condition and notoriously unhealthy. The high road from Kensington to Hyde Park Corner was occupied by many objectionable houses, which attracted noisy crowds and persons of a disorderly character, whose behaviour made the place as unseemly as ever the Haymarket had been. At the present moment there is some talk of pulling down the existing barracks, and the Government is contemplating selling the ground for the erection of flats. Whether this scheme is likely to mature remains to be seen.

Opposite the Knightsbridge barracks is Rutland Gate, consisting of a terrace of houses commenced in 1838 and completed in 1856. Rutland House, a large red-brick mansion, was pulled down in 1833 and the grounds sold for building, but the large detached house which formerly stood on the east side of Rutland Gate, built by John Sheepshanks, a distinguished patron of British art, was not pulled down until 1901. A large block of residential flats, called Rutland Court, now stands on the site of the house and its grounds, overlooking Hyde Park. To the south of Rutland Gardens is the rather depressing Montpelier Square, erected in 1837 between Knightsbridge and Brompton Road.



The Halfway House, Kensington Road, demolished in 1846.



Pavilion House, near Sloane Street, demolished about 1877.

Nearly opposite the western end of Rutland Gate, built in the roadway, formerly stood an old inn of very bad repute called the Half Way house. An unusual array of stabling, troughs, pigsties, &c., was built along the roadway in a very unsightly manner. Being in a lonely situation, it was at one time a resort of highwaymen and footpads. When this house was purchased by the Government in 1846 at a cost of £3,500, and pulled down, a secret staircase was found built in the wall leading from a small chamber in the western part of the house to the stables. Many a villain was reputed to have escaped by this passage when pursued by police officers. On 2 April 1740 the Bristol Mail was robbed in this immediate vicinity by a man on foot, who took the Bath and Bristol bags and, mounting the post-boy's horse, rode off towards London. On 30 November 1774 two men named Lane and Trotman were executed at Tyburn for robbing the Knightsbridge coach. The purchase money paid for the Half Way House included a sum of £470 15s. 10d. paid to the Dean and Chapter of Westminster for their interest in the premises.

West of Rutland Gate is Prince's Gate, so named after the Prince of Wales, afterwards King Edward VII, who opened it in 1848. It is said to stand on the highest plot of ground between Hyde Park Corner and Windsor Castle. The eastern terrace of the houses opposite, which overlook the park, was completed in 1851, and the western block, which extends to Exhibition Road, in 1855. Between these two terraces is Alford House, an admirable mansion of red brick with high roofs and terra-cotta ornaments, built by Lady Marion Alford, and Listowel House, built about 1770. The latter is a pleasant mansion with a conservatory and is also known as Kingston House. It was at one time the residence of Elizabeth Chudleigh, Duchess of Kingston.

To the south of Listowel House is Ennismore Gardens, built by a Mr. Elgar on land belonging to the Earl of Listowel, from whose second title the Gardens are named. They were commenced in 1848 and completed in 1855. Ennismore Gardens and Prince's Gate are ornate examples of the style of house-building in fashion among people of means during the forties and fifties of the last century. The district between Knightsbridge and Brompton Road was mostly built between 1820 and 1850 on land which had previously been occupied by nursery gardens, and was originally termed Brompton New Town. It had been a rustic hamlet to which the Londoner and his spouse used to resort for an afternoon's enjoyment. Here the Gothic church of Holy Trinity to the south of Ennismore Gardens was opened on 6 June 1829, the foundation-stone having been laid in October 1826.

Close to Holy Trinity Church is the Brompton Oratory, a fine specimen of Italian Renaissance built from the designs of Mr. H. Gribble, and opened by Cardinal Manning in 1884, though the façade and dome were not added until 1897. The nave is the widest in England, with the exception of those of Westminster Cathedral and York Minster. The

organ contains upwards of 4,000 pipes. In the Oratory grounds, overlooking Brompton Road, is a statue of Cardinal Newman, who seceded to the Roman Catholic Church in 1845, and introduced the Institute of the Oratory to England. The present building replaced the temporary church opened on 22 March 1854, which was built in the simplest manner and could accommodate 1,200 persons.

To the east of the Oratory is Brompton Square, once the residence of famous actors and musical composers, including Mr. John Baldwin Buckstone, Mr. Edward Fitzwilliam, Mr. George Colman, and Mr. William Farren, who took his farewell at the Haymarket Theatre in 1855. The houses, which belong to the Georgian period, are of yellow brick, and are typical specimens of the Bloomsbury style.

Nearly opposite the Oratory on the south side of Brompton Road, along which we will next proceed, are two red-brick blocks of buildings erected in 1886. These have been erected on the site of two rows of small uniform brick houses called Michael's Place, built in 1786, but which at first proved a failure owing to their being so far out of town. Michael's Place was railed off from the main Brompton Road and consisted of forty-four houses. It was a building speculation of Michael Novosielski, who died at Ramsgate in 1795. No. 13 was occupied by his widow for some years after his death. Michael's Grove, which has been renamed Egerton Terrace, led to Brompton Grange, which was pulled down in 1843 and its spacious grounds covered by a crescent of new buildings. The Grange was constructed by Novosielski for his own residence. The whole of this property, now consisting of high-class residences, was rebuilt in the eighties of last century, and Brompton Crescent has been renamed Egerton Crescent.

Brompton Road a century ago was a quiet suburban road with private houses on both sides, forming a part of the main thoroughfare from London to Fulham. The north side of Brompton Road was then called Brompton Row and consisted of fifty-five respectable-looking houses of more or less uniform appearance. Most of these are still standing, but have been long since converted into shops; a few of the houses opposite Hans Road have been rebuilt. Various authors, actors, and artists lived and died in Brompton Row in its earlier period of existence, including Mr. John Vedramini, Mr. George Herbert Rodwell, and Mr. Walter Hamilton.

The south side of the road went under the name of Brompton Grove and Queen's Row. The former extended from Hans Road, then called Queen Street, as far as Yeoman's Row. Various good-class residences standing back in their own front gardens then lined the Grove, including one called Grove House, which was the residence of Sir John Macpherson, Bart., a member of the Supreme Council of Bengal, and afterwards of Mr. Wilberforce, who resided here in 1823. The site of this house, which was pulled down in 1846, now forms the entrance to Ovington Square. Queen's Row, erected about 1770, comprised the row of houses

between Sloane Street and Hooper's Court and beyond as far as Hans Crescent, then called New Street, and was named after Queen Charlotte. These houses were built on a raised pavement with steps in front, since abolished, very much after the style of those still remaining on the opposite side of Brompton Road.

About 1870 a great change came over this neighbourhood; Brompton Road began to lose its suburban appearance, and shops, mostly of a humble character, were built over the front gardens of the houses on the south side. Brompton Road became an abode of fast-living people, and ladies objected to walking down there by themselves. But it was too near Hyde Park and the West End to remain under a cloud for any length of time, and with the rebuilding of the adjoining Cadogan Estate, Brompton Road was changed into one of the most highly respectable shopping thoroughfares in London. To-day it is second to very few others in the metropolis.

Nothing now remains of the original buildings which lined the south side of Brompton Road. Some of the houses between Sloane Street and Hooper's Court were rebuilt between 1897 and 1900, but practically the whole of the long row of new buildings, half a mile in length, extending from Lloyd's Place past Hans Crescent to Sloane Street and thence along Knightsbridge as far as Wilton Place, was rebuilt between 1901 and 1905. During those years so much reconstruction was taking place that Brompton Road presented a scene of devastation equalled only by that of Regent Street between 1923 and 1925.

The premises of Messrs. Harrod's, Ltd., cover the island site enclosed by Brompton Road, Hans Crescent, Basil Street, and Hans Road. This immense building, which has a frontage of about an eighth of a mile to Brompton Road, is six stories high, faced with terra-cotta, and crowned in the centre by a great dome. The four upper stories consist of a large colony of residential flats called Hans Mansions. Recently the extensive frontage to Basil Street has been reconstructed on the most modern lines.

Harrod's stores started in a small way, and when Mr. Harrod opened his first shop here in 1885 Brompton Road was a poor street lined with costers' stalls on Saturday nights. Two other shops were added shortly afterwards, and within a few years the whole of the shops between Hans Crescent and Queen's Gardens had been absorbed into the stores. Later the business was converted into a limited company and greatly extended. The new buildings in Basil Street were erected about 1895, and in 1902, when the Brompton Road side was rebuilt, the building line of Brompton Road at the corner of Hans Crescent was set back some distance. Queen's Gardens, which was only a cul-de-sac, was then abolished in order to provide an unbroken frontage to Brompton Road between Hans Crescent and Hans Road.

Between Hans Crescent and Sloane Street is the large drapery emporium of Messrs. Gooch's, Ltd., together with a number of high-class shops. Close to Hooper's Court is the Underground Railway Station,

the Basil Hotel, and a handsome arcade of shops connecting Brompton Road with Basil Street. At the west corner of Ovington Gardens and Brompton Road a large new block of shops and flats, nine stories high, has just been completed, a portion of which is occupied by a branch of the Woolworth stores.

Strolling down fashionable Sloane Street or through the opulent Hans Crescent and Basil Street, with their elegant shops and blocks of flats, few people would imagine that fifty years ago this neighbourhood was a collection of slums and mean streets. Hans Crescent went under the two names of New Street and Exeter Street, and Basil Street was then called North Street. In those days Sloane Street was just a respectable thoroughfare and nothing more, whereas to-day it almost rivals Bond Street as a fashionable centre of shopping. A notable establishment in this immediate locality is the Hans Crescent Hotel, which, together with the Cadogan rooms, occupies a choice position opposite Harrod's stores, between Sloane Street and Brompton Road.

Little rebuilding has so far taken place on the north side of Brompton Road, but on account of their proximity to Hyde Park such places as Montpelier Square, Hill Street, Charles Street, and Trevor Square should in time afford great possibilities for the erection of high-class residences or blocks of flats.

Beauchamp Place on the south side of Brompton Road, along which we will next direct our steps, leads to Pont Street, a very handsome thoroughfare of modern red-brick mansions constructed by the owners of the Cadogan and Hans Place Estate and opened to traffic in March 1878. It takes its name from a bridge over the Westbourne stream. Ten years ago Beauchamp Place consisted of dingy houses of a most unsightly appearance, but on account of the rise in the value of property in this immediate neighbourhood since the late war, nearly all of these houses have been fitted with shop fronts. These are now occupied by antique dealers, artists, and high-class dressmaking establishments, so that to-day Beauchamp Place can claim to rank as a good-class thoroughfare. Together with Pont Street it forms the most direct route between South Kensington and Victoria Station. At the west end of Pont Street is the Scottish church of St. Columba, a modern building crowned by a square tower. Hans Place, on the north side of Pont Street, contains a pleasant circular garden surrounded by high-class residences, and the same remark applies to Cadogan Square to the south of Pont Street, constructed in 1880, making it the most modern of the London squares.

Pont Street, Cadogan Square, and the neighbouring streets were erected on the site of a large private mansion called the Pavilion, standing in twenty-one acres of private grounds. In the year 1797 Mr. Holland took a lease of 100 acres of land called Blacklands from Lord Charles Cadogan. This area is now covered by Sloane Street, Cadogan Place, Ellis Street, Hans Place, Sloane Square, Sloane Gardens, and several minor thoroughfares. The buildings were begun at the com-



Brompton Road in 1902



Brompton Road in 1931

mencement of the American War of Independence, owing to which their progress was much impeded. In 1787 an Act of Parliament was obtained for forming and keeping in repair the streets and public highways within the district of Hans Town, as this new quarter was then called.

When Mr. Holland took this lease from the Lord of the Manor he reserved for himself twenty-one acres of ground, upon which he erected an elegant house. This was the Pavilion, which was afterwards purchased from the executors of Mr. Holland by Peter Denys, from whom the property afterwards passed to Lady Charlotte Denys. The Pavilion consisted of three sides of a quadrangle open to the north. The approach was from Hans Place through a handsome pair of iron gates leading up through an avenue of elm-trees to a portico supported by four Doric columns. Facing the south side of the house was an extensive lawn, on the west side of which was an ice house surrounded by imitation ruins of an ancient priory, built of stone-work brought from the demolished residence of Cardinal Wolsey at Esher. The grounds were surrounded by lofty trees and shrubberies in such a fashion as to convey the impression that they were of greater extent than was actually the case. Adjoining the lawn was a fine sheet of water.

Most of the houses then lining the west side of Sloane Street have been replaced by modern buildings during the past thirty years, but many of those facing Cadogan Gardens are still standing between Pont Street and Sloane Square. Here new blocks of flats such as Sloane House, Cadogan House, and Dorchester Court have just been erected, but most of the new buildings in Sloane Street are situated at the northern end, including a block of shops and flats nine stories high called Knightsbridge Court. Sloane Street, Hans Place, and Sloane Square are named after the Lord of the Manor, Sir Hans Sloane. At the corner of Pont Street, overlooking the private gardens opposite, is the Cadogan Hotel.

Cadogan Gardens, extending for the greater part of the east side of Sloane Street, is more than a quarter of a mile long, and is perhaps the largest private enclosure in London. It is sufficiently large to be termed a small park, and contains delightful walks and a large number of tennis courts. It is overlooked on the east side by Cadogan Place, a long row of five-story mansions with portico balconies, and no more choice place of residence could well be desired by the wealthy Londoner.

The fine quarter of Belgravia situated between Sloane Street, Hyde Park Corner, and Grosvenor Place was known until 1824 as the Five Fields. A short distance to the east of Sloane Square the Westbourne rivulet then flowed in a narrow stream to the Thames. In 1825 Mr. Thomas Cubitt, the builder, began the development of the Five Fields, where previously no one would build because of the clayey swamp, which retained much water. The Fields were then the terror of foot passengers proceeding from London to Chelsea after nightfall, and here also duellists formerly met to decide their quarrels. On the site of what is now Cliveden Place, leading to Eaton Square, was a bridge fording

the Westbourne about 14 or 16 feet wide with a wall on both sides to prevent passengers from falling into the narrow rivulet, which was continued by the King's Private Road leading across the Five Fields to Buckingham Palace. In Cary's map of London dated 1810, this bridge figures under the name of Bloody Bridge, doubtless on account of the robbers and thieves who then infested the Five Fields. Adjoining this bridge was an inn called the Coach and Horses. Here Mr. Crouch, cook to the Earl of Harrington, was attacked on the night of 17 September 1753 by two highwaymen. Upon his showing resistance, they fired two pistols at him, after which he was beaten to death.

Finding that the subsoil consisted of gravel topped by clay to an inconsiderable depth, Mr. Cubitt removed the clay and manufactured bricks from it. He then made up the ground with soil excavated in the construction of the St. Katherine Docks, which was brought up the Thames on barges and dumped at Millbank. By building upon the substratum of gravel he transformed this spot from the most unhealthy into one of the most salubrious in the metropolis, to the immense advantage of the ground landlord and to London as a whole. This plan adopted by Mr. Cubitt has proved one of the most perfect adaptations of the means to an end to be found in the records of the building trade. The Act of Parliament enabling the Five Fields to be drained and the level raised was obtained by the Duke of Westminster in 1826.

The rise of Belgravia began in 1827-8 with the construction by Mr. Thomas Cubitt of Belgrave Square from the designs of George Bessavi. It covers an area of ten acres and is 740 yards in circuit. Being on a low level, the ground floors of the houses in Westbourne Terrace on the opposite side of Hyde Park, which are 70 feet above the Thames at high-water mark, are at the same height as the attics of those in Belgrave and Eaton Squares. The houses of Belgrave Square are four stories high, faced with stucco, and greatly superior to those erected in the previous century. Many of the Belgravia streets are named after the Grosvenor family and their possessions. Belgravia itself derives its name from the village of Belgrave in Leicestershire, where the Grosvenor family have one of their estates. Eccleston Street gets its name from a place in Cheshire of that name, Halkin Street takes its name from Halkin Castle, Flintshire, and Eaton Square is named after Eaton Hall, in Cheshire, the principal seat of the Duke of Westminster.

Grosvenor Place was built in 1767, during the Grenville Administration, and it was because of Grenville's refusal to pay the £20,000 asked for the site, that George III was unable to prevent this row of houses from being built to overlook his palace grounds. Before that time the Lock Hospital, which was pulled down in 1846, stood alone on that spot. The streets running from Grosvenor Place before the construction of Belgravia were terminated by high mud banks which formed a boundary over which no traveller ever cared to venture. One of the

houses at the north end of Grosvenor Place, which was rebuilt in 1868, was occupied by the Duke of Northumberland on the sale of his house in the Strand.

Lord Grosvenor gave £30,000 for the Five Fields, and Lord Cowper, who also wished to buy them, sent his agent for that purpose, but he came back empty-handed. Upon being reprimanded by his lordship, the agent said, 'Really, my lord, I could not find it in my heart to give £200 more than they were worth.' Afterwards Mr. Cubitt offered a ground rent of £60,000. Lowndes Square and Chesham Place mark the one field which belonged to the Lowndes of Chesham.

A few words relating to Mr. Thomas Cubitt, who, next to Nash, has the best claim to be regarded as the Napoleon or the Baron Haussmann amongst London town planners, may here prove of interest to our readers. In his nineteenth year Mr. Thomas Cubitt was working as a journeyman carpenter. He then made a voyage to India and back as captain's joiner, and on his return to London, with his savings, commenced business in the metropolis as a carpenter. In about six years he erected large workshops upon a slice of ground in Gray's Inn Road. About 1824 he contracted with the Duke of Bedford for the ground upon which Tavistock Square and Gordon Square, with Woburn Place and the adjoining streets, now stand. In the same year he contracted with the Duke of Westminster and Mr. Lowndes to cover large portions of the Five Fields and adjacent ground, this resulting in Belgrave Square, Lowndes Square, Chesham Place, Eaton Place, Eaton Square, and other ranges of houses. He subsequently contracted to cover the vast open district lying between Eaton Square and the Thames, now called South Belgravia.

His works, which were established at Thames Bank, were destroyed by a fire in which Mr. Cubitt lost £30,000. When he was informed of the calamity his reply was, 'Tell the men they shall be at work again within a week and I will subscribe £600 towards buying them new tools.' Mr. Cubitt, who died in 1856, had two brothers, Alderman Cubitt, twice Lord Mayor, and Lewis Cubitt, who was the architect of the Great Northern Railway terminus.

Eaton Square is of oblong shape and covers an area of fifteen acres, extending from Hobart Place to Cliveden Place. Being a good quarter of a mile in length, with the wide main thoroughfare from Grosvenor Place to Sloane Square running through the centre, Eaton Square, like Euston Square, is far more suggestive of a park-like boulevard than of an ordinary London square. It is crossed from north to south by Belgrave Place and Lyall Street, thus dividing the so-called square into six sections, which might more appropriately be termed gardens. The ground floors of the houses on the north side of Eaton Square are completely covered by heavy porticoed balconies, somewhat resembling those of Carlton House Terrace, overlooking the Mall. Facing the east side of the square is St. Peter's Church, erected in 1826.

Chester Square, to the south of Eaton Square, has an area of five acres and extends from Eccleston Street to Elizabeth Street. On the west side is St. Michael's Church, erected in 1847 in the Gothic style and crowned by a tall spire.

Unlike Mayfair and Marylebone, Belgravia has retained its purely residential character, though a new block of flats has just been erected in Lowndes Square. Recent developments in this quarter of the metropolis have been mainly confined to Grosvenor Gardens and Buckingham Palace Road, where many new buildings have been erected of late years. At the west end of Buckingham Palace Road an immense garage has just been completed, at the south-west corner of Eccleston Street, and at the corner of Elizabeth Street on the site of a row of Georgian brown-brick houses an immense new terminal station is being erected by Coastal Coaches, Limited. It is to contain a glass roof so that the loading bays will be protected from any bad weather. During the day there will be accommodation for 140 coaches moving in and out, forty of them under cover. Amongst other prominent features, the building is to contain a tower, a large booking-hall, a buffet, a cafeteria, and a first-class restaurant with a floor so laid that it can be used for dancing.

Excellent provision has also been made in this district for the requirements of the artisan classes. At the junction of Ebury Street and Pimlico Road two large blocks of dwellings to accommodate two hundred families were opened in November 1870. A large party was present at the ceremony, including the Duke of Cambridge, the Earl of Shaftesbury, and Sir Sydney Waterlow. About four years ago other blocks of workmen's dwellings were erected on the north side of Pimlico Road close to Buckingham Palace Road, and several fine new blocks of buildings are approaching completion between Ebury Bridge Road and the Grosvenor Canal. In Pimlico Road is St. Barnabas's Church, with a tall spire, consecrated by the Bishop of London on 11 June 1850.

From here a walk through Ebury Street will bring us to the junction of Hobart Place with Grosvenor Place and Gardens. In Hobart Place some red-brick houses have been erected of late years opposite Grosvenor Gardens, the only modern ones in Belgravia. This spot is notorious in history as having been the scene of a double tragedy which occurred in June 1823, when a young man murdered his father and then committed suicide. At that time it was still the custom to bury a suicide at cross-roads within the parish of the death, with a stake driven through his body. On this occasion the site selected for the interment was at the junction of Hobart Place with Grosvenor Place and Gardens, exactly opposite the grounds of Buckingham Palace. This incident caused so much annoyance to King George IV, who resented its occurring so close to the entrance of his intended new palace, that the custom of burying suicides at the cross-roads was abolished by Act of Parliament on 8 July 1823.

THE ROYAL BOROUGH OF KENSINGTON AND ITS NEIGHBOURS

THE Royal Borough of Kensington is to a certain extent overshadowed by the more central districts of London, but on account of its splendid streets, great shops, and noble public buildings, it excels in magnificence many of the leading capitals of Europe and America. It extends from Knightsbridge on the east to the West London Railway on the west, and from Chelsea on the south to Willesden on the north.

The name of Kensington appears to be of doubtful origin. The most probable derivation is from the Saxon *Kyning's-tun*, meaning King's Town.

Kensington, from which London could be reached on horseback in an hour, and which was reputed to be fairly healthy, began to increase in population towards the end of the reign of Queen Elizabeth. During the outbreak of the Great Plague in 1665, people found it a very convenient place to which they might retire from London. Notwithstanding the prohibition placed upon building within ten miles of London in 1620, and the ordinance that every new house was to have four acres of ground, Kensington increased rapidly in favour and in population. By the reign of William III it had become the most fashionable of all the outlying suburbs of London, and many large houses such as Campden House, Noel House, Aubrey House, and Bullingham House were erected here.

This was partly due to the fact that King William III ennobled the town with his court and royal presence, thereby attracting notable people to Kensington. Writing in 1705 Bowack tells us that there was an abundance of shopkeepers and all sorts of artificers in Kensington, which even then made it appear more like a part of London than a country village. He also states that with its dependencies it was about three times as large as Chelsea in number of houses, and that in summer time it was extremely well filled with lodgers, for the pleasure of the air, walks, gardens round it, to the great advantage of its inhabitants.

The population of Kensington, which in 1811 was 10,886, had increased by 1841 to 74,898, and by 1931 to 180,681. The Borough covers an area of 2,291 acres. Several newer Kensingtons, not really Kensingtons at all, such as North Kensington, once called the Potteries, West Kensington, which forms a part of the borough of Hammersmith, and South Kensington, which is partly within the confines of the City of Westminster, have grown up around the old Court suburb.

Selecting Hyde Park Corner as a convenient starting-place for our tour of Kensington, our route is by way of Knightsbridge, past Sloane Street and the Household Barracks, and thence along the Kensington

Road, formerly called Kensington Gore, to the High Street. Already a century ago an unbroken line of buildings extended from Hyde Park Corner in the direction of Kensington as far as the Half Way House. Between that point and Kensington there was a certain amount of open ground, but there were large houses situated at frequent intervals along the main road, such as Listowel House, Gore House, Noel House, and Colby House, so that even then Kensington seemed to be virtually joined to London. In former times, owing to the unsettled and ill-protected nature of the country, these large suburban houses were surrounded by high and substantial walls, many of which are still standing at the present day as a legacy of ugliness.

After passing Prince's Gate we come to Lowther Lodge, at the west corner of Exhibition Road, formerly the residence of Mr. Lowther and now the head-quarters of the Royal Geographical Society. The house, which has recently been enlarged, is a pleasing specimen of the architecture of the late Mr. Norman Shaw.

About 100 yards farther west is the Albert Hall, one of the largest halls in the world, the design of which was originally suggested by the Prince Consort and afterwards carried out by Captain Scott. The building resembles an ancient circus roofed over by a glass dome, and is capable of holding 12,000 persons. The foundation-stone was laid on 20 November 1868 by Queen Victoria, who also opened the building on 29 March 1871. It measures 200 feet in length, 160 feet in width, and 140 feet in height, and is lined with seats rising step fashion in the manner of a Roman circus. The cost of the building, about £200,000, was defrayed by selling the boxes in the first tier, seating ten persons, for £1,000 each, and those in the second tier, seating five people, for £500 each.

The architectural merits of the various South Kensington buildings have been severely criticized, more especially the Albert Hall and the Albert Memorial. Nevertheless Mr. Moncure D. Conway, an American writer, was such an enthusiastic admirer of the Albert Hall, as to assert that since the erection of the Coliseum at Rome no such noble or stupendous building had been erected as this pile worthy of Rome in her palmiest days.

The appearance of the Albert Hall is greatly enhanced by the adjoining Albert Hall Mansions, situated next to Lowther Lodge. Erected in 1881, these mansions afford the eye a measure for the vast size of the Albert Hall, which would otherwise be lost for want of good proportions. Though frequently used for political demonstrations, boxing contests, and other public gatherings, the Albert Hall is still principally famous for musical performances on a large scale. The magnificent organ, built by Willis and lately reconstructed, has nearly 9,000 pipes, and the orchestra will accommodate 1,100 performers.

Between the Albert Hall and Queen's Gate is Hyde Park Terrace, a row of large old-fashioned houses faced with stucco, which was erected

many years before the development of the neighbouring Gore estate and formed one of the principal features of the high road to Kensington. At the top of Queen's Gate, facing Kensington Gardens, is a statue of Field-Marshal Lord Robert Napier of Magdala, erected in 1869. Ignoring for the time being the district of South Kensington, with its many public buildings, we next pass a row of stately mansions, including the large residential Hyde Park Gate Hotel, and then come to Palace Gate, which forms the northern end of Gloucester Road. On the east corner is a handsome block of flats called Thorney Court, erected in 1907 on the site of a stone-fronted villa of the same name. The buildings, which are seven stories high and faced with red brick, stand back in a private garden from the main Kensington Road. Adjoining Thorney Court is a large mansion which was formerly the residence of Sir John Everett Millais. At the junction of Gloucester Road with Palace Gate on the east side is a quiet square called Kensington Gate, built about the year 1847.

At that time a toll-gate stood across the main road where Thorney Court now stands, and behind the walls of Kensington Gardens there were cavalry barracks. Gloucester Road, originally known as Hogmore Lane, derives its name from the Duchess of Gloucester, who built a villa here, in which she died in 1807. The Princess Sophia, her daughter, sold the villa to George Canning, and here his son, the future Governor-General of India, was born in 1812. At the eastern corner of Hogmore Lane, where now stands Thorney Court, was a public house called the Campden Arms, and on the western corner stood Noel House, the residence of Mr. George Aust.

Next to Palace Gate comes De Vere Gardens, built on the site of a livery stable and riding school which existed behind a row of small houses called Craven Place, which has long since disappeared. De Vere Gardens consists of terraces of large houses, some of which have been converted into private hotels. Prominent amongst these are the De Vere Hotel on the eastern side, at the corner of Kensington Road, and the Prince of Wales Hotel farther down on the other side of the road.

On the opposite side of Kensington Road, between Palace Gate and the High Street, a wonderful improvement was made in 1929 by setting back the railings of Kensington Gardens a considerable distance and removing the cab rank to the middle of the widened roadway. Previously it had narrowed into a bottle-neck at this point, which was both unsightly and inconvenient to the large flow of traffic to and from Kensington High Street. Having finally sanctioned this very desirable improvement after much opposition, let us hope that H.M. Office of Works will eventually consent to a similar improvement in Piccadilly from the Ritz Hotel to Down Street.

Victoria Road, next to De Vere Gardens, forms the centre of a new quarter built between 1840 and 1851, and contains Christ Church,

consecrated in 1851. After passing Prince of Wales's Terrace, we next come to Kensington Court, a collection of artistic houses and flats mostly designed by Mr. John Stevenson. The majority of them are faced with red brick or terra-cotta and have tall sloping roofs. In the centre is a square garden.

Until 1873 two very picturesque old buildings, Colby House and old Kensington House, stood on a portion of this site. To the south stood a rookery of slums consisting of Jennings Buildings, Russel Place, Tavern Yard, and New Court. It was an Irish colony and had been a nuisance to the parish for years previously. On this site Mr. Albert Grant, a millionaire who gave Leicester Square garden to London, erected in 1873 a very magnificent mansion called Kensington House, and arranged for the displaced tenants of the rookery to be housed in some new industrial dwellings at Notting Hill. This mansion, which was said to have cost £250,000, was designed by Mr. James Knowles and took four years to complete.

It was screened off from Kensington High Street by a massive chocolate and gold iron railing pierced by gates from which a carriage drive led up to the main entrance. The high road was widened at this spot and the dreary wall which formerly stood on the opposite side of the road was replaced by open iron railings providing a view of Kensington Palace. The seven acres of land occupied by the house and grounds were obtained by the demolition of old Kensington House and the mansion of Sir Thomas Colby, the miser, and of the adjoining rookery of small houses.

Kensington House, which was said to have been the largest private residence in London, contained upwards of 100 apartments, some of them of the most magnificent proportions and exquisite decoration. Along the whole of the south or garden front ran a marble terrace 220 feet long, with three flights of steps. The grounds were beautifully laid out and banked up with gigantic trellis-work so as to prevent anybody overlooking from the adjacent houses. The grounds contained an Italian garden, an orangery, an aviary, a skating rink, a bowling alley, and an ornamental lake with two miniature islands.

But like many other noted millionaires, Mr. Albert Grant eventually got into financial difficulties, and his magnificent new home was never occupied by him. After he became bankrupt the mansion was put up for sale, and though it cost its owner £250,000 to build, it was finally disposed of for the paltry sum of £10,461. It was demolished in 1883 and Kensington Court was erected in its place.

Kensington High Street, which we now enter, is one of the finest shopping centres in the metropolis. Fifty years ago it still retained the appearance of some large country town, but the rapid growth of London in this direction, together with extensive rebuilding and street widenings, has transformed the High Street into another Oxford Street. As the result of an extensive widening on the north side between St.



By permission of the Graphic

Kensington House built by Albert Grant and demolished in 1883



Kensington High Street in course of rebuilding

Mary Abbot's Church and Kensington Gardens, carried out in 1902 by the London County Council, the picturesque shops which formerly stood here have been replaced by large modern buildings. Prominent amongst the vanished shops was that of Messrs. Herbert and Jones, one of the oldest confectioners in London, who used to make gingerbread from a receipt given by Queen Caroline of Anspach. Another interesting house was the Civet Cat Tavern, which stood on the east corner of Church Street. Some years after being rebuilt it was converted into a branch of the Midland Bank.

The huge Royal Palace Hotel, eight stories high, situated at the corner of Kensington Gardens, together with the adjoining Empress Rooms, erected in 1890, stands on the site of the King's Arms Tavern, burnt down on 10 June 1857, and well known to readers of *Esmond*. Between Church Street and Kensington Gardens is a noble thoroughfare of private residences, called Kensington Palace Gardens. It is not available for commercial traffic. To make room for this thoroughfare, which connects Kensington High Street with Notting Hill High Street, the red barracks at Kensington, together with the Grapes public house, were removed in January 1846. The greater part of the frontage to the High Street between Kensington Palace Gardens and Church Street is now occupied by two fine buildings forming a part of the extensive stores of Messrs. John Barker and Company, Ltd. A portion of this land, now covered by the Crown building erected in 1925, remained untenanted for over twenty years, and during the late war a Church Army hut was erected on that site. These buildings are connected with the main store on the opposite side of the High Street by a subway.

Young Street, on the south side, nearly opposite Church Street, was built by Mr. Young, an eminent builder in the time of James II, and here at No. 13 Thackeray lived for a considerable part of his life. Young Street leads to Kensington Square, dating back to before 1689 and also built in the reign of James II. It was originally called King's Square. On the west corner of the High Street and Church Street is St. Mary Abbot's Church, a magnificent example of the Gothic style of architecture, rebuilt between 1869 and 1881. The previous church erected in 1696 was condemned in 1868 by two architects as being unsafe to be used for public worship and was therefore pulled down in 1869. This church was considered by Bishop Blomfield to be the ugliest in London. It was erected in the reign of Henry I and dedicated to St. Mary, and being annexed in 1111 to the Abbey of Abingdon, it received the additional title of St. Abbot's and was thenceforth called St. Mary Abbot's. It originally possessed a Gothic stone tower, but this was afterwards taken down and a square brick tower with a clock and wooden turret erected in its place. King George III contributed £350 towards this work. The new church possesses an architectural dignity more in keeping with the splendid Court Suburb or Royal Borough of Kensington. The vicar of the parish, Archdeacon Sinclair,

gave a donation of £1,000 towards the erection of the present building, which cost upwards of £35,000, and is crowned by a lofty spire.

At the junction of the High Street and Church Street is a paltry-looking granite column, erected in 1902 as a memorial to Queen Victoria. Church Street, leading from St. Mary Abbot's towards Notting Hill, was formerly called Church Lane, and in recent years has been considerably widened on the east side from the High Street as far as the junction with Vicarage Gardens. As part of that scheme the wall fronting the Kensington Barracks has been set back to the new line of frontage. Amongst the new buildings erected here are that of the Gas Light and Coke Company, and two blocks of flats called Church Close and York House on the east side, and the more extensive Newton Court on the west side at the junction with Vicarage Gardens.

The continuation of Church Street, formerly Silver Street, traverses a poor neighbourhood, and narrows into a bottle-neck close to Notting Hill High Street. Until 1864 one of London's numerous toll-gates was situated at the junction of Silver Street and Campden Street. Between Church Street and Palace Gardens Terrace is the Mall, which contains model dwellings erected in 1868 by Sir Morton Peto to supply a long-felt want in providing housing accommodation at a moderate rental for better class working people.

Returning to the High Street, Kensington, after leaving Church Street we next pass on the north side the Kensington Town Hall, opened in 1880 at a cost of £55,000, including the site, and considerably enlarged about 1900. The adjoining Library building was originally used as the offices of the former Vestry, but was let to the Library Commissioners in 1889.

The whole of the frontage of the opposite side of the High Street, extending from Young Street to Wright's Lane, a distance of nearly a quarter of a mile, is occupied by the three great allied stores of Messrs. John Barker and Company, Ltd., Derry and Toms, Ltd., and Pontings, Ltd. All three of these establishments are owned by the first-named Company. Messrs. Barker's store was founded in 1870 by Mr. John Barker, who seceded from Mr. William Whiteley, of Westbourne Grove.

The main Barker store covers the site between Young Street and King Street. *The eastern section was rebuilt as the result of a disastrous fire which occurred in November 1912 at the corner of Young Street. On the south side of Ball Street, at the rear of the main building, another large new block has just been added. Ball Street is a superfluous thoroughfare, and it is eventually to be built over. By way of compensation a much needed widening is to be carried out on the south side of the High Street.*

The adjoining establishment of Messrs. Derry and Toms, Ltd., which was acquired by Messrs. John Barker and Company, Ltd., in 1920, extends from King Street to the Underground Station in the High

Street. This store is now in course of rebuilding, the eastern section having already been completed. Here the building line of what was recently the narrowest part of the High Street has been set back a considerable distance. A wide and noble High Street, Kensington, one of the show thoroughfares of London, rivalling Oxford Street in splendour, has long been the great ambition of Sir Sydney Skinner, the managing director of Messrs. John Barker and Company, Ltd. The Ponting store is separated from that of Messrs. Derry and Toms only by the wide arcade of the Underground Railway Station, and covers the greater part of the east side of Wright's Lane, formerly occupied by Scarsdale House and its extensive garden.

Wright's Lane takes its name from Gregory Wright, who built the houses at the south end about 1774. West of Wright's Lane, on the site now occupied by a handsome row of shops and flats extending as far as the Adam and Eve Tavern, formerly stood Kensington Terrace, a row of large houses separated from the main road by a cobblestone pavement. They had long back gardens, which occupied the extensive ground now covered by the huge blocks of flats in Iverna Gardens, and were pulled down in 1892. Adjoining Iverna Court on the west side of Wright's Lane is one of the newly erected Christian Science churches.

Allen Street, the next thoroughfare west of Wright's Lane, is named after Mr. Allen, who, about 1820, built these houses in the modern style, faced with stucco. The row of houses on the east side was called Bath Place, and that on the west side Allen Place. Later these houses were converted into shops built out over the front gardens. In 1908 Bath Place was pulled down and the present handsome terrace of shops between Allen Street and the Adam and Eve Tavern erected on that site. Allen Place has also been entirely rebuilt, with the exception of two houses still standing at the corner of Allen Street and occupied respectively by Messrs. Meaker's, the hosiers, and Messrs. Boot's, the chemists. A considerable portion of the former Allen Terrace was occupied by a large firm of drapers, and here a new building has been erected by Messrs. F. W. Woolworth and Company, Ltd.

On the north side of the High Street, opposite Wright's Lane, is Hornton Court, a magnificent block of shops and flats erected in 1905 on the site of a portion of the long row of buildings called Phillimore Place. It contains a fine terrace garden on the first floor, and extends from Hornton Street to Campden Hill Road. The space formerly occupied by the front gardens of the original terrace of houses has been allocated entirely to the widening of this section of the High Street, giving it the appearance of a noble boulevard. The Phillimore Terraces themselves, which extend from Holland Park to Campden Hill Road, were erected about 1787 by William Phillimore, whose father, Robert Phillimore, held a lease of this land. Because of a swag of drapery carved on a stone high up in the face of each house, they were nicknamed Dishclout Terrace. The entire range of buildings comprising the

Phillimore Terraces has recently been pulled down, and shops and flats are being erected in their place. These are to be set back to the line of Hornton Court, and when completed will convert the High Street into a magnificent thoroughfare after the fashion of the recently widened Marylebone Road.

The district of Campden Hill, situated on the north side of the High Street, is one of the most agreeable residential quarters in the metropolis. It is built on ground rising to a height of over 130 feet above the Thames, and contains several large mansions with extensive grounds, which give this neighbourhood somewhat the appearance of a rural district far removed from the centre of London. Argyll Road, Phillimore Gardens, and the southern end of Campden Hill Road are covered with large town houses built in the sixties, but the old-world mansions at the top of Campden Hill, standing in extensive park-like grounds, have prevented this pleasant locality from being cut up into streets lined with modern villas of the usual type.

These handsome residences, which include Argyll Lodge, Bute House, Holly Lodge, Cambridge House, Moray Lodge, and Aubrey House, are tenanted by people of such exalted rank that this district used to be nicknamed 'the Dukeries' by the neighbouring inhabitants. In Holly Lodge Macaulay spent the last years of his life until his death on 28 December 1859. Between these various houses are walled lanes for pedestrians only, and here one can enjoy a pleasant ramble, away from the noise and din of passing motor-cars. In Campden Hill Road, standing on high ground, is a palatial block of residential flats called Campden Hill Court, opposite to which is the new building of Queen Mary's Hostel. At the top of the hill is the Grand Junction reservoir of the Metropolitan Water Board, but the tall chimney attached to the engine house can hardly be described as an ornament to this exalted neighbourhood.

Campden House, situated between Sheffield Terrace and Gloucester Walk, was built about 1612 and was for five years the residence of Queen Anne when Princess of Denmark. Towards the close of the eighteenth century the house became a boarding school for ladies, but was afterwards converted again into a private residence. On the site of its grounds, which extended to Church Street, a number of red-brick houses, together with a large block of flats called Campden House Court, were erected in 1897.

On the east side of Hornton Street a long row of modern red-brick residences, built in 1904, has replaced the Georgian brown-brick houses which had previously stood on that site. The building line was then set back a few feet in order to widen the side-walk. The adjoining Independent Chapel, which until recently stood at the corner of Hornton Place, was built in 1793. On this site a new block of flats has just been erected.

Standing on high ground, close to Holland Park Avenue, is Campden

Hill Square, formerly called Notting Hill Square, affording a fine view from the houses on its southern side. One of these, called Tower Cressy, is a weird-looking mansion, with a stuccoed front resembling stone, five stories high, from the top of which a magnificent bird's-eye view of London can be obtained. To the west of Campden Hill Square is Holland Lane, which skirts Holland Park and passes over the top of Campden Hill to High Street, Kensington. It is for the use of foot passengers only, and, being nearly a mile long, forms an ideal walk for nursemaids with children and perambulators. Seats are provided at frequent intervals for the use of the public. Holland Lane is overlooked on the east side for the greater part by the grounds of Cambridge House, Moray Lodge, and Aubrey House, and on that account is so rural in its appearance that it is difficult to realize that one is so close to the centre of London.

Holland House, which next claims our notice, is a famous example of Jacobean architecture. The centre building and turrets were erected by John Thorpe in 1607 for Sir Walter Cope, a master of the Court of Wards in the time of James I. At that time the mansion was known as Cope Castle. Later it was extended for the first Earl of Holland, husband of Cope's daughter. Joseph Addison died here in 1719, three years after his marriage to the widow of the third Earl of Warwick and Holland. The house was bought by Henry Fox, who was created Baron Holland in 1763, and on the death of Lady Holland, widow of the fourth baron, in 1889, the property passed by purchase to the Earl of Ilchester, a descendant of Henry Fox's brother. Holland House narrowly escaped destruction from a fire which occurred in January 1871.

Holland Lane terminates opposite Earl's Court Road, to the east of which is situated the Roman Catholic Church of Our Lady of Victories, serving as a pro-cathedral and standing back between some small shops a short distance from the main frontage of the High Street. It is a lofty Gothic structure of the Early English type, but it still lacks a proper elevation to the main street.

Beautiful though it undoubtedly is, Kensington is not entirely composed of palaces. It still possesses two squalid hamlets within its municipal area, one of which is situated at the northern end of Earl's Court Road and the other at Notting Hill Gate. The former comprises the squalid streets on both sides of Earl's Court Road, extending from Abingdon Road on the east to the back of Edwardes Square on the west, and into which there is no opening from Earl's Court Road. Although it is surrounded on every side by good-class property, this foul hamlet, like the sturdy rock in the ocean, has obstinately resisted every attempt to dislodge it. Neighbourhoods may change their character, fine houses and buildings may come and go in course of time, but the foul hamlet has a tiresome way of enduring for ever. No attempt at any improvement or rebuilding ever takes place in these localities,

and when such foul hamlets become a permanent obstacle to the orderly development of our great cities the better plan is to raze them to the ground and provide alternative accommodation for the displaced inhabitants. Otherwise they have a habit of becoming the nucleus of larger slum areas, the clearance of which eventually costs our municipalities a much greater sum of money.

Earl's Court Road was formerly called Earl Street, and a century ago its buildings came to a finish at Pembroke Square. The remaining portion was then called Earl's Court Lane, and is now covered by large houses, shops, and blocks of flats extending to Old Brompton Road. Pembroke Square is another painfully depressing spot on the west side of Earl's Court Road, which so far has remained unaffected in any way by the hand of time.

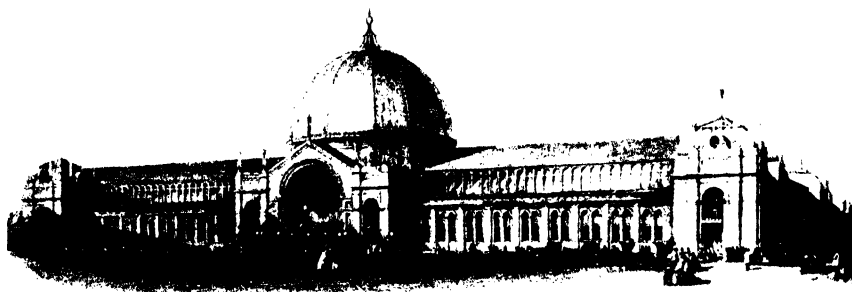
After passing Earl's Court Road we come to the Kensington Cinema, an imposing building on the main Kensington Road, opened in 1926. It occupies a part of the site of Leonard Place, a terrace of four-storied brown-brick houses erected early in the nineteenth century. The remaining houses have recently been pulled down, and a new block of shops and flats called Leonard Court erected on this site.

Leonard Place and the long range of houses just beyond, called Earl's Terrace, as well as Edwardes Square at the back of the terrace, were originally designed by a Frenchman named M. Changier as a building speculation. This venture proved a failure, and after having spent over £100,000 on the work, M. Changier went bankrupt and returned to France, leaving the unfinished houses in the hands of the creditors. These were afterwards completed and soon became a popular centre of residence. In 1910 Earl's Terrace was the scene of an interesting battle between the owners of the estate and the Kensington Borough Council. The houses are separated from the main thoroughfare by a private road which runs in front of them, parallel to the Kensington Road. With the intention of building over the private road, the owners of the estate erected barriers at both ends. The Kensington Borough Council, however, questioned their right to do so, and claimed a right of way for the public. As fast as the barriers were erected the Council proceeded to pull them down again. Eventually the Kensington Borough Council emerged as the victors, and the scheme to build over the private road was abandoned. Owing to the slump in the demand for flats which then prevailed, no offer for the site of Earl's Terrace was forthcoming, and as a consequence these old houses were modernized and redecorated and let on new leases. Edwardes Square was so named from the family name of Lord Kensington.

On the opposite side of the Kensington Road, between Holland Lane and Melbury Road, is Melbury Court, a handsome new block of shops and flats erected in 1928 on land originally forming a part of Holland Park. That site had been on offer for building purposes for many years previously, and the back portion is still utilized as a school for golf.



The last of Phillimore Terrace, demolished in 1931.



The International Exhibition of 1862. Main entrance.

Melbury Road, leading to Oakwood Court and Addison Road, contains some very handsome detached and semi-detached villas of red brick and stone.

Oakwood Court, comprising several large blocks of residential flats seven and eight stories high and extending to Addison Road, was mostly erected between 1900 and 1903, but one large block situated on the east side has only just been completed. In the centre of the road is a small square garden. Oakwood Court has recently been continued towards Holland Park by the newly formed Ilchester Close, consisting of high-class detached non-basement houses. Together with Oakwood Court these furnish a typical example of the new London which is rapidly coming into being at the present time.

A few years ago the district between the High Street, Kensington, and the West London Railway retained its old-fashioned and monotonous appearance, but of late years many of the gloomy houses on the main Kensington Road have been replaced by modern buildings. On the west side of Warwick Gardens, on a frontage extending to Kensington and Warwick Roads, is the newly erected St. Mary Abbot's Court consisting of large residential flats. Another called Eastbury Court has been erected on the opposite side of Kensington Road, between Holland Road and the West London Railway Bridge, formerly called St. Mary Abbot's Terrace. Warwick Gardens and Warwick Road are named after the Earls of Warwick, the former owners of Holland House.

We will now turn down Addison Road, with its large villa residences standing in their own roomy gardens, and then, crossing Holland Park Avenue, pay a brief visit to the district of North Kensington. Until 1864 one of London's numerous toll-gates stood nearly opposite to the southern end of Addison Road, at the junction of the Kensington Road, and there was another one at the northern end of Addison Road. On the east side, close to Melbury Road, is St. Barnabas's Church, erected in the Perpendicular style, with four cupolas, and opened in 1830.

Holland Park Avenue, forming a part of the main Uxbridge Road, is a fine broad thoroughfare lined with trees on both sides. Opening crescentwise on to the south side are two broad roads containing handsome semi-detached villas faced with stucco. The back gardens of the first of these roads overlook Holland Park Avenue, and those of the other one back on to Holland Park itself. Some of these large houses, which were built in the sixties, have now been converted into flats and maisonnettes, but on account of its quiet and pleasant situation this neighbourhood has retained its original popularity. These houses have been built at the expense of Holland Park, which formerly extended as far as the Uxbridge Road.

The Norland division of Kensington, situated to the north of the main Uxbridge Road, is an important section of the old manor of Notting Barns. Before the dawn of the nineteenth century this district was almost uninhabited, and down to the time of Queen Elizabeth and

long after was covered with woods, open heath, and scrub. Norland Square and Royal Crescent, facing Holland Park Avenue, were erected on the site of Norland House, the residence of Mr. C. Drummond, the banker. Holland Park Hall, opposite Royal Crescent, built in 1908, was originally a skating rink, but is now used as showrooms by the Austin Motor Company. To the north of Uxbridge Road is a district formerly known as the Potteries, which was very squalid, but the erection of Royal Crescent and Norland Square effected a considerable improvement in that locality. In St. James's Square at the end of Addison Road North is St. James's Church, consecrated in 1845.

Opposite Holland Lane is Ladbroke Grove, a fine broad thoroughfare which passes over a high knoll and leads due north to Harrow Road. On the knoll stands St. John's Church, a building in the Gothic style, crowned by a tall spire. It was consecrated in 1845 and stands on the site where Notting Hill farm-house originally stood. After the demolition of the farm-house this site was occupied for a short time by a race-course called the Hippodrome, which also included the ground now covered by Clarendon Road, Cornwall Road, Portobello Road, and Ladbroke Square. Racing men made a strong fight to save it, petitions were got up on both sides, and an Act of Parliament was demanded for shutting up the public right of way.

The main entrance to the Hippodrome was at the junction of Kensington Park Road and Ladbroke Road, opposite the present Notting Hill Gate Railway Station, and Portobello Road marked its eastern boundary. It was a delightful walk through the lanes of this neighbourhood, the whole country being then open, with only a few farms here and there. On the north side Hampstead was visible, and Harrow-on-the-Hill on the north-west side. The Hippodrome only flourished as a racecourse from 1837 to 1841, because the deep clay of Notting Hill was unsuited for running except at certain seasons, and the land was gradually encroached upon by the constant growth of the metropolis in this direction. Ladbroke Grove and Ladbroke Square derive their name from Richard Ladbroke, son of a Lord Mayor of London, who was a banker and owned property here in the eighteenth century.

Notting Hill, or Kensington Park, as it is sometimes called, is a handsome quarter of the Royal Borough of Kensington, well laid out with broad streets, squares, and crescents. Prominent amongst these are Ladbroke Square, Ladbroke Crescent, Kensington Park Road, and Elgin Crescent, all containing large houses of the type which was fashionable in the mid-Victorian era, with stucco fronts and large porticoed balconies. Many of these have since been divided into flats and maisonnettes, but the district of Bassett Road, Oxford Gardens, and St. Quintin's Avenue farther to the north contains a more modern type of house. This quarter also contains the Roman Catholic College of St. Charles, the St. Marylebone Hospital, and the Kensington Memorial Recreation Ground.

Notting Hill High Street on the main Uxbridge Road forms a kind of second Kensington High Street, being to the northern half of the borough what Kensington High Street is to the southern portion. But it is inferior to the latter as regards the style of its shops. In 1900 a widening of the south side was carried out between Church Street and the Mall. It was formerly known as Kensington Gravel Pits and received its name from the gravel pits lying between it and the town of Kensington. The principal street along the north high road was three-eighths of a mile long, and the village enjoyed excellent air and was enlivened by the passing of main coaches, stages, and wagons every hour. In 1844 there were only two shops in the village above one story high, and close to the turnpike gate was the village pump and the village pound.

The district to the north was very rural, and until the beginning of the nineteenth century had undergone little change for ages. Although it was scarcely three miles from London, the traveller could imagine himself in the most remote part of the country. The main road passing through this locality is now represented by Latimer Road. At the end of Pottery Lane was a colony of pig-keepers, and every house had a collection of pigs in its yard. A number of carts filled with tubs passed daily to London gathering refuse from hotels and mansions to provide food for the large families of pigs gathered here. During the outbreak of cholera the inhabitants suffered severely. In those days the main road was a very rough thoroughfare, cut through the fields which were the only means of approach. Brickfields and pits on either side rendered it dangerous on dark nights.

Situated on both sides of Notting Hill High Street and centred round Church Street on the south and Portobello Road on the north is Kensington's other squalid hamlet, comprising a rookery of mean streets and small houses. There has been talk at various times of effecting a clearance of this slum area, and in 1925 some of the leading residents of Kensington even signified their willingness to submit to an increase in their rates for that purpose, but no action has yet been taken by the Kensington Borough Council. Some of the slums off Portobello Road are within a few hundred yards of the splendid mansions of Ladbroke Square and Kensington Park Road; here wealth keeps close company with poverty.

Close to Notting Hill High Street another wretched quarter formerly existed. This was a rookery of overcrowded and filthy houses known as Campden Place. It comprised two side streets, Pitt's Cottages and Anderson's Cottages, which contained altogether fifty separate houses of the poorest description. This land belonged to the parochial charities, having been purchased on 18 June 1651 from Thomas Coppen for the sum of £45. In 1868 the parish authorities obtained possession of this rookery and the place was then cleared. On this site has since arisen the handsome Clanricarde Gardens built by Messrs. Goodwin and White on a ninety-nine years' lease.

Having explored everything of interest in North Kensington we will now turn down Kensington Palace Gardens at the end of Notting Hill High Street, and after skirting the south side of Kensington Gardens, visit the handsome quarter of South Kensington. The area enclosed by Queen's Gate, Kensington Road, Exhibition Road, and Cromwell Road, comprising about 120 acres, forms the Gore Estate, purchased by the Government out of the profits derived from the Great Exhibition of 1851. The receipts left a profit of £170,000 in the hands of the Commissioners, and when in 1856 a great part of Kensington Gore came on the market, that sum was increased by a grant from Parliament, and £300,000 was spent on the purchase of the Gore House Estate. The greater part of it is situated in the parish of St. Margaret's, Westminster, although the Victoria and Albert Museum and the Natural History Museum are both in the Royal Borough of Kensington.

Gore House, the residence of Lady Blessington, stood approximately on the site where the Albert Hall now stands. The original idea was to erect either a new National Gallery or some building connected with the fine arts upon this ground. After being acquired by the Government the ground was rapidly cleared of the previously existing buildings and then surrounded by noble roads, upon which first-class mansions sprang up as if by magic, equal to the finest in Belgravia. As these houses possessed a superior drainage, purer water, and stood on a more gravelly soil than the fashionable mansions of the older quarters of London, it was predicted that a large new quarter second to none in magnificence would soon be added to the metropolis.

Before the Great Exhibition of 1851 South Kensington consisted of dairy farms, market gardens, and orchards fenced with park railings. The first houses to be constructed were those at the eastern end of Cromwell Road in 1856, one of which was rented by Prince Jerome Bonaparte. From the Victoria and Albert Museum, then called the South Kensington Museum, what is now Exhibition Road was cut through some delightful spots, which were at that time described as very picturesque. To the west of the Gore Estate, terraces stretched towards Kensington.

Queen's Gate, on the west side of the Gore Estate, was called Prince Albert Road when first laid out, but after the erection of the new gateway opposite into Kensington Gardens, its name was changed to that of Queen's Gate. This noble thoroughfare is 100 feet wide and extends from Kensington Gardens to Old Brompton Road, a distance of about three-quarters of a mile. With its long rows of stately mansions and blocks of residential flats it presents an imposing vista, perhaps equalled only by those of Portland Place, Marylebone, and Westbourne Terrace on the opposite side of the park. Queen's Gate stands on the site of Brompton Park, the retreat of some famous actors, including Mr. Webster, a former lessee of the Adelphi Theatre.

The Natural History Museum in Cromwell Road stands on the site

of the International Exhibition building of 1862, which was designed by Captain Fowke, R.E. The main entrance was in Cromwell Road, and there was a second entrance from the former gardens of the Royal Horticultural Society to the rear of the Exhibition grounds. This great exhibition, originally proposed by the Prince Consort, was opened on Thursday, 1 May 1862, in brilliant weather after some morning rain. On account of the recent death of the Prince Consort and the absence of the Prince of Wales, afterwards King Edward VII, in the East, there was no Royal opening. The doors were opened at 10.30 a.m., and amongst those present were the Queen's Commissioners, the Lord Mayor and Sheriffs, the Archbishop of Canterbury, Lord Palmerston, the Earl of Derby, the Duke of Cambridge, the Crown Prince of Prussia, the Lord Chancellor, and the Speaker of the House of Commons. The exhibition was declared open by the Duke of Cambridge.

The Natural History Museum, as it is generally called, houses the natural history collections of the British Museum. The building is 675 feet long and consists of a central hall with two lateral wings, each 233 feet long, and was also designed by Captain Fowke, but modified by Sir Alfred Waterhouse. It was erected at a cost of £150,000. The towers rise to a height of 192 feet. The building is Romanesque in style, and the terra-cotta façade is greatly admired. Its erection occupied the years from 1873 to 1880, and the building was opened in 1881.

The gardens of the Horticultural Society, Kensington, were opened on 5 June 1861. Before that time they had been located at Chiswick, and they are now at Wisley, in Surrey, having been presented by Sir Thomas Hanbury in 1903. The Society has about 13,000 fellows, members, and associates, and, after examination, grants diplomas to gardeners.

Up to March 1859 the sum of £312,000 had been spent by the Royal Commissioners and the Science and Art Department on the Kensington Gore Estate, the purchase of the land having absorbed £259,000, the laying out of the grounds £15,000, and the South Kensington Museum £15,000. In 1871 another International Exhibition was held in new buildings erected at the back of the Albert Hall, and from that year until 1886 these exhibitions were held annually at South Kensington. The terrace at the back of the Albert Hall then overlooked the exhibition grounds and formed a most imposing vista when seen from the farther end of the central walk. Between 1883 and 1886 the series of exhibitions included the Fisheries, the Health, the Inventions, and the Colonial and Indian Empire Exhibitions. The last mentioned, held in 1886, was visited by 5,373,120 persons, and was the last exhibition which took place at South Kensington.

In 1887 the two fine thoroughfares, Imperial Institute Road and Prince Consort Road, were constructed across the site of the exhibition grounds from Exhibition Road to Queen's Gate. The Imperial Institute Road is 90 feet wide, and on the north side is situated the

Imperial Institute, with a façade 704 feet long. It was designed by Mr. T. E. Colcutt as a National Memorial to Queen Victoria's Jubilee of 1887, and its lofty central tower is a landmark for miles around. The building occupies almost the entire length of Imperial Institute Road, and the foundation-stone was laid by Queen Victoria on 4 July 1887. At that time it was expected that the Imperial Institute would be completed in about three years, but it was not actually finished until 1893, when it was formally declared open by Queen Victoria. It is now mainly occupied by London University, removed here from Burlington House in 1900.

The greater part of the opposite side of Imperial Institute Road is occupied by the Imperial College of Science and Technology, erected between 1909 and 1912 from the designs of Sir Aston Webb. At the back of the Imperial College of Science and Technology is the Science Museum, until recently the Cinderella of the State museums. It was established in 1856 as a branch of the South Kensington, now the Victoria and Albert, Museum. The Patents Museum was added in 1884, and in 1909 the combined collections were reconstituted as the Science Museum and made a separate institution. Measures were then taken for the provision of a new building, which was begun in 1913, but the war holding up construction, the first or eastern section was not completed until early in 1928. The new Science Museum was designed by Sir Richard Allison, and is a ferro-concrete structure of four floors marked by a handsome elevation of Portland stone with columns of the Ionic order. On the west side the new building adjoins the old, in which the Science Library is housed.

On the east side of the Imperial Institute range of buildings is the Indian Museum, and on the west side the War Museum, containing relics of the late war. At the south corner of Imperial Institute Road and Exhibition Road is the Royal School of Art Needlework. In Prince Consort Road is another range of large buildings. These house the Royal College of Science and the Royal School of Mines, both designed by Sir Aston Webb, and the City and Guilds Engineering College, which together form three integral parts of the Imperial College of Science and Technology. The City and Guilds Engineering College, designed by Sir Alfred Waterhouse, is maintained by the Corporation and the Livery Companies of the City of London, and is the leading institution of its kind in England. The northern wing in Prince Consort Road, adjoining the Royal School of Mines building, is a gift of the Goldsmiths' Company.

Adjoining the buildings of the Imperial College of Science and Technology in Prince Consort Road is the Royal College of Music, designed by Sir Reginald Blomfield and opened in 1894. The foundation-stone was laid by the Prince of Wales, afterwards King Edward VII, on 9 July 1890. Here musical training is provided for some 500 pupils. On the opposite side of Prince Consort Road is the immense block of

flats called Albert Court, occupying nearly the whole of the site between Exhibition Road and the Albert Hall. The frontage to the west of the Albert Hall is occupied by a newly erected building of the Imperial College of Science and the adjoining church of Holy Trinity, close to Queen's Gate. On the west side of Exhibition Road, on some vacant land at the back of Lowther Lodge, are some handsome new blocks of residential flats completed in 1929. The opposite side of the road is lined by several imposing blocks of large houses with porticoed balconies.

Directing our steps down Exhibition Road we next pass, on the east side, the Mathematical Section of the Royal College of Science, completed in May 1872 from the designs of Captain Fowke, R.E. Along the central portion of the front is a handsome Italian arcade supported by a range of columns with terra-cotta sculptures designed by Mr. Godfrey Sykes to represent the seven ages of man. There is also an upper arcade projecting a little from the top story of the building. The walls are of red brick and the cornices and window-dressings are of terra-cotta.

The noble Victoria and Albert Museum, immediately adjoining, stands on twelve acres of ground, purchased at a cost of £60,000, originally comprising the Hale House Estate. Temporary buildings were opened here on 24 June 1857, and designs for the permanent buildings in Cromwell Road were prepared by Captain Fowke in 1865, but the work was not actually proceeded with until 1899. The new buildings, with a frontage to the Cromwell Road of 720 feet and to Exhibition Road of 275 feet, were designed by Sir Aston Webb, P.R.A. They are in the Renaissance style, with domes and towers, and are faced with red-brick and stone dressings. The foundation-stone was laid on 17 May 1899 by Queen Victoria, assisted by the Prince of Wales, and the new buildings were opened in state ten years later by King Edward VII and Queen Alexandra, on 26 June 1909.

Thus South Kensington has developed in the course of time into what is really a university of art, science, and technology, and with its museums contains the most extensive range of similar buildings to be found in any city in the world. As a piece of urban scenery it is second only to Westminster, both in respect of its public buildings and the width of the roads which permit them to be seen to such great advantage. Thronged during the lunch hour with students of almost every nationality in the world, Exhibition Road presents a scene closely resembling that of Oxford or Cambridge.

At the eastern end of Cromwell Road, opposite the Victoria and Albert Museum, is Thurloe Place, now lined with tall buildings and shops, including Dalmeny Court and the extensive Hotel Rembrandt. Until 1908 a row of detached cottages stood on this site, including the Bell and Horns Tavern at the corner of Fulham Road, dating from the period when this was a quiet suburban road on the outer confines of the metropolis. The Bell and Horns Tavern was itself rebuilt in 1856,

previous to which time it had been a place of very picturesque appearance. Alexander Square, at the back of Thurloe Place, was built between 1827 and 1830. Thurloe Square contains large town houses facing the Victoria and Albert Museum.

Cromwell Road, a noble thoroughfare about 100 feet wide and one mile in length, extends from Brompton Road to Earl's Court, and is continued as far as Warwick Road by West Cromwell Road. It was originally called Cromwell Lane, after one of Cromwell's sons, who once lived there. The possibility of making Cromwell Road the main gateway to the West of England has unfortunately been hindered ever since its construction by the presence of the West London Railway, which has acted as a barrier to its extension westwards. The Royal Commission of 1926 recommended that Cromwell Road should be continued across the West London Railway in connexion with a suggested new bridge over the Thames at a point between Hammer-smith and Fulham, to connect with Barnes on the opposite side of the river. Unfortunately, both the London County Council and the Government are so completely obsessed with the problem of the spectacular Charing Cross Bridge that they appear to have no time or use for any other metropolitan improvements which are more badly needed.

Facing the triangular open space at the corner of Exhibition Road is the French Institute, occupying a large block of houses which remained untenanted for upwards of thirty years, as the result of a great slump in house property which occurred in this part of London. Some of the large houses facing the Natural History Museum are now private hotels, the principal of which is the Vandyke, close to Queen's Gate. The west end of Cromwell Road, which also consists largely of private hotels, was not constructed until after the International Exhibition of 1862, and west of Gloucester Road was still market gardens until after 1870. By 1890 the whole of the vast area between Gloucester Road and the West London Railway had been covered with large town houses.

In Sydney Place, connecting South Kensington Station with Fulham Road, is a large new block of shops and flats called Malvern Court at the corner of Pelham Street. In the adjoining Onslow Square is St. Paul's Church, completed on 24 December 1860. In 1908 strong complaints were made by the residents of Onslow Square about the noise made by the new motor omnibuses, which had just invaded this district. Various leading articles enlarging upon the 'bitter cry of Onslow Square' appeared at that time in the London daily newspapers. Onslow Square, the estate of Earl Onslow, was built on the site of a lunatic asylum with extensive grounds. Harrington Road, to the south of Cromwell Road, contains Queen's Gate Hall, the Naval and Military Hotel, the Norfolk Hotel, and a few good-class shops.

In Gloucester Road, now a busy centre of hotels, flats, and shops, are Bailey's Hotel, opened in 1876, close to the Underground Station, the Alwin Hotel near Cromwell Road, St. Stephen's Church close to

Cornwall Gardens, and St. George's Court, a large modern block of shops and flats. In the noble Queen's Gate Terrace is the South Kensington Hotel, which, like Bailey's Hotel, is owned by Empire Hotels, Ltd. A great impetus was given to the development of South Kensington by the extension of the Metropolitan Railway from Gloucester Road to Westminster Bridge on 24 December 1868. In order to get this line ready for the Christmas traffic nearly 3,000 men were employed day and night during the last month of the work. By 1870 Kensington had become completely joined to the metropolis by fine new houses and streets on every side.

Harrington Gardens, Courtfield Gardens, and Collingham Gardens, to the south of Cromwell Road, were erected about 1877, and the more modern houses and blocks of flats in Barkstone and Bramham Gardens after the demolition of Earl's Court House about 1887. In Collingham Road is St. Jude's Church, a handsome edifice with a tall spire. Earl's Court House was formerly the residence of John Hunter, the great anatomist. That site is now covered by large blocks of flats facing the east side of Earl's Court Road, and by Bramham and Barkstone Gardens. After Hunter's death in 1795 his house was bought and occupied successively by four or five different owners, most recently by the family of Mr. Gunter, the London confectioner. On the opposite side of Earl's Court Road was the Gunter Estate, comprising about sixty acres, long since covered with buildings. The original hamlet of Earl's Court is situated in the triangle enclosed by Earl's Court Road, Cromwell Road, and Hogarth Road.

Earl's Court Station, a great traffic junction of the London Underground Railways, was first opened in November 1871, and is the converging point of the Wimbledon, Richmond, Ealing, and Inner Circle lines. That between Earl's Court and Hammersmith was opened on 9 September 1874, and the extension from Earl's Court to Walham Green and Putney on 1 March 1880. In Warwick Road is the principal entrance to the former Earl's Court Exhibition grounds, which superseded those of South Kensington. The American Exhibition of 1887 was the first one to be held at Earl's Court, and the series was continued from that year until 1914. After the outbreak of war Earl's Court grounds and buildings were requisitioned for Government service. At the present time there is some talk of reopening the grounds as a pleasure resort and of utilizing the huge Empress Hall as a skating rink, but nothing definite has yet been decided.

A prominent landmark of Earl's Court Exhibition for many years was the Great Wheel erected in 1894, which followed upon the construction of that erected at the World's Fair Exhibition in Chicago, which it exceeded in size. A journey round the Earl's Court Wheel occupied twenty minutes. On one occasion it got stuck, with the result that the passengers were compelled to pass the night on the Wheel before they could be liberated. However, they received £5 each as compensa-

tion for their enforced captivity. The Great Wheel was finally dismantled in 1907.

Philbeach Gardens, leading out of Warwick Road, contains St. Cuthbert's Church, which on Good Friday, 1898, was the scene of an anti-ritualist demonstration by Mr. John Kensit, who had to be forcibly ejected from the building. Opposite the southern end of Warwick Road is the West Brompton Cemetery, extending from Richmond Road to Fullham Road and covering an area of forty acres. It was laid out by the West London and Westminster Cemetery Company, incorporated in 1840, and the burial ground was consecrated on 12 June 1840.

Opposite Earl's Court Road are Redcliffe Gardens and Redcliffe Square, a handsome quarter of large houses erected between 1869 and 1872. Redcliffe Gardens stands on the site of Walnut Tree Walk, and Finborough Road, with Ifield Road, skirting the east side of Brompton Cemetery, were formerly known as Honey Lane. Lillie Road, the western continuation of Richmond Road, is named after Sir John Scott Lillie, who owned the adjoining land when this thoroughfare was first opened.

Coleherne Court, an extensive colony of flats facing Old Brompton Road between Redcliffe Gardens and the Grove, was erected between 1901 and 1903 on the site of Coleherne House and the adjoining Hereford House. At the back of the flats is a pleasant garden. Coleherne House was at one time the residence of Lady Ponsonby, the widow of Major-General Sir William Ponsonby, K.C.B., who was killed at the battle of Waterloo on 18 June 1815. Farther along, opposite Collingham Road, is the Boltons, an oval enclosure formed by two crescents, and clustered around which are some pleasant semi-detached residences with large gardens.

In Exhibition Road, a handsome new building faced with Portland stone is being erected for the Museum of Practical Geology which is to be removed shortly from Piccadilly to its new home. This building is situated at the back of the Natural History Museum, with its main entrance in Exhibition Road facing the Royal College of Science, and when completed will form a notable addition to the imposing array of colleges and museums centred at South Kensington.

In 1933 Kensington Crescent, an old-fashioned row of private houses which stood back some distance from the south side of the main Kensington Road between Warwick Road and the West London Railway bridge, was demolished. On this site, covering seven acres, it is proposed to erect an extension of Olympia, the main buildings of which are situated almost opposite.

The Princess Beatrice Hospital, which adjoins the cemetery and faces Warwick Road, has been rebuilt on a larger scale. At Campden Hill Gate, near the High Street, handsome new blocks of flats have just been erected overlooking private gardens.

TWENTY-FOURTH WALK

CHELSEA, BATTERSEA PARK, FULHAM, HAMMER-SMITH, AND SHEPHERD'S BUSH

AT the dawn of the nineteenth century Chelsea was described as a large and populous village situated about three miles from London, which by virtue of the great increase in the number of its buildings might be said to resemble a large town. It is said to derive its name from the river shore, being like the chesil, which the sea washes up, composed of sand and pebble stones. It then contained close upon 20,000 inhabitants, and whilst it was indirectly connected with London by the long line of houses on the west side of Sloane Street, extending to Knightsbridge and thence to Hyde Park Corner, it was separated from it on the east side by the Five Fields, situated between Sloane Square and Grosvenor Place. The subsequent rise of Belgravia and the construction of Belgrave Square, Eaton Square, and Lowndes Square, together with the connecting streets, by Mr. Thomas Cubitt between 1826 and 1831, resulted in Chelsea becoming definitely joined to the metropolis. It now forms one of the principal London boroughs, extending from Pimlico to Fulham and from the Thames to Kensington, with a population, in 1931, of 59,026. By 1841 it had already risen to 40,243.

Starting on this walk from Hyde Park Corner, our route is by way of Knightsbridge and along Sloane Street to Sloane Square. Here the roundabout system of traffic has lately been introduced, and the roadway, which formerly passed across the centre of Sloane Square, has been abolished. All traffic must now proceed round the square, the centre of which has recently been repaved with flag-stones, somewhat after the fashion of Trafalgar Square. When first laid out towards the end of the eighteenth century Sloane Square was an open space, simply enclosed with wooden posts connected by iron chains. Here boys frequently played cricket, and Queen Charlotte's Royal Volunteers often assembled and marched off in military fashion to Hyde Park, accompanied by an excellent band.

With the exception of those on the west side, the original buildings which lined Sloane Square have been replaced by modern structures. The first of these to be erected was the Royal Court Theatre, opened in January 1871, which stands on the east side of the square, adjoining the Underground Railway Station. It was originally designed as a chapel in 1818, and replaced an earlier theatre on this site. The south-west corner of Sloane Square and King's Road, now occupied by Lloyds Bank and Barclays Bank, was rebuilt about 1891, but the magnificent block of shops and flats called Wellesley House at the south-eastern corner was not completed until 1906. Previously a row of some half a dozen old-fashioned houses had stood upon this site. The Royal Court

Hotel, a red-brick building on the north side of the square, was erected about 1895. The houses on the west side, which are the sole survivors of the original Sloane Square, now form a part of the extensive drapery establishment of Messrs. Peter Jones, Ltd., the largest shop in Chelsea. One of these until a few years back was a public house.

At the south end of Sloane Street, near the square, is Trinity Church, a building of Gothic architecture, erected in 1830, and rebuilt about 1890. The frontage to Sloane Street consists of a centre flanked by two wide towers rising to a level with the roof and terminating with lofty octagonal spires. In Sloane Terrace and Wilbraham Place on the east side of Sloane Street is the First Church of Christ Scientist, a handsome building faced with Portland stone and crowned by a tall stone tower. Several fine blocks of residential flats have been erected in this immediate vicinity of late years, as well as a large telephone exchange in Sloane Terrace.

Sloane Gardens and Lower Sloane Street, to the south of Sloane Square, are now lined with modern red-brick houses, erected between 1891 and 1895 on the site of shabby rows of old buildings which formerly stood on both sides of Lower Sloane Street. Thus what was formerly a poor neighbourhood was transformed into a rich one, but a shabby terrace of houses and shops, which still lines the east side of Lower Sloane Street between the Chelsea Barracks and Sloane Gardens, will convey a fair idea of what it was like some forty years ago. Before that time Sloane Gardens was called George Street.

King's Road, to which we will return later, is the central thoroughfare. Originally it was only a footway through the fields, for the use of farmers and gardeners, but after the restoration of Charles II it was found a convenient way for His Majesty to get to Hampton Court Palace, and therefore it was converted into a coach road.

Nearly opposite the drapery establishment of Messrs. Peter Jones, Ltd., in King's Road, extending to Turk's Row on the south, is the former Duke of York's School, founded in 1801 for the support and education of the sons of soldiers, and removed to Dover in 1909. In that year a considerable widening of this portion of King's Road was effected by setting back the railings of the school grounds, which are now the head-quarters of several Territorial Regiments. At the south corner of Turk's Row and Lower Sloane Street is an ugly row of houses, including the Rose and Crown Tavern, a relic of the days when this was a shabby neighbourhood and one which looks singularly out of place in the midst of the tall modern blocks of flats by which it is now surrounded. On the north side of Turk's Row is St. Jude's Church, which adjoins the Territorial barracks.

A century ago what is now the western end of Pimlico Road, running parallel to Turk's Row on the south, was then called Jews' Row. At that time it was a centre of depravity as bad as any part of the East End of London, but it was confined to this small area. Here



The Rotunda, Old Ranelagh Gardens, demolished in 1804.



By permission of the Chelsea Public Library.

Cheyne Walk about 1800.

the out-pensioners at Chelsea Hospital used to be robbed by sharpers or victimized by prostitutes. An unsightly collection of buildings which then occupied the ground between Turk's Row and Jews' Row has long since been demolished, and the site is now covered by two new streets called Sloane Court East and Sloane Court West, consisting of modern blocks of residential flats. In Franklin Row, facing the grounds of Chelsea Hospital, is another large block of flats called Burton Court.

In Jews' Row stood, until 1839, the famous Chelsea Bun House, a one-storied structure with a colonnade projecting over the foot-path. It was especially popular on Good Friday, when as many as fifty thousand people are said to have come here to buy buns, and 240,000 buns were sold. George II and Caroline of Anspach were fond of driving down to fetch their buns, and this practice was continued by George III and Queen Charlotte, who set the fashion for every one else. The Chelsea Bun House enjoyed the favour of the public for more than a century and a half, but in 1839 the proprietors foolishly killed the goose that laid the golden eggs by rebuilding the old house, with the result that no one came any more.

Proceeding along Royal Hospital Road, formerly known as Queen's Road, we next come to the principal entrance to the world-famous Chelsea Royal Hospital, originally a theological college, the first stone of which was laid by James I in 1609. The building only progressed slowly, and was conveyed in 1681 to Sir Stephen Fox for £1,300, for the use of King Charles II, in order to build a new hospital. The new edifice was begun in 1682 and completed in 1690 by William III. The foundation-stone was laid by Charles II on 16 February 1682, and the total cost of the building was £150,000. Sir Christopher Wren was employed as the architect. The Hospital stands in large and attractive gardens, to which the public enjoys free admission, extending to the Thames and covering a part of the site of the old Ranelagh Gardens. The frontage to the Thames consists of a centre and two wings of red brick with stone dressings. The buildings comprise three courts, two of which form spacious quadrangles, whilst the third is open to the river. In the centre of the front quadrangle is a statue of Charles II by Grinling Gibbons. Accommodation is provided for 550 inmates, and there are also many out-pensioners. The Royal Military Exhibition was held at Chelsea Hospital grounds in the summer of 1890.

Ranelagh Gardens, a celebrated place of amusement in the second half of the eighteenth century, were opened annually in April and closed in July. Many people used to go there by river, for the gardens extended to the Thames. The chief attraction of Ranelagh was the Rotunda, an elegant wooden building erected in 1740 and designed by Mr. William Jones, architect to the former East India Company. It somewhat resembled the Pantheon in Rome, and here vocal and instrumental concerts were given. The sides of the building were tastefully fitted up with recesses for taking tea, coffee, and other refreshments.

By road the fare to Ranelagh from London by hackney coach was one shilling, and the price of admission to the grounds half a crown. Already in 1770 the road from Ranelagh to London by way of St. James's Park and Buckingham House was lighted all the way with lamps, but even so, there was a well-armed patrol between Ranelagh and Hyde Park Corner, as well as a guard at the back of Chelsea College. Ranelagh House itself originally belonged to the Earl of Ranelagh, but on his decease the estate was sold, and a large part of the gardens was converted into fields, although the house was permitted to remain.

Chelsea Bridge Road, forming the eastern boundary of the Royal Hospital grounds, was constructed in 1853 to connect Lower Sloane Street with the new Chelsea Suspension Bridge. The latter was opened on 30 March 1858, and was crossed for the first time on 18 March by the Prince of Wales, afterwards King Edward VII, and the Prince Consort. The cost of the new bridge was £85,319, and strong opposition was raised at the time to the imposition of any bridge toll. This, however, proved of no avail. The Chelsea Barracks on the east side of Chelsea Bridge Road were erected in 1861-2 at a cost of £100,000, and were designed to accommodate 1,000 men. The trenches for the new building were opened on 5 November 1860, that day being the anniversary of the battle of Inkerman.

Grosvenor Road, the riverside embankment between Chelsea Bridge and Vauxhall Bridge, was constructed in 1857, but the more imposing Chelsea Embankment to the west, along which we will now proceed, was formally opened in May 1874 by the Duke and Duchess of Edinburgh, having cost £133,000. The opening ceremony was attended with much less pomp than that of the Victoria Embankment. A spacious pavilion was erected at the eastern end of the new Embankment, accommodating 1,000 visitors, guests of the Metropolitan Board of Works, including members of the City Corporation and Members of Parliament. Their Royal Highnesses were met at the Battersea Bridge end by the Chairman, Colonel Hogg, M.P., and other members of the Metropolitan Board of Works, including Sir Joseph Bazalgette, chief engineer to the Board. The foundation-stone of the Chelsea Embankment was laid in August 1871 by Colonel Hogg. The roadway is three-quarters of a mile in length, and nine and a half acres of land were reclaimed from the river.

In the reign of Charles II this part of the river, which is called Chelsea Reach, was so fashionable as a rendezvous for pleasure boats and barges that it became known as 'Hyde Park on the Thames' or 'Pall Mall afloat'. Being the widest reach anywhere west of London Bridge it was eminently suitable for grand aquatic displays, which were attended by dukes and duchesses and a throng of fashionable society similar to that which is still accustomed to meet in Hyde Park. Several handsome blocks of residential flats now line a part of the Chelsea Embankment.

On the western side of Battersea Park is the Royal Albert Suspension

Bridge, commenced in 1870 and opened to the public without ceremony in August 1873. The bridge is 710 feet long and 40 feet wide including the footways, and connects Oakley Street, Chelsea, with Battersea Park Road. Oakley Street, built in the fifties of the last century, is a fairly broad thoroughfare leading to King's Road and consists of long rows of large yellow-brick houses with porticoed balconies. Together with Sydney Street, a little farther down on the north side of King's Road, it provides a direct route from South Kensington to Battersea Park.

Cheyne Walk, built in 1708, now forming the western continuation of the Chelsea Embankment, extends to Battersea Bridge, and is so named from Charles, Lord Cheyne, once Lord of the Manor. Two handsome modern houses, the Clock House and the Swan House, are the works of Norman Shaw. The latter house commemorates the Swan Tavern, which served as a goal for the London watermen who rowed from London Bridge for Doggett's coat and badge, and also as a place of jovial entertainment for Samuel Pepys. George Eliot (Mrs. J. W. Cross) died at No. 4 Cheyne Walk on 22 December 1880. Cheyne Walk was long the residence of Thomas Carlyle, who lived here for forty-seven years, from 1834 until his death in 1881. Opposite the opening to Cheyne Row is a statue of Thomas Carlyle by Boehm.

To the east of Cheyne Walk, near the junction of Royal Hospital Road with the Chelsea Embankment, is the garden of the Apothecaries' Company. In 1714 Sir Hans Sloane granted the freehold of this property upon various conditions, including one that the Company should pay a quit-rent of £5 per annum in perpetuity and employ the same as a physic garden. In 1721 Sloane presented the Physic Garden, later called the Royal Botanical Garden, to the Apothecaries. Since 1899 it has been maintained by the Trustees of the London Parochial Charities and is now used for important research work in connexion with the Imperial College of Science.

Standing parallel with the river at the corner of Church Street is Chelsea Old Church, built early in the fourteenth century. The church being in a state of decay and too small for the large congregation of the town, a portion of it was demolished in 1667, including the tower and the west end, and rebuilt much as it appears at the present day, with a new steeple and a peal of six bells. The church was again partly restored in 1910. Against the south wall of the chancel is the monument erected to himself by Sir Thomas More in 1532.

Returning to King's Road and proceeding in the direction of Sloane Square, we next pass the Chelsea Town Hall, a handsome building of red brick with stone dressings, erected in 1860 and reconstructed in 1906-8. The Public Library and the South-Western Polytechnic are in Manresa Road. In Sydney Street is Chelsea New Church, erected in 1820. The first stone was laid by the Rev. Dr. Wellesley, on behalf of his brother the Duke of Wellington, who was prevented from performing the ceremony by receiving the King's command to attend him

on public business. The square tower is 142 feet high and the church is built in the Gothic style of the fourteenth century. The cost of the building was £30,000. After the completion of St. Luke's Church many new streets were laid out in Chelsea, notably Sydney Street, then called Robert Street, Jubilee Place, opened in 1809, Blenheim Street, and Wellesley Street. Because of a murder committed there about a hundred years ago, the name of Wellesley Street was changed to Upper Manor Street. In Gale Street and Ixworth Street on the north side of St. Luke's Churchyard, a number of modern blocks of Sutton dwellings have been erected of late years.

On the north side of King's Road, between Arthur Street and Carlyle Square, are two rows of shabby four-story houses with front gardens, originally called King's Parade, but now merged into King's Road. They were erected in 1810 on the site of an ancient farm-house which in 1771 was the scene of a terrible crime. The house had been for many years previously in the occupation of a family named Hutchins, and at that time Mrs. Hutchins, a widow, resided there. On 11 June 1771 some Jews, hoping to obtain a valuable haul, went to the house and knocked at the door, which was opened by a maid-servant. Eight men then rushed in, and hearing her dog bark, Mrs. Hutchins, who was in the parlour at the time, came forward and found the girl being ill-treated by the robbers. Thereupon Mrs. Hutchins was seized and her clothes thrown over her head by one of the gang, who threatened to murder her if she made any disturbance. Terrified into submission she agreed to remain quiet, and meanwhile several of the men went upstairs to a room where two of her servants, Joseph Slow and William Stone, were asleep in bed. Slow was shot dead, but after having been fired at by one of the gang Stone escaped by the window. Mrs. Hutchins was then robbed of her watch and sixty-four guineas. When the robbers had left the house Mrs. Hutchins found two of her maid-servants bound together. Stone died from his wounds on the following day. A reward was offered for the discovery of the criminals, who remained immune for a considerable time. Tempted by poverty, filled with remorse, and coveting the reward offered, one of the gang, named Isaacs, turned King's Evidence and betrayed his companions to Sir John Fielding, the Bow Street magistrate. Six of the gang were executed, but one of them succeeded in absconding.

For long afterwards the Jews in Chelsea were the targets of violent hatred, and when passing down the streets were insulted by people who shouted 'Hutchins' after them. Many poor harmless Jews were pulled by their beards, whilst other people stood calmly by and enjoyed seeing them insulted. Carlyle Square, formerly called Oakley Square, stands on the site of Mrs. Hutchins's market garden. King's Parade is likely to be pulled down in the near future for the widening of King's Road.

On the south side of King's Road, a few doors east of Oakley Street, is the Six Bells and Bowling Green Tavern, a distinguished-looking

house with a Tudor façade. Beyond the Town Hall some modern buildings have been erected between Manor Street and Flood Street. At the back of King's Road an immense new block of flats has just been completed. It is called Swan Court, and extends from Flood Street through to Manor Street. At the corner of Sydney Street, immediately opposite, is the Chelsea Palace of Varieties, and in Arthur Street is the Chelsea Hospital for Women. Quite a lot of widening has been carried out in recent years in King's Road, between Beaufort Street and Sloane Square, but much still remains to be done. Between Jubilee Place and Anderson Street the roadway narrows into a tiresome bottle-neck, which greatly impedes the traffic in this busy thoroughfare.

Wellington Square and the wide Royal Avenue leading to Chelsea Hospital contain large old-fashioned town houses which have retained their popularity to the present day. At the eastern end of Royal Hospital Road, adjoining the grounds of Chelsea Hospital, is the Victoria Hospital for Sick Children. The building, which was converted to its present use in 1866, was formerly known as Gough House. It was built by John, third Earl of Carbery, at the commencement of the eighteenth century. The estate was afterwards acquired by the Gough family, and later the house became a school for young ladies. Sir Richard Gough, who died in 1727, was an eminent London merchant who had amassed a large fortune in India.

Until after 1815 Chelsea boasted a common which in ancient records was called Chelsea Heath. It was bounded on the north by Fulham Road, on the south by King's Road, on the east by Blacklands Lane, afterwards Marlborough Road, and now rechristened Draycott Avenue, and on the west by Pond Place. Here certain houses, farms, and cottages had a right of pasturage for forty cows and twenty heifers. To attend these there was always a cow-keeper whose business it was to mark the cattle, drive home the cows at night to the several owners, and to impound all cattle unmarked or any horses which broke into the said common or were found there. When the old church was rebuilt after 1674 the common was closed by the consent of Charles Cheyne, the Lord of the Manor. About 1810 the Lords of the Manor, the rector, and other proprietors let the common on building leases, and it was then covered with buildings comprising Leader Street, Marlborough Square, College Street, Blenheim Terrace, Francis Street, Oakham Street, Keppel Street, Waterloo Place, Whitehead's Grove, and others.

This became a poor neighbourhood, but some thirty years ago an attempt was made to convert it into a prosperous one by covering it with streets and buildings which would have placed it on an equality with the adjoining district of Cadogan Square. With that object in view the name of Marlborough Road was changed to Draycott Avenue, and the wide new thoroughfare called Sloane Avenue was carved out of the former Keppel Street. At the same time Draycott Place was cut through from Marlborough Road to Sloane Avenue. At first considerable

developments took place, and a number of fairly large town houses were erected in Sloane Avenue and the western end of Draycott Place, as well as Cadogan Court, a large block of flats situated in Draycott Avenue. Nevertheless acres of ground which had been cleared of old houses remained unsold, and to such an extent did this new quarter fail to realize the hopes that were placed in it that for more than twenty years not a single new house was erected here.

Since 1928 a few modern semi-detached residences have been erected on the east side of Sloane Avenue, and the Avenue Court, a block of residential flats, has arisen in Draycott Avenue opposite Cadogan Court, but building is still proceeding very slowly. Considering that this quarter occupies an excellent situation between South Kensington and Sloane Square, it is astonishing that it should remain out of favour with Londoners. The greater part of Sloane Avenue still consists of vacant or ragged sites, some of which have been put to temporary use as motor works and garages. Here and there may still be seen the gaping and half-demolished slums leading out of Sloane Avenue, and as for Draycott Avenue, formerly called Marlborough Road, this still unlovely street has entirely failed to respond to the dignity of its aristocratic new title except for a short distance at the King's Road end. Whatever may be the true facts relating to this neighbourhood, it must have proved a great disappointment to the owners of the estate, who had originally hoped to convert it into a fashionable quarter of the metropolis. Even now it seems probable that in course of time great developments may take place here.

A walk through Sloane Avenue will bring us to Fulham Road opposite Pelham Place, which leads direct to South Kensington Station. At the corner of Draycott Avenue and Fulham Road is the Admiral Keppel, a famous tavern which once had tea gardens. The original house was demolished in 1856 and the present much larger tavern erected in its place. Fulham Road, along which we will next proceed, is the dividing line between the boroughs of Chelsea and Kensington. Pelham Crescent on the north side, with gardens fronting the main Fulham Road, has retained its old-fashioned appearance, but rebuilding has commenced on the south side. Here a large block of shops and flats called Thurloe Court has been erected close to College Street, and others are in course of building at the present time. On the north side beyond Pelham Crescent is the Hospital for Consumption, an Elizabethan structure comprising a centre and wings. The building has a frontage of about 200 feet and occupies a piece of ground covering three acres. The foundation-stone was laid by the Prince Consort in 1841.

On the opposite side of the road is the Cancer Hospital, erected in 1851. It is built of plain white brick alternating with bands of red brick, with keystones and cornices of terra-cotta. Farther along is the Freemasons' Hospital, which is situated close to the Jew's Burial Ground at the east corner of Church Street. The latter was purchased in 1813 by

a society of Jews and opened in the same year. It was designed for the interment of the families of those who had subscribed the purchase money. The opposite corner of Church Street and Fulham Road, now occupied by a large tavern of the same name, is called Queen's Elm, and is traditionally said to derive its origin from the following incident. Queen Elizabeth was out walking with Lord Burghley, and being overtaken by a heavy shower of rain took shelter under an elm-tree growing on this spot. After the shower was over she said, 'Let this henceforth be called the Queen's Tree.' Trafalgar Square, to the east of Church Street, was laid out in the year 1812, and contains rows of old-fashioned houses largely inhabited by artists, but unfortunately the garden is now being covered with new villas.

After leaving Queen's Elm we pass a long row of modern shops and then come to Elm Park Gardens, consisting of two parallel streets of large Victorian houses backing on to spacious private grounds. The houses on the south side, which are of more recent construction, directly face the gardens, from which they are separated by a roadway. Elm Park Gardens was built in the seventies of last century upon the site of the grounds of Chelsea House, which fronted the south side of Fulham Road and comprised an area of thirty-two acres. Originally built by John Appletree, Chelsea House afterwards became the residence of the Duke of Wharton. Here a manufactory of raw silk was established by patent about the year 1721 and the grounds were planted with mulberry trees. This venture, however, proved a failure, and was therefore abandoned. No less than 2,000 trees had been planted here, and it was the intention of the owners to plant many more if the industry had paid its way.

Cranley Gardens, opposite Elm Park Gardens, leading to Gloucester Road, contain a similar type of house. On the east side is St. Peter's Church, opened in 1868, and crowned with a tall spire. The adjoining Evclynn Gardens, on the west side of Cranley Gardens, contain some very pleasant modern houses with red-brick frontages. At the corner of Fulham Road and Drayton Gardens a very handsome new picture theatre called the Forum has just been completed, and as Fulham Road narrows into a bottle-neck at this point the opportunity has been taken of setting back the building line for a considerable distance at the west corner of Drayton Gardens. Let us hope that this widening will be continued in the near future towards Gilston Road. Directly opposite Drayton Gardens is Beaufort Street, along which we will now proceed, and after crossing King's Road once again, come to Battersea Bridge.

Beaufort Street, south of King's Road, has been completely rebuilt in recent times, and consists largely of blocks of artisans' dwellings faced with red brick. It stands on the site of Beaufort House, a large mansion which was reputed to have been the site of the house of Sir Thomas More, who purchased an estate in Chelsea about the year 1520, and resided here after his resignation from the Chancellorship in 1532.

The actual site of Sir Thomas More's house had nevertheless remained in doubt, and the Rev. Dr. King, one of the vicars of Chelsea Old Church, remarked, 'As seven cities in Greece contended for the birth-place of Homer, so there are no fewer than four houses in this parish which lay claim to Sir Thomas More's residence.' Beaufort House, which faced Battersea Bridge, is the most generally accepted site. Formerly the mansion of the Duke of Beaufort, it was purchased in 1736 by Sir Hans Sloane for £2,500 at a public sale, and was pulled down in 1740.

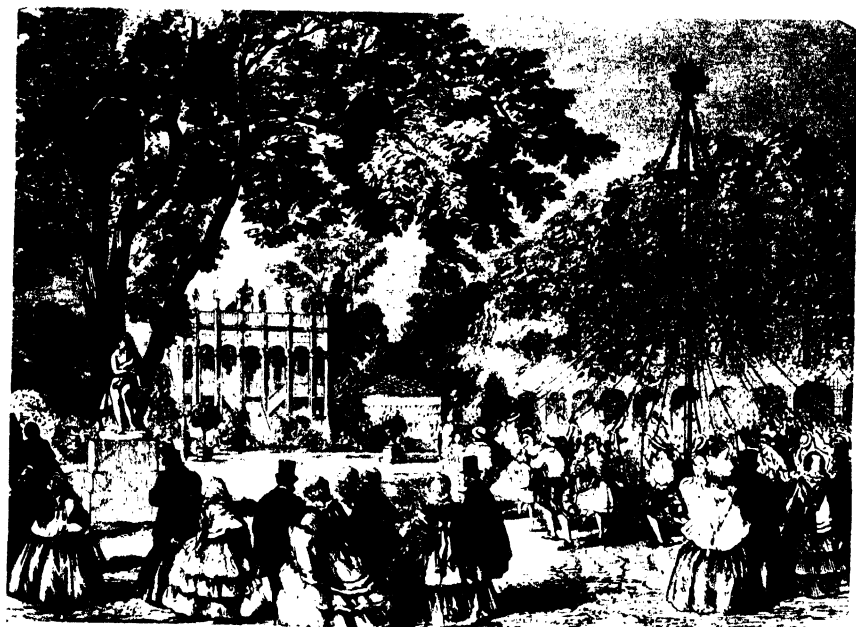
The present Battersea Bridge, designed by Sir Joseph Bazalgette at a cost of £143,000, was opened by Lord Rosebery on Monday, 31 July 1890. It is 40 feet wide, of which 24 feet are allotted to the roadway and 8 feet to each of the two sidewalks. By 1883 the old bridge, which was an unsightly timber structure, had become so unsafe that it had to be closed to vehicular traffic. A temporary footbridge was erected and the old structure demolished. Erected between 1766 and 1771, the old bridge, 28 feet wide, was built by John Earl Spencer and other subscribers at the small cost of under £18,000, including the approaches.

Before resuming our travels westwards, we will turn once more into Cheyne Row and, crossing the Royal Albert Suspension Bridge, pay a brief visit to Battersea Park. At the corner of Danvers Street and Cheyne Walk we pass the famous Crosby Hall, removed here from Bishopsgate in 1910. It now forms part of an international hall of residence and clubhouse, under the British Federation of University Women, for women graduates studying in London.

Battersea Park, which we will now enter from Albert Road, was originally known as Battersea Fields, and was occupied mainly by cabbage planters and asparagus growers. The land was purchased about 1828 by the Marquess of Westminster, who afterwards leased it to Mr. Cubitt, the builder. The latter gentleman conceived the idea, owing to the rapid growth of London, of converting these swampy marshes into a park for the people. His scheme was submitted to the Metropolitan Improvement Commissioners, who strongly recommended it for the consideration and support of the Government. As a result, an Act of Parliament was passed in 1846 to enable the Commissioners to purchase 320 acres of land at Battersea to be utilized partly for building houses and villas, the Commissioners being authorized to advance a sum not exceeding £200,000. Negotiations also took place with other owners of land, and eventually £232,620 was expended on the property, with an additional sum of £51,000, for laying out the park, by a system of annual grants from 1853 to 1858 from the Parliamentary Committee and the Commissioners of Woods and Forests. Some 185 acres were set aside for the park, and 101 acres remained to be sold for building purposes. By December 1848 work on the formation of Battersea Park was in active progress. Up to that time the ground had been cultivated to the very limits by industrious allotment holders, agriculturalists, and



From Sexby's "Parks and Gardens of London."
Cycling in Battersea Park in 1895.



By permission of the "Illustrated London News."
Cremorne Gardens, abolished in 1877.

market gardeners. But the frontage next to the Thames was cut up into numerous small properties and for years had been put to no productive use; when the tide ran high the water overflowed into the adjacent lands. Considerable difficulties were experienced by H.M. Office of Woods and Forests in completing the purchase of the riverside frontage, as private enterprise had already stepped in and anticipated the future movements of the Government.

The result was that several of the owners commenced embanking their respective frontages. Barges were employed daily to convey the sweepings of the streets of London to Battersea, whence they were deposited on the embankment. When first deposited the soil was particularly soft and slushy, but soon consolidated and formed a good substantial stratum. The embankment itself is about 5 feet above high-water mark, 70 or 80 yards in width, and traverses the whole of the river frontage of Battersea Park. In Battersea Fields the Duke of Wellington fought a duel with the Earl of Winchelsea in 1829.

The formation of Battersea Park involved the disappearance of the Tivoli Tea Gardens and pleasure grounds, which were closed on 22 August 1853, and possession was also obtained of the Red House Tavern and its grounds. In its palmy days, the Red House formed a second Vauxhall Gardens, and attracted quite a number of aristocrats to Battersea, but eventually it became a hotbed of drinking, gambling, donkey races, and fortune-tellers. The common rights of St. Mary, Battersea, were abolished upon payment of £1,500 as compensation. Battersea Park, now one of the most beautiful in the metropolis, also contains a large expanse of lake constructed in 1860, and a sub-tropical garden of four acres. About 1896, during the early days of cycling, Battersea Park became for a short time the fashionable rendezvous for London society, who used to frequent the place for cycling before breakfast. In those days the safety bicycle was still more or less of a novelty and motoring was only in its infancy.

On the east side of the park are the tracks and yards of the Southern Railway, which are screened from view by an ornamental wall constructed by the former London, Brighton and South Coast Railway in Battersea Park Road. For many years the land on the south side of Battersea Park remained more or less derelict, but in May 1885 the Albert Palace was erected on the site now covered partly by the Battersea Polytechnic Institution, which was opened on 24 February 1894, and partly by modern blocks of flats. It was originally built for the Dublin Exhibition of 1872, and re-erected here with substantial additions and improvements. The Albert Palace specialized in high-class musical entertainments, and contained a very fine picture gallery. The venture never proved a success, and in 1886 the Albert Palace Company collapsed, after which the building and grounds passed into the hands of Mr. William Holland. Still proving a complete failure, the building was pulled down about 1894, after having remained closed for several years.

Half a mile of large blocks of residential flats, faced with red brick, in Prince of Wales's Road now line the entire south side of Battersea Park, which entitles it to rank equally with Chelsea as one of the leading residential quarters of the metropolis. Albert Road, on the west side of Battersea Park, likewise contains some good-class houses and blocks of flats.

At the junction of Prince of Wales's Road and Surrey Lane is Battersea Bridge Road, along which we will now direct our steps. The original village of Battersea, or Patricks-eye, which was situated at the bend of the river to the west of Chelsea Reach, is said to have derived its name from St. Patrick or St. Peter because in ancient times it belonged to the Abbey of St. Peter at Westminster. The manor house, which was formerly the seat of Lord Spencer, was a venerable structure with forty rooms on one floor. The greater part of the house was pulled down in 1798, and a malt distillery erected here by Messrs. Hodgson and Company. This building in turn was pulled down in 1819. The parish church which faces the river was built towards the end of the eighteenth century at a cost of £5,000 and replaced an earlier structure which had stood on the same site for centuries. Battersea is now a large metropolitan borough, chiefly inhabited by the artisan class, and contains an area of about three and a half square miles, with a population in 1931 of 159,542.

We now recross Battersea Bridge and turn to the left along the western end of Cheyne Walk. A short walk brings us to Lots Road, containing the generating station of the Underground Electric Railways of London. The dreary streets situated between Lots Road, King's Road, and Cheyne Walk are mostly built upon the site of Cremorne Gardens, which until finally closed in 1877 was one of London's principal summer pleasure resorts. The Cremorne estate was originally known as Chelsea Farm, and in 1751 became the property of the Dowager Countess of Exeter. It devolved in 1803 to Viscount Cremorne, after whom the property was named. The natural beauty of its situation afterwards led to the grounds being opened to the public, and when the splendour of Vauxhall was on the wane, it occurred to some enterprising individual to open a rival establishment higher up the river and in a more bracing air. Cremorne covered sixteen acres. It was much gayer than Vauxhall even on its most brilliant nights, and splendid displays of fireworks were given here. Amongst other attractions were a theatre, a circus, an outdoor orchestra, grottoes, and a dining-hall.

In the summer of 1845 numerous balloon ascents were made from Vauxhall and Cremorne Gardens by a Mr. and Mrs. Green, who came to earth in such places as Epping Forest, Plumstead, Highgate, Shepherd's Bush, and Croydon. An attempt made more recently by a foreigner, Mr. de Groof, at aerial navigation resulted in disaster, for when the apparatus was suspended beneath the car of a balloon, and the machine was liberated, it immediately collapsed owing to some defect

in its construction, and fell to the ground with a terrible crash, instantly killing its unfortunate occupant.

The district to the north of King's Road, extending to the West London Railway, was formerly known as Little Chelsea. Until about 1860 it still remained more or less a rural hamlet in its general character. It commenced west of Chelsea Park, now Elm Park Gardens, and had its centre in Fulham Road, at the corner of Beaufort Street, leading to Battersea Bridge. On 16 April 1765 Mr. James House Knight, of Walham Green, returning home from London was robbed and murdered on the Fulham Road in the vicinity of Little Chelsea. A reward of £50 was offered for the discovery of the murderers, and on 7 July following two Chelsea pensioners were committed to prison charged with the murder on the evidence of their accomplice, another Chelsea pensioner, whom they had threatened to kill as the result of a quarrel which took place between them.

The accused were tried, found guilty, hanged and gibbeted, one nearly opposite Walnut Tree Walk, now renamed Redcliffe Gardens, and the other at Bull Lane, a quarter of a mile farther on, which connected the main Fulham Road with King's Road, by the side of the former Kensington Canal, now covered by the West London Railway. In those positions the bodies of the murderers hung in chains for some years, to the terror of benighted travellers and market gardeners passing here of an early morning bound for Covent Garden, until one day a drunken frolic caused the removal of this painful and useless exhibition.

At Park Walk and Millman Street, about 200 yards west of Beaufort Street, the King's Road bends in zigzag fashion to the left and then to the right, forming what was originally a dangerous corner but which has been considerably widened in recent years. A short half-mile farther on past the World's End tavern is the bridge over the West London Railway, which forms the dividing line between Chelsea and Fulham.

The West London Railway follows the track of the former Kensington Canal, which ran from Battersea Bridge to Hammersmith Road, and was designed to provide a connecting link between the railways north and south of the Thames. The canal, which was two and a quarter miles long, was opened on 12 August 1828, and was 100 feet wide and capable of affording a passage for craft up to 100 tons burden. It was built at a cost of £40,000 to convey water to Kensington and its income from wharfs, tonnage, &c., was estimated at £2,500 per annum. Similarly a canal was constructed in 1724 by the Chelsea Waterworks Company from the Thames near Ranelagh to Pimlico, to provide water to Westminster, Chelsea, and the West End of London. This canal was abolished to make way for Victoria Station. The first section of the West London Railway from Willesden Junction to Addison Road, the former terminus, just south of Hammersmith Road, was opened in 1838, but the extension to Chelsea and Battersea, which

involved the filling up of the old Kensington Canal, was not completed until 2 March 1863.

Following the King's Road for a short distance beyond the West London Railway, we next come to Walham Green, formerly a populous village or hamlet, but now densely built over. Prior to 1688 it was known as Wansdon Green, this name being derived from the Manor of Wendon. It was then a triangular plot of ground on the north side of Fulham Road, upon which donkeys used to graze and children to play cricket. The main King's Road skirts Eelbrook Common, but the shopping centre of Walham Green is the Broadway, situated in Fulham Road, reached by way of Harewood Road, at the corner of which is the Town Hall.

The church of St. John in North End Road was built after the design of Mr. Taylor upon a filled-up pond. The foundation-stone was laid on 1 January 1827, and the church was consecrated by the Bishop of London on 14 August 1828. Close to the Broadway are the Butchers' Almshouses, the foundation-stone of which was laid by Lord Ravensworth on 1 July 1840. Until late in the last century stood the mansion called Purser's Cross, the residence of Mr. John Ord, and afterwards of Lord Ravensworth. It was approached from the south side of Fulham Road shortly after passing Walham Green by carriage gates connected by a brick wall. It contained a curious garden planted and laid out in 1756 by Mr. John Ord; this garden produced some of the finest specimens of trees in the kingdom. The mansion was visited by Queen Victoria and the Prince Consort in 1840, after which its name was changed for some unknown reason to Percy Cross. John Ord was Chief Baron of the Court of Exchequer in Scotland, Master in Chancery, and M.P. for Midhurst.

Wandsworth Bridge Road, to the south of Walham Green, leads to Wandsworth Bridge, opened in October 1873 by Colonel Hogg, Chairman of the Metropolitan Board of Works. North End Road, leading to Lillie Road and West Kensington, follows the line of the original hamlet of North End, which consisted of a line of residences extending more than a mile in length, from Walham Green Church to Hammersmith. Market gardens skirted both sides of the road, and the gardeners' cottages were very old. To-day North End Road is a crowded shopping thoroughfare of a third-rate order. Amongst the noteworthy houses in this locality is Mount Carmel, formerly Hermitage Lodge, which stands at the corner of Lillie Road and North End Road, and which was originally built as stables for the residence of Foote the dramatist and comedian. His house stood on the opposite side of Lillie Road, and was surrounded by a large garden enclosed by high walls, but it has been pulled down and replaced by modern shops.

On the east side of North End Road, close to Lillie Road, Beaufort House stood in eight acres of ground, until about 1900. It was used as the head-quarters of the South Middlesex Volunteers and was the

meeting-place of the London Athletic Club. This ground is now covered by several streets of two-storied houses. In Fulham Road, adjoining the West London Railway, is Stamford Bridge Athletic ground, familiar to all patrons of running, cycling, and other sports.

Little more than a century ago the entire parish of Fulham consisted of fertile and highly cultivated market gardens, and it was said that at least one half of the vegetables and fruits sold at Covent Garden were grown in this and the adjoining parishes. According to the census of 1931 it contains a population of 157,938. In addition to those we have already named, Fulham then contained many handsome villas and country seats. Fulham House, situated near Parson's Green, was the residence of the Lords Stourton, and afterwards of William Sharpe, who first brought the slave trade into disrepute. He died there in 1813 in his seventy-ninth year. Munster House was traditionally said to have been a hunting seat of Charles II, and was afterwards occupied by J. W. Croker, Secretary to the Admiralty.

But no other quarter of the metropolis has been so ruthlessly spoiled as Fulham, and London can show no place more cheerless or depressing than the district which lies between North End Road, Lillie Road, Dawes Road, Fulham Road, and Fulham Palace Road. Mr. Charles G. Harper in his work entitled *A Londoner's Own London* says that places like Earlsfield, Tottenham, and Edmonton have been built to yield an immediate profit and designed to herd as many houses and people per acre as possible. Thus they have become joyless abodes inhabited mainly by artisans and clerks living in long monotonous streets with very small gardens. He forgot, however, to include Fulham amongst these delectable places. No one, he says, lives there from choice, but only for the sake of cheapness. Such joyless places are calculated to breed class hatred, and the more modern garden suburb is a big advance upon such a place as Fulham. Some day, when the proposed extension of the Cromwell Road across the West London Railway has been driven through the centre of Fulham to link up with a new bridge across the Thames midway between Putney and Hammersmith, Fulham may possess one really good street.

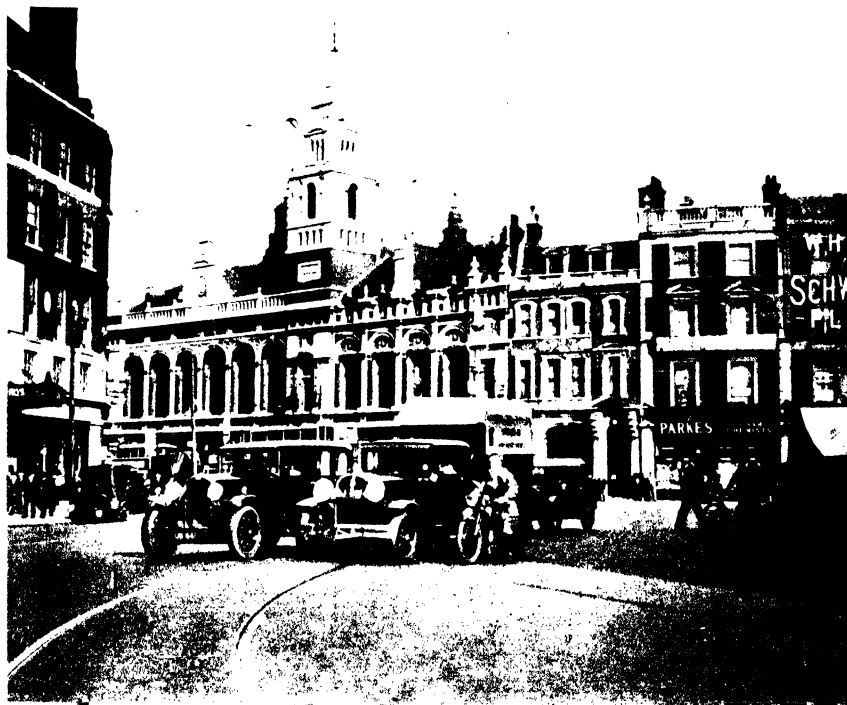
The only other feature of interest in this neighbourhood is Fulham Palace, situated close to the Thames near Putney Bridge. For upwards of eight centuries it has been the residence of the Bishops of London, though the building in its present form is comparatively modern. The Palace was surrounded by a moat which is now filled in. The present Putney Bridge, opened in 1886, has replaced a wooden structure built in 1729 from a design by a celebrated surgeon named Cheseldon. An extensive widening of Putney Bridge is about to be carried out by the London County Council to cope with the enormous increase in the traffic of this part of London. Fulham High Street, formerly a narrow thoroughfare, was extensively widened on the west side in 1900 between Fulham Road and Putney Bridge to make room for the electric

tramways. Adjoining the grounds of Fulham Palace, and running parallel to the river, is Bishops' Park, which, amongst other attractions, contains a paddling pool and a sand pit for the amusement of children. East of Putney Bridge are the grounds of Hurlingham Club, and several newly erected blocks of superior residential flats called Rivermead Court overlooking the Thames and private gardens.

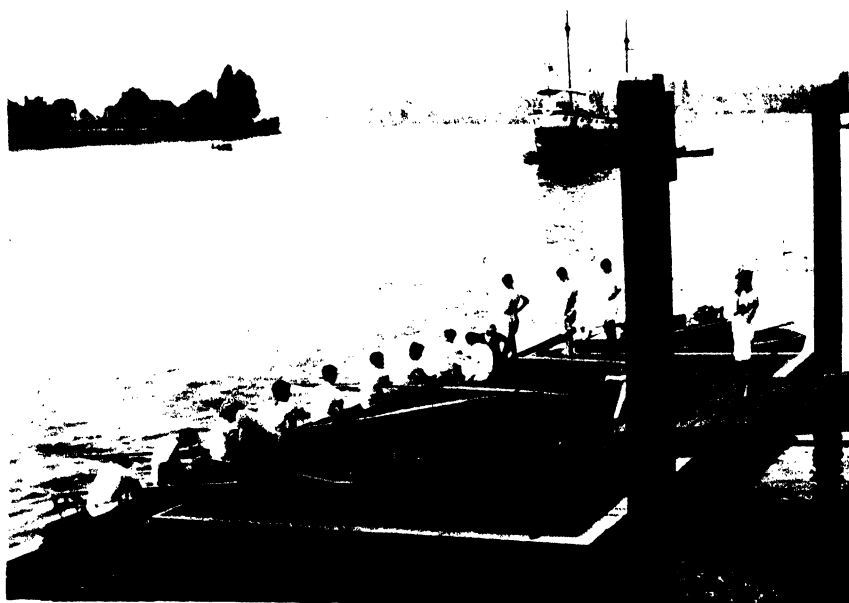
A walk or an omnibus ride through Fulham Palace Road, half-way along which we pass the Fulham Cemetery and the adjoining recreation ground, will bring us to Hammersmith Broadway. Down to the year 1834 Hammersmith was a part of the parish of Fulham, but since that time it has become a separate parish, and now extends from Kensington on the east to Turnham Green on the west and alongside the Thames from Crab Tree to Chiswick. The metropolitan borough of Hammersmith also includes the districts of Brook Green and Shepherd's Bush, and had a population in 1931 of 135,521. In 1801 it was 5,600, and in 1831, 10,222.

The parish church of St. Paul, situated in Queen Street near the junction of Hammersmith Broadway and Bridge Road, was originally a chapel of ease, and was built in the reign of Charles I at the cost of Sir Nicholas Crispe, a wealthy citizen of London, and consecrated in 1631. Since that time it has undergone extensive repairs on different occasions. In 1864 it was restored and enlarged, and will now accommodate 1,000 people. The present Hammersmith Suspension Bridge, opened in the summer of 1887 by Prince Albert Victor, Duke of Clarence, replaced an earlier suspension bridge erected in 1827, the first to be constructed in London on the suspension principle. It was designed by Mr. Tierney Clarke at a cost of about £80,000. The roadway, which was 16 feet above high-water mark, was suspended by eight chains arranged in four double lines, but was only 20 feet wide. The existing bridge, although an equally handsome structure, suffers like its predecessor from the drawback of being absurdly narrow for the requirements of its traffic, and it speaks very little for the judgement of our municipal authorities in 1887 that they failed to realize that a much wider structure would later become imperative.

Hammersmith Broadway, which is the meeting point of six thoroughfares, is quite the busiest traffic centre anywhere west of Hyde Park Corner. Here omnibus and tramway routes converge from all parts of London, and at week-ends, owing to its being the principal western exit from town, the volume of motor-car traffic is enormous. A subway for pedestrians runs underneath the Broadway, to cross which is quite as dangerous an undertaking as crossing Piccadilly Circus. In 1908 Hammersmith Broadway was considerably widened in order to provide room for the electric tramways to Shepherd's Bush laid down by the London County Council to provide increased facilities for visitors to the newly opened White City. The Hammersmith Town Hall, a handsome red-brick and stone building with a central clock-tower, is situated on



Hammersmith Broadway.



The Thames at Hammersmith.

the east side of the Broadway, and the Underground Railway Station is on the south side. The Metropolitan Railway Station is situated on the opposite side of the Broadway, close to Beadon Road.

Hammersmith is well provided with places of amusement. There is the new Gaumont Palace in Queen Street and also the Lyric Theatre in King Street. In the same street is the Hammersmith Palace of Varieties, now converted into the Astoria Cinema. Near Beadon Road is the Hammersmith Skating Rink, formerly a Palais de Danse, and the King's Theatre is in Hammersmith Road. At the west end of King Street is the newly erected Commodore Picture Theatre.

Early in the nineteenth century Hammersmith boasted several good houses inhabited by gentry and persons of quality, but these have long since been pulled down, cut up into smaller tenements, or been replaced by large factories, &c. One of these, called Brandenburg House, was built early in the reign of Charles I by Sir Nicholas Crispe at a cost of £23,000. It stood near the river about a quarter of a mile east of Hammersmith Bridge. It was plundered during the Civil War in August 1647, when the parliamentary army was stationed at Hammersmith and General Fairfax took up his quarters here. In 1792 it was sold to the Margrave of Brandenburg-Anspach, who died in 1806. Many alterations were then made to the mansion, which was renamed Brandenburg House. Later it was occupied by the unhappy Queen Caroline, wife of George IV, who here kept up her rival court pending her trial in the House of Lords. When the Bill of Pains and Penalties was abandoned, the tradesmen of Hammersmith who enjoyed her custom illuminated their houses and the populace cheered and made bonfires in front of Brandenburg House. Less than a year after the death of Queen Caroline, on 7 August 1821, the remains of Brandenburg House were sold by auction, the mansion was pulled down, and a large factory erected on its site.

Between King Street and the River Thames is St. Peter's Square, completed in 1839, and consisting of forty-three houses built in sets of three, which gives them the appearance of detached villas. An engine house in the centre formerly supplied the houses with water from an artesian well 310 feet in depth. King Street, the principal shopping thoroughfare of Hammersmith, forms part of the main western road out of London and has been greatly widened in recent years between Cambridge Road and Shaftesbury Road. The eastern end, however, still remains too narrow for the requirements of its traffic.

In the Mall, which runs westwards from Hammersmith Bridge to Richmond, are some modern blocks of residential flats at the foot of the bridge. The Mall was once the fashionable part of Hammersmith, and is divided into the Upper and Lower Malls by a narrow creek crossed by a wooden footbridge known as the High Bridge, which was erected by Bishop Sherlock in 1751. Until 1860 a coffee house called the Doves stood at the commencement of the Upper Mall. It could

be reached only by a narrow path winding through a cluster of houses. The Mall is shaded by tall elm-trees planted over 200 years ago by the widow of Charles II, Queen Catherine, who resided here for some years during the summer season.

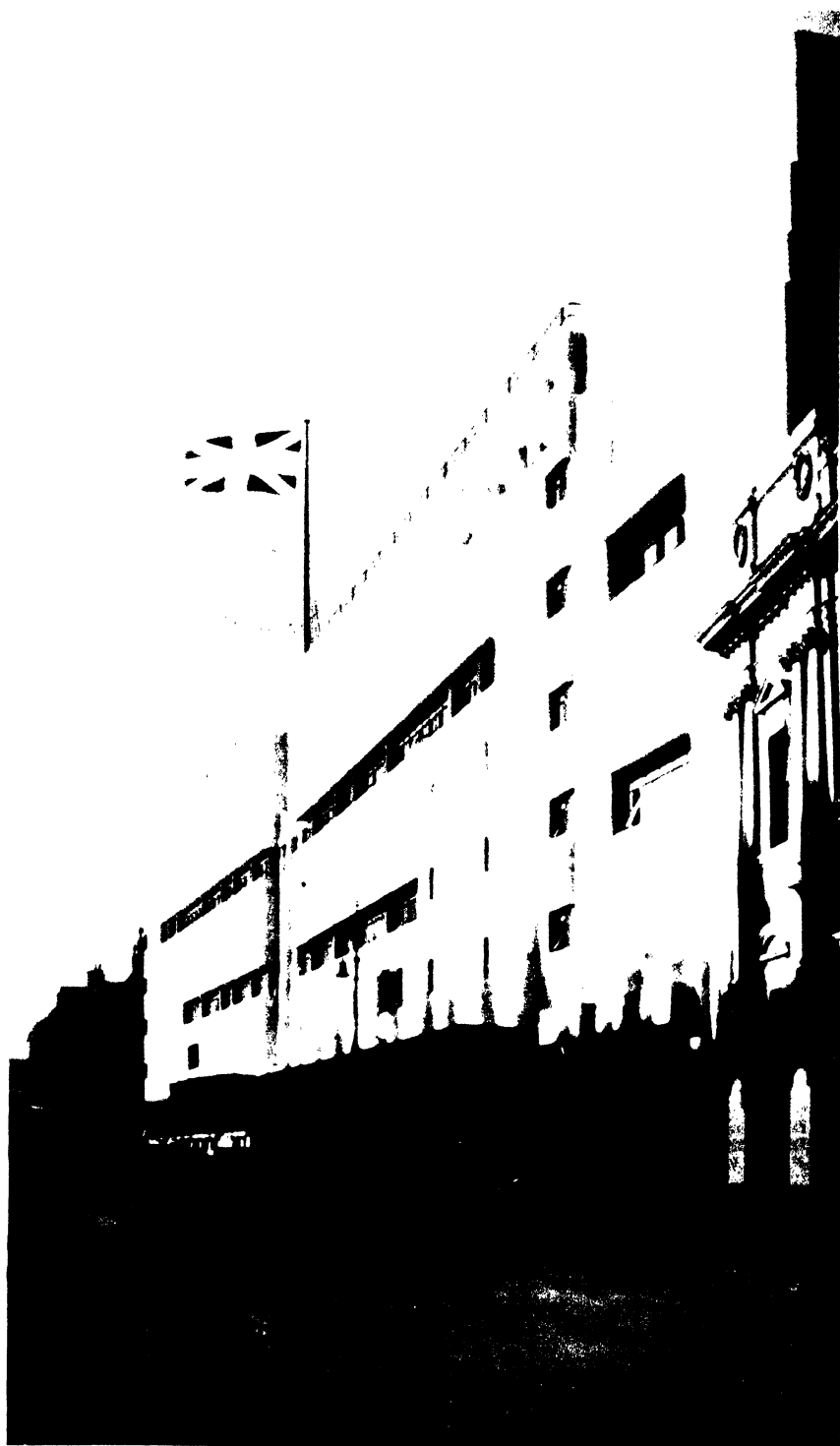
We return to the Broadway and proceed along Hammersmith Road, passing Rowton House on the south side, one of the first hostels of this kind erected in London to provide cheap living accommodation for single men of the artisan class. Almost adjoining is Nazareth House or the Convent of the Little Daughters of Nazareth, a tall Gothic building of secluded appearance, three stories high, and screened from the road by a high wall. The grounds attached to it extend back for a considerable distance. It provides a home for aged, infirm, and destitute people.

Beyond Nazareth House on the same side of the road is St. Paul's School, removed here from the City in 1884 and standing in sixteen acres of land purchased by the Mercers' Company in 1877. The buildings were designed by Sir A. Waterhouse, R.A. Adjoining the grounds of St. Paul's School at the corner of Colet Gardens is the Red Cow Tavern, rebuilt in 1897. The original inn was over 200 years old when pulled down, and was famous in the old coaching days.

East of St. Paul's School is a tall building of recent construction containing the laboratories of Messrs. J. Lyons and Company, Ltd., the caterers. Cadby Hall, the head-quarters of this well-known firm, is on the opposite side of Hammersmith Road and occupies almost the entire frontage between Brook Green Road and Blythe Road. Leading out of North End Road on the south side of Hammersmith Road is Fitz-George's Avenue, lined with tall blocks of handsome residential flats. On a portion of this land stood until recently North End House, situated in private grounds. It was demolished in 1929 and new blocks of flats called North End Court have just been erected on this site.

The so-called district of West Kensington, which is not in the Royal Borough, but is situated in Hammersmith, is centred round North End Road, and extends from the West London Railway to the vicinity of St. Paul's School. It includes the streets on the opposite side of Hammersmith Road between Olympia, Addison Road Station, and Shepherd's Bush Road, and consists mainly of good-class streets and houses which have sprung up since 1880. A great impetus was given to this neighbourhood by the coming of St. Paul's School and the extension of the Metropolitan District Railway from Earl's Court to Hammersmith in 1874. The opening of the Piccadilly tube railway station at Baron's Court also furthered the development of West Kensington.

Olympia, which is situated on the north side of Hammersmith Road, adjoining the West London Railway, was erected in 1886 by the National Agricultural Hall Company. The original buildings had an area of four acres. The grand hall, two and a half acres in extent, is one of the largest in the kingdom, and is covered by one span of iron and glass 450 feet long by 250 feet wide, or nearly half as large again as the



By permission of the "Architectural Review."

Olympia, Hammersmith Road.

Agricultural Hall. The opening exhibition in December 1886 was that of the Paris Hippodrome, for which purpose the French artists brought over a staff of 300 persons, an orchestra of 70, and no less than 250 performing animals. Various other exhibitions followed, such as Venice in London and Constantinople in London, but for many years Olympia proved a complete failure.

The subsequent development of the motor industry retrieved the fortunes of the company, and since 1910 the motor show has been held here annually. Many other exhibitions, including the Horse Show, the Military Tournament, and the Ideal Homes Exhibition, are now held at Olympia, as well as frequent boxing contests. A considerable extension of the building was carried out in 1923, which involved the demolition of several rather fine houses in Hammersmith Road. This proving insufficient to meet the increased demands for accommodation by motor-car companies, a further large extension in Hammersmith Road has recently been completed. This has a fine elevation, which introduced the German modernist style into England with great success.

From here a walk through either Blythe Road, past the immense buildings of the Post Office Savings Department, or by way of Brook Green Road farther west, will bring us to Shepherd's Bush Road, from which it is a short distance north to Shepherd's Bush Green. This triangular open space was acquired for the public by the Metropolitan Board of Works in 1872. Until about 1860 Shepherd's Bush was still a rustic hamlet, but it is now a busy traffic and shopping centre, completely absorbed into the metropolis. The railway between Shepherd's Bush and Hammersmith, forming part of the West London Railway, was opened on 1 July 1864.

Until 1890 there stood on Shepherd's Bush Green an ancient thatched cottage, which was hired and inhabited by Miles Syndercombe in January 1657 for the purpose of assassinating Oliver Cromwell, who discovered the conspiracy and had Syndercombe arrested, tried, and condemned to death. He remained a prisoner in the Tower until the morning appointed for hanging him, when he was found dead in bed. It was believed that he had taken poison secretly brought to him by his sister the night before. His corpse was dragged by a horse to the foot of the gallows, and was there buried as that of a suicide, with a stake driven through his heart.

On the west side of Shepherd's Bush Green are the Shepherd's Bush Pavilion and the Shepherd's Bush Empire, and on the south side of Uxbridge Road the parish church of St. Stephen, consecrated by the Bishop of London on 11 April 1850. Running northwards in a direct line with Shepherd's Bush Green is Wood Lane, which leads to the White City and Wormwood Scrubbs Common. First opened in May 1908 for the Franco-British Exhibition by King Edward VII, accompanied by the French President M. Fallières, the White City was quite

the largest and most magnificent exhibition ground ever seen in London down to that time. It was laid out on a very imposing scale, and the Court of Honour, with its lake and illuminated cascade, was the most beautiful place of its kind ever seen in London. Other leading features were the Stadium, the largest in London before the construction of that of the Wembley Exhibition, and the Garden Club building situated in the Elite gardens. Annual exhibitions were held at the White City during the summer months from May to October, but upon the outbreak of war, in 1914, it was taken over for Government service. Unfortunately, except for an occasional indoor exhibition, mostly confined to the long galleries connecting Uxbridge Road with Wood Lane, the White City has remained derelict for many years, and its future is still a matter of uncertainty. It seems a pity that London should be permanently deprived of such a resort during the summer months notwithstanding our fickle climate, and also having regard to the fact that open-air cafés such as one can enjoy in all continental capitals are conspicuous in London by their absence.

On the north side of the White City is the new Western Avenue, designed as a by-pass road starting from Wood Lane to connect with the main Oxford Road near Gerrard's Cross, but so far it has only been constructed as far as Perivale, to the north of Ealing. Centred round the Western Avenue is an immense new artisan quarter erected by the London County Council since the late war. It extends from Wood Lane towards East Acton, and now forms a part of the borough of Hammersmith. Amongst other features of this new quarter are a new public library on Western Avenue, an open-air swimming bath at Wormholt Park, and a super-cinema near the junction of Western Avenue and Old Oak Road.

To the north of the Government prison is Wormwood Scrubbs Common, a large open space of 194 acres, purchased in December 1876 by the Government for over £52,000. Formerly called Wormholt Common or Scrubbs it was originally a wood and consisted of 200 acres, of which about sixty were enclosed. In 1812 a lease of this common was taken by the Government for a term of twenty-one years at a rental of £100 per annum, for the purpose of exercising the two regiments of the Life Guards. The money was to be divided equally between Fulham and Hammersmith, but the copyholders were to continue to enjoy the usual privilege of turning out their cattle to graze.

In 1876 the Government offered the land free of cost to the Metropolitan Board of Works. This handsome offer was gladly accepted, but the Government stipulated that Wormwood Scrubbs should be preserved as an open space for the benefit of the public under the Commons Act and not be converted into a park.

In 1933 the Rose and Crown Tavern in Lower Sloane Street, noted earlier in this walk, was pulled down after an existence of some 200 years. It is now being rebuilt and flats erected on the upper stories.

TWENTY-FIFTH WALK

PADDINGTON, BAYSWATER, MAIDA VALE, KILBURN WILLESSEN, CRICKLEWOOD, HENDON, AND GOLDEKS GREEN

PADDINGTON, now a large metropolitan borough of 144,273 inhabitants, was a century ago the most distant village completely united to London. Fifty years earlier it was already joined to the capital by a long line of buildings on the east side of Edgware Road, and in 1783, on a map of London by Carington Bowles, Edgware Road north of the New Road, now called Marylebone Road, figures under the name of Paddington, although the village itself was situated to the west of Edgware Road.

Paddington is said to derive its name from the Saxon *Paedings-tun*. In ancient times King Edgar is reputed to have given lands at Paddington to the Monks of Westminster, and these lands were claimed in later ages by the Bishop of London and the Dean and Chapter of Westminster as their share of the spoils of the Convent of Westminster. Hence to-day a large part of Paddington is owned by the Ecclesiastical Commissioners.

As recently as 1820 Paddington, although joined to the metropolis, still possessed many rural spots which appeared as secluded as though they had been a great distance from town. Those peoples who have been most completely governed by a church are noted for making the slowest progress in all essential knowledge, and the people of Paddington furnished no exception to this rule. Although they lived at so short a distance from the two rich cathedral towns of London and Westminster, they made no greater advances in civilization than did those who lived in the remotest village in England. The small population of Paddington was wholly absorbed in agriculture, and owed far more to their own intelligence and observation than to any schooling given them by those who were well paid to be their teachers.

Opposite the Marble Arch, which will form the starting-point for this walk, is the junction of Oxford Street and Edgware Road, and here stood the Tyburn Gate until 1829. Although the entire east side of Edgware Road from Hyde Park to Paddington had been covered with streets and buildings at the dawn of the nineteenth century, no building operations of any importance were commenced on the west side until about 1820. Thus Paddington formed for many years the outer limit of the metropolis, and as late as 1830 was still regarded by many people as a rustic village.

But although Edgware Road itself remained unbuilt on the west side between Paddington village and Hyde Park, a village somewhat resembling the unsightly bungaloid growths with which we are so familiar in our own day had arisen in the fields a short distance to the west of Edgware Road. Thus Lysons, writing of Paddington in 1794,

says that, this parish being chiefly church land, there has been but little increase of buildings till about four years ago, since which time a number of small wooden houses to the amount of nearly one hundred have been erected a little north of Tyburn turnpike.

These cottages were let at from £7 to £12 per annum, and were inhabited principally by journeymen artificers who worked in London, forming with their families a colony of about 600 persons. This colony of cottages, built nearly opposite George Street, was called Tomlin's New Town. After 1816, as the result of a Building Act obtained by the Bishop of London, these journeymen artificers had to vacate this land in order to make way for the construction of Connaught Terrace and better houses for the rich. During the winter evenings the muddy roads which led to these cottages were in total darkness and became hotbeds of fevers and ague. No provision had of course been made for the effective drainage or sanitary arrangements of these cottages, built in the open fields and occupied as fast as they were completed. They were sought after by the poor as a kind of country retreat, but were in fact breeding centres of disease, filth, and misery. Thus the transformation of the southern outskirts of Paddington from a poor district to the fashionable Tyburnia of our own day was attended with considerable difficulties.

In 1795, according to Lysons, there were still upwards of 1,100 acres of grass land in Paddington, of which only eighty-five were arable or garden land, and for a long time the tenants of the Bishop of London's estate at Paddington were as celebrated for the quality and quantity of their milk as they now are for the number and the size of their houses. Within the short space of twenty years a city of palaces had sprung up on the Bishop's Estate, and one of our leading railways, the Great Western, had opened its terminus here, from which were carried to and from this great city a larger number of human beings in one year than could be found in all England only a short time before.

Tyburnia, properly speaking, comprises the quarter situated in the triangle bounded by Bayswater Road, Sussex Gardens, Oxford and Cambridge Terrace, and Edgware Road. The long terraces of ugly brown-brick houses, four stories high, which line the west side of Edgware Road, have long since been converted into shops, but a few modern buildings, such as the Connaught Club at the corner of Seymour Street, and the Connaught Mansions at the corner of Connaught Street, have been erected of late years. Between Seymour Street and Connaught Street the new Grosvenor Mansions are now completed, and there are signs that some of the new grandeur of Marylebone and Great Cumberland Place will spread to this district in the near future.

The streets leading out of Edgware Road are for the most part very gloomy in appearance, with long rows of brown-brick houses, but those opening on to Bayswater Road and Hyde Park are more modern, with stucco-fronted houses quite as fine as any to be seen in Belgravia.

Land in this neighbourhood, which was let for £12 per annum in the early part of the eighteenth century, was producing a rental of £12,000 a year by 1845, and the manors of Paddington and Westbourne, which then produced but a trifling sum, were yielding a rental to the Ecclesiastical Commissioners of £50,000 per annum. Most of the streets of this quarter were built during the reign of William IV, but, doubtless on account of its association with public executions, the name of Tyburnia never seems to have been popular with its inhabitants, so that to-day it is more commonly known as Hyde Park. Like Belgravia and Mayfair, it still retains its original high-class character, and few of its large houses have so far been turned into private hotels, though a good many have been converted into flats.

In 1860 Mr. George F. Train, to whom we have already referred in our chapter on Westminster, was granted permission to lay down a trial tramway line from the Marble Arch along the Bayswater Road, and this event was celebrated by a public banquet at St. James's Hall. The line, however, proved a nuisance to the inhabitants of this district, mainly on account of the raised lines, which hindered the free circulation of the traffic. As a result the Metropolitan Board of Works in July 1861 resolved by a large majority that the Bayswater Road Tramway should be removed, and Mr. Train was given until 4 October to carry out their instructions.

Some of the immense houses of Connaught Place have been turned into flats, and the building at the corner of Edgware Road is now the offices of Messrs. Schweppes, Ltd., the well-known mineral water manufacturers. Beyond Connaught Place is a burial ground created in 1763 on land vested in the Bishop of London, about one acre in extent, and rented by the parish of St. George's, Hanover Square. The Chapel of Ease which faces Bayswater Road is of the plainest description. In comparatively recent years the shabby old houses which stood on both sides of the chapel have been replaced by modern red-brick houses and by an exceedingly handsome block of residential flats six stories high and faced with terra-cotta, overlooking Hyde Park. Sandwiched between two of these new red-brick houses, curiously enough, is one of the numerous houses claiming to be the smallest in London. It measures no more than 5 feet in width.

Hyde Park Street, a few paces farther west along Bayswater Road, leads to Southwick Crescent, named after Southwick Park, Hampshire, the property of the Thistlethwayte family, formerly joint lessees of the Paddington Manor. Southwick Crescent, faced by St. John's Church, together with Cambridge Square, Norfolk Crescent, and Oxford Square, form an oval-shaped island midway between Edgware Road and Hyde Park, a piece of town planning which would have done credit to Mr. Cubitt. Hyde Park Gardens, which we next pass, is a noble terrace of large four-storied houses standing back from the main Bayswater Road, from which it is separated by a private roadway with

gardens in front. It was built about 1845 and was formerly called Hyde Park Terrace, and is a fine example of the type of mansions inhabited by the very wealthy classes in the early Victorian period. In a private road at the back are the stables and mews belonging to the houses.

Close to Hyde Park Gardens is Victoria Gate, forming the entrance to the roadway between Hyde Park and Kensington Gardens leading to Exhibition Road and opened in 1854. Westbourne Terrace, opposite Victoria Gate, a handsome avenue leading north to Bishop's Road, derives its name from the Westbourne brook which ran from Kilburn between Paddington and Bayswater into the Serpentine. It was built between 1847 and 1852, and is lined on both sides by rows of large five-storied houses faced with stucco, many of which have been converted of late years into private hotels. The Westbourne brook, now converted into a sewer, was at the commencement of the nineteenth century a favourite resort for young fishermen, and was once the centre of a beautiful valley.

Facing Sussex Gardens or Grand Junction Road, as it is also called, is the parish church of St. James's, opened in March 1843. It is built in the Gothic style, with a tower and spire, and provides accommodation for 1,600 people. The foundation-stone was laid in 1841. Grand Junction Road, the continuation of Marylebone Road, is really a boulevard, and was constructed about 1828. Still following the Bayswater Road we come, after passing Westbourne Terrace and the parallel thoroughfare called Gloucester Place, to Lancaster Gate, a long range of buildings divided into two sections by the opening which leads to Christ Church. Lancaster Gate was completed in 1866 and is a beautiful piece of town planning, as well as a fine example of the architectural improvements carried out in the metropolis during the mid-Victorian period. The houses were commenced by Mr. John Kelk in 1863, the architect being Mr. J. Johnson, of John Street, Adelphi. A special feature of the façade of these terraces is formed by the balconies, with their range of columns, which give a most imposing appearance to the long row of houses. To-day Lancaster Gate is no longer wholly the abode of the very wealthy, for many of the houses have been converted into large private hotels, which are very popular on account of their delightful outlook over Kensington Gardens. Prominent amongst these are the Palace, The Tudor, and the Lancaster Court hotels. Lancaster Gate stands on the site of Hopwood's Nursery Ground and the Victoria Tea Gardens, famous for running matches and sporting meetings, and was the last slice of open land on the Bayswater Road to be covered with buildings. Christ Church, which stands back from the main road in the centre, is a noble Gothic edifice with a lofty tower and spire which shows to great advantage when viewed from the Long Water in Kensington Gardens.

On the east side of Lancaster Gate is Craven Terrace, now lined with shops, leading to Craven Hill, on which was formerly a very pleasantly situated hamlet. The former inequality of the ground level was removed

by filling up the low ground where the Westbourne brook once ran from north to south. This estate was owned by Lord Craven, a nobleman known for his humane exertions during the Great Fire and the Great Plague. Observing the difficulties which attended the burial of infected corpses in 1665 he gave a piece of land in the parish of St. Martin's-in-the-Fields as a burial place for use during any future epidemics. About the year 1720, when Carnaby Market and other buildings were erected on the Craven Estate, the land he had given was exchanged for a field now covered by Craven Gardens on the Paddington Estate, which, if London should ever again be visited by a plague, will still be available for its intended use.

Craven Hill, to the east of Craven Gardens, leads to Praed Street and Paddington Station, in front of which is the Great Western Hotel, opened in July 1852. Before that time the hotels in the northern and western districts of London were very inadequate for the requirements of visitors to the metropolis. Until 1856 the Great Western Hotel stood out alone in a neighbourhood of poor buildings and humble shops altogether inadequate for the needs of the adjacent district of Westbourne, but the clearance effected by the extension of the Great Western Railway led to important improvements, notably in Craven Road.

The original terminus of the Great Western Railway was in Bishop's Road, but was only intended as a temporary provision, without any attempt at ornamentation, pending the construction of a magnificent new terminal. The Great Western Railway from London to Bristol was begun in 1835. Paddington Station was the joint work of Mr. Brunel and Mr. M. D. Wyatt. The office buildings, facing Eastbourne Terrace, are 580 feet long, and the platforms under the curved roof are 700 feet long. The roofing consists of three spans, each 50 feet in width. The centre span is 54 feet high, and the side divisions 46 feet. Notwithstanding its age Paddington Station can still invite favourable comparison with our most modern railway terminals, and is still sufficiently large to meet the full requirements of its heavy traffic. It has a very homely appearance, and may well be termed a real English railway station.

On the opposite side of Praed Street is the Metropolitan Railway Station, which is connected by subway with Paddington Station. The Metropolitan Railway was the pioneer of London Underground Railways, and was opened from Bishop's Road, Paddington, to Farringdon Street on 10 January 1863. On the opening day over 30,000 persons travelled over the line, and from nine o'clock in the morning until past midday it was impossible to obtain a place on the City-bound trains at any of the intermediate stations. The carriages were then mere open trucks. In the evening the returning crowds from Farringdon Street were equally great. In the course of a twelvemonth the number of passengers carried amounted to nearly 9,500,000, or more than three times the population of London at that time.

On 3 October 1868 the section of the Inner Circle from Paddington

to Kensington High Street and Gloucester Road was opened. In the following year the western extension from Paddington to Hammer-smith was completed, and within the first three months of its opening 1,600,000 passengers were carried on that line. In November 1871 the two stations of Royal Oak and Westbourne Park on the Great Western Railway were opened. This enabled passengers from all districts served by the Metropolitan Railway to transfer to the Great Western Railway main line at Westbourne Park without being compelled as formerly to proceed to Paddington.

In 1915 the Baker Street and Waterloo Railway was extended to Paddington, Maida Vale, and Kilburn, thus providing direct communication between Paddington Station and Piccadilly Circus. To-day the people of London make nearly 4,000 million journeys by train, omnibus, and tram in the course of a year, or an average of 500 journeys per head for each member of the population.

Paddington Station, although now so conveniently linked with all parts of London, is the most remote of all from the actual centre of the town, and when first built was virtually on the fringe of the metropolis. This was because in the pioneer days of the railways the Commissioners who were appointed to investigate the subject resolved that no railway should be permitted to come within the limits prescribed by them on the north side of the Thames, so as not to interfere with the comfort or the property of the inhabitants. Various schemes had previously been submitted by the different railway companies without reference to any uniform plan of development, and the Commissioners had deemed it desirable that a connexion between the various railways entering London on the north and south sides of the river should be effected by a railway encircling the metropolis, crossing the Thames at some point west of Vauxhall Bridge, and not coming into the centre of the town. They also recommended a connexion between the various railways and the docks as part of this scheme. In later years this restriction was modified, and the southern railways were allowed to come into Victoria, Charing Cross, and Holborn Viaduct, whilst the Great Eastern Railway was permitted to extend its line to Liverpool Street.

Bayswater, which we will now explore, is the title given to the vague district between the north side of Hyde Park and Notting Hill Gate. The name is derived from the so-called Baynard's Watering, that is, source of water supply for the house of Baynard, which once occupied this locality. Baynard was the ancient Lord of the Manor. The running streams and gravelly soil of this neighbourhood were at one time very suitable for growing watercress, and as recently as 1825 there were several cultivators here. Close to what is now Craven Hill stood until about 1820 an ancient stone-built conduit house, constructed and maintained by the Corporation of London to supply the City with water, which was conveyed underground in leaden pipes made in Holland to Cheapside and Cornhill.

Between Lancaster Gate and Queen's Road are several imposing thoroughfares, notably Leinster, Porchester, Queensborough, and Inverness terraces. Some of the large town houses in these roads have been turned into private hotels. Queen's Road, which next claims our attention, leads from Kensington Gardens, opposite the Broad Walk, to Westbourne Grove. Little more than a century ago it was a country lane traversing the district known until the reign of William IV as Westbourne Green. Until 1830 this was one of the most beautiful rural spots for which the parish of Paddington was renowned. The hamlet of Westbourne Green, or Tybourn, was situated at the northern end of what is now Queen's Road and stood approximately on the site of Porchester Place and the Great Western Railway adjoining Harrow Road. It contained a mansion called Westbourne Place, the residence of Samuel Pepys Cockerell, situated on rising ground commanding a fine view of Hampstead and Highgate, as well as the village of Paddington, with its elegant church. No other part of London could be seen, and it was possible to forget one's proximity to the busy metropolis.

Opposite was the secluded cottage and grounds once inhabited by Mrs. Sarah Siddons, the famous actress, who afterwards moved to Baker Street. The cottage was demolished to make way for the Great Western Railway. Mrs. Siddons, who died on 8 June 1831, in her 76th year, is buried at Paddington Church. The Westbourne Estate was formerly the property of Mr. Isaac Ware, who started life as a chimney sweeper and afterwards studied architecture and became the editor of various professional publications. With materials brought from the Earl of Chesterfield's house in Mayfair, which he was employed to build, he erected the mansion called Westbourne Place.

Until after 1831 Queen's Road was called Blackman Lane, and contained a row of small houses on the west side close to Kensington Gardens, which were afterwards converted into a series of poor-class shops. These have very recently been pulled down, and on their site an extensive new block of shops and flats called Queen's Court has now been erected. Various other improvements have been effected of late years in Queen's Road, which, together with Westbourne Grove, must be considered the leading shopping centre of Paddington. Occupying the whole of the west side of Queen's Road from Porchester Gardens to Douglas Place is the huge Whiteley store, now owned by Messrs. Selfridge. Although a considerable portion of this store always has been housed in Queen's Road, next to Douglas Place, the main buildings were located until 1911 in Westbourne Grove. In that year the entire establishment was removed to the new buildings in Queen's Road, which were erected on the site adjoining the original premises near Douglas Place. In order to complete the new store the old Queen's Road premises were pulled down and rebuilt in 1925. On the site of the new Whiteley buildings erected in 1911, close to Porchester Gardens,

stood the Paddington Swimming Baths, considered to be amongst the finest in London. They were erected by the former Paddington Vestry and opened in June 1874 by the Lord Mayor, who was accompanied by Sir James Hogg, Chairman of the Metropolitan Board of Works.

On 6 August 1887 Whiteley's premises in Queen's Road were destroyed by fire. The old building, which was fronted with York stone, was five stories high and had a frontage of 300 feet. The fire broke out at 7 p.m. on the second floor in the back part of the buildings in Douglas Place, and was first observed from the back windows of the houses on the east side of Kensington Gardens Square. It then spread to the front of the premises in Queen's Road, presenting a grand but terrible spectacle to many thousands of spectators. The fire spread to the roof, and the flames became visible for miles around the northern and western suburbs of London, and could be seen to great advantage from West End Lane, Hampstead, and from Parliament Fields. Although the fire was subdued by eleven o'clock, it continued to smoulder until the following night. Mr. Whiteley had left London on the previous Monday morning for Ostend, but returned without delay. He estimated the value of property destroyed at £525,000, of which only a small portion was covered by insurance. The various offices in London had declined to insure Mr. Whiteley because four fires had already taken place on his premises since 1882, and a fire which occurred in June 1885 had burnt out four of his shops and involved them in a loss of £350,000. Mr. Whiteley suspected enemies of having resorted to incendiarism.

Kensington Gardens Square, on the south side of Westbourne Grove, contains large town houses similar to those of Belgravia. In Moscow Road, a turning out of the west side of Queen's Road, and in Palace Court, leading to Kensington Gardens, are several fine blocks of modern residential flats, the principal of which is called Moscow Court. Orme Square, which faces Bayswater Road, was built about 1815, and is named after a Mr. Orme, a Bond Street printseller, who purchased the ground upon which this square is built. Close to Orme Square is St. Petersburg Place, also erected about 1815, which, together with Moscow Road and Coburg Place, commemorate the visit of the Allied Sovereigns to London in 1814. At the west corner of Queen's Road and Bayswater Road is the Coburg Court Hotel, partly erected above the Underground Railway Station.

In Victorian days it was the custom during holiday time to draw the blinds, shutter the windows, and cover up the furniture in the large houses during the months of August and September, when people left town. The few who remained behind concealed themselves from the view of their neighbours and lived in the dark sooner than let it be known that they had not left town with the rest. Paddington and Kensington were like cities of the dead, and an old joke was that whilst the family was on the Rhine the ottomans were all in Holland. The passing of some four-wheeler cab loaded with the luggage of a family

returning from the seaside was the signal for hungry-looking, down-and-out men, who would frequently chase it for miles to the door of the house in the hope of earning a few pence by assisting in the unloading of the luggage. Nowadays things have changed completely. Americans and foreigners visit London in large numbers during August, and the various motor coaches bring provincial visitors in their thousands. We no longer have any dead season, and so many of the former town houses have been converted into large private hotels or into maisonnettes that few of them are ever shut up at the present day.

Westbourne Grove, along which we will now proceed, as recently as 1852 was a quiet street consisting of detached cottages with gardens in front, and at the Queen's Road end was an open nursery garden rich in dahlias, geraniums, &c. During the eighties of last century Westbourne Grove was one of the most fashionable shopping centres in London, and as Paddington is a city of palaces and Whiteley's was the pioneer of the great London stores, that was hardly a matter for surprise. The virtual departure of Messrs. Whiteley from Westbourne Grove deprived that thoroughfare of much of its former glamour, and in later years it has been eclipsed by the High Street, Kensington, and Brompton Road as a popular centre of shopping. At the corner of Westbourne Grove and Chepstow Place is the extensive millinery and tailoring establishment of Messrs. Bradley and Sons.

Bishop's Road, along which we will now turn, is the eastern continuation of Westbourne Grove, and, after crossing the Great Western Railway and the Paddington Canal, leads to Harrow Road, close to the original village of Paddington. An interesting feature of Bishop's Road is the stately church of Holy Trinity on the north side, crowned by a tall spire. It was erected in 1845 to accommodate the residents of this great new neighbourhood which had grown up with such surprising rapidity, partly owing to the construction of the Great Western Railway terminus, and partly to the westward movement of fashion and wealth. The site upon which Holy Trinity Church stands was originally a deep hole which had been left at the junction of Bishop's Road and Westbourne Terrace. This was caused by the roads having been raised by the Great Western Railway Company, by special agreement with the owners of the estate, when the railway bridges were built. So deep was this hole, according to Mr. William Robins's *Paddington Past and Present*, dated 1853, and so unfitted was it for the site of a church, that the parishioners would have been money in pocket if the Vestry had rejected the free grant of this site offered by the Bishop of London and had bought land somewhere else.

Close to the Great Western Railway Goods Station, the Paddington or Grand Junction Canal unites with the Regent's Canal, thus providing direct water communication with the Thames at Limehouse. The Regent's Canal was constructed between 1812 and 1820 to provide an easy means of conveyance from the Thames of coals, stone, timber,

and other heavy goods which had previously been conveyed across the town, to the great annoyance of the public.

The Paddington Canal, which commences at the dock at the back of Paddington Station, was opened in 1801 and joins the Grand Junction Canal at Bull Bridge, in the vicinity of Northwood, in Middlesex. A century ago a passenger boat used to leave the Paddington Dock every day during the summer months, at eight o'clock in the morning, for Greenford Green and Uxbridge, returning in the evening. Breakfast was provided on board. The fares were most reasonable, being one shilling for six miles, eighteenpence for ten miles, and half a crown for the complete voyage to Uxbridge. After passing Wormwood Scrubbs Common an uninterrupted view could be obtained of the Surrey Hills, including the spire of Streatham Church, the towers of Croydon Church, the heights of Headley, Box Hill, and the still more distant tower of Leith Hill.

On the opening day, 10 July 1801, no less than 20,000 people came to Paddington to welcome the mighty men who had so altered this hitherto quiet village. Unfortunately, as time went on, the banks of this canal were used for stowing not only dirt and ashes, but the filth of half London, which was brought to 'stinking Paddington', as it was then nicknamed, for convenience of removal, the time being made to suit the convenience of those who traded in these delectable commodities.

The original village of Paddington lies between Harrow Road and Edgware Road, and whatever its claims to rustic beauty may have been in the past, it is now a dreary spot, hedged in principally by slums and only relieved by the Green and the adjoining public garden. The church of St. Mary, rebuilt in 1788-91 near the site of the earlier church at a cost of £6,000, has a portico of the Doric order. The foundation-stone was laid on 20 October 1788. On the Green is a statue of Mrs. Siddons by Chevaliand, erected in 1897. The Paddington Town Hall is on the north side of Harrow Road, close to the Green, and was enlarged in 1906, but as it is situated in the most shabby part of the borough it can hardly be said to occupy a position consistent with the dignity of this city of palaces. A more appropriate site for such a building would have been in Bishop's Road or Westbourne Grove.

Public conveyances from Paddington to the City were first started at the beginning of the nineteenth century by a Mr. Miles with his pair-horse coaches. The journey to Holborn Bars was performed by them in slightly over three hours, the charge for each outside passenger being two shillings, and the inside ones being expected to pay three. The first omnibuses were started in 1829 by Mr. Shillibeer, and the aristocracy of Paddington Green were quite shocked at the disgrace this brought to the parish, and petitioned the Vestry to rid them of the nuisance. To-day practically the whole of London can be traversed by motor omnibus in half the time occupied in the journey from Paddington to the City a hundred years ago.



The Paddington Canal about 1820.



Golders Green Road.

On the north side of Praed Street, a shabby thoroughfare leading from Edgware Road to Paddington Station, is St. Mary's Hospital, established in 1843. The foundation-stone of the original buildings was laid by the Prince Consort on 28 June 1845, which were opened on 13 June 1851. The hospital was rebuilt in 1903, and is now faced with red brick and stone. A Medical School and Pathological Institute by Sir Edwin Cooper, A.R.A., is now being added to the hospital.

Edgware Road and Maida Vale, which mark the boundary line between Marylebone and Paddington, are illuminated on the east side, belonging to Marylebone, by tall new electric-light standards, whereas the west side, belonging to Paddington, still retains its old-fashioned lamp-posts and is lit by gas. Doubtless the better plan is to give one municipality the entire control of those thoroughfares which form the dividing lines, as in the case of Oxford Street, which is entirely under the control of Marylebone although the south side belongs to the City of Westminster. The Regent's Canal, which crosses Edgware Road at the junction with Maida Vale, follows an open course on the west side, and is flanked by Maida Hill on the south and Blomfield Road on the north. Several attractive-looking blocks of flats have been erected in Maida Hill directly overlooking the canal.

To the west of Maida Vale, between Harrow Road and Elgin Avenue, is another handsome quarter of Paddington, containing many wide streets and avenues lined with large private houses and blocks of residential flats. Those between Sutherland Avenue and the Regent's Canal are about sixty years old, and include Portsdown Road, Warrington Crescent, Warwick Avenue, Randolph Crescent, Randolph Road, Clifton Road, and Clifton Gardens. Most of the houses here are similar to those of Bayswater and Kensington, but those centred round Sutherland Avenue, Lauderdale Road, and Elgin Avenue are of much more recent construction and consist largely of non-basement houses and blocks of flats. Little more than thirty years ago a large part of the ground upon which these newer houses have been built was still open land, although it had long since become surrounded on every side by streets and houses stretching towards Kilburn and Harrow Road. Two noble thoroughfares, Sutherland Avenue and Elgin Avenue, connect Maida Vale with Harrow Road, and running diagonally between them is Lauderdale Road, consisting almost entirely of modern blocks of flats faced with red brick. Many blocks of flats have also been erected in Elgin Avenue, but semi-detached houses have been mostly built in Ashworth Road and Biddulph Road, connecting Elgin Avenue and Lauderdale Road. At the junction of Clifton Gardens and Warrington Crescent is the handsome Gothic church of St. Saviour's, with a square tower.

This pleasant new quarter of the town has the advantage of being very accessible from the West End by means of the Bakerloo Tube, which has two stations serving this district, one being in Warwick

Avenue and the other in Elgin Avenue. This part of London suffered severely from air raids during the late war, and much damage was done to property in Warrington Crescent, as well as in the vicinity of Abbey Road, St. John's Wood, and near Lord's Cricket Ground. To the north of Elgin Avenue is the Paddington Recreation Ground, bordered on the south side by several blocks of residential flats, and at the top of Maida Vale, opposite Kilburn Park Road, is the Maida Vale Picture Theatre. At the corner of Kilburn High Road and Priory Road is the Kilburn Empire, devoted to variety entertainment.

Kilburn, the district to the north of Maida Vale, was once famous for a spring of mineral water belonging to a drinking house called Kilbourn Wells. The house, with its adjoining grounds, was situated close to the turnpike gate at the southern end of what is now the busy shopping thoroughfare of High Road, Kilburn. It stood on the site of a hermitage which was afterwards converted into a nunnery called Kilburn Priory, of which nothing now remains. In the eighteenth century Kilburn Wells, being only two miles distant from Oxford Street or a morning's walk from the centre of London, was a favourite resort of visitors, who came here to drink the waters and to indulge in refreshments, music and dancing. A printed brochure on the water, described by an eminent physician, was given gratis to people visiting the wells. The Old Bell Tavern, long since rebuilt, marks the site of the original house in Kilburn High Road. The mineral spring stood close to the site now covered by the Kilburn station of the London, Midland and Scottish Railway. The turnpike gate at the southern end of the High Road, Kilburn, was abolished in 1868.

Until after 1870 Kilburn was situated on the fringe of the metropolis and consisted principally of one long street forming a part of the main Edgware Road. The whole of the vast territory on the east, extending to Finchley Road and Hampstead, was then open country, and the great urban district of Willesden on the west was non-existent. High Road, Kilburn, together with Shoot-up Hill and Cricklewood Broadway, forms the boundary line between Willesden and Hampstead. It is about three-quarters of a mile long and contains many excellent shops, the largest of which is the extensive drapery emporium on the east side of Messrs. B. B. Evans and Company, Ltd. Higher up is the Kilburn Grange Cinema, at the back of which is a small public park, formerly the private grounds of a mansion called the Grange.

A century ago Willesden, then called Wilsdon, was a retired village five miles from Oxford Street, and a favourite walk was then from Kilburn Wells through Willesden Lane, passing by Brondesbury House, the former seat of Lady Salusbury and afterwards of Mr. Coutts Trotter. Another very pleasant walk was from the Paddington Canal to Willesden by way of Kensal Green. To-day the urban district of Willesden includes Brondesbury, Harlesden, Kensal Rise and Cricklewood, and the important railway junction of the London, Midland and Scottish

Railway. The population, which in 1891 was 61,255, had increased by 1931 to 184,410.

The district of Kensal Green is situated on the north side of Harrow Road, but the famous cemetery of that name is on the opposite side, within the area of the Royal Borough of Kensington. It was formed in 1832 by a joint-stock company and comprises about seventy acres of ground between the Grand Junction Canal and the London, Midland and Scottish Railway, with its entrance lodge and gateway in the Harrow Road. The necessity of providing cemeteries out of town was already keenly felt by 1832, and no sooner was Kensal Green Cemetery opened than other companies were formed to construct cemeteries at Highgate, Norwood, Nunhead, and various other places outside the confines of Inner London. The Bishop of London opposed the Bill in Parliament for the formation of these new cemeteries, and sought to prove that the City churchyards were rather healthy than otherwise.

Kensal Green Cemetery, which contains upwards of 50,000 graves, is modelled on the lines of the famous Père-Lachaise Cemetery in Paris. Amongst the notable people interred here are Leigh Hunt, Thackeray, Tom Hood, Anthony Trollope, John Leech, and the Duke of Cambridge. On the west side of the cemetery is the Roman Catholic burial ground, opened in 1860, and here Cardinal Wiseman is interred, who died at his residence in York Place, Baker Street, in February 1865.

To the north of Harrow Road, in the district of Kensal Rise, is Queen's Park, containing an area of thirty acres and surrounded by modern suburban houses. Chamberlayne Road, opposite Ladbroke Grove to the west of Queen's Park, has recently been extended through to Willesden High Road, and thus affords direct communication between Holland Park and Willesden Green. In this immediate vicinity are the ancient parish church of St. Mary, the King Edward VII recreation ground, which contains an open-air swimming bath, and Roundwood Park. The district of Harlesden, forming the south-western portion of the parish, is centred round Harrow Road, and contains some of the principal shops, but the finest houses are situated at Brondesbury, Willesden Green, and Cricklewood.

Having been planned on garden-city lines, and formerly one of the most rustic spots in London, the residential thoroughfares of Willesden are of a very pleasant character, and for the most part lined with trees. Many of them have only been laid out since the war, and therefore contain the latest type of houses. Quite a large number of blocks of residential flats have also been erected near Willesden Green Station, including some very good class shops. Close to Dollis Hill Station is Gladstone Park, which is reached either by Anson Road or Dollis Hill Lane. It was formerly the suburban retreat of Lord Aberdeen, and was frequently visited by Mr. Gladstone, after whom the park is named. It has an area of 100 acres, including an open-air swimming bath, public tennis courts, and bowling greens. The district of Neasden, to the west

of Gladstone Park, contains the works of the Metropolitan Railway Company, and also an excellent golf course near the North Circular Road.

The handsome suburb of Cricklewood is divided into two parts by the Edgware Road, which here goes under the name of Cricklewood Broadway, and is lined on both sides with high-class shops for a distance of about half a mile. The west side is in the urban district of Willesden whereas the east side is in the borough of Hampstead. The Crown Hotel, tastefully rebuilt in 1899 with a terra-cotta frontage, stands back on the east side some distance from the roadway, and is now the terminus of several lines of motor omnibus routes. Farther along on the same side of the road is the Cricklewood skating rink. Twenty years ago Cricklewood stood where the London houses began to get fewer, and ended in the open country, but since the late war much building has taken place farther north in the direction of Hendon. Cricklewood owes its rapid development to the motor omnibuses, which made Edgware Road their principal centre during the pioneer days of a quarter of a century ago. It is also connected with Hendon and Edgware by electric tramway. In Chichele Road, leading to Willesden Green, is St. Gabriel's Church, the principal one in this district.

Between Cricklewood and West Hendon a number of factories have been erected on the Edgware Road since the late war, some of which greatly disfigure the landscape. On the west side are the extensive works of the London General Omnibus Company, about half-way between Cricklewood and the Welsh Harp Inn. The large lake adjoining the Welsh Harp has been a favourite resort of Londoners for generations, and here boating, bathing, and fishing can be enjoyed in the summer time, and skating in the winter when our erratic climate permits. The new craze for sun-bathing has been freely indulged in on the shores of the Welsh Harp lake, but on account of the objections raised by the local inhabitants the apostles of this new pastime have been compelled to seek accommodation elsewhere. On the south side of the lake is a recreation ground, at the back of which now runs the new North Circular Road connecting Finchley with Wembley.

After passing the Welsh Harp we come to the Broadway, West Hendon, thirty-five years ago a country road boasting scarcely a single house, and now a busy shopping thoroughfare extending for half a mile along the main Edgware Road. About half-way up on the east side is Station Road, along which we will now proceed, and which leads past Hendon Station to the Burroughs, the quaint title given to Hendon's main street. Around the heart of the village much building has taken place of late years, but the old Perpendicular parish church of St. Mary, situated on a hill-top, still overlooks large stretches of meadow land. It was partly rebuilt in 1827, and is noted for its battlemented tower and ancient roof. Hendon Church is the burial place of Sir Stamford Raffles, the founder of Singapore, to whom a memorial has been

erected in the tower. Hendon Hall, now a private hotel, was the home of Garrick, who owned the Manor.

Hendon, which derives its name from Heandune or Highdown, was a scattered village thirty years ago, but since the opening of the Underground Railway to Golders Green in 1907 and in 1925 to Hendon and Edgware, it has assumed the proportions of a large town. The population of the urban district, including Golders Green, which in 1901 was 22,450, had increased by 1921 to 56,041. Many thousands of new houses have been erected here since that time, and according to the census of 1931 Hendon with a population of 115,682 shows a further increase of 101 per cent. over that of 1921, second only to that of Dagenham. The handsome offices of the District Council are situated near the Burroughs, and their architectural style blends admirably with the surrounding property. Brent Street, leading to Golders Green Road, is the leading business thoroughfare of Hendon and the terminus of several lines of motor omnibuses. Hendon is now completely joined to Golders Green by large numbers of new houses and roads admirably laid out in garden-city fashion, many of which have only been completed during the last five years.

Golders Green, which owes its original development to the opening of the Hampstead tube railway, is a most attractive suburb. It is situated on the northern heights between Hampstead and Hendon, near the beautiful Golders Hill Park. With its beautiful homes and fine avenues, Golders Green is a garden suburb of which any great city might feel proud, and Golders Green Road, the main business thoroughfare, contains many fine shops which would be a credit to Oxford Street. Close to the wide cross-roads at the Underground Railway Station is the Golders Green Hippodrome, one of the finest theatres outside of Central London, which is visited by the leading touring companies. Being so conveniently situated next to the Underground Station it is much frequented even by Londoners accustomed only to visiting West End theatres.

To the north of Golders Green is the attractive Hampstead Garden suburb, and here the main Finchley Road is lined by a number of high-class shops. A special feature of this district is the newly erected Orpheum picture theatre which contains accommodation for 2,500 people.

At Child's Hill, a short distance south of Cricklewood Lane, is the entrance to the new Watford by-pass road which goes under the name of 'Hendon Way'. Here several attractive blocks of residential flats, known as Wendover Court, with frontages in the Tudor style, have been erected of late years, which being situated on high ground command extensive views in the direction of Hendon and Edgware.

On 7 September 1933 the newly created borough of Willesden received its Charter of Incorporation from Sir Percy Greenway, the Lord Mayor of London.

FIRST DRIVE

A TOUR OF THE NORTH-EASTERN SUBURBS

THIS tour is intended to embrace those north-eastern suburbs which have not already been included in our previous chapters, but as it covers too much ground for an ordinary walk it is best made by omnibus or motor-car. Making Shoreditch Church our starting-point, we proceed along Kingsland Road. Between Shoreditch Church and the bridge over the North London Railway a much-needed widening of the roadway has just been carried out by setting back the building line on the west side. Previously the road had only been wide enough to accommodate three lines of traffic, including a single tramway track, thus causing great congestion at this busy traffic centre. In the vacated almshouses of the Ironmongers' Company on the east side of Kingsland Road, founded by Sir Robert Geffrye, the Master, early in the eighteenth century, is now the Geffrye Museum. It contains a collection illustrative of domestic art, consisting partly of woodwork and fixtures preserved by the London County Council from demolished buildings.

Beyond Shoreditch Station Kingsland Road becomes a broad thoroughfare and leads to Dalston. To the east is Haggerston, once a hamlet in the parish of St. Leonard's, Shoreditch, but now an extensive quarter of factories and small houses stretching from the north side of the Hackney Road to Dalston and eastwards to London Fields. It is mentioned in Domesday Book under the name of Hergotestane, and as late as the seventeenth century consisted only of a few country residences.

London Fields, close to Mare Street, Hackney, and comprising an area of twenty-six and a half acres, is the nearest open space to the City on the east side of London, and as such was subjected to very rough treatment in its earlier days. At the time when Hackney was inhabited by many wealthy citizens London Fields was chiefly devoted to sheep grazing. In Rocque's map of 1745 the thoroughfare at the south-west of the Fields is shown as Mutton Lane. The memory of its former inhabitants is preserved at the present day by the two thoroughfares called Sheep Lane and Lamb Lane on the east side of London Fields. With the increase of the population the use of the Fields became much more general, and in course of time the surface was worn so bare that the four months of close time were not sufficient to enable the grass to grow again. In dry weather the Fields became a hard, unsightly, and dusty plain with a few isolated patches of turf, and in wet weather a dismal swamp. It was the resort of the riff-raff of East London, and here the most dissolute practices were carried on. Cockshies were put up and the scenes were similar to those of a common fair. Happily this is now



Shoreditch High Street, looking north



London Fields.

a thing of the past, and by systematic fencing it has become possible to preserve the turf.

The modern public house at the south corner of London Fields stands on the site of an ancient tavern called the Shoulder of Mutton, dating back at least to 1731. Its present name is the Cat and Mutton, which is supposed to be a corruption of the older title.

On the west side of Kingsland Road, to which we will now return, half-way to Dalston and adjoining the Regent's Canal, stood until 1852 Balmes House, which, together with its estate, had been a place of note for upwards of three centuries. Originally called Baumes, this house was built about 1540 by two Spanish merchants named Baulm and was pleasantly situated in the midst of gardens and grounds laid out in the geometrical style of the sixteenth century. On one occasion Charles I with his Court were entertained here, in tents erected in the garden, by Sir George Whitmore, who occasionally resided here when Lord Mayor in 1631-2.

Tradition says that about the year 1680 a man was found drowned in a moat which at that time surrounded the house, and that the body having been brought to the churchwardens of Shoreditch parish they refused to receive and inter it. Thereupon an application was made to the parochial authorities of Hackney, who received the body and buried it at the charge of the parish. Owing to this circumstance the house and estate were afterwards claimed as being in the parish of Hackney, where it has remained ever since. The mansion was built of brick and had two stories with dormer windows in a high-pitched roof. Until the close of the eighteenth century it had a walk planted with fruit trees, and the house and moat were supplied with water from an ancient well adjoining Canonbury House in Islington.

In the early part of the nineteenth century the house was used as a lunatic asylum, and the estate became the property of Richard Benyon de Beauvoir. After 1852 the land attached to the mansion was covered with streets and a new square of houses, the new district being called De Beauvoir Town. Whitmore Road, adjoining the Regent's Canal, was originally a carriage drive leading to Balmes. The streets between Kingsland Road and Southgate Road, extending northwards to Dalston, are wide and very well laid out with large detached two-story houses with gardens, so that whatever its original social status may have been, there are still many far worse places in which to live than De Beauvoir Town. Forming the centre of this quarter is De Beauvoir Square, which contains St. Peter's Church, a pseudo-Gothic edifice erected about the year 1830. The north end of De Beauvoir Road is crossed at right angles by Ball's Pond Road, which connects Kingsland Road and Dalston with Essex Road, Islington.

Dalston, formerly spelt Dorlston, is a hamlet in the parish of Hackney, and comprises the houses on either side of Ball's Pond Road and Dalston Lane. In 1774 it was described as a small but pleasant village near

Hackney. Now a part of London, and an important railway junction, it was once famous for its nursery gardens, some of which were still cultivated as recently as 1860.

A few words relating to the part played by the North London Railway, now merged into the London, Midland and Scottish Railway, in the development of the metropolis may here prove of interest to our readers. Opened in 1851, the railway then ran from Fenchurch Street via Bow, Homerton, Hackney, Dalston, Highbury, and Barnsbury, to Camden Town, where it linked up with the London and North Western Railway. At that time there were still open fields adjoining the Tower Hamlets Cemetery, including Bow Common, which is now built over and partly covered by Burdett Road. From here a distant view could be obtained from the train of the East India Docks and the Surrey and Kent Hills. North of Bow Road there was still open country, and on the right was the newly formed Victoria Park. There was also an extensive view on the left over the Hackney Marshes, with the wooded Essex scenery in the background. Homerton was then a retired village, formerly a district of the parish of Hackney, but afterwards formed into a separate parish. Here a new church had been built in 1847 by Mr. Ashpitel.

Hackney was still a picturesque locality, and in Kingsland large tracts of land belonging to Mr. W. G. D. Tyssen, Lord of the Manor, were then being laid out for building detached villas of the better class. Caledonian Road, farther west, was then being rapidly lined with houses, streets, and squares, and the Model Prison at Pentonville erected a few years earlier still stood in the midst of open fields. By 1851, however, it had become almost surrounded by houses. Beneath the North London Railway was the Great Northern Railway, about 60 feet lower and running under the extensive tract of land called Copenhagen Fields. In 1851 some 105,000 passengers were conveyed weekly from Camden Town Station to Fenchurch Street via Hackney, Bow, and Stepney.

In 1860 the North London Railway was extended from Camden Town via Kentish Town, Highgate, Hampstead, to Brondesbury and Willesden, to avoid the necessity for running a large suburban traffic from Euston Station, and to connect the north of London with Kew and Richmond and the west of London. This necessitated the construction of the tunnel, 1,167 yards long, which crosses Finchley Road half a mile north of Swiss Cottage, and here a new station was erected on what was then the fringe of the country. The extension from Bow Road to Blackwall was opened for passenger traffic in September 1870, thus establishing through communication between the north of London and the East India Docks. Considering that London possessed no suburban or metropolitan railways before 1863, it was astonishing that the suburbs spread as rapidly as they did.

After passing Dalston Station we come to Kingsland High Street,

which, together with Stoke Newington Road and High Street, forms a busy shopping thoroughfare about a mile long, extending north to Stamford Hill. On the west side of Stoke Newington Road is the Alexandra Theatre. Kingsland is supposed to have derived its name from a royal residence or mansion on Stoke Newington Green, traditionally said to have been frequented by Henry VIII when indulging in the pleasures of the chase. The adjoining fields thus gave rise to the name of King's lands, and hence Kingsland. Until about the middle of the eighteenth century it contained a hospital for lepers, which was annexed after the Reformation to St. Bartholomew's Hospital and was used as a sort of out-ward for that institution. Kingsland forms part of the metropolitan borough of Hackney, and has been joined to Shoreditch and London for well over a century.

Stoke Newington, now a metropolitan borough of 51,215 inhabitants, is situated between Hackney and Islington and is bounded on the north by Tottenham. Already in the *Ambulator* of 1774 it is described as 'a pleasant village near Islington where a great number of the citizens of London have built houses and rendered it extremely populous, more like a large flourishing town than a village. The church', says the writer, 'is a low Gothic building belonging to the Dean and Chapter of St. Paul's. Behind the church is a pleasant grove of tall trees where the inhabitants resort for the benefit of shade and a wholesome air.'

The name of Stoke Newington denotes the new village or town built on the borders of a wood. In the words of Mr. Edward Walford's *Old and New London*, our land is full of Stokes, and wherever there is a Stoke we may be sure there was once a wood. The wood in which Stoke Newington was situated formed part of the great Middlesex forest. In 1835 it consisted principally of the one long street already mentioned, which extends from Kingsland Road to Stamford Hill on the high road from London to Cambridge, and at that time contained a population of 3,500 inhabitants. The eastern side of the main road is in Hackney, and branching off on the western side near the centre of the town is Church Street, leading to the parish church and Green Lanes. Alderman Pickett, who instituted the great improvements in the Strand near Temple Bar, is buried in the churchyard, together with his son and daughter.

On the opposite side of Church Street is the handsome modern church of St. Mary, built in 1838 from the designs of Sir E. Gilbert Scott. Albion Road, to the south of Church Street, leads to Newington Green, a large square which still retains its old-world appearance and which is surrounded by lofty elm-trees. Adjoining the parish church is Clissold Park, laid out in 1889 and named after Augustus Clissold, a curate of this neighbourhood who died in 1882. It extends westwards as far as Green Lanes and covers an area of fifty-five acres. On the north side of Church Street, close to Stamford Hill, is Abney Park Cemetery, laid out about 1840 on the site of the grounds of the mansion of Sir

Thomas Abney, a member of the Fishmongers' Company and a distinguished Nonconformist. He was knighted by William III and became Lord Mayor of London in 1700. His daughter, Miss Abney, ordered by her will that after her death the estate of Abney Park should be sold and the proceeds distributed amongst charities and given to the poor. It was accordingly sold to Mr. Jonathan Eade and later became a college for youths of the Wesleyan Society, until it was pulled down in 1845.

Stamford Hill, the continuation northwards of Stoke Newington High Street, is a fine broad thoroughfare about a mile in length, bordered with good class houses, a large cinema, and a few modern blocks of flats. At the summit of the hill, not far from the High Road, Tottenham, it joins the old Cambridge Road, which passes through Hackney by way of Mare Street and thence through Lower and Upper Clapton. That part of Hackney situated at Stoke Newington and Clapton contains large houses and well-planned streets, notably Amherst Road, leading from Stoke Newington High Street to Hackney Station and Mare Street, along which we will next proceed. Downs Park Road on the east side leads to Hackney Downs, a pleasant open space of forty-two acres which is higher than any other spot within the same distance from the City.

Hackney Downs was one of the lammas lands of Hackney, and formerly included the playground of the handsome school of the Grocers' Company on the southern side. The enclosing of this land caused serious disturbances, and on 11 December 1875 the wooden posts and iron railings set up by the Lord of the Manor as an assertion of his rights were pulled down by the indignant inhabitants, who strongly resented this encroachment on their rights. But the Lord of the Manor gained the day, so that the passing of the commons under municipal control has been a decided benefit to Hackney.

On the west side of Mare Street, close to the railway station, are the Hackney Empire Theatre of Varieties and the Town Hall, a handsome building opened on 29 September 1866. The foundation-stone was laid in November 1864 by Mr. Tyssen Amherst, the Lord of the Manor. On the opposite side, near the junction of Mare Street with Amherst Road, stood the old Town Hall, erected on the site of the Mermaid Tavern, which was once a popular resort of Londoners. It was pulled down in 1844, but the assembly room was preserved.

Hackney new church, at the corner of Church Street and Lower Clapton Road, was commenced in 1792 and consecrated on 13 July 1797, but the steeple and the entrance porticoes were not built until the years 1812 and 1813. The old church was pulled down in 1798, but the tower, which is of very picturesque appearance, has been preserved in the churchyard. The new church, which was erected from the designs of Mr. Spiller at a cost of £28,000, can accommodate 2,500 persons. In former times, when the nobility were scattered over the metropolis, Hackney was distinguished for its fine mansions, but these eventually

became lodging-houses and tenements or were pulled down. It was said to have been the first village near London that provided carriages for occasional passengers, hence the origin of the name Hackney carriages; but this claim is disputed.

The Knights Templars had one of their stations in the village of Hackney, which stood at the upper end of Church Street, a continuation of Mare Street, nearly opposite Dalston Lane. The Templars' House became a tavern called the Blue Posts, and afterwards Bob's Hall, about the middle of the eighteenth century. Later it was let out for some years in tenements, and it is recorded that it was inhabited by as many as twenty families at one time. It was pulled down in 1825, and the site was then occupied by a stonemason's yard and some smaller houses.

The metropolitan borough of Hackney now contains a population of 215,380, and extends from Bethnal Green to Tottenham from south to north, and from Islington and Stoke Newington on the west to the River Lea on the east. Mare Street, which is the leading shopping thoroughfare, has been extensively widened in recent years by the London County Council, but the roadway still narrows into a tiresome bottle-neck at the northern end close to Church Street and the large drapery emporium of Messrs. Matthew Rose and Company, Ltd. Lower Clapton Road, along which we will now proceed, is continued by Upper Clapton Road, and here are a number of good class houses. On the east side of the road, near the point where it joins Stamford Hill, is Clapton Common. Sloping down from Clapton Common is Springfield Park, comprising an area of thirty-two acres, extending to the River Lea, where boating can be enjoyed. It was acquired for the public at a cost of £40,000, and opened on 5 August 1905.

After descending the sloping ground to the north of Stamford Hill we enter the extensive urban district of Tottenham, with a population of 157,748. It includes the greater part of Wood Green within its municipal area, and extends from Hornsey to the River Lea, west to east, and from Hackney to Edmonton south to north. The main street or High Road is very broad, and lined with straggling houses and shops. Notwithstanding the busy character of this neighbourhood, it still retains the appearance of a country town. Tottenham is mainly inhabited by the artisan classes and has grown very rapidly during the past thirty years. In the centre of the town is a large triangular enclosure called the Green, close to which is the High Cross, which has stood here from time immemorial. It originally consisted of a column of wood, but this was taken down early in the seventeenth century, when the present octagonal column was erected in its place by Dean Wood. The column is of brick, but was given a coating of stucco in 1809.

To the west of the High Road, near Bruce Grove Station, is Bruce Castle, which takes its name from a castellated mansion, the residence of Robert Bruce, father of the Scottish king of that name. It was rebuilt in the latter part of the seventeenth century, and is a good specimen of

Elizabethan domestic architecture. In more recent times it was converted into a metropolitan school for boys by Rowland Hill, who died in 1879, aged eighty-four years. Bruce Castle, now a museum, is owned by the Urban District Council, and the grounds have been turned into a public park. Bruce Grove leads to the new Cambridge by-pass road, which runs parallel to the old road and rejoins it between Cheshunt and Ware. Here large numbers of new houses mainly inhabited by the artisan classes have been erected in roads lined on both sides with grass plots, and at the entrance to the new Cambridge by-pass road a new shopping centre is being rapidly developed. Farther north this new arterial road is bordered on the west side by a number of attractive tennis courts belonging to the Edmonton District Council.

The parish church of All Hallows is situated on a slope a short distance north of Bruce Castle, and is an ancient building in the Gothic style of architecture, surrounded on three sides by a rivulet called the Mosel, which rises at Muswell Hill. On the main High Road is an almshouse for eight people founded in 1596 by a Spaniard named Sanches, who was confectioner to Philip II, and the first ever known in this country. He became a Protestant and died in 1602. Near the Cross is another row of almshouses, founded by Mr. Nicholas Richardson in the early part of the eighteenth century. Other almshouses for aged and infirm people, erected in the Tudor style of architecture, were opened in 1855. To the east of the High Road, Tottenham, is the football ground of the Tottenham Hotspur Club.

Wood Green, about a mile and a half to the west of Tottenham High Road, is a large suburb typical of those built in the latter years of the nineteenth century, and is centred round Green Lanes and Wood Green High Road. It contains no attractive features, but Palmer's Green and Winchmore Hill, farther north, are much superior to Wood Green, and contain some very good class residences of the garden city type, as well as a large new cinema and some attractive shops on the main road to Enfield.

Edmonton, two miles north of Tottenham, but joined to it by continuous streets, is an urban district of 77,652 inhabitants, and, like Tottenham, is inhabited almost entirely by the artisan classes. In former times an annual fair was held here in September, which was much frequented by Londoners. The parish church of All Saints is a large edifice in the Perpendicular style, and here, in the churchyard, are buried Charles Lamb and his sister Mary. The Bell Inn at Edmonton is associated with Cowper's ballad of John Gilpin. The National Aircraft Engine Factory, built here during the late war on a site of fourteen acres at a cost of £133,000, was purchased in 1919 by a motor firm.

Beyond Edmonton the long line of houses fronting the Cambridge Road straggles out to Ponder's End and Enfield Highway, nearly as far as the tramway terminus, but as these districts consist mainly of factories and small houses they afford nothing of interest to the tourist. The



Tottenham Cross and High Road.



Epping High Street and Parish Church.

little market town of Waltham Cross is situated at the tramway terminus, and adjoining is the Eleanor Cross, which gives its name to the town itself. It is one of the three that still survive, the other two being at Geddington and Northampton. The parish church, about a mile distant, near the River Lea, is a relic of the Abbey of the Holy Cross, dating back to the twelfth century.

One mile to the west of Waltham Cross is Theobald's Park, a mansion of red brick built between 1765 and 1770. Here, at one of the park entrances, the old Temple Bar removed from Fleet Street was re-erected in 1888 by the late Sir Henry Meux, Bart. The famous palace of Theobald, about a mile and a half distant, built by Burghley and frequently visited by Queen Elizabeth, was sold and pulled down in 1762. It was exchanged in 1607 for Hatfield by Burghley's son. By following the road on our right between Waltham Cross and Ponder's End we next come to Enfield Town, now almost joined to the metropolis by houses lining the main road from Wood Green and Palmer's Green, with which places it is connected by tramway. Enfield, now an extensive urban district of 67,849 inhabitants, is ten and a half miles from London, and is still growing very rapidly. It is intersected by the New River, and contains a spacious market place, on one side of which is the ancient grammar school and parish church and on the other the Elizabethan palace now used by the Constitutional Club. The most select quarter of the town is situated on a ridge running westward, and here many fine modern houses have been erected of late years commanding extensive views towards Epping Forest on the east and Hadley Wood and Potter's Bar on the west. Enfield was once famed for its Chase, a large tract of woodland filled with deer. When King James I resided at Theobald it was well stocked with deer, but during the Civil Wars it was stripped of its game and timber and let out in farms. At the Restoration it was again planted with woods and stocked with deer. Enfield Chase was disafforested by an Act of Parliament in 1779. It originally comprised an area of 8,349 acres. At Enfield Lock is the Royal Small Arms Factory, erected in 1856, where the celebrated Enfield rifles were made.

We will now return by way of Green Lanes, Wood Green, and West Green Road to Tottenham, and then, after crossing the High Road opposite the junction of Seven Sisters Road, proceed along Ferry Lane and Forest Road, past the extensive reservoirs of the Metropolitan Water Board, to Walthamstow and Epping Forest. The newly created borough of Walthamstow received its municipal charter in 1929 from the Right Hon. J. H. Thomas, Lord Privy Seal in the Labour Government. It contained a population in 1931 of 132,965, and now forms a part of Greater London. The most important part of the town is situated between Lea Bridge Road and Forest Road, to the north of Hackney Marsh, which has now been made into a public recreation ground.

Walthamstow is largely inhabited by city clerks and their families

and owes its wonderful growth and development to the construction of the branch line of the Great Eastern Railway, now the London and North-Eastern Railway, to Chingford. Before that time it was a pleasant rural suburb containing a number of large houses and gardens. These have now disappeared, and in their place have arisen miles of two-storied houses and semi-detached villas of various grades. It enjoys an excellent railway service to the City, and situated as it is on the margin of Epping Forest, it is one of the healthiest districts of the metropolis. The principal business thoroughfares are Hoe Street and Wood Street between Forest Road and Lea Bridge Road. These contain excellent shops and the town is also well supplied with theatres and cinemas.

A journey of about two miles through Forest Road will bring us to South Woodford, at the junction with the Lea Bridge Road at the southern fringe of Epping Forest. The southern extremity of the Forest is skirted by Whipp's Cross Road and Leytonstone on the west side, and by Snaresbrook and Woodford on the east side. At Snaresbrook is the asylum of the Merchant Seamen's Orphans, erected in 1863 at a cost of £30,000, with an additional £4,000 for the chapel. In Holly Bush Road is the Infant Orphan Asylum, the foundation-stone of which was laid by the Prince Consort on 24 July 1841. He was prevented from attending the opening ceremony in 1843 owing to a severe attack of influenza, and the King of the Belgians obliged by officiating on his behalf.

Between Walthamstow and Stratford is the borough of Leyton, which includes the district of Leytonstone, situated close to the southern limits of Epping Forest. Little more than sixty years ago it was a mere hamlet, and the population, which in 1876 was only 5,500, had risen by 1931 to 128,317. It is supposed to have derived its name from its proximity to the River Lea, and resembles Walthamstow in its general character. The Town Hall, Public Library, and the Technical Institute are all situated in the High Street. The old parish church of St. Mary, rebuilt except for the tower in 1821, contains a memorial to John Strype, the historian and antiquary, who was its vicar for sixty-eight years, and who was buried here in 1737. The Essex County Cricket Club and the Leyton Football Club have their grounds in this immediate vicinity. The leading shops are situated in the High Street, Leyton, on the west side of the borough, and in Leytonstone Road on the east side, leading to Epping Forest.

To the east of Leytonstone is Wanstead Flats, a large open space of grassland, extending to Epping Forest on the north and to the City of London Cemetery on the east. North of Wanstead Flats, to which it is joined on the western side, is the beautiful Wanstead Park, comprising 184 acres and purchased by the Corporation of London in 1881. It was laid out in the seventeenth century by Sir Josiah Child, a wealthy banker, and its waterways, fed by the River Roding, are screened by

A bird's-eye view of Epping Forest, looking north.

Central Aerophoto Co., Ltd.



splendid elms, in which the herons and the rooks keep house. Wanstead House, facing the large pond, was built in 1715 by his son Richard, first Earl Tilney. It was two stories high, faced with Portland stone, 260 feet in length, and 70 feet deep. When first built it was one of the finest houses in Europe, and was considered equal to any which could be seen in Italy. It was adorned by a portico of six Corinthian columns. In 1820 the palatial Wanstead House was pulled down. The urban district of Wanstead, containing 15,297 inhabitants, lies to the east of Epping Forest, between Leytonstone and Woodford, and is the starting-point of the new Eastern Avenue or Southend Road, as it is also called. It skirts the northern fringe of Ilford and Romford, and joins the main Colchester Road at Gallows Corner, one mile east of Romford.

Epping Forest, which we will now explore, is one of the finest recreation grounds in Europe, and perhaps the largest and most beautiful domestic park owned by any city in the world. It comprises an area of about 5,600 acres, and extends from Leyton and Wanstead on the south to the little town of Epping on the north, a distance of about eleven miles. The southern end of the Forest is narrow, and disconnected in places, and in shape somewhat resembles the tail of a kite, but north of Chingford and Buckhurst Hill it expands into dense coverts of hornbeam and beech, interspersed with grassy glades and rough 'bottoms' well over a mile wide. It narrows again towards Epping Town, beyond which is the detached Lower Forest of 300 acres.

It seems almost incredible that within a dozen miles of the Bank of England there should exist a tract of country so sequestered that it might be far distant from any city. Except perhaps on Saturdays and Sundays, when holiday makers resort here, one has only to stroll off the main roads to find complete tranquillity and solitude. Time has dealt gently with the countryside in this part of Essex, which has even been proclaimed by some one as Rip Van Winkle Land. Certainly it is an unspoilt bit of England on the fringe of London.

Epping Forest was dedicated on 6 May 1882 by Queen Victoria, and was specially visited by the Queen in response to an invitation from the Epping Forest Fund Committee, which had secured this open space only as the result of almost incredible efforts. The rapacity of the land robber was destined to be a feature of the nineteenth century, when London began to push out from its ancient limits and the rapid development of the great city gave increased incentive to the desire for the illegal appropriation of land which was rapidly increasing in value as the population became denser. The progress of illegal enclosure in Epping Forest was greater between the years 1851 and 1871 than during the whole of the previous 250 years. From 1871 onwards the encroaching Lords of Manors had to meet the formidable opposition of two bodies, the Epping Forest Fund Committee and the Commissioners of Sewers for the City of London, as well as a Commission of Inquiry appointed by Parliament in the same year.

The result of the protracted litigation conducted by the Corporation of London and other interested parties, such as Mr. Francis George Heath, Mr. Frederick Young, and Mr. William George Smith, was that the 3,000 acres to which Epping Forest had shrunk by 1851 were nearly doubled, and an expanse of pleasure ground was secured for London of greater value than untold gold for the teeming millions of the greatest city in the world. The decree of the Court of Chancery in the well-known Corporation suit was pronounced in November 1874, when the Master of the Rolls gave judgement against the enclosers and spoliators of the forest lands.

The weather on the Saturday of the dedication ceremony was bright and warm. Many thousands of people went out to the Forest, and the day was to a large extent observed as a public holiday in the East of London. The Queen, accompanied by Princess Beatrice, travelled by special train on the Great Western Railway from Windsor, changing at Acton to the Kew and Hampstead Junction line, thence by the North London Railway to Victoria Park, and by the Great Eastern Railway to Chingford. On her arrival there the Queen was met by Princess Louise and the Duke and Duchess of Connaught. At High Beech an address from the City Corporation was read by the Recorder, Her Majesty was received by a Guard of Honour of the Essex Artillery Volunteers, and a salute was fired by a battery of the Honourable Artillery Company. In the evening a grand display of fireworks was provided by Messrs. C. T. Brock and Company at the back of the Royal Forest Hotel, the grounds of which were likewise illuminated.

The cost of freeing Epping Forest for the public for ever amounted to close on £40,000, nearly half of which was absorbed in legal expenses. In March 1880 Mr. E. W. Roberts, a member of the City Corporation, sent a gift of 10,000 fish to stock the waters in Epping Forest, on condition that a proper close breeding season should be observed and that Sunday fishing should not be permitted. Dark brown fallow deer run wild, and a few small roe deer were introduced from Dorsetshire in 1883. Rabbits are numerous, and a certain number of badgers, foxes, squirrels, and weasels are also found here. The best of the wooded section of the forest is situated on high ground between Loughton on the east and Chingford on the west, and includes Monkwood, north-west of Loughton, and Epping Thicks, north-west of Theydon Bois. In 1930 Knighton Wood, thirty-seven acres in extent, was added to Epping Forest.

Connaught Water, in the heart of the Forest, near the well-known Queen Elizabeth's Lodge on the road to High Beech, is a favourite resort of boating and fishing parties, and covers an area of seven acres. It also bears two islands, and before its transformation by the Corporation of London was a dismal swamp known as the Forest Pool. Connaught Water was named after the Duke of Connaught, Ranger of the Forest.

Chingford, on the east side of the Forest, with a population in 1931 of 22,051, has grown enormously of recent years. It was described a century ago as being so agreeably situated for retirement that the most remote distance from the metropolis could hardly excel it. It occupies a fine situation, and building developments have been carried out with due regard for the amenities of the neighbourhood. The town contains a handsome modern church and a green; the old church, which is more than a mile away, is an ivy-clad ruin forming one of the landmarks of this district. The Royal Forest Hotel is a handsome red-brick building in the Tudor style, with grounds adjacent to the Forest. Higham's Park, a new residential suburb, lies to the south of Chingford and may be regarded as an extension of Walthamstow.

High Beech, situated about two and a half miles north of Chingford, near the western fringe of the Forest, is situated about 350 feet above the level of the sea, and contains a pleasant hotel, from which extensive views can be obtained of the Lea Valley and Hertfordshire. The ancient market town of Epping, on the north side of the Forest, with a population of 4,197, contains a broad picturesque High Street stretching for some distance along the road from London to Bishop's Stortford. It is shut in both on the north and the south by Epping Forest. A large ornamental lake on the Plain near the Lower Forest is much frequented by bathers, and affords good skating in winter when conditions permit. Hunting, golf, and all sports and amusements of the countryside can be obtained here, and the walks in this neighbourhood are exceedingly beautiful. The roads are also good, and offer special attractions to motorists and cyclists.

The east side of Epping Forest is bordered by the straggling suburbs of Woodford, Buckhurst Hill, and Loughton, all of them consisting principally of good-class houses, built with due regard to the choice character of this locality. Many of the older residences are surrounded by large gardens. Woodford, the principal suburb bordering Epping Forest, is situated close to Wanstead and extends eastwards to the Chigwell Road. It contained a population in 1931 of 23,196 including the adjoining district of Woodford Wells. The leading shops are near the railway station.

On the Chigwell Road, about three miles north of Woodford, is the delightful village of Chigwell, which contains the famous King's Head Inn, an ancient hostel where the Verderers or Forests courts were held until 1855. The King's Head Inn is the original of that in Dickens's *Barnaby Rudge*. The village of Chigwell Row, situated one mile to the east, was the home of Mr. Shillibeer, who, as we have noted, first introduced omnibuses into the streets of London. He resided at a house called the Grove. North-east of Chigwell Row is Hainault Forest, consisting of 800 acres of grassland with copses here and there. Like Epping Forest it once formed part of the ancient Forest of Waltham, all the remaining 4,000 acres of which, except Crabtree Wood, near Chigwell

Row, were disafforested in 1851-2. Hainault Forest was purchased for the public by the London County Council and local authorities in 1903 at a cost of £21,830, and opened in July 1906. Many new trees have since been planted, and in course of time it will doubtless rival Epping Forest in beauty.

We will now return to Woodford and proceed along the new bypass road which leads to Ilford and joins the new Eastern Avenue at the junction of Cranbrook Road on the north side of the town. From here it is rather more than a mile through Cranbrook Road to Ilford Broadway. About half-way on the east side we pass Valentine's Park, noted for its wooded lakes and canals, its *Rhododendron Dell*, Rose Gardens, and old English Garden. Centred round the park are the finest private houses in Ilford. It was from Valentine's estate that the Great Vine at Hampton Court came as a cutting. Beyond Valentine's Park Cranbrook Road is lined on both sides with high-class shops extending to the railway station and Ilford Broadway.

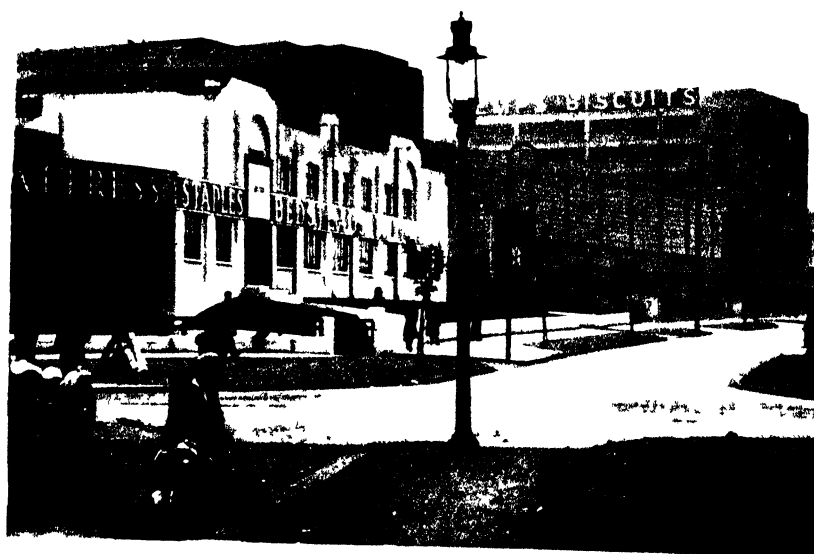
The large borough of Ilford, seven and a half miles from Liverpool Street, includes Seven Kings and Goodmayes. Its growth has been remarkable and the population, which in 1891 was only 10,913, had risen by 1931 to 131,046. In recent years extensive building has taken place round the new Eastern Avenue and towards Newbury Park Station on the north side of the town, which is still rapidly extending. Ilford is perhaps the most attractive suburb on the eastern side of the metropolis, and will invite favourable comparison with Ealing or Wimbledon on the western side in the matter of high-class houses and shops. The High Road, over a mile long, forming a part of the main Romford Road, extends to Seven Kings, and is lined on both sides with good shops, and also contains the Town Hall, the Public Library, and the church of St. Mary, built in 1896. Ilford was a part of Barking parish until the year 1830. It has important local manufactures of paper and photographic materials.

Beyond Ilford the suburban area extends through Seven Kings, Goodmayes, and Chadwell Heath, to the ancient market town of Romford, with a population in 1931 of 35,918. Romford contains a number of picturesque old houses and inns situated in the spacious market-place and in the High Street. The charter for Romford market dates back to the time of Henry III, and here is held on Wednesdays one of the largest cattle and corn markets round London. Another interesting feature of Romford is the handsome parish church of St. Edward the Confessor, the modern successor to a much older one. The town is also noted for its large brewing industry. To the east of Romford the pleasant new garden suburbs of Gidea Park and Squirrels Heath have extended rapidly of late years.

To the south of Goodmayes and Chadwell Heath is Becontree, forming the northern section of the immense new garden suburb of Dagenham, erected by the London County Council since the late war. As



A shopping centre of Dagenham



Modern factories fronting the North Circular Road at Hendon

recently as 1921 Dagenham was a mere village and a part of a straggling parish of 6,556 acres situated on the eastern fringe of London, with a population of under 10,000. Since that year something like 13,000 houses have been built, extending over an area of about 2,000 acres between the Romford Road on the north and the main road from Barking to Tilbury on the south. With its wide and well-planned roads and pleasant houses amidst spacious gardens, Dagenham is a pattern of what a real garden city should be. Some of the principal shops are centred round the railway station and the old village, situated about midway between the Romford and Tilbury Roads. Others have been erected near Gale Street and on the main Tilbury Road, close to the omnibus terminus at the Chequers Inn, about half-way between Barking and Rainham. There is also a super-cinema to accommodate 3,000 people. With a population in 1931 of 89,365, Dagenham is ambitious to be made a borough in the near future.

With its 20,000 houses, equal in size and population to Northampton, it seems amazing to reflect that only ten years ago nothing was here but market gardens, cornfields, and a few cottages. The population is almost wholly working-class, and there are no better-housed workers in any other city in the world.

Becontree was visited by the King on Saturday, 18 July 1931, when he also opened a new hospital at Ilford.

Dagenham is famous in history on account of the great breach made here by the Thames in 1703, which laid nearly 5,000 acres under water. After many expensive attempts to stop the breach, the landowner abandoned the project as impracticable. However, in 1714 Parliament intervened, and in the following year trustees were appointed who contracted with Captain John Perry, who had been employed by the Czar, Peter the Great, in his works on the River Don, to reclaim the land. This great undertaking was accomplished in less than two years for the agreed sum of £25,000.

Between Dagenham and Hornchurch is an enormous dump, built from the accumulation of refuse and rubbish deposited here by various local municipal bodies. At frequent intervals strong complaints have been lodged by the inhabitants of this district on account of the noxious fumes and gases emitted by the Dagenham dump, but these have hitherto proved of little avail. Now, however, the inhabitants are to be relieved of the nuisance. Mr. Ford, the American motor magnate, is erecting immense new works at Dagenham, and, having inspected the great dump, has decided that there is money to be made out of it by utilizing these waste products to generate electricity for his new factory. His works cover an area of 600 acres, on the bank of the Thames. Mr. Ford has already spent £2,000,000 on this factory, and when the works were opened in 1932 they had cost not less than £5,500,000. Here also a jetty has been constructed at a cost of £300,000, enabling ships up to 12,000 tons to load and unload.

From the Chequers Inn, a journey of about two miles, passing Rippleside and a large number of newly erected houses on both sides of the road, will bring us to the ancient market town of Barking with a population of 51,277 (census of 1931). It is joined to Ilford by continuous houses and streets on the north, and to East Ham and London on the west. Barking is situated on the Roding, seven miles from London, and contains jute factories, chemical works, trades in fish and timber, and large sewage works at Barking Creek. It once possessed a magnificent abbey, founded in 675, but this was burnt by the Vikings in 870. It stood on the north side of the churchyard of St. Margaret's. In former times the surrounding country was highly cultivated and supplied the metropolis with vast quantities of vegetables and potatoes. St. Margaret's Church, a Norman building with later additions, contains a number of fine brasses. Barking is the present terminus of the Underground Electric Railways of London, but the London, Midland and Scottish Railway Company are now constructing a new line from Barking to Upminster, alongside their main Southend line, in order to cope with the great increase of traffic occasioned by the rise of Dagenham. When this line is completed a through service of electric trains will be running from Upminster and Dagenham to all parts of the City and the West End.

Barking, which has just been raised to the status of a borough, is a town which has history and personality, and there is even beauty and romance in its creeks and mud flats. Fifty years ago it was little more than a fishing village. The council consists of twenty-four members and a mayor, and its Charter of Incorporation, which has been signed by the King, was presented to the town on 5 October 1931 by Prince George. This event is to be celebrated by a pageant and an industrial exhibition. When the London County Council housing scheme is fully developed the population of Barking is expected to be doubled.

Although about 1,000,000 of the inhabitants of London now reside in Essex, or in London over the Border, as it used to be termed, less than a century ago the development of the suburban area was confined mainly to the western, north-western, and south-western districts of Middlesex. This was because natural obstacles in the shape of unhealthy marshes originally hindered its growth towards the east, and later the poverty-stricken East End rendered residential suburbs beyond it difficult to imagine. Only the wealthy Londoner could then enjoy a suburban retreat, because in the days before cheap and rapid transit it was impossible for the wage-earners to travel a considerable distance between their homes and the places of their employment.

The year 1933 has witnessed the completion of the North Circular Road, which commences at Acton and circles the northern half of the metropolis, passing through Wembley, Hendon, Finchley, Wood Green, Edmonton, and Walthamstow to Wanstead. Here it connects with the Eastern Avenue, providing direct access to Southend-on-Sea.

SECOND DRIVE

A TOUR OF THE SOUTHERN SUBURBS

MAKING Westminster Bridge our starting-point for this excursion, our route is through St. George's Road to the Elephant and Castle, and thence along Walworth Road and Camberwell Road to Camberwell Green.

Denmark Hill, leading southwards from Camberwell Green to Herne Hill and Brockwell Park, derives its name from Prince George of Denmark, the Consort of Queen Anne, who kept a shooting-box here. About half-way up on the right-hand side, opposite Denmark Hill Station, is King's College Hospital, founded at Clare Market in 1839 in connexion with King's College, and moved here in 1913. The foundation-stone of the present hospital was laid in 1909, and in its construction and equipment it is one of the finest in the metropolis. Adjoining King's College Hospital is Ruskin Park, with an area of thirty-six acres, and so named after John Ruskin, who spent the earlier part of his life at Denmark Hill and Herne Hill. A number of large old houses are still standing in Denmark Hill, but these are gradually disappearing and being largely replaced by typical red-brick residences of the post-war type. One of these, on the east side, called Bessemer Grange, has been converted into a private hotel, and, as it stands in no less than forty acres of private grounds, it forms a very pleasant place of residence for City men.

Denmark Hill once possessed a handsome Grammar School, situated in extensive grounds, near the point which now forms the junction of Denmark Hill with Cold Harbour Lane. It was a lofty structure built of red and white bricks, with dressings of Portland stone, and the grounds were enclosed by a high brick wall facing Denmark Hill.

Running parallel to Denmark Hill on the east side is Camberwell Grove, formerly known as Grove Hill. Here resided Dr. John Coakley Lettsom, a well-known Quaker physician, at the beginning of the last century, whose income sometimes amounted to as much as £12,000 a year, and who was as philanthropic as he was wealthy. In his large house at Grove Hill he entertained some of the most eminent men of his time, but adverse circumstances compelled him to part with his delightful mansion some time before his death, and as his town house was not large enough to accommodate them, he also had to dispose of his library and museum. Although hardly more than three miles distant from Blackfriars or Westminster Bridge, the fine situation of this estate afforded extensive views in every direction over a circumference of 200 miles. In front of it could be seen the City itself, with Hampstead and Highgate in the background, with Harrow-on-the Hill and Windsor Castle on the west, and Essex, Shooter's Hill, and Greenwich on the

east. On the south the view was shut in by Sydenham Hill and Norwood. Chelsea formed a prominent feature in the landscape. A sheet of water flowing from a spring on the summit of the hill adorned the grounds. This district is now covered with modern villa residences.

Opposite Herne Hill Station is Brockwell Park, originally the property of Joshua J. B. Blackburn, who offered seventy-eight acres of this ground in August 1889 and allowed the Committee six months to raise the sum of £120,000 required for its purchase as a public park. The price was considered very moderate compared with the £4,300 per acre paid for Vauxhall Park. The Charity Commissioners granted £25,000 and the London County Council and the South London Boroughs also contributed. Lambeth contributed £20,000, Camberwell £6,000, Southwark £5,000, the Ecclesiastical Commissioners £500, and the park was opened by Lord Rosebery, Chairman of the London County Council, on 6 June 1892. The formal celebrations were marred by a sad incident. After the termination of Lord Rosebery's speech Mr. Bristowe, M.P. for Norwood, was seized with a fit, from which he never rallied, and expired from heart disease. It was largely due to the efforts of Mr. Bristowe, who personally guaranteed £60,000 of the purchase money, that Brockwell Park was secured for the public.

For a number of years the owner retained the other fifty acres of Brockwell Park, but this also was eventually acquired, at a cost of £64,500, and opened to the public on 28 February 1903, thus increasing the area to 128 acres. Amongst the varied attractions of Brockwell Park is one of the most beautiful gardens in the world, called 'The Old English Garden', which is laid out in beds, walks, and arbours of entrancing beauty. One part of this sanctuary is called the Shakespeare Garden, and is said to contain a specimen of every flower or herb referred to by the poet. There is also a large lake available for bathing. Dulwich Road, on the south side of the park, and its continuation Water Lane lead to Brixton Hill; and Tulse Hill on the west side leads to West Norwood.

Close to Water Lane, between Tulse Hill and Brixton Hill, formerly stood Raleigh House, a valuable suburban estate which was cut up for building in 1887. The estate contained a fine mansion and about twelve acres of grounds, through which in olden times a pretty stream called the Effra flowed amongst pleasant woods and meadows. It was originally intended to purchase Raleigh House for a public park at a cost of £4,000 per acre, but about the same time Brockwell Park was offered, and as it had a much larger area and could be purchased for the very moderate figure of £1,600 per acre, as against the £4,000 per acre asked for Raleigh House and its grounds, it was decided to purchase Brockwell Park instead.

In Brixton Hill, leading to Streatham, there are still many large houses standing back from the roadway in their own spacious gardens,

but these are gradually disappearing, and business premises, shops, and flats are being erected in their place, especially south of Water Lane and in the vicinity of the Lambeth Town Hall. Almost at the top of Brixton Hill on the west side, at the back of the main road, is the well-known Brixton Prison, now largely used for the confinement of prisoners awaiting their trial on a charge of murder. It was built in 1830, and is planned in the form of a crescent, with the governor's house in the centre.

On the opposite side of Brixton Hill is the St. Pancras Auxiliary Workhouse, a building formerly owned by the Royal Asylum of St. Ann's Society. It was erected in 1829 as a school for children of necessitous parents, and for orphans. It is a three-storied edifice, fronted by an Ionic portico ornamented with the Royal Arms, this school having been under royal patronage. Cold Harbour Lane, at the foot of Brixton Hill, leads us back again to Camberwell Green, and from here we will next proceed eastwards through Church Street and Peckham Road to Rye Lane, passing the parish church on the way. Peckham, formerly a small village, increased greatly in population between 1820 and 1840, since which time it has been more or less joined to the metropolis. Until 1827 an annual fair was held at Peckham on 21, 22, and 23 August, following immediately upon that of Camberwell, but, growing to be a nuisance, like most other fairs, it was abolished in that year.

The original village, situated midway between Camberwell and New Cross, now a busy shopping quarter, is centred round the High Street and Rye Lane, leading southwards to Peckham Rye Common, Honor Oak, and Forest Hill. At the corner of Rye Lane is the extensive drapery emporium of Messrs. Jones and Higgins, Ltd., one of the largest in South London. Rye Lane, bordered on both sides by attractive shops, leads to Peckham Rye Common. The name of Rye given to Peckham signifies a common or an untilled ground. The Rye has been used as a recreation ground from time immemorial, and mention is already made of it in documents of the fourteenth century. In 1890 Peckham Rye Common was extended by the purchase of the adjoining Homestall Park, a lovely resort. The Borough of Camberwell contributed £20,000, the London County Council £18,000, and the Charity Commissioners £12,000, towards its purchase price, £51,000. The original common was sixty-four acres in extent, and the additional area acquired was forty-nine acres.

Barry Road, on the west side of Peckham Rye Common, leads to Lordship Lane and Dulwich Park. The latter, containing an area of seventy-two acres, was presented to the former Metropolitan Board of Works by the Governors of Dulwich College, on condition that the Board would lay it out as a park for the public. This arrangement was confirmed by Parliament, and the park was laid out at a cost of £33,000 and opened by Lord Rosebery on 26 June 1890. Amongst its attractions are a lake, tennis courts, a carriage drive, horse ride, and two lodges.

Dulwich College lies to the south of Dulwich Park, on the west side of College Road. It is a very handsome edifice of red brick and terracotta with much enrichment in the ornamental Italian style of the thirteenth century, and was erected between 1866 and 1870 from the designs of Charles Barry, Junior, at a cost of over £100,000. It consists of three blocks and has accommodation for 700 boys. The present building replaced the earlier ones founded in 1614 by Mr. Edward Alleyn, who named it the College of God's Gift. He was an actor in the reign of Queen Elizabeth, and the principal performer in many of Shakespeare's plays. The original building is about a quarter of a mile distant from the new College, and was designed by Inigo Jones. The eastern wing was built in 1739-40. The Dulwich Picture Gallery, attached to the College, is housed in a portion of the old buildings close to Dulwich Station. In 1857 the old corporation was dissolved by order of the Charitable Trust Commissioners, and its members were pensioned off for life. The funds derived from a large estate of building land were applied to the erection and endowment of the present building, which stands in twenty-five acres of grounds. The extensive playing fields are situated to the north of the College grounds.

Dulwich itself is perhaps the most beautiful of South London suburbs, and, unlike most others, which have no ancient or separate existence to which they can lay claim, it possesses a history. Moreover, its restfulness and beauty are secured by the great stretches of Dulwich Park and by the grounds and playing fields of the College. The roads are wide, many of the older houses have splendid grounds, and the regulations of the College and Estate Governors, to whom most of this land belongs, are of such a character that the country-like aspect of Dulwich seems likely to be permanently assured. In the very middle of the district, on the road from Herne Hill to the Crystal Palace, is Dulwich Village, to this day almost as secluded as a country hamlet, and even yet existing as a separate entity.

From here we will re-cross Dulwich Park and turn south along Lordship Lane and London Road, where we next pass the Horniman Museum and Gardens, situated close to Lordship Lane Station. The Museum, which is a fine piece of modern architecture, contains objects of historical and archaeological interest, including collections of insects, carved furniture, enamels, armour, and toys. It was presented to the public by Mr. E. J. Horniman, and the surrounding grounds of fifteen acres, which were opened to the public in 1901, have been laid out as a park. The adjoining suburbs of Forest Hill and Sydenham comprise a very large and favourite residential district. They crown the western side of the ridge of hills upon which the Crystal Palace is built, and form part of the extensive metropolitan borough of Lewisham. The main roads are bordered with trees and are very wide and picturesque, with plenty of space between the houses. Every variety of residence is to be found in this district, from the mansion surrounded by



Tranquil Vale, Blackheath.



Dulwich village.

several acres of private grounds to the maisonnette and flat or the newly erected type of post-war house. The principal shops of Forest Hill are centred round the railway station, London Road, and Perry Vale.

Honor Oak Road, leading north from London Road, will bring us to One Tree Hill, a small public park on high ground adjoining Honor Oak Cemetery and the golf course. From the summit of One Tree Hill a really magnificent view of the metropolis can be obtained in clear weather, embracing Tower Bridge, St. Paul's Cathedral, the Houses of Parliament, the Kensington Museums, and the heights of Hampstead and Highgate in the background. The view from One Tree Hill reminds one very much of a similar view of Paris which can be obtained from the heights of St. Germain, a few miles west of the city, and which is much praised by visitors to the French Capital. Honor Oak derives its name from the fact that Queen Elizabeth is supposed to have dined under an oak-tree which was called the 'Oak of Honour'. The original tree which served as a canopy to the illustrious queen has long ago perished, but another oak was planted on the same spot as a memento of the tradition.

North of Honor Oak Park, and close to Peckham Rye Common, is Nunhead Cemetery, which has an area of fifty acres; it was consecrated in 1840. Between the cemetery and Peckham Rye Common is the underground Beachcroft Reservoir of the Metropolitan Water Board, which took three years to construct at a cost of £230,000 and was opened in 1909. It has a capacity of 60,000,000 gallons. From Nunhead Station it is about half a mile to Queen's Road, which is the continuation of Peckham High Street, and leads past the junction of Old Kent Road to New Cross Road. After passing New Cross Gate Station we come to the junction with the Lewisham High Road, a busy suburban thoroughfare leading to the centre of that town, about a mile and a half to the south-east of New Cross.

Lewisham, now the third largest borough in area of the County of London, with a population in 1931 of 219,942. was a century ago an attractive village, with a branch of the River Ravensbourne running alongside its main street. With the land rising gently on either side of the stream, it was then a very pleasant rural district, but, as in most of the other outlying suburbs of London, the green fields which once hemmed it in have long since been covered with streets and houses. The old parish church dedicated to St. Mary was pulled down in 1774 and replaced by the present building. It is a plain oblong structure of stone, with a square tower at the west end and a portico on the south side supported by four Corinthian columns. The principal shops are situated in the High Street and at the busy junction of the Catford, Lee, Greenwich, and London Roads. The largest of these is the drapery emporium of Messrs. Chiesman Brothers, occupying an extensive frontage on the east side of the High Street, adjoining the Lee High Road.

The Town Hall, which is situated at Catford, is a building of church-

like appearance erected in 1874 and enlarged in 1900, and other important buildings include the Central Library, the Colfe almshouses and a grammar school founded by the Rev. Abraham Colfe, Vicar of Lewisham from 1610 to 1657. A narrow lane turning out of the main road by the side of the parish church leads to Ladywell, formerly a twin village of Lewisham, and now forming a part of the municipal borough. It possesses a long narrow recreation ground running parallel to the main Catford Road, which is traversed by the Ravensbourne stream. The populous quarter of Catford to the south, now forming a considerable portion of the borough of Lewisham, was little more than thirty years ago almost unknown and scarcely built upon. Since 1900 its development has been almost continuous, and it has now spread to the village of Southend, on the road to Bromley, and beyond to the large new artisan quarter of Downham, erected since the late war by the London County Council on similar lines to Dagenham and East Acton. It is named after Lord Downham, Chairman of the London County Council in 1919.

To the south of the Lee High Road is the modern quarter of Hither Green, consisting principally of small red-brick houses and some fairly good shops, and constituting the eastern portion of the borough of Lewisham. The suburb of Lee is built principally on the rising ground sloping up towards Blackheath, but the more modern portion extends eastwards in the direction of Eltham. The parish church, erected in 1841 near Blackheath, is a Gothic building with a tower and spire. The town of Eltham is rapidly losing its former rustic appearance, largely as the result of an extensive widening of the old High Street, which is being carried out at the present time by the London County Council. Beyond Eltham the straggling suburban area includes the very monotonous and uninteresting urban district of Bexley Heath, on the road to Dartford and Gravesend with a population of 32,940 in 1931.

Midway between Lee and Eltham is the splendid new Sidcup by-pass road, one of the widest leading out of the metropolis. It is about five miles long and rejoins the main Folkestone Road a short distance to the south of the village of Foot's Cray. Many new houses have recently been erected at the northern end, and an entirely new quarter is rapidly springing up in the vicinity of Mottingham Station. The old main road traverses the pleasant suburb of Sidcup, which contains many good-class houses and some excellent shops in its long narrow High Street. From here a direct road leads westwards across the new by-pass road to Chislehurst, population 9,876 in 1931, a very delightful suburb situated on the brow of a hill surrounded by commons and woods.

Facing the western fringe of Chislehurst Common is Camden Place, an Elizabethan mansion named after Camden, the antiquary, who lived here from 1609 until 1623. It was the home of Napoleon III from 1871 until his death in January 1873. The Emperor and his son were buried in the Roman Catholic Church near the parish church, but their bodies

were subsequently removed to the mausoleum built by the Empress Eugénie at Farnborough, where she herself now lies. Opposite the gates of Camden Place is The Cedars, where William Willett, the originator of summer time, lived. On the Common close by is the Runic Cross to the memory of the ill-fated Prince Imperial, who was killed in the first Zulu War.

The parish church of St. Nicholas dates from the fifteenth century, but only the north part is in the Perpendicular style of that period, the rest being chiefly modern. The family of the Walsinghams, who resided for several generations at Chislehurst, are interred in the church. The land beside the church leads past Camden Place to Petts Wood, a delightful stretch of wild woodland. It is so named after the Petts family of Thames shipbuilders in the days of the wooden walls, who owned this estate. The entrance to the famous caves is at the Bickley Arms, near the west end of Chislehurst Common. These consist of a remarkable labyrinth of passages running in every direction, and are the remains of a chalk mine supposed to have been worked as early as Roman times by means of shafts sunk from the surface. At West Chislehurst Park are the buildings of the Royal Naval School, opened by King George V, when Duke of York, on 17 July 1889. The School was removed here from New Cross.

Three miles west of Chislehurst is the old market town of Bromley, now a populous suburb of London, containing 45,348 inhabitants, including the residential district of Bickley to the east. Of late years so much building has taken place towards the north that Bromley is now joined to London by Downham, Southend Village, and Catford. The main London Road has been much widened for the greater part of the distance between Bromley and Southend Village, and here many new rows of good-class shops have been erected. Bromley Town is built on the summit of a hill and contains several features of interest, including the former palace of the Bishop of Rochester, in the well-kept grounds of which is a chalybeate spring known as St. Blaize's Well. The palace is a brick house situated above the railway near the South Station, and when seen from the road has the appearance of a large homely mansion. It is now the Manor House of Bromley. King Edgar gave the manor in the year 700 to the Bishop of Rochester, and here also a 'college' was erected by Dr. Warner, Bishop of Rochester in the reign of Charles II, for twenty poor clergymen's widows, who were made an annual allowance of £20, while the chaplain received a remuneration of £50 a year. A gift of £2,000 from the Rev. Mr. Hetherington, and another of £5,000 from Bishop Pearce, enabled the trustees to increase the allowance of the widows to £30 a year and that of the chaplain to £60. Ten additional houses, handsomely endowed for the same purpose, were erected about 1820 in accordance with the will of Mr. Betenson, of Beckenham.

The main road passes through the Market Place, with its red-brick

Town Hall designed in the French style, and then descends by the High Street to the South Station. The old parish church lies to the west of the Market Place, and, whilst preserving some relics of the past, has been much transformed by rebuilding and restoration. The wife of Dr. Johnson is buried in the church. Below the church the slopes of St. Martin's Hill have been laid out as a recreation ground, which has fine views over the Ravensbourne Valley and towards the Crystal Palace, which is a prominent feature of the landscape. The suburban area of Bromley extends southwards from the centre of the town through the now populous district of Bromley Common for a distance of about two miles, both sides of the main Farnborough Road being lined with good-class houses.

Leaving Bromley High Street we now turn west, and, proceeding along Beckenham Lane, past the rising suburb of Shortlands, we come to Beckenham. Shortlands is associated with the names of Grote, the historian, and Dinah Maria Mulock (Mrs. Craik), author of *John Halifax, Gentleman*, both of whom resided here. Beckenham is a smart modern suburb with wide roads and excellent shops, and the original village still retains some of its old-time features in some quaint old timbered houses and shops. The old parish church, demolished about twenty years ago, has been superseded by a large building erected on the same site. Beckenham possesses a fine Town Hall, situated close to the junction of the High Street and Bromley Road.

Beyond the High Street the main Beckenham Road leads to Penge and the Crystal Palace. Until the middle of the last century the urban district of Penge, which includes Anerley and a part of Upper Norwood, was a rural hamlet famous for its woods and fine trees. In those days people came here who wanted to live right out in the country, but after the removal of the Crystal Palace to this district from Hyde Park in 1854, and the opening of the railway from London Bridge Station, it became a popular residential suburb. The principal shops are situated on the main Beckenham Road, leading up to the southern entrance to the Crystal Palace grounds, and in Anerley Road.

The Crystal Palace, constructed mainly of glass and iron, was originally the home of the Great Exhibition of 1851 in Hyde Park. Designed by Sir Joseph Paxton, it was then intended merely as a temporary building, but a very general desire on the part of the general public to preserve the Crystal Palace on its original site found expression in two public meetings held in April 1852, and later at a crowded meeting held at Exeter Hall, at which the Earl of Shaftesbury took the Chair. Certain alterations and extensions were then proposed by Sir Joseph Paxton, with a view to converting it into a winter garden and adapting it to other scientific purposes. Finally the building was purchased by a private company, who re-erected it on its present site at Sydenham Hill. The first pillar was erected there on Thursday, 5 August 1852, by Mr. Samuel Laing, and the building was opened on 10 June 1854 by Queen Victoria.

Erected at a total cost of £1,500,000, the Crystal Palace is without doubt the most magnificent and costly building of its particular kind that has ever been built; the upkeep of it has cost as much as £60,000 a year. The main building, exclusive of wings and colonnades, is 1,850 feet long, and is composed of 9,642 tons of iron and twenty-five acres of glass. When the Crystal Palace was removed to Sydenham the central transept was made much higher, and the north and south transepts and the two towers were added. The towers are each 282 feet high, or 77 feet higher than the Monument and 107 feet higher than Nelson's column in Trafalgar Square. In February 1868 a man committed suicide from one of the towers of the Crystal Palace. When erected in 1856 these towers were considered a most extraordinary engineering feat, but the first attempt to construct them proved a failure and involved the company in a great loss. When all but completed they were found to be insecure, and would neither carry the weight intended for them nor sustain the vibratory shock of the ascending and descending water, and therefore they had to be pulled down again. The fountains used to rise to a height of 200 feet, and surpassed those of Versailles.

The grounds cover an area of 200 acres and are laid out with terraces, flower beds, and boating lakes, and are still considered a fine example of landscape gardening. Near the boating lake are some casts of extinct animals, now in a somewhat dilapidated condition, illustrating the forms of animal life on the earth in various geological ages. The interior of the Crystal Palace contains a number of courts, such as the Egyptian, Greek, Roman, Alhambra, Byzantine, and Medieval courts, which last includes the English, German, French, and Italian, and Renaissance courts.

Before the Great War the Crystal Palace, like so many other undertakings of this kind, was in danger of insolvency and public subscriptions were raised for it. Largely as a result of the efforts of Earl Plymouth the palace became the property of the nation in June 1920. The Festival of Empire Exhibition of 1911 was held in the grounds of the Crystal Palace, and in 1914 it was taken by the Admiralty as a recruiting and training centre for the Royal Naval Volunteers and other units. Here over 125,000 men were trained, and at the conclusion of the Great War the building was utilized as one of the great centres for demobilization.

Sir George Grove and Sir August Manns did much to foster high-class music at the Crystal Palace, and from 1857 onwards the Triennial Handel Festival has been held in the central transept. The palace is still a great attraction at holiday time, and is also a centre for Dog Shows, Brass Band Contests, and various exhibitions. Amongst its permanent attractions are a cinema, a weekly programme of dirt track cycling, and on Thursdays during the summer months a display of fireworks. Before the opening of the Wembley Stadium the final match for each year's Football Association Cup was played here.

The district of Upper Norwood, being very bracing, contains some

good private hotels, such as the old-established Queen's Hotel in Church Road, and Beulah Spa in Beulah Hill, both standing in private grounds. In 1862 plans were drawn up for the erection of a large hydropathic establishment at Upper Norwood, a scheme which failed to mature. Westow Hill, down which we will now proceed, contains some of the principal shops of Upper Norwood, and its continuations westwards, Central Hill and Crown Hill, lead to Streatham Common and form the boundary line between the boroughs of Lambeth and Croydon.

Though still sometimes termed a 'village' by its inhabitants, Streatham has all the advantages of a large and popular suburban town. It comprises Streatham proper and the more modern Streatham Hill district to the north. It lies within the County of London, is included in the metropolitan borough of Wandsworth, and extends from the top of Brixton Hill on the north to Norbury on the south, for a distance of close upon two miles. The leading shops extend along the High Road, between Streatham Hill and Streatham Common Stations, for a distance of about a mile, and will invite favourable comparison with those of the best suburbs of London. On the west side, about midway between the two stations, is the large drapery emporium of Messrs. Pratt Brothers, Ltd., now forming one of the Selfridge group of stores. On the opposite side of the road is the Public Library and the newly erected Astoria Cinema, a handsome building of red brick and stone. The parish church of St. Leonard, rebuilt in 1830, is situated near the junction of Streatham High Road and Mitcham Lane, where there is a small recreation ground. Streatham Town Hall, largely used for dances and private social gatherings, is situated close to Streatham Common Station.

Farther north on the west side of Streatham Hill a very handsome new theatre has been erected. It is faced with Portland stone and has seating accommodation for about 2,000 people. It was opened in 1929, and is perhaps the finest of any to be seen outside of the West End of London. Here also has recently been erected the Locarno Dance Hall and a handsome new terrace of shops and flats known as Telford Court. Another new house on the same side of the road in course of erection at the present moment is the Gaumont Cinema which is to provide accommodation for 2,500 people. Close to the Common is the Streatham Ice Rink, accommodating 6,000 skaters, which claims to be the largest in London. To the east is the Leigham Court Estate, containing attractive modern houses planned amidst gardens and tennis courts, extending towards Tulse Hill and West Norwood.

To the west of Streatham Hill is Tooting Bec Common, which, together with Tooting Graveney Common, has an area of 218 acres. These two open spaces were acquired for the public between 1873 and 1875, and are now under the control of the London County Council. Tooting Bec is so named from having been a dependency of the famous Abbey of Bec in Normandy. To the north of the Common is an

exceedingly pleasant residential quarter of wide roads bordered with trees and large houses in gardens, extending towards Brixton, notably King's Avenue, which is more suggestive of some fine garden city far removed from London than of a district hemmed in on all sides by busy modern suburbs.

Streatham Common, which lies to the south of the town, is situated on rising ground extending towards Norwood, and covers an area of sixty-six acres. It has recently been enlarged by the grounds of the Rookery, which has now become public property. The latter contains a combined rock and water garden, and also an old English garden. Streatham once had chalybeate springs, from which water used to be sent in quantities to some of the hospitals of London. Discovered about 1659, they attracted many wealthy London citizens, who, in search of health, settled round the Common. The springs still exist on the property of a dairyman of the town. A prominent inhabitant of this village was Henry Thrale, the brewer, famous for his association with Dr. Johnson. To the east of the Common, situated on the slope adjoining the Rookery Gardens, is Norbury Park, which has also become public property.

Directing our travels southwards along the main London Road we shortly come to Norbury Station. Although included in the County Borough of Croydon, Norbury is now such a large district as to call for separate notice. In 1900 it was merely a hamlet on the fringe of London, with a railway station and a golf club. From here a mile and a half of open country, extending to the pond and the former tramway terminus at Thornton Heath, separated London from Croydon. Since that time Norbury together with Thornton Heath has covered the whole of this intervening territory, and has definitely joined Croydon to the metropolis. The demand for houses in this neighbourhood has been great, and large numbers have been erected on an estate belonging to the London County Council. The main thoroughfare is a wide road, principally lined with red-brick terraces of high-class shops and flats. The road from Westminster Bridge to Croydon through Kennington, Brixton, Streatham, and Norbury forms one of the exits from the metropolis, of which it is possible to speak with the highest praise. It is wide throughout its entire length, and unspoilt by any of those unsightly bottle-necks and ragged hamlets which are a feature of so many of our great main arteries leading out of the metropolis, particularly on the west side.

Branching south-west from the pond at Thornton Heath is the new Croydon by-pass road, which skirts the west side of the town at the top of the valley and rejoins the main Brighton Road at Purley. Much building has taken place on this new road since the erection of the new terminal station of the continental air-services, which is situated on the west side, about midway between Thornton Heath and Purley. The old aerodrome at Waddon having become too small for the ever-increasing air traffic, the present commodious buildings were erected in 1927.

From Thornton Heath a journey of about a mile along the London Road through a densely populated suburban area will bring us to West Croydon station and the central portion of the town. Croydon originally consisted of two parts, namely, the old and the new towns, each of which was about one mile in length. The old town is situated on a low plain near the source of the River Wandle, and contains the parish church of St. John the Baptist, a fine modern building with a lofty square tower designed by G. G. Scott and erected on the site of the old one destroyed by fire in 1867. The town formerly had a close connexion with the Archbishops of Canterbury, and the existing part of their old palace situated near the church was sold in 1780 and used as a bleaching factory until 1887. It now belongs to the Sisters of the Church, and is used for a girls' school; it includes a chapel, banqueting hall, gallery, and guard room. After giving up this building in 1758 the archbishops had a residence at Addington until about 1890.

The modern town is centred round the High Street, which was originally nothing more than a bridle path over the fields. Being situated on higher ground and on a more direct course than the old road, it became the main road to Brighton and the south and the surrounding district was rapidly built over. Here are located the Whitgift Hospital and the finest streets and shops in the town. In 1811 the population of the parish was 7,900 and the number of houses 1,480, but in Croydon town itself there were only 6,000 inhabitants and 900 houses. By 1881 the population had risen to 78,947, and in the following thirty years it more than doubled itself, the population in 1911 having been 169,551 and in 1931 was 233,115. Croydon was not made a borough until 1883, and became a county borough in 1888; within its municipal area are included the suburbs of Norbury, Upper and South Norwood, Addiscombe, Waddon, Selhurst, and Thornton Heath.

Although now joined to London, and as metropolitan as Kensington, Croydon still prefers to regard itself as a detached town outside the metropolitan area. Twenty years ago the centre of the town from West Croydon Station to South Croydon was still one long narrow street, except a portion of the High Street, which had been widened on the west side in 1895. In recent years North End has been widened between West Croydon Station and the Whitgift Hospital, and an extensive widening in South End from the High Street to the Swan and Sugar Loaf Hotel is now almost completed. George Street, leading from the High Street to East Croydon Station, has also been widened, but the Whitgift Hospital, which stands at the corner of George Street and North End, forms an obstacle to the complete widening of these two streets.

Some years ago the Croydon Corporation intended to demolish the Whitgift Hospital for very necessary street improvements, but were prevented from so doing, partly through local opposition, but principally because the scheme has been vetoed by Parliament. The Whitgift



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The Crystal Palace.



North End, Croydon.

Hospital was erected and endowed between the years 1596 and 1599 by Archbishop Whitgift as a home for maimed poor or impotent individuals, preference being given to the inhabitants of Croydon and Lambeth. A schoolmaster was also appointed at a salary of £20 per annum to teach the children of the poor of Croydon gratis. The Archbishop's gift increased greatly in value, and in 1881 the trust was reconstituted and another school founded, but the old hospital is still an almshouse. It has been suggested that the Croydon Corporation should acquire the tavern on the opposite corner of North End and Crown Hill for the purpose of carrying out the proposed widening of the roadway, but the steep declivity of Church Street would seem to place difficulties in the way of that scheme. If the front portion of the Whitgift Hospital could be rebuilt farther back from the main streets, doubtless that would prove the best way out of the difficulty.

The Town Hall, which lies to the east of the High Street, is a very fine block of buildings faced with red brick and stone, with a tall clock-tower in the centre. Croydon, in addition to being a great residential town for Londoners, possesses a number of manufactures, amongst others the making of clocks, and also engineering works, as well as important markets for corn and cattle. Some of the largest shops, including the two dry goods stores of Messrs. Kennard's and Messrs. Allder's, are situated in North End, but that of Messrs. Grant Brothers is on the west side of the High Street. A short distance farther south on the opposite side of the High Street is the newly erected Davis Picture Theatre, said to be one of the largest in Europe, and having accommodation for 4,000 people. A handsome lounge and café is attached to the theatre, and a considerable widening has been recently carried out in this part of the High Street. The finest residential quarters are situated on the east side of the town at Park Hill and at Addiscombe. Incidentally Croydon is the healthiest large town in the kingdom, this being partly due to its sanitation, subsoil, and the pure air of the North Downs.

The Croydon Corporation Tramways run from Norbury to Purley, and there is also a direct service to the Victoria Embankment by the tramcars of the London County Council. Purley, which lies two miles south of Croydon Town Hall, has developed during the last twenty-five years into a flourishing high-class suburb. The best houses, many of which stand in large gardens, are situated on the west side of the main Brighton Road on the hill-side leading up to the new Croydon by-pass road. With the great increase of population, many first-class shops have been erected on the main Brighton Road close to its junction with the Godstone and Banstead Roads.

Purley forms part of the urban district of Coulsdon, two miles farther south, and the new municipal offices of the Council are situated on the main Brighton Road, midway between the two towns, which are now joined together by an almost continuous line of private houses. At one time Croydon had hopes of absorbing Purley within its municipal area,

but this was successfully resisted by the local inhabitants, who decided in favour of a union with Coulsdon. The latter town resembles Purley in its general character, but enjoys the advantage of being two miles nearer to the undisturbed country. It is served by two railway stations, and together with Purley contains a population of 37,666 according to the census of 1931. Many detached houses have been erected with spacious gardens on the slopes of the chalk hills, and of late years some fine shops have also been erected on the main Brighton Road, close to the two railway stations. The ancient church of Coulsdon is situated about a mile to the south-east, at Bradmore Green, on high ground and amidst beautiful surroundings.

On the east side of the Purley Valley, about two miles from the centre of Croydon, is the rapidly growing suburb of Sanderstead. It is situated on high ground rising to an altitude of 350 feet above the sea-level, and consists mainly of high-class residences with large gardens. The old village and the parish church are about a mile from the railway station. Attracted by the beautiful surroundings, coupled with the convenient electric train service of the Southern Railway, London is steadily extending her suburban area into the deep and narrow Caterham Valley to the south-east of Purley. In recent years its green contours and wooded crests have been covered with villas, through Kenley and Whyteleafe, and thence the houses straggle beside the main Godstone Road almost as far as the distant town of Caterham, some seventeen miles from Westminster Bridge. The houses lining the sides of the valley are of a superior type, but unfortunately many small and ugly houses have also been erected in the district of Kenley. On the east side of the valley, between Kenley and Whyteleafe, is Riddlesdown, a hill-side slope of grass and thicket, one of the Coulsdon commons of the Corporation of London, and offering attractions to the holiday maker similar to those of Hampstead Heath. The main Godstone Road has recently been widened for the greater part of the distance between Purley and Caterham.

Situated near the top of the valley, amidst the hill country of the North Downs, Caterham in recent years has become a busy town, of 19,503 inhabitants in 1931. Its altitude above the sea justly entitles it to be considered a health resort, and it has even been referred to as a miniature Switzerland. The air is bracing and invigorating, and from the hill-tops splendid views of some of the finest scenery in Surrey can be obtained. Some very fine houses in large gardens have been erected on the hill-side, and there are some excellent shops in the long main street running through the valley. The Caterham Barracks for Guards recruits have accommodation for 680 men and 5 officers. In this parish is also the Metropolitan District Lunatic Asylum, with a farm of 100 acres and accommodation for 2,000 patients. In the original village to the west of the railway station is the now disused church of St. Lawrence, dating from the thirteenth century, and near it is the new church of St. Mary.

The high reputation of Caterham for salubrity is due to the fact that the Valley itself is over 400 feet above the sea-level and that the surrounding hills rise to 600 and 800 feet. The town is also directly connected with the West End of London by a frequent omnibus service starting from Oxford Circus.

On our return journey we first return to Croydon High Street and then proceed along Church Street, Croydon, Epsom Road, and across the by-pass road to Beddington, with its picturesque old church and historic park traversed by the River Wandle. We next come to Wallington, a residential district close to which many Roman remains have been found, including urns and spearheads. Beyond Wallington, about half-way between Croydon and Sutton, is Carshalton, a picturesque village in the centre of which is a large expanse of water formed by the junction of the Wandle with numerous and copious springs. Close to the parish church is a railed and covered well called Anne Boleyn's Well. Tradition says that Anne Boleyn once stopped here to assuage her thirst, and being highly gratified by the flavour of the water gave a sum of money to arch the well over and keep it in repair. Good trout fishing can be obtained in the waters of the Wandle at Carshalton. Sir Nicholas Throgmorton, Queen Elizabeth's minister, had a residence in the village to which he is said to have retired whenever his duties would permit.

Beddington, Wallington, and Carshalton now form one large suburban area covered with modern houses extending for a distance of about five miles between Croydon and Sutton, with which towns they are connected by an electric tramway. Their combined population at the census of 1931 was 28,769, and much building is still proceeding in the direction of Sutton. The main road from Croydon enters Sutton town near the Cock Tavern, at the junction of the High Street and the Brighton Road. In recent years Sutton, distant twelve miles from London, has increased rapidly in size, and together with Cheam contained a population in 1931 of 46,488. The town is almost entirely residential, but contains some attractive shops in its long High Street, which forms part of the old Reigate and Brighton Road. The Cock Tavern, a relic of coaching days, was the first stage from London. The Southern Railway has provided an excellent service of electric trains by way of Mitcham, and also via Wimbledon, and the town is rapidly extending in the direction of Cheam. The new Sutton by-pass road starts from Green Lane on the north side of the town, and rejoins the main Brighton Road at Belmont, near Banstead Downs.

From Sutton it is a journey of about three miles along the main London Road to Mitcham, a straggling urban district of 56,856 inhabitants (census of 1931), near the River Wandle. It is noted for its annual fair, which has been held on 12 August from time immemorial, and for market gardening, including the cultivation of lavender and similar herbs. It also contains laundries and includes the manufacture

of sweets and paper amongst its various industries. Mitcham Common, which lies to the east of the village, has an area of 1,480 acres, and was one of the earliest homes of golf in England. The village green has long been famous for its cricketers, and here also stands the local memorial to 500 men who fell in the Great War. The church of St. Peter and St. Paul was rebuilt in 1821 in the Perpendicular style.

At Morden, situated to the west of Mitcham, a large new town called St. Helier is in course of erection at the present time by the London County Council as part of their extensive housing scheme for the artisan classes of London. Morden together with the adjoining district of Merton has increased its population from 17,532 in 1921 to 41,228 in 1931. In 1928 the London Underground Railways extended their line from Clapham Common to Tooting and Morden. From here the main road leads to Tooting Broadway, a busy traffic centre formed by the junction of the roads from Clapham, Wandsworth, South Wimbledon, and Mitcham. The High Street, Tooting, formerly a narrow ragged thoroughfare, was extensively widened about twenty-five years ago on the west side to make room for the electric tramways of the London County Council. From here the wide main road to London is continued by Upper Tooting Road, Balham High Road, and Balham Hill, to the south side of Clapham Common. Tooting is a densely peopled quarter largely inhabited by City clerks, but Balham, which is an important shopping centre, contains some better class houses extending in the direction of Tooting Bec Common. In the High Road, Balham, is the large drapery emporium of Messrs. Holdron Brothers, Ltd., and on the opposite side of the road, at the foot of Balham Hill, is the Duchess Theatre, a handsome building faced with stone.

Clapham Common, an open space of 220 acres, is situated on the west side of the main road to Stockwell and Kennington. It was formerly a desolate morass, but early in the last century it was improved and planted with trees by a subscription raised amongst the local inhabitants. Prominent amongst these was Mr. Christopher Baldwin, an active magistrate, who owned an estate of fourteen acres adjoining the Common, which he disposed of for £5,000. The manorial rights of Clapham Common were purchased by the Metropolitan Board of Works in 1877 for £18,000, after which extensive improvements were carried out, including the drainage of the subsoil, filling up of old ditches, formation of new footpaths, and planting a new avenue of trees. Every variety of sport is allowed on Clapham Common, including games on Sunday. The ponds afford special facilities for model yacht sailing, and bathing is also permitted at certain hours.

For more than a century the Common has been surrounded by good houses, including the former residences of City bankers and merchants. Some of these have long since disappeared, but others situated on the north side have been converted into flats, especially those adjoining

Cedars Road, which leads northwards to Lavender Hill. Clapham High Street, forming part of the main road from Stockwell and Kennington, is less attractive as a shopping centre than either Brixton or Balham. By following the north side of Clapham Common from the Plough Inn, with its continuation Battersea Rise, we next come to Wandsworth Common, another large open space, which has an area of 183 acres. It is surrounded principally by good-class houses, and extends in a southerly direction from Wandsworth Town towards Tooting.

Although still a comparatively large open space, Wandsworth Common has suffered more in the past from encroachments than any other Metropolitan common. It was acquired in 1871 by a body of conservators from Earl Spencer, the Lord of the Manor, at a time when numerous enclosures threatened to swallow up the whole of this open space. In 1887 it was taken over from the conservators by the Metropolitan Board of Works. When placed under public control in 1871, its surface was bare, muddy, and sloppy after a little rain, undrained, and almost devoid of any trees. One portion of the common was the resort of gipsy vans and tents. On the west side of the common is the Royal Victoria Patriotic School, erected as part of the scheme for the relief of the families of soldiers who perished in the Crimean War. The building, which is a free imitation of Heriot's Hospital, Edinburgh, was designed by Mr. Rhode Hawkins, and the foundation stone was laid by Queen Victoria on 11 July 1857. To the north of the school is the Emmanuel School for boys.

In the angle between Trinity Road and the Southern Railway track is Wandsworth Prison, built in 1851 with accommodation for 1,000 criminals. It is mostly used for prisoners undergoing sentences for burglary and robbery with violence, including smash-and-grab raiders and motor-car bandits. Adjoining the prison, between Earlsfield Station and Magdalen Road, is the Wandsworth Cemetery. The unattractive district of Earlsfield and Summerstown to the south-west of Wandsworth Common is mainly peopled by the artisan classes, and is centred round Garrett Lane. The original hamlet of Garrett consisted in the reign of Queen Elizabeth of a single house called the Garrett, which was pulled down about the middle of the eighteenth century. St. John's Road, a busy shopping thoroughfare leading from the north side of Wandsworth Common to West Hill and Clapham Junction Station, contains the large dry goods store of Messrs. Arding and Hobbs, Ltd. The buildings extend to the corner of Lavender Hill and are faced with red brick and stone. The original store was completely gutted by fire in 1907. In St. John's Hill is the Grand Palace of Varieties, the principal house of entertainment in this district.

Wandsworth, now the largest and most populous of the twenty-six metropolitan boroughs, is named after the River Wandle, and is a corruption of Wandlesworth, meaning the village on the Wandle. It

contains a population of 353,101, according to the census of 1931, and includes the districts of Wandsworth proper, Earlsfield, Putney, Tooting, Balham, Streatham, and part of Clapham. At the close of the eighteenth century Wandsworth became a resort of Huguenot refugees, whose burial ground on East Hill contains many notable names. The art of dyeing cloth has been practised here since the beginning of the eighteenth century, and various manufactures, such as calico printing and bleaching, as well as the linseed oil and white lead trades, were already established more than a century ago near the creek at the mouth of the Wandle.

In the High Street, which lies in a valley between East Hill and West Hill, is the Wandsworth Town Hall, opened in January 1882, and All Saints' parish church, near the bridge over the Wandle, dating from the end of the eighteenth century. To the south of the High Street is King George's Park and Recreation Ground, which skirts the west side of the River Wandle, and fronting the Thames on the opposite side of the High Street is Wandsworth Park, extending towards Putney.

At Tooting, which we have already noticed in this drive, a magnificent new cinema called the Granada was opened early in September 1931. One of the most beautiful picture theatres in the suburbs of London, the Granada contains seating accommodation for 4,000 people. Internally it resembles some Continental cathedral with its spacious marble-pillared foyer, and its Gothic decorations, stained-glass windows lit from behind, and wall paintings depicting old illuminated manuscripts. The building was designed by Mr. Cecil Masey and the whole of the interior decoration is the work of Mr. Theodore Komisarjevsky, the well-known stage producer.

In 1932 the buildings forming an island in the centre of the old market place at Bromley, including the ancient red-brick Town Hall, were demolished in order to make room for a much-needed road widening in the centre of the town.

The Lewisham Town Hall, which has recently been rebuilt and occupies an island site on the main London Road at Catford, surrounded by shops, was formally opened by the Duke of Gloucester in 1932.

An extensive widening of the Streatham High Road has just been completed between the junction of that thoroughfare with Mitcham Lane and the recreation ground which lies a short distance farther south. A handsome parade of shops has been erected on this important site. At Thornton Heath, a large new cinema called the State has recently been completed on the west side of London Road, and at Purley another Astoria Cinema is being erected at the present time.

THIRD DRIVE

A TOUR OF THE SOUTH-WESTERN SUBURBS

STARTING from Hammersmith Broadway, we proceed to Chiswick, by way of King Street, which extends westwards for about three-quarters of a mile as far as Goldhawk Road. At the western end of King Street, approached from Hamlet Court Gardens, is Ravenscourt Park, with an area of thirty-two acres and purchased in 1887 for the sum of £58,000, at the joint expense of the late Metropolitan Board of Works and the former Vestry of Hammersmith. The Park extends northwards towards Goldhawk Road, and provides a much-needed open space for this densely populated quarter of Hammersmith. At the southern end of the park are several blocks of residential flats known as Hamlet Court Gardens.

Beyond King Street the Chiswick High Road leads direct to Turnham Green and Gunnersbury, but the old village of Chiswick itself lies about half a mile to the south, with its old and narrow main street running at right angles from the Thames close to the church, which until quite recently could only be reached by walking. Chiswick Mall, which runs along the bank of the Thames, is practically a continuation of that of Hammersmith. It contains Walpole House, which has been the residence of many famous personages, including Daniel O'Connell, and Lingard House, where lived John Lingard, the Catholic historian. The parish church stands near the river at the western end of the Mall and is dedicated to St. Nicholas, the patron saint of fishermen. It dates from about the beginning of the fifteenth century, but various improvements and renovations to the interior were carried out in the latter part of the nineteenth century. Hogarth died at Chiswick on 26 August 1674, aged 67, and is buried in the churchyard. His red-brick house is situated a short distance north of the church, and bears his name. Its rooms are hung with a collection of over 150 engravings, together with other exhibits. Near Hogarth are interred Whistler and Sir W. B. Richmond. On the east side of Chiswick Lane, close to the river, is the Homefields Recreation Ground.

To the west of the parish church, and approached from Turnham Green by Duke's Avenue, is Chiswick House, a former seat of the Duke of Devonshire, which stands almost concealed from view by tall cedars and other trees. It was erected in the reign of George II by the 3rd Earl of Burlington and Cork, from a design by Palladio, and includes a park and pleasure ground covering about 190 acres, extending on the south to Burlington Lane. Chiswick House is associated with Canning and Fox, both of whom died here. In 1814 the Emperor Alexander I of Russia and the other allied sovereigns visited the Duke of Devonshire here, and the house was also occupied for a time by Queen Victoria.

Later, after having been a private asylum, the estate, with its beautiful grounds, became public property.

On the peninsula formed by the bend of the river, to the south of Burlington Lane, is Grove Park, which contains an extensive range of sports grounds, including those of the Polytechnic Institute and the Civil Service, as well as a public sports ground and another one for children. Skirting the river in front of the eastern side of Grove Park are the Chiswick Terraces, which extend from the open-air swimming bath near Chiswick Cemetery to Barnes Railway Bridge. They are bordered by public gardens containing a rockery and a pergola, which is reputed to be the longest in England. The open-air swimming bath was opened in 1910.

At Turnham Green, on the main Chiswick High Road, is Christ Church, consecrated by the Bishop of London on 27 July 1843, and surmounted by a lofty spire. It was erected at a cost of £6,000, and will accommodate 900 people. At that time Turnham Green was a detached hamlet near Chiswick village, but the establishment of the Royal Horticultural Society at Chiswick in a part of the grounds lying between the mansion and Turnham Green brought increased popularity to Chiswick, which then became a favourite resort and even possessed its own steamboat pier. After the head-quarters of the Royal Horticultural Society were removed to South Kensington, visitors to Chiswick, except for the University boat race, became few and far between. To-day the urban district contains a population of about 40,000.

The leading shops of Chiswick are situated on the main High Road between Goldhawk Road and Gunnersbury Station, and most of the old houses facing Turnham Green, which formed the original hamlet, have been pulled down or converted into shops. Nearly opposite the church is the Chiswick Empire Theatre of Varieties, a handsome building faced with terra-cotta. Near Sutton Court Road, to the west of Turnham Green, several attractive blocks of residential flats have been erected in recent years. North of Chiswick High Road, adjoining Turnham Green Station, is the small open space of Chiswick Common, which is continued by Acton Green westwards to Chiswick Park Station.

Between Chiswick and Kew Bridge is the quaint waterside hamlet of Strand-on-the-Green, which is far older than any of its surroundings, and has been gradually hedged in by modern suburbs. Until about the middle of the last century it was just a row of houses looking across to the Surrey shore, but although much else has changed, Strand-on-the-Green remains practically unaltered to this day; it consists of inns, wharves, and respectable old houses overlooking a quay with an eyot in the river. Kew Bridge was opened in 1788 and rebuilt in 1903.

A short distance west of Gunnersbury Station is the junction of the new Great West Road with the Chiswick High Road, and also with



Chiswick Church.



Strand on the Green.

Gunnersbury Lane, leading northwards to Ealing Common. Gunnersbury Park, situated to the north of the Great West Road, and partly skirting Gunnersbury Lane, was jointly purchased in 1925 by the Acton and the Ealing Urban District Councils as a public park. It was once a residence of members of the Royal family, and latterly of the Rothschilds, and has an area of 200 acres, including shrubbery walks, flower gardens, a cricket and football ground, and a large lake.

Chiswick High Road leads to Kew Bridge Station, where the main roads fork, that to the south leading over Kew Bridge to Richmond, and the other forming the old main west road through Brentford to Hounslow and Bath. On the opposite side of Kew Bridge is Kew Green, around which are grouped a number of old mansions once inhabited by very notable persons. The church of St. Anne, situated on the Green, was built in 1714; the churchyard contains the vault of the Duchess of Cambridge and the tomb of Gainsborough, who, though not a resident, expressed a desire to be interred here. The name of Kew is a corruption of Kay-hough, meaning the road or hough by the quay. Like many other villages near London, it has lost all its distinctive features, with the exception of the Green, and is now a high-class modern suburb.

Old Kew Palace, built in 1631 by a Dutch merchant, Sir Hugh Portman, was purchased in 1761 by Queen Charlotte, and afterwards became a residence of George III. The place is now open to visitors to Kew Gardens, but is empty except for the pictures and engravings on the walls. The famous Kew Gardens occupy 288 acres, and were opened in 1840. They are far from being a mere pleasure resort, and are maintained chiefly for purposes of botanic study; in fact, they are an institution of the greatest importance to the domestic and commercial welfare of the Empire, inasmuch as the Directors are the advisers to the Government on all matters concerning plant life. The gardens are now maintained by the Ministry of Agriculture, and trees, plants, and shrubs from all parts of the world may be seen here, either in the open grounds, the conservatories, or in the Great Palm House built in 1848.

Formerly the grounds of old Kew Palace, they were already famous for a botanic garden that had been formed there by Princess Augusta, mother of George III, in 1760. The pleasure grounds, originally comprising only 120 acres, were laid out by George III when Prince of Wales, and completed by the Princess Dowager. Formerly the ground was a stretch of barren soil, without either wood or water, but princely expenditure overcame all difficulties, and what was once a desert is now a veritable Garden of Eden. The Pagoda was constructed in 1761-2 by Sir William Chambers, and is an imitation of the Chinese Paa. It is 165 feet high, and when first built stood in the centre of the wilderness which formed the upper part of the Gardens. In 1841 these were established as a State institution and, under the control, as first director, of Sir William Jackson Hooker, the great botanist, they attained a fore-

most rank amongst the botanic gardens of the world. The Palm House in the centre of the gardens was designed by Decimus Burton, as well as the equally fine Temperate House to the south of it. The gardens now extend from the Old Deer Park at Richmond on the south to the Thames on the west and Kew Green on the north.

We now re-cross Kew Bridge to visit the suburbs on the Middlesex side of the river. We come first to Brentford, the county town of Middlesex, which stands at the junction of the Brent with the Thames. The town, although extremely ugly, contains in its long narrow High Street many curious old-fashioned shop fronts which once belonged to inns still in thriving business down to a century ago, when Brentford was the first stage for the coaches running between London and the West of England. Amongst these survivals are the Catherine Wheel Yard, the Green Dragon Yard, and the Red Lion Yard. The town contains a large industrial population, which is employed at the gas-works, soap works, timber yards, and brewery. On the north side of the High Street is a prosperous residential quarter of good-class villas, extending beyond the new Great West Road towards Boston Park and Little Ealing. The population of the urban district of Brentford which includes Chiswick was 62,617 in 1931. Boston Manor Park, which has recently become public property, has well-tended grounds attached to the Manor House, which is open for inspection.

After passing Brentford town we come to Syon Park, the residence of the Dukes of Northumberland, situated between the main Hounslow and Twickenham Roads and the Thames, opposite Kew Gardens. It has an imposing entrance facing the main Twickenham Road, but the mansion itself is entirely removed from observation, except from the towing-path near Kew Gardens, by high walls erected at a time when extensive views were deemed inconsistent with the stately privacy affected by people of exalted rank. It is adorned by the Percy Lion with outstretched tail which was brought here from Northumberland House at Charing Cross after its demolition in 1874.

Syon House derives its name from a nunnery originally founded at Twickenham by Henry V in 1414, and removed to this spot in 1432. The nunnery was suppressed in the time of Henry VIII and forfeited to the Crown. Here Catherine Howard was confined from 14 November 1541 until 10 February 1542, three days before her execution. Edward VI granted the property to his uncle, the Protector Duke of Somerset, who in 1547 began to build the present house and completed the shell of it. In 1552, after the execution of the Protector Duke of Somerset, Syon House was again forfeited, and was afterwards granted by Queen Elizabeth in 1603 to Henry Percy, 9th Duke of Northumberland.

To the west of Syon Park, between the Hounslow and Twickenham Roads, lies the residential district of Isleworth, formerly a quiet village. The church, which was rebuilt in 1705-6, has an ancient stone tower which belonged to the former church. From Syon Corner, following

the tram lines for about a mile and a half, we come to Hounslow High Street, a long thoroughfare lined with excellent shops. Some of them are so old-fashioned that their appearance still reminds us that Hounslow was once a country village, but it is now joined to London by straggling houses and shops facing the main London Road, and also with Hammer-smith Broadway by the London United Tramways Company. At the present moment a large new cinema is in course of erection on the north side of the London Road. The Hounslow barracks, erected in 1793, are situated close to the Bath Road, about half a mile farther west, and have accommodation for 400 men.

Hounslow Heath lies to the south of the Staines Road and once extended westwards for over five miles, but the greater part is now enclosed. In the eighteenth century it was infested with highwaymen and also with footpads, who made the Heath more dangerous than did the senior branch of the profession and often resorted to murder. From time to time the Heath was scoured by the Bow Street Runners, the detective officers of the early nineteenth century, and though they sometimes rounded up a gang of footpads, they seldom captured any highwaymen. On the main Bath Road, near the barracks, is the church of St. Paul, dating from 1874. Half a mile beyond the church the new Great West by-pass road rejoins the old Bath Road, but an extension to East Bedfont provides direct access to the main Staines Road some three miles farther on.

The Great West by-pass road between Gunnersbury and West Hounslow, one of the finest arterial roads in the world, was constructed between 1921 and 1924 to provide a new exit for the huge volume of westbound traffic, avoiding the narrow and congested Brentford High Street. It is about 100 feet wide and will accommodate eight lines of vehicular traffic. It was opened for traffic in May 1924, with the exception of the part situated between South Ealing Road and Boston Road, which necessitated the demolition of a considerable amount of property. This portion was completed in June 1926, and the King drove through the newly opened road to Ascot races in that year. Much building has taken place of late years on the new Great West Road, and entire new quarters of streets and semi-detached houses are rapidly springing up near Osterley Station and round about the hitherto quiet village of Heston. There is some talk of forming Hounslow, Isleworth, and Heston into one municipal borough of 50,000 inhabitants.

Although it had enjoyed a splendid service of electric trains running direct to the City, this neighbourhood had failed to attract the speculative builder before the construction of the Great West Road and had remained practically virgin ground. At Osterley many good-class shops and villas front the Great West Road, and nearer town a number of new factories have been erected. Those of the Pyrene Fire Extinguisher Company on the south side of the road and the Firestone Tyre and Rubber Company on the opposite side, call for special notice. Both of

these factories are faced with concrete and stand back some distance from the roadway behind small private lawns, and when seen from the distance appear more suggestive of stately private mansions than of modern factories. Such establishments as these prove conclusively that the requirements of industry are in no way incompatible with really pleasant surroundings, even at so short a distance from the heart of London.

Osterley House, on the north side of the Great West Road, close to the Metropolitan District Railway Station, is the seat of the Earl of Jersey, and stands in a large park six miles in circumference, with two sheets of water. The first house was built by Sir Thomas Gresham in the time of Elizabeth, but about 1700 the estate was bought by Sir Francis Child, whose successor built the present house about 1760. It passed from the Childs to the Earl of Jersey, and its apartments include a fine picture gallery, as well as a number of treasures and works of art. Outside the gates of Osterley Park stands the beautifully wooded common of Norwood Green, surrounded by groups of rustic houses, with a tiny church at one corner, built about sixty years ago. The village of Heston lies about half a mile to the south, and contains a church situated at the cross-roads, which has every appearance of antiquity, but which was rebuilt in 1886, with the exception of the tower.

From here we return to Hounslow, and after crossing the High Street follow the direct road which leads southwards to Whitton and Twickenham. In the neighbourhood of Whitton is Kneller Hall, built in 1710 by Sir Godfrey Kneller, the artist, who died here in 1723. Since 1856 it has been the Royal Military School of Music, where the bands of the British Army have been trained, and here band performances take place every Wednesday from May to September. From Whitton the main road leads past Twickenham station to the centre of the town at the junction of King Street, York Street, and Church Street. Near Whitton is the football ground of the Rugby Union, where international matches are played.

The former old-world riverside village of Twickenham, with the adjacent districts of St. Margaret's, Whitton, and Strawberry Hill, is now a large urban district and suburb of Greater London, containing 34,805 inhabitants. The chief feature of interest is the river, and the reach upon which Twickenham is situated forms a prominent feature in the famous view from Richmond Hill. The parish church of St. Mary was rebuilt early in the eighteenth century, and has been several times restored. The tower is said to have been built by William of Wykeham. Alexander Pope and his parents are interred in the churchyard, as well as Gay, the poet, and General Tryon, the last English Governor of New York. Pope's villa was pulled down more than a century ago, and a modern house has been erected on its site. Close to the church is York House, now the offices of the District Council, and formerly a residence of James II, when Duke of York, and the birthplace of his daughter Queen Anne.

The weedy shallows and small islands near Twickenham and

Richmond are famous for their eels, and in former times parties used to frequent Twickenham to partake of this fish when newly caught. Eel Pie Island, near Twickenham Ferry, and Glover's Island, farther down the river near Richmond Bridge, are favourite resorts of boating parties and pleasure seekers. The narrow main thoroughfare of Church Street is situated close to the river, but since the construction of York Street in 1900, which by-passes it on the west, Church Street has been reduced to secondary importance. At the top of King Street, which has been recently widened on the east side, is the imposing new Luxor Cinema, with a façade of white stone.

Beyond the Green, and near the point where the Hampton and Teddington Roads converge, is Strawberry Hill. This district takes its name from the villa built in 1747 by Horace Walpole, which was originally a cottage overlooking the Thames built in 1698 by the Earl of Bradford's coachman and let as a lodging house. It was afterwards taken by the Marquess of Carnarvon and other persons of note as an occasional summer residence. Subsequently it was let on lease to Mrs. Chevenix, the noted toy-woman, from whom it was purchased by Horace Walpole. The humble dwellings which stood here form the nucleus of the present Gothic mansion, which was gradually erected by Horace Walpole between the years 1753 and 1776. The mansion is now, with its modern additions, a Roman Catholic Institution. Marble Hill Park, on the road leading to Richmond Bridge, has a considerable frontage to the river, and was rescued from the builder in order to preserve the view from Richmond Hill.

To the south of Twickenham is the adjoining urban district of Teddington, with a population of 21,200. Anciently Tuddington and Totington, the name is supposed to be a corruption of Tide-end-town, this being the highest point up the Thames at which the tide operates. Teddington Lock also forms the western limit of the Port of London. The chief attraction of the place is the river, for here the boating is very good. Teddington Weir is a favourite resort of anglers and is renowned for fine fish, principally barbel, pike, and carp. The Thames is crossed at this point by a footbridge. The manor of Teddington once belonged to Westminster Abbey, and the church of St. Mary, which dates from the sixteenth century, contains some interesting monuments, including a memorial tablet to Peg Woffington, the famous actress, who died here in 1760. The leading shops are situated in Broad Street, close to the railway station, and in the High Street, leading down towards the river. The district is served by the London United Electric Tramways, connecting with Hammersmith and with Kingston and Hampton Court. The western side of Teddington is flanked by Bushey Park, an open space of 1,100 acres, containing a fine avenue bordered with chestnut trees running through the centre past the Diana fountain to Hampton Court Palace, opposite the Lion Gates. The latter, the most beautiful of their kind in England, were erected in the reign of Queen Anne. Until

recently the other end of the avenue at Teddington was crowned by a fine mansion standing in private grounds, but, sad to relate, it has now been demolished and the estate cut up into streets with small red-brick houses, and this has completely spoilt the view from the opposite end of the avenue.

Hampton Court, the largest of all the Royal Palaces, originated with Cardinal Wolsey, who took a lease for ninety-nine years in 1515 from the Knights Hospitallers of St. John of Jerusalem, of the Manor of Hampton Court. The gift of this palace by Cardinal Wolsey to King Henry VIII did not enable him to retain the royal favour, and his disgrace and ruin are historical. Until the reign of Queen Anne, Hampton Court remained the favourite residence of royalty, but has not been occupied by the ruling sovereign since the time of George II. The Palace, which is of red brick, now beautifully mellowed by time, contains about a thousand apartments, of which four-fifths are occupied by royal pensioners and other privileged persons. The magnificent State Rooms, with their fine pictures, as well as the Courts and the beautiful grounds, are open to the general public. The finest parts of the original building are the Great Gatehouse and the Clock Court, the latter of which contains the famous astronomical clock constructed for Henry VIII. The approach to the Great Gatehouse from the river front has been greatly improved in recent years by the uncovering of the moat and battlemented bridge built by Henry VIII. The Great Hall was built by the same monarch, but the State Rooms, surrounding the Fountain Court, were added for William III by Sir Christopher Wren. Hampton Court is to London what the famous Palace of Versailles is to Paris.

A notable feature of the beautiful gardens is the Great Vine, planted in 1768, which is a famous tree of the Black Hamburg variety and has been known to produce 2,200 bunches in one season. The average crop is now 1,200 bunches of fewer but finer grapes. Adjoining the Lion Gates is the famous Hampton Court Maze, which can easily be traversed if one remembers to follow the hedge on the right when going in and that on the left when coming out. In front of the Palace grounds is the Home Park, bounded on all but the western side by the Thames, and stretching towards Kingston. It contains an area of 600 acres, and in the centre is a broad avenue of trees. Hampton Court Palace covers eight acres of ground and the gardens forty-four acres. Hampton Court Bridge, which crosses the Thames to Molesey, was under reconstruction in 1931, having become far too narrow for the requirements of its traffic. Molesey contains the principal shops and restaurants of this district, together with Hampton Court railway station, but several of the local hotels, notably the Greyhound, opposite the Lion Gates, and the Whitehall, overlooking Hampton Court Green, are located on the Middlesex side of the river. A short distance higher up the river is Molesey Lock, the longest on the Thames with the exception of Teddington, and on Tagg's Island, immediately opposite, is the so-



The Market Place, Kingston.



Hampton Court Palace, from the Home Park.

called Karsino, a favourite pleasure resort with hotel buildings, a concert hall, boathouse, and plenty of amusements during the summer season. Beyond Tagg's Island is Garrick's Ait and Hurst Park Racecourse, with its mile of black fence bordering the towpath.

We now recross Hampton Court Bridge, and after passing the Green proceed along Hampton Court Road, which flanks the south side of Bushey Park and leads to Hampton village. The parish church, situated at a bend of the river, is a conspicuous landmark from downstream. It has a tall square tower and was erected in 1830 on the site of an older structure and enlarged and restored in 1888 and 1898. East of the church is Garrick Villa, formerly Hampton House, the home of David Garrick from 1754 to 1779. It is separated from the river by the roadway, but is connected by a tunnel supposed to have been designed by Dr. Johnson. Amongst other distinguished residents of Hampton was Sir Christopher Wren, who lived here in comparative retirement. The well-known Kempton Park Racecourse, comprising 300 acres, is situated about a mile west of Hampton, on the main road to Sunbury and Staines.

From Hampton Church we follow the route of the London United Tramways, by way of Church Street, High Street, and Wellington Road, through Fulwell, back to Twickenham, and thence past Marble Hill Park to Richmond Bridge. Fronting the Middlesex side of the river are several handsome blocks of residential flats, situated just below the bridge. The present five-arched stone bridge, built between 1774 and 1777, is a very ornamental structure, but has long since become far too narrow for the requirements of its present-day traffic, and therefore a new bridge is to be constructed a short distance lower down the river.

The borough of Richmond, situated on the slope of a hill, includes the districts of Kew, Petersham, and a part of Mortlake, and contains a population of 37,791 (census of 1931). It derives its name from the fact that Henry VII, rebuilding the palace at Sheen, called it Richmond after his former Earldom of Richmond, in Yorkshire. The streets in the old town are narrow, and some of the houses, including the White Hart Hotel, almost touch the river. Behind this hotel is a row of red-tiled cottages placed end on to the river, and just beyond is the popular Castle Hotel, with a stairway and piazza leading up to the town. Richmond Lock, the lowest on the Thames, is a half-tide lock and was constructed in 1894. The old-fashioned Talbot Hotel in Hill Street, which faced Richmond Bridge, has recently been pulled down and a handsome new picture theatre erected on its site. A much-needed widening of the roadway has also been carried out at this point. Richmond Town Hall, a red-brick structure, is situated near the foot of Hill Street, but the finest shops, including the large drapery emporium of Messrs. Wright Brothers, are in the narrow George Street leading to the Quadrant and the railway station. As it is not nearly wide enough to accommodate the traffic, George Street has been widened in recent years by setting back the buildings a few feet on the western side.

Richmond Green lies at the back of George Street and covers twenty acres. It contains Maid of Honour Row, once aristocratic and the home of great traditions, and first came into prominence in the reign of Edward III. The Richmond Theatre is situated on the east side of the Green, at the back of George Street. The famous old Palace of Sheen overlooked one side of the Green, and was frequently the place of residence of Queen Elizabeth, who died there in 1603. In 1649, after the dethronement of Charles I, most of the buildings were pulled down, and the materials were sold for less than £11,000. Maid of Honour Row itself was only built in the reign of George I, but the houses have been altered to suit present-day requirements. It is a fine old group of red-brick houses facing the Green and adjoining the old gateway to the palace precincts. The original Maid of Honour cheesecakes are said to have been in existence when George II was Prince of Wales and set up a Court of his own in the adjoining Old Deer Park. The cheesecakes are supposed to have been the invention of one of the Ladies in Waiting.

The parish church of St. Mary Magdalen is situated at the back of the opposite side of George Street, surrounded by narrow streets and alleys, and was rebuilt in the eighteenth century, with the exception of its massive stone tower. Hill Street leads up to the Terrace Gardens on Richmond Hill, which were formerly the property of the Duke of Buccleugh and were concealed behind a tall blank wall. The Duke of Buccleugh's house at Richmond was acquired in 1886 by the former Vestry of Richmond, which obtained legal authority, after an official inquiry by the Local Government Board, to purchase the land and to convert it into a public recreation ground. They were authorized to borrow £15,000 for that purpose from the Public Works Loan Commissioners. The price paid by the Vestry to the Duke of Buccleugh was £30,000, but in consequence of their receiving an offer of £15,000 for the mansion the cost to the parish was reduced to a similar amount. The mansion was built towards the end of the eighteenth century for the Duke of Montagu, from whose family it passed by descent to the Duke of Buccleugh.

The view from Richmond Hill, which embraces seven counties, is one of the finest pieces of domestic scenery in England, and includes Windsor Castle. Some private houses on the opposite side, facing the Terrace Gardens, have been converted in recent years into private hotels, and are a very popular place of residence with City men. The largest of these is the Stuart Hotel, and higher up, near the entrance to Richmond Park, is the old-fashioned Roebuck Hotel.

At the highest point on the hill, opposite the entrance to Richmond Park, is the Star and Garter Home for Disabled Soldiers and Sailors, a beautiful building erected as a Women's Memorial of the Great War. Completed in 1924, it was built by public subscription and designed gratuitously by Sir Edwin Cooper. The former Star and Garter Hotel,



The Palm House, Kew Gardens



The Star and Garter Home for Disabled Soldiers and Sailors,
Richmond Hill.

which occupied this site, was demolished in 1919, and was a rather pretentious structure with an Italian terrace garden, but when viewed from a distance it looked more like some stately château of the Loire. The house was largely added to between 1780 and 1808, but in the latter year the proprietor failed and died in a debtors' prison. It came under new management about 1810, but the charges were so exorbitant that visitors were frightened away. The hotel was rebuilt in 1864, but was the scene of a fire in 1870. During the seventies and eighties of last century, when Richmond was still on the fringe of the country, the Star and Garter Hotel was the fashionable resort of parties who came here from town in their carriages, and a day's outing to Richmond at that period corresponded more or less to a day's motor-car run to Brighton in our own time. In later years, owing to bad management, the hotel went out of favour with the public, and it had already been closed down for some time before the outbreak of war in 1914.

Richmond Park, a Royal demesne with an area of 2,358 acres, is second only to Epping Forest in point of size amongst the great public open spaces near London. One of the most beautiful of metropolitan parks, it is undulating, hilly in parts, and consists of oak groves, plantations, and great stretches of bracken fern. Some of the views from the higher ground are exceedingly fine, notably that from Broomfield Hill, near Robin Hood Gate. The western ridge of the park forms the escarpment of Richmond Hill, from which glimpses can be obtained here and there of the distant Surrey Hills as far as Dorking Gap. The Queen's Ride leads down past the Pen Ponds to the White Lodge on Spanker's Hill. The Pen Ponds, covering an area of eighteen acres, are well stocked with fish and water-fowl. They are situated almost in the centre of the park and were formed in the time of George II. Spanker's Wood, near the White Lodge, contains a bird sanctuary. Red and fallow deer and herds of cattle roam the park in all directions. From the Sidmouth Plantation near Richmond Gate a view of St. Paul's and the towers of Westminster can be obtained on a clear day. Near Roehampton Gate are two 18-hole golf courses. Sheen Gate opens on to Sheen Common, which is little known to strangers.

Once known as Sheen Chase, Richmond Park was enclosed in 1637 by Charles I for hunting purposes. In 1649 the park was granted to the City of London, but after the Restoration it reverted to the Crown. In 1758 the public right of way between Richmond, Wimbledon, East Sheen, and Kingston was established in the Law Courts by a Richmond brewer named John Lewis. Amongst the rangers at different periods were the 2nd Earl of Portland, Sir Robert Walpole, and the 2nd Duke of Cambridge. White Lodge was the early home of Queen Mary and the birthplace of Edward, Prince of Wales. It is now the residence of Lord Lee of Fareham, who presented Chequers to the nation.

Between Richmond Park and the river is the village of Petersham, which has retained its old-world appearance and consists of dignified

Georgian mansions, a few modest cottages, an inn with tea gardens, a school with a museum, an old church, and a modern one. In the graveyard of the old church lies Captain Vancouver, the explorer of the north-west coast of America. A tablet to Captain Vancouver has been erected in the church by the Hudson's Bay Company. Between Petersham and Kingston is Ham House, the seat of the Earl of Dysart, built in 1610 and environed by leafy avenues, which are open to the public. That leading past the river front of Ham House connects on the east with the longest of them all, which stretches to Ham Common. This neighbourhood is one of the few near London which have so far escaped the attentions of the builder. The main road from Richmond and Petersham leads past Ham Common to Kingston Station and enters the town close to the main Portsmouth Road.

The Royal Borough of Kingston includes the districts of Surbiton, Norbiton, and New Malden, and contains a population of 39,052 (census of 1931). Kingston-on-Thames was already in existence a thousand years ago, whereas Surbiton is a purely modern residential suburb created out of nothing by the coming of the railway. King Edward the Elder was crowned at Kingston in 900, seated on the Coronation Stone that stands to this day in the market-place, enclosed within a railed space. Close by is the Town Hall, built in 1840 in the Italian Style, and the old parish church of All Saints with its tall tower of brick is no older than 1708. Kingston Bridge, originally constructed in 1828, having long since become too narrow for its traffic, was widened in 1914 to double its original width. This great improvement has in no way spoiled the appearance of the old bridge.

The main road through the town, although it has been widened considerably in places, has always been narrow and congested, especially near the approach to the bridge and at the cross-roads near the market-place. In the past Kingston has been famous for its police traps directed against motorists exceeding the speed limit, and to relieve the prevailing traffic congestion the new Kingston by-pass road, from Robin Hood Gate near Wimbledon Common to Sandown Park near Esher, was completed and opened in 1929. It passes at the back of Coombe Warren and thence underneath the track of the Southern Railway between Raynes Park and New Malden, after which it leads through Tolworth and Long Ditton and rejoins the main Portsmouth Road near Littleworth Common, a short distance north of Esher.

Surrounded on every side by large residential suburbs, Kingston is a great shopping centre, and its main streets are as crowded in the busy hours of the day as those of Kensington or Croydon. The principal shops are situated in London Road, Thames Street, and the market-place. The large drapery emporium of Messrs. Bentall and Sons, Ltd., on the west side of London Road, near the bridge, invites comparison with any to be seen in the outer suburbs of London, and a favourite rendezvous of visitors to Kingston is Messrs. Nuthall's extensive

restaurant and tea gardens in Thames Street close to the river. The district of Norbiton, on the main London Road, forms the northern quarter of the town. Below the bridge the river front is skirted by Canbury Gardens, and in the opposite direction by the riverside promenade of Surbiton, lined with large handsome residences. Surbiton itself is a well-planned town of wide avenues bordered with trees, and also has some excellent shops situated in Victoria Road, near the railway station, and in Brighton Road, leading down to the river. The Surbiton embankment overlooks the Home Park on the opposite side of the river, but higher up the view is interrupted by the reservoirs of the Metropolitan Water Board. At Thames Ditton, a short distance higher up the river, is the picturesque Swan Inn, a favourite resort of anglers, and from here there is a ferry across to the Home Park. Esher, a pleasant village two miles farther south on the Portsmouth Road, is built on a hill and has developed into a modern suburb of 17,075 inhabitants. The main features of Esher are the Bear Inn, an old coaching house, the little old church, now disused, and a fine modern church.

Sandown Racecourse flanks the west side of the Portsmouth Road opposite Littleworth Common and the Angel Hotel, and from here we proceed along the Kingston by-pass road. Tolworth, about three miles from this point, lies to the west and is practically an overflow of the residential district of Surbiton. Already a large number of new houses have been erected on the by-pass road and a new shopping centre is being developed close to Tolworth. Two miles beyond Tolworth we come to New Malden, now a thriving residential suburb of London. Its main street, which contains a number of excellent shops, lies to the west of the Kingston by-pass road, between Coombe Lane on the north and Old Malden on the south. The population of the urban district of the Maldens and Coombe, including Worcester Park, is 12,642 (census of 1931).

From New Malden we turn to the right, and, following the tram lines through the suburbs of Raynes Park and Merton, we come to Wimbledon town. Merton, now a very dreary locality, was once celebrated for its abbey, founded in the reign of Henry I. Here Hubert de Burgh, the able minister of Henry III, took refuge after having been disgraced in 1227. The king ordered him to be put to death, but afterwards relented and restored him to favour. The abbey was demolished after 1680, and a manufactory for printing calicoes was erected on its site in 1724.

The borough of Wimbledon, which contains a population of 59,520 (census of 1931), received its Charter of Incorporation in 1905. It is of very modern growth and in 1881 only contained 15,950 inhabitants, but in more recent years London residents have been attracted here by the salubrious climate. The town is divided into two parts, the modern residential quarter being on the hill near the site of the old village and the High Street, and adjoining the Common, whilst New Wimbledon, the working men's quarter, lies below, mostly to the south of the railway

and in Merton. The town is approached from the Common by a steep hill, lined with detached mansions on both sides, leading down to the Broadway and the railway station, and here are located the finest shops and the Wimbledon theatre. The parish church of St. Mary, founded in the fourteenth century, was rebuilt in 1778 and in 1860. The Common, which is nearly 200 feet above the sea-level, covers an area of 1,000 acres, or nearly one-third of the entire municipal area of Wimbledon. It is one of the wildest and most beautiful and invigorating open spaces near the metropolis, and, together with the adjoining Putney Heath, stands in the same relation to the south-western suburbs of London as does Hampstead Heath to the north-western districts. It is of inestimable value to the surrounding districts, and even though it is only an interval, for Wimbledon and other suburbs continue the town farther afield, it is a great blessing that this delightful heath should be retained for all time in a state of nature.

Wimbledon Common was secured to the public in 1871 and in 1922 was enlarged by forty-two acres laid out as a memorial garden to men of the district who fell in the Great War. Close to the windmill, which stands out boldly on the Common, is a deep ravine containing a lovely woodland of hazel, beech, oak saplings, and silver birch, supplemented by an undergrowth of blackberry bushes, brambles, and a dense growth of bracken. Adjoining this hollow is Queen's Mere, a beautiful sheet of water enlarged in 1888 from a smaller pond fed by the Beverley Brook, a little stream rising near Worcester Park, Malden, flowing across Robin Hood Vale through Richmond Park to Barnes and thence into the Thames at Barn Elms. On the Common are also remains of a Celtic earthwork called Caesar's Camp. From 1860 to 1889 Wimbledon Common was the scene of the meetings of the National Rifle Association, since when they have been transferred to Bisley.

The district of Wimbledon Park, which lies to the east of the Common, contains numerous good-class residences situated in what was the original park, but the old lake still remains surrounded by an open space and gives distinction to this district. Wimbledon Park also contains the head-quarters of the All England Lawn Tennis Club, whose annual international tournaments now form one of the leading events of the London season.

Putney Heath, which adjoins Wimbledon Common on the north, has an area of about 400 acres. Some of the surrounding villas are more than a century old. One of these, called Bowling Green House, is famous as being the mansion where the great William Pitt died on 23 January 1806 in his 47th year. The Green Man Inn, which stands at the northern end of Putney Heath, is a relic of old days and a former abode of highwaymen and footpads. Another relic of bygone days is the old pound for strayed cattle, horses, and sheep.

Situated in a hollow to the west of Putney Heath is Roehampton, a name suggestive of wild deer and consisting mainly of secluded

mansions and high-class residences once inhabited by famous people. It contains a picturesque inn called the King's Head, and a highly ornate modern parish church with a graceful spire. Nowadays several of the large residences have become institutions of various kinds, and a portion of what was once Roehampton Park is now the site of a Roman Catholic Convent of the Sacred Heart.

On 29 November 1930 two badgers were dug out of the Convent grounds at Roehampton, the larger of which weighed nearly forty pounds and was so strong that it took two men to capture it. The badgers were believed to have been in the grounds of the Convent of the Sacred Heart since before the Great War, and were removed owing to the fact that they had been burrowing under the foundations of the Convent War Memorial and rendered it unsafe. It was supposed that they had originally escaped from Richmond Park in the days before the convent was surrounded by streets of villas and houses. It took three hours to dig down through the labyrinth of tunnels and chambers which the animals had constructed.

In Roehampton Lane, which leads down to Barnes Common, is Queen Mary's Hospital, where soldiers maimed in the Great War are provided with artificial limbs and trained in handicrafts. In 1915-19 over 40,000 artificial limbs were supplied. During the Great War Roehampton was also a centre for training the dirigible balloon section of the Royal Air Force. Barnes Common, another breezy tract of heather and gorse, having an area of 120 acres, was secured for the public by Act of Parliament. It is traversed by the branch of the Southern Railway from Clapham Junction to Putney and Richmond.

The London and Richmond Railway was opened on 22 July 1846, and was then an independent company, with a capital of £260,000. The South-Western line was used from the former terminus at Nine Elms as far as the point near Clapham Junction where the Richmond and Staines branch of the Southern Railway unites with the main line from Wimbledon and Basingstoke. From here the Richmond Company's line ran through Putney, Barnes, and Mortlake to Richmond town. The Act of Parliament incorporating this company was passed on 21 July 1845, and the new line was constructed in a year and a day. The estimated cost of the works, as laid before Parliament, was £240,000, but the actual cost amounted to only £180,000. The line was built under the superintendence of Mr. Locke, Engineer to the South-Western Railway, and was worked by that company, who paid the Richmond Railway two-thirds of the profits. The formal opening was celebrated by a lunch given by the Directors of the Company at the Castle Hotel, Richmond, at which the Lord Mayor of London was the principal guest. His barge was in attendance, and, accompanied by a numerous party of visitors, he afterwards indulged in a short trip up the river.

Barnes, a newly created borough of Greater London, containing 42,439

inhabitants (census of 1931), lies principally to the north of the Common, and includes Mortlake and East Sheen within its municipal boundaries. It has an extensive frontage to the river, being the base of the loop which it forms here, and which also constitutes the greater part of the Oxford and Cambridge boat-race course from Putney to Mortlake. The district which lies in the bend of the river at the south end of Hammer-smith Bridge, is called Castlenau and consists mainly of superior-class villas and residences. Close by are the extensive reservoir and water works of the Metropolitan Water Board. The old manor house and grounds of Barn Elms, adjoining Barnes Common and extending from Ranelagh Gardens to the Thames, are now occupied by the Ranelagh Club. Opposite the Red Lion Hotel at the bottom of Castlenau Road is Church Road, which contains the principal shops and leads past the ancient church to the High Street. The chief building of Mortlake, which lies to the east of Barnes village, is St. Mary's Church, built of stone and flint, and dating from the fifteenth century. It is situated in the High Street and faces the river opposite Grove Park, Chiswick. Mortlake House was long a residence of the Archbishop of Canterbury.

Between Mortlake and Richmond Park is the suburb of East Sheen, which is a development of the last twenty-five years. It consists of well-planned avenues and handsome villas, most of which have sprung up since the late war. It is bordered on the east side by Palewell Common and on the west side by Sheen Common, both of which adjoin Richmond Park. The excellent services of motor omnibuses to the City and the West End have largely contributed to the prosperity of East Sheen, as well as the frequent service of electric trains on the Southern Railway to Waterloo. So much building has taken place here in recent years that the whole of the vacant land on both the Upper Richmond and the Lower Richmond Roads between Barnes, East Sheen, and Richmond has now been covered with houses and shops. On the Upper Richmond Road, east of Priory Lane and the Roehampton Polo ground, a great improvement has just been carried out by the construction of a short new by-pass road, enabling the traffic to avoid the dangerous and narrow bend in the old road at the corner of White Hart Lane. A large number of good-class shops have been erected of late years in Upper Richmond Road, on the estate called Palewell Park.

Between Barnes Common and Putney is an older district of fine houses and villas with spacious gardens, the principal ones being situated in Upper Richmond Road, leading to Putney station and Wandsworth. From a comparatively small village half a century ago, Putney has developed into a large and busy suburb. Its crowded High Street forms a convenient shopping centre for the large villa districts by which it is surrounded. Putney Hill, leading up on to Putney Heath, is bordered on both sides by handsome villas in large gardens, and many others are to be seen in West Hill, leading towards Wandsworth.

At the foot of Putney Bridge on the east side is the parish church of St. Mary, which has a fourteenth-century tower. This was restored when the church was rebuilt in 1836. On the embankment to the west of Putney Bridge are the Star and Garter Hotel and several fine blocks of residential flats, directly overlooking the grounds of Fulham Palace on the opposite bank of the river, and here also are the head-quarters of several of the leading rowing clubs of London. The widening of Putney Bridge by the London County Council is in active progress at the present moment.

In October 1932 the newly-formed boroughs of Heston-Isleworth and Brentford received their charters of incorporation. That of Heston-Isleworth was presented by the Duke of Gloucester, whilst Brentford received its charter from Lord Rochdale, Lord-Lieutenant of the County of Middlesex.

The further widening of the Bath Road from its junction with the Great West Road near Hounslow through Harlington as far as the Colnbrook by-pass road has now been completed. This noble arterial road which will accommodate six lines of traffic between Hounslow and Maidenhead is now one of the finest leading out of any city in the world.

The new bridge across the Thames between Chiswick and Lower Sheen is now nearing completion, and is to be opened early in 1933. From the southern approach at Lower Sheen a new by-pass road has been constructed, which crosses the main road from Kew Bridge to Richmond, and then forms the approach to the new Richmond Bridge. Rapid progress is also being made with the construction of the latter bridge which connects Richmond with Twickenham, and is situated a short distance below the old bridge. As this has long since proved inadequate to cope with the large volume of traffic crossing the river at Richmond, the new bridge will provide a much needed alternative route.

The new bridge at Hampton Court, which is double the width of the old one, was opened to traffic in April 1933, but the Royal opening ceremony was deferred until 3rd July, in order to include the two other new Thames bridges at Chiswick and Richmond. The old bridge at Hampton Court is now in course of demolition.

FOURTH DRIVE

A TOUR OF THE NORTH-WEST SUBURBS

SHEPHERD'S BUSH GREEN, the terminus of the London United Tramways to Ealing and Uxbridge, forms a convenient starting-point for our north-western excursion. The original horse tramway was laid down in 1873 between Shepherd's Bush and Acton, and was opened in June 1874. In 1901 the horse tramways from Shepherd's Bush and Hammersmith Broadway to Acton, Chiswick, and Kew Bridge, were superseded by electric trams and were at the same time extended to Ealing and Hounslow, these being the first electric lines to be laid down in London. An inaugural lunch was given by the London United Tramways Company at which Mr. Balfour, afterwards the Earl of Balfour, was the principal guest. He travelled on the first car from Shepherd's Bush to Ealing. The extension from Isleworth to Kingston and Hampton Court was opened in 1903, and that from Southall to Uxbridge in 1904.

Beyond Shepherd's Bush Green the main Uxbridge Road is bordered with shops for a distance of about a mile, as far as Old Oak Road, which leads northwards to the new quarter erected by the London County Council at East Acton. After passing Old Oak Road we come to the Ministry of Pensions, a large building erected in 1921, standing back some distance on the north side of Uxbridge Road on six acres of ground and containing accommodation for 5,000 clerks. A large portion of the land fronting the north side of the Uxbridge Road between Old Oak Road and Acton Vale Park remains free from buildings, although the land at the back has long since been covered with streets of small houses. This is surprising in view of the fact that the Ministry of Pensions has been erected on a portion of this land and that the opposite side of Uxbridge Road has been covered with buildings for many years past.

Acton, which is situated two miles west of Shepherd's Bush Green, is a large urban district of 70,523 inhabitants (census of 1931). It derives its name from *oak-tum*, because of the large quantity of oak once grown in this district. It is both a residential and industrial suburb of the metropolis, and has manufactures of motor parts, accessories, engineering works, aeroplane construction, and is likewise one of the principal centres of London's laundries. Napier's motor works, now at Acton, were originally in South London; they have since made the British aero engine as famous as the British car.

Acton originally consisted of two villages, that of East Acton, a little north of the Uxbridge Road, and of West Acton, on the main road some distance nearer to Ealing Common. In former times Acton was famous for its three medicinal springs, which were visited by Queen Elizabeth, and which became fashionable in the eighteenth century. Like those of



Faling Broadway.



Uxbridge High Street.

St. Pancras and Hampstead, the Acton wells have long since lost their celebrity, fashion having shown a preference for springs of the same character situated at a greater distance from the metropolis. The Assembly Room attached to the wells was afterwards converted into tenements.

To the west of Acton High Street is Berrymeade Priory, which afterwards became the Constitutional Club. It was once a convent of more than forty nuns, and then stood in three acres of grounds. Here also lived Bulwer Lytton, the novelist and statesman. Another prominent resident of Acton was Henry Fielding, the novelist. The parish church of St. Mary, which stands near the corner of the High Street and Churchfield Road, was rebuilt in 1865. The offices of the Urban District Council, as well as the principal shops, are situated at the western end of the High Street, which has been partly widened on the south side in recent years. Acton Vale Park, fronting the north side of Uxbridge Road, lies to the east of the High Street. Near Horn Lane are the almshouses endowed by the Goldsmiths' Company for ten married couples and ten widows, and there are six other almshouses in the parish.

Beyond Acton High Street the main Uxbridge Road traverses a good-class residential district and leads in about half a mile to Ealing Common, a breezy open space on the south side, extending for another half a mile westwards to Ealing town. The Common is bordered on the northern side by a number of first-class residences.

Ealing, a municipal borough of 117,688 inhabitants (census of 1931), was a century ago a quiet village. It was six miles from the Marble Arch and stood near the road from London to Oxford. But with the coming of the railway its modern development began, and to-day it is covered with houses and shops extending from Acton to West Ealing, and from South Ealing to Perivale on the north. Corporate existence began in 1863 and since 1901 Ealing has been a borough. It is quite the handsomest of all the western suburbs of London, both in respect of its fine residences and of its attractive shops, the principal of which are situated in the Mall adjoining Ealing Common, the High Street, Bond Street, and in the Broadway. The Town Hall, on the main Uxbridge Road, lies to the west of the Broadway, and resembles a church; it is, indeed, frequently mistaken for one. Not far away, and also on the north side of the main road, is the prominent Christ Church with a tall spire, built in 1852 after designs by Sir Gilbert Scott.

The original parish church of Ealing was that of St. Mary's, to the south of the Uxbridge Road, rebuilt in 1886, and is approached from the High Street, which runs at right angles to the Broadway. 'Ealing old church having fallen down on 27 March 1729', says an *Ambulator* dated 1820, 'a neat new one was erected.' It adds that 'the Sunday Schools instituted in 1786 by the Rev. Charles Sturges the vicar were particularly efficacious in consequence of the persevering attention of the late Mrs. Trimmer so well known by her useful treatises tending to increase the comforts and reform the manners of the poor'.

Ealing is famous as having been the birthplace of Huxley, who was born here on 4 May 1825. To the west of the High Street is Walpole Park, opened in 1902, the residence in which has been converted into the public library. Castlebar Hill on the north side of the main Uxbridge Road is a district of large houses in spacious gardens, extending towards Perivale, two miles distant near the new Western Avenue. Until recently Perivale was a purely agricultural district consisting principally of dairy farms. It was not even a village, but possessed no more than seven houses with a population of thirty-four. The tiny church of Perivale is reputed to be 800 years old and consists merely of a nave and chancel, with a massively constructed timber belfry at the west end. The coming extension of the Piccadilly Tube Railway from Hammersmith to Northolt, and the construction of the new Western Avenue, must inevitably lead to a great extension of London's suburban area in this direction.

About half a mile beyond Ealing Broadway we come to West Ealing, which is less opulent than the other districts in the borough. The main Uxbridge Road is lined with shops on both sides extending most of the way to Hanwell Broadway. The urban district of Hanwell is situated in an undulating locality adjoining the River Brent, which crosses the Uxbridge Road at the western end of the town close to the Metropolitan Lunatic Asylum. The population, which has increased from 8,208 in 1891 to 20,481 in 1931, includes the newer district of Elthorne on the north side of the Uxbridge Road. Here is a recreation ground and the church of St. Mary, rebuilt in 1841 but occupying the site of an earlier building erected in 1782.

The Hanwell Lunatic Asylum is situated on the south side of the Uxbridge Road close to the River Brent and the Grand Junction Canal. It is a plain and spacious brick structure erected in 1829-30 in the Italian style, with a wing on either side, and was opened on 16 May 1831. The contract for the building was placed with Mr. William Cubitt for £63,000. It was designed to provide accommodation for 300 patients, but this number was soon found to be far too small, and the asylum was enlarged from time to time and now provides accommodation for over 1,800 persons, the majority of whom are females. The grounds of the asylum cover an area of eighty-four acres and are pleasantly laid out. The chapel, which is in the Early English style, was built in 1880.

Nothing is perhaps more typical of the progress which society has made since the dawn of the nineteenth century than the changed attitude displayed towards the insane. Before that time little discrimination was shown between the treatment of the criminal and the victim of insanity. What advantage there was rested with the criminal, for whereas he was punished for a crime and paid the penalty of the law, the insane were visited with a lengthened punishment for no crime, and were placed at the tender mercy of those whose brutal will was perhaps his

only law. No adequate protection was afforded by the law to those who through the loss of their reason were unable to protect themselves.

In 1792 a noble-hearted Frenchman called Pinet introduced kindness and consideration within the walls of a lunatic asylum, and it was largely due to his courage and efforts that many beneficial changes were brought about in this country in the treatment of the insane. He it was who instructed the nations of Europe in the Christian duty of dealing out to the insane the same measure of mercy which we ourselves would desire were we to be similarly afflicted. Before that time, cruelties of a most revolting character were practised by sordid and unprincipled men, mechanical restraints were in general use, and the sufferings of their victims merely remained unheeded even when they were known. They were commonly supposed to be unavoidable, as it was then believed that the insane could only be ruled by brute force, and consequently brute force continued to be the rule and humane treatment and kindness the exception.

The main Uxbridge Road, between the River Brent and Southall High Street, having been found too narrow for the great increase of traffic, and being largely monopolized by the tram lines, a wide new by-pass road has recently been constructed alongside the old road. Between the bridge over the Brent and the point where the Great Western Railway crosses the Uxbridge Road, it runs on the north side, and thence to Southall High Street it follows the south side of the old road, skirting Southall Park on the left.

Southall, now a large industrial and residential suburb of London, of 38,932 inhabitants in 1931, derives its modern name from Southolt, meaning the South Wood in distinction to Northolt, signifying North Wood, which is a village one and a half miles north of Greenford. Much building has taken place here of late years towards the west, and the modern High Street, lined with good shops on both sides, now extends for a distance of over half a mile along the main Uxbridge Road to the Grand Junction Canal. The industrial quarter lies to the south, and here are chemical works, steam flour mills, and a margarine factory. A large market granted by Charter of William III in 1698 is held here weekly for cattle arriving by railway, Wednesday being the market day. The Town Hall is situated at the eastern end of the High Street.

The western end of the town comes to an abrupt finish near the Grand Junction Canal, and from here to Wood End, about a mile farther west, the Uxbridge Road is narrow and still retains its rural appearance. A much-needed widening of this section of the main road is to be carried out in the near future. From the hamlet of Wood End a new by-pass road runs near the south side of the Uxbridge Road to Wood End Green, about half a mile farther west, and is now bordered by a long row of newly built small red-brick houses. To the south of Wood End, reached by Coldharbour Lane, is the urban district of Hayes, now an industrial centre of 8,496 inhabitants including Harlington (census of 1931).

The old village of Hayes is situated about half a mile south of the Uxbridge Road, and is still one of the most rural and picturesque villages in Middlesex. A century ago the surrounding country was an uncultivated waste, infested by the highwayman and the footpad, but it is now covered with orchards, market gardens, and scattered houses. The parish church of St. Mary, restored in 1873-4, is one of the oldest in the rural villages near London, having a thirteenth-century square tower of grey flint and stone, a sixteenth-century wooden roof, and a lych gate. The church stands behind a group of old cottages, with the village pond in the foreground.

The industrial quarter lies one mile farther to the south, and is centred near Hayes and Harlington Station on the Great Western Railway. Here are manufacturers of gramophones, printing presses, aeroplanes, sea-planes, and pianos. Adjacent to the Great Western Railway are the large factories of His Master's Voice Gramophone Company and of the Aeolian Musical Instrument Company. Of late years the industries of Great Britain have been moving southwards, and this is particularly noticeable in the various new industries which have established themselves on the western side of the metropolis in such places as Acton, Wembley, Hayes, and Slough. At Botwell, to the south of Hayes, are marble, granite, and slate works, and Yeading, about a mile to the north of the Uxbridge Road, is a brick-making centre.

Hayes End, on the main Uxbridge Road, two miles from Uxbridge town, is an offshoot of Hayes Village, which is rapidly assuming a suburban appearance with its long wide street of private houses and shops. Both here and at Wood End important new shopping centres are being rapidly developed at the present time. Adjoining Uxbridge on the east side is the old-world village of Hillingdon, which stands at the western end of what was once Hillingdon Heath. It still suggests a seventeenth-century retreat and contains the Red Lion Inn, where Charles I halted on 27 April 1646 during his flight from the besieged city of Oxford to the Scottish army at Nottingham. The old parish church of St. John is built in the Decorated style of Gothic architecture and is surmounted by a tall and massive tower. It was restored in 1848 by Sir Gilbert Scott, and has a fine interior containing many memorials. The village street is exceedingly narrow, and a Hillingdon by-pass road is badly needed. So far there has been little talk of carrying out this very necessary improvement. On this side of Uxbridge is a depot of the Royal Air Force.

The ancient borough and market town of Uxbridge is situated fifteen miles from Marble Arch. It still retains its old-fashioned appearance, but since the extension of the electric tramways, which have their terminus at the western end of the High Street, and the opening of the branch line of the Metropolitan Railway, it has developed rapidly and now contains 12,923 inhabitants. So much building has taken place of late years on the eastern side of the town that Uxbridge is now joined to

Hillingdon. Uxbridge was granted a weekly market and an annual fair in 1294, and the market house, erected in 1789, is supported on columns. The town also contains a spacious Corn Exchange, there being several large corn mills situated on the banks of the River Colne and the Grand Junction Canal, at the western end of the town. From here a great quantity of flour is dispatched by water to the London market. The Colne, which forms the boundary between Middlesex and Buckinghamshire, is crossed here by a seven-arched brick bridge, and broadens out with wooded islands, forming a very agreeable landscape. Here also are sawing, planing, and moulding mills and wharves located on the River Colne, which provide the local district with its principal supply of timber, slates, and coal. Other industries include two small breweries, iron foundries, brick works, and engineering works.

The parish church of St. Margaret's is hidden behind the market house and was built as a chapel-of-ease to Hillingdon in 1448. It is in the Perpendicular style and was restored in 1872. The Town Hall is situated on the south side of the High Street, and comprises a large hall with a gallery and various committee rooms. The modern church of St. Andrew, situated at the eastern end of the town, with a lofty spire, was designed by Sir Gilbert Scott. The western end of Uxbridge town is intimately associated with the armed struggle between King Charles I and his Parliament. Here a conference was held in January 1645 between the King's Commissioners and the Parliamentary delegates in a futile endeavour to come to terms. The house where the parties met was a fine mansion built in 1575 and surrounded by beautiful gardens. The present Crown Inn at the western end of the town forms a fragment of the old mansion and is known as the Old Treaty House.

By turning north along Harefield Road, at the western end of the High Street, we leave the suburban area behind us, and from here it is a peaceful country walk to Ickenham, two and a half miles north-east of Uxbridge. Situated at the junction of several roads, the small village of Ickenham lies scattered round its green and horsepond. Its ancient and picturesque church, like many others in Middlesex, has no tower, but only a wooden bell-turret. The body of the church is built of flint. The surrounding country is beautifully wooded, and in this immediate vicinity is the red-brick Jacobean mansion of the Swakeleys, rising in stately fashion in its own large park. This fine house was built in 1638 by Sir Edmund Wright, who became Lord Mayor of London in 1641. Until quite recently there was very little land for sale near Ickenham, but many new houses are now being erected in this locality.

One mile north of Ickenham is the old-world village of Ruislip, which of late years has become the nucleus of a modern garden suburb with over 6,000 inhabitants. This has been largely due to the construction some twenty-five years ago of the branch line of the Metropolitan Railway from Harrow to Uxbridge, before which time Ruislip was about four miles from the nearest railway station. The village itself

consists of a small cluster of houses, some of them ancient and timbered, a few shops, and two or three small inns. Behind one of these, the George Inn, stands the ancient church of St. Martin, partly restored in 1870, with its grey battlemented tower, forming the centre of this picturesque village. Ruislip has ceased to be rural in respect of its government, being now associated with a neighbouring residential locality under the Ruislip and Northwood Urban District Council, which also includes the hamlet of Ruislip Common. The new residential quarter lies principally to the east of the village, and near Ruislip Common to the north is the Ruislip Reservoir, covering an area of eighty acres and formed to supply the Grand Junction Canal, which runs to the south. It is much frequented by anglers and upon rare occasions, when thoroughly frozen over, affords ideal skating.

Ruislip Village stands at the meeting-place of several roads, and we now follow that leading north-east through the hamlet of Eastcote to Pinner, about two miles distant. Now a thriving suburb of over 7,000 inhabitants, on the main road from London to Rickmansworth, Pinner derives its name from a small stream called the Pin, which is one of the tributaries of the River Colne. The old village, situated on rising ground, forming the north-western side of Harrow Vale, consists principally of one broad main street sloping down to the Pin. It contains a mixture of old-fashioned shops and dwellings and well-built modern houses, and its attractiveness is enhanced by the fine old parish church of St. John the Baptist, with its Perpendicular tower, which stands at its eastern or upper end. The oldest portions of the church date from the thirteenth century, but the building was restored in 1879-80. The Queen's Head Inn dates from 1705, and close to the London, Midland and Scottish Railway Station, about a mile and a half distant, is the Commercial Travellers' School, opened in 1855. Several large country houses are situated in this locality, but various residential estates are being rapidly developed, particularly in the direction of Harrow-on-the-Hill, two and three-quarter miles distant, which is now joined to Pinner by a continuous line of houses along the main London and Rickmansworth Road.

Harrow-on-the-Hill, as its name implies, tops the slope of the broad vale which extends north-eastwards towards Stanmore and Edgware. The crest of the hill, which is the highest in the County of Middlesex, is crowned by the beautiful parish church of St. Mary, the tall spire of which is visible for many miles around. It was originally built by Archbishop Lanfranc in the time of the Conqueror, and some parts of the original church are still standing. The church was largely rebuilt in the fourteenth century and was restored by Sir Gilbert Scott in 1840. The views from the summit of the hill embrace several counties, those towards the west and south-west being very extensive, but the views on the north side are intercepted by the high ground near Stanmore and Harrow Weald.



Harrow-on-the-Hill.



British Empire Exhibition, Wembley, 1924.

The famous Harrow School was founded by John Lyon, a yeoman of Preston, in 1571. It was originally intended for the sons of natives, but a clause in the statutes permitted the master to receive foreigners and provision was made for alterations in the rules whenever occasion should arise. Thus, in spite of its slender endowment, Harrow has risen to the foremost rank among the public schools of England. The original school building, called the Fourth Form Room, is a small plain red-brick structure in Jacobean style, and the inner walls are covered with oak panelling, on which are carved the names of Byron, Sir Robert Peel, Lord Palmerston (Henry Temple), Sir William Jones, and other illustrious pupils. In most of the later buildings the style of the old schoolroom has been preserved. The boys were formerly housed in the school buildings, but they now live in the head master's residence, adjoining the Library, and in the houses of the undermasters in the town. Opposite the Fourth Form Room stands the old Speech Room, now superseded by a semicircular structure erected in 1874-7. Until the beginning of the nineteenth century the school numbered only 100 boys, afterwards rising to 295 in 1816, sinking to 70 or 80 between 1836 and 1844, and again rising to the maximum strength of 580 by 1895.

Harrow High Street, which straggles down the hill on either side, still retains much of its old-fashioned character, and contains an inn, called the King's Head, dating from 1553. The intermingling of shops and houses old and new, among which the school buildings form a prominent feature, coupled with the varying levels and the sharp rise of the ground, give the town a very charming aspect. The modern buildings include the District Council offices, assembly rooms, free library, fire station, and cottage hospital. Largely because of its accessibility from town by the Metropolitan and the London, Midland and Scottish Railways, Harrow has become a favourite suburb of London, and, including the adjoining district of Wealdstone to the north, now contains a population of over 50,000. Wealdstone, which has a separate urban district council, is one mile distant from Harrow town.

A journey of two miles from Harrow along the main London Road brings us to Sudbury, which forms part of the urban district of Wembley. Since the extension of the Bakerloo and the Metropolitan District Railways to this locality, it has grown from one of the most rural districts near London into a suburb of 48,546 inhabitants. Until 1803 the land between Sudbury and the foot of Harrow Hill was known as Sudbury Common. The old village of Wembley, seven miles from the Marble Arch, stands round the parish church of St. John the Evangelist, designed in the Gothic style by Sir Gilbert Scott, but the main street extends for some distance along the Harrow Road, where much building is still taking place.

Wembley Park, the scene of the British Empire Exhibition of 1924 and 1925, is situated to the north of the town between the London, Midland and Scottish and the Metropolitan Railway lines, and covers

an area about equal to that of Hyde Park. It was purchased by a company in 1890 with the object of converting it into a popular pleasure resort and of erecting the so-called Watkin Tower, which was designed to rival the Eiffel Tower in Paris and to reach a height of 1,200 feet. The building was commenced, but languished for want of funds and never got beyond the first story, which was 200 feet high, and some years later was taken down again.

In 1922 work was begun at Wembley Park on the great Stadium, and on laying out the grounds for the British Empire Exhibition, which was formally opened on 23 April 1924 by the King and Queen. Although it was the largest and most magnificent exhibition ever held in any great city it lacked the glamour of the White City and the earlier International Exhibitions, and failed to prove a financial success, thus necessitating a call upon the guarantors. Handicapped to a certain extent by the wet weather which marked the summer of 1924, it was visited by only about 9,000,000 people, and on many days the attendance failed to exceed 50,000. The largest attendance on any single day was that of Whit Monday in 1924, when some 300,000 people visited the Exhibition, and many people fainted in the great crush that occurred. In 1925 the total number of visitors was little more than 5,000,000, and the support given to the Exhibition by the people of London proved very disappointing. This was doubtless because Wembley was too remote from the centre of London to suit the convenience of those people living on the south and east sides of the metropolis. The site chosen was the best and most convenient that could have been obtained for such a vast exhibition within a similar distance from the centre of London, there being very little vacant land nearer town available for the purpose.

The great Stadium was completed in time for the Football Association's Cup Tie Final in April 1924, and accommodates 125,000 persons. Here also the Military Tattoos, the Rodeo, and various firework displays took place during the Exhibition. The undulating scenery combined with an artificial lake rendered it an admirable site for the laying out of a great exhibition. The main entrance was at Wembley Park Station, in front of which was the Kings Way, leading up to the high ground in front of the Stadium. Near the main entrance were situated the Palace of Industry and the Palace of Engineering, each covering an area about six times as large as that of Trafalgar Square. Centred round the lake, which runs at right angles to the Kings Way, were the Australian, Canadian, Indian, and New Zealand Buildings, the combined effect being most impressive. Other interesting features of the British Empire Exhibition were the South African Pavilion, the Burmese pavilion, the West African village, the Lucullus Garden Club, the amusement park, and the circular railway round the Exhibition grounds. Of late years Wembley has become an industrial centre and some of the exhibition buildings have been converted into factories.

From Neasden, which adjoins Wembley Park, and around which

much building is taking place, the new North Circular Road leads past the south bank of the Welsh Harp Lake to Edgware Road. Here several large factories have been erected in recent years, notably those of Messrs. Kemp, the biscuit manufacturers, and Messrs. Staples, the firm of mattress and bedstead makers, both of which are situated close to the junction of the North Circular and the Edgware Roads. From here we proceed through West Hendon to the Hyde and Colindale, a new district which has sprung up on the east side of the Edgware Road since the establishment of the London Aerodrome in this immediate vicinity. Formerly Hendon was the chief station for the Continental air services, but this has since been transferred to Croydon. Hendon aerodrome is the scene of the Annual Tournament of the Royal Air Force, which takes place in July. The main Edgware Road at Colindale has unfortunately been marred by the erection of several very unsightly factories with frontages of corrugated iron, but farther north a large new suburb has been developed by the London County Council at Burnt Oak, about a mile to the south of Edgware. It has a station on the Hampstead Tube Railway, and like St. Helier, the town built at the other end of that railway, it has direct access to the West End of London. Many fine shops have been erected of late years at Burnt Oak, on the main Edgware Road, which has been changed from a quiet country road into one of the busiest suburban centres near London.

Edgware, distant eight miles from the Marble Arch, was until a few years ago a quaint rural village of 1,516 inhabitants, consisting principally of one long street on the ancient Watling Street, but since the extension of the Hampstead Tube Railway from Golders Green, opened in 1925, it has been transformed into a large suburb and dormitory of London. Facing Edgware Road is the Chandos Arms, with a projecting signboard representing the old heraldic coat of the Brydges family, Dukes of Chandos. Edgware was formerly called Eggesware and Edgeworth, and in former times was the first village of importance on Watling Street. The parish church of St. Margaret is situated up a by-road and was rebuilt in 1765 and 1845. It has a square tower and is said to have once been part of a monastery. Near it was a refreshment house for the monks of St. Albans as they travelled to and from London. At a court held at Edgware in 1551, two men were fined for playing at cards; in the next year the inhabitants were prosecuted for not having a tumbrel and ducking stool; and in 1558 a man was fined for selling ale at the exorbitant price of a pint and a half for a penny.

The new Edgware has been designed somewhat on the lines of Golders Green, with the best shops close to the railway station and on the east side of Edgware Road. Standing back from the main road, facing the parish church, is a very distinctive-looking block of new shops called the Forum. A new omnibus terminus has been erected opposite the railway station. The west side of the Edgware Road is in the parish of Little Stanmore, as is also the new residential district of Canon's Park,

about half a mile north of the town. Here the roads fork, that on the right leading to Elstree and St. Albans, and that on the left to Stanmore, Bushey Heath, and Watford. The village of Stanmore, ten miles from the Marble Arch, is picturesquely situated on the slope of a hill, 480 feet above the level of the sea, leading up to Bushey Heath. The parish church of St. John the Evangelist is a handsome modern structure consecrated in 1850 and stands near the ruins of an earlier church erected in 1632. The situation of the old church is marked by a flat tombstone planted round with firs. Behind the church are some picturesque old almshouses. Stanmore is rapidly developing into a high-class residential district, many new houses and shops having been erected here in recent years. A new branch line of the Metropolitan Railway from Wembley Park to Stanmore, by way of Whitchurch Lane and Canon's Park, is under construction, and is to cost about £170,000. Stanmore Common, covered with birch and bracken, flanks the main Watford Road, leading in about a mile to Bushey Heath, situated on high ground rising to over 500 feet above the sea-level.

Bushey itself is a scattered settlement with three main centres, having a population of 6,978. Bushey Village is the central and oldest part. Bushey Grove, or New Bushey, is the part near the station, and Bushey Heath occupies the highest ground south-eastward, near Stanmore Common. These districts are united by the London Road, with many picturesque houses and cottages on either side. Bushey is a favourite home of professional and artistic people, and contains the School of Art founded in 1882 by Sir Hubert von Herkomer, R.A., and here also is the popular Bushey Hall Hydropathic Establishment, standing in its own extensive grounds, much frequented by motorists and golfers. Much building has taken place at Bushey in recent years on the so-called Bushey House Estate, opposite the grounds of St. Margaret's School, on the Avenue Rise Estate, overlooking the Masonic School and cricket grounds, and on the Bushey Grove Estate.

The main road, lined with houses and shops, descends at Sparrow's Herne and crosses the River Colne into the long High Street of Watford, the largest town in Hertfordshire, with a population of 56,799, according to the census of 1931. Watford is now an outlying suburb of London as well as a manufacturing centre, but a few fine old hostelries still survive and a country town atmosphere prevails on Tuesdays, when the High Street is all rush and bustle with its cattle market. Near the fifteenth-century market-place is the Perpendicular parish church of St. Mary, restored in 1870-1, which has two chapels and some interesting monuments. In the churchyard is a fig-tree growing out of a tombstone. Other notable buildings are the London Orphan Asylum and Salter's almshouses and schools. Watford Town Station at the southern end of the High Street has a through service of electric trains running in connexion with the Bakerloo tube to Piccadilly Circus, and this has contributed greatly to the popularity of Watford as

a dormitory of London. The Watford Junction Station of the London, Midland and Scottish Railway from Euston is situated near Queen's Road in the centre of the town, which is rapidly spreading towards Leavesden on the north and Croxley Green on the west. Rickmansworth, four miles to the south-west, has developed of late years from a small market town into a favourite centre of residence, and stands at the junction of the Rivers Chess, Gade, and Colne. New buildings for the Merchant Taylors' School have been erected at Moor Park.

The industries of Watford include brewing, milling, silk factories, and printing works. Cassiobury Park, part of which is now public, is situated on the Rickmansworth Road, and is the remains of the fine estate of the Capels, Earls of Essex, and a typical piece of English park scenery, with an old water mill to add to its attraction. Cassiobury Park is skirted on the west by the Grand Junction Canal. Of late years some handsome new shops have been erected at the northern end of the High Street, standing behind a small public garden, as well as a large new cinema and tea rooms. The recently constructed Watford by-pass road commences at Finchley Road, near Child's Hill, and, passing through Hendon at the back of the London Aerodrome, rejoins the main Berkhamstead Road near Leavesden.

At the southern end of Watford High Street, Aldenham Road, along which we now proceed, leads to the Watford by-pass road, and by turning south we come to the Elstree Road on the left-hand side, which leads past the Aldenham Reservoir to the Red Lion Inn at Elstree. The village is situated on the Roman Watling Street at the top of the steep Brockley Hill. It stands on a terrace which affords extensive views, including the Aldenham Reservoir in the foreground. The parish church of St. Nicholas was originally founded by monks of St. Albans early in the fourteenth century, and was rebuilt in 1853. The exterior is of flint, with a tiled roof and a slated spire. At the far end of the village is Elstree School, formerly Elstree Hill House, a large house in beautiful grounds for boys between eight and fourteen years of age to be prepared for the public schools and the naval cadetships. Lord Aldenham's house, with its famous grounds, lies to the north-west of the village, and the reservoir is an attractive spot for anglers. Of late years Elstree has become an important centre for film studios, and boasts the largest film factory in England. Radlett, three miles farther north on the St. Albans Road, is a charming village and new residential suburb of Greater London, standing amidst undulating and richly wooded country, which has developed rapidly of late years.

Barnet Road, near the Red Lion Inn, crosses the New Barnet by-pass road from East Finchley and leads by way of Wood Street to the top of Barnet High Street. The ancient town of Chipping or High Barnet, situated eleven miles from London, is built upon a hill rising to 400 feet above the sea-level, on the main road from London to York. Its picturesque High Street extends for a considerable distance along the

hill-side and debouches upon Hadley Green, where stands the stately church of St. Mary, Hadley. The keyhole of the church door is said to be on a level with the cross on the top of the dome of St. Paul's Cathedral. The church of St. John the Baptist is situated close to the High Street, at the southern end of the town. It is built in the Perpendicular style, with a square stone tower, and was restored and enlarged in 1875.

Barnet was the scene of the decisive battle fought between the houses of York and Lancaster on Easter morning, 1471. When the fight began the bells were ringing for morning service, and, before the evening closed, the fate of a dynasty was sealed and the power of the Barons broken for ever. Although named after Barnet, where Edward of York spent the night before the battle, and from which he marched out to meet the great Earl of Warwick, who was advancing from St. Albans, the actual fight took place at Hadley Green, half a mile north of the town. Here an obelisk was erected in 1740 by Sir Jeremy Sambrooke, Bart., to commemorate this great event, and two trees close by are supposed to occupy the spot where Warwick fell. About 10,000 men, all feudal retainers, were engaged on either side.

Barnet was an important posting place in coaching days and still holds its horse fair in September, which is one of the largest in England. Chipping Barnet is a parish within the urban district, which includes the suburbs of New and East Barnet, and contains a population of 14,721. About three miles to the north of Barnet on the Great North Road is the rising suburb of Potter's Bar, until quite recently a country village. Friern Barnet, about three miles to the south-east, is a separate urban district with a population of over 15,000. High Barnet is now practically joined to North Finchley and the metropolis by the straggling suburb of Whetstone, which contains picturesque old houses, shops, and inns, and many fine suburban residences fronting the Great North Road for a considerable distance. The Woodside Home for Incurables, of the female sex only, was removed here from London in 1888. A short distance to the west is the village of Totteridge, with an extensive green, at the southern end of which stands the burial ground of the little church where Lord Chancellor Cottenham is buried.

About midway between Totteridge and Edgware is the residential district of Mill Hill, with a population of 4,400. The straggling, picturesque old village, situated on the summit of the hill at a height of over 400 feet, commands some of the most delightful views in the County of Middlesex. The healthiness of Mill Hill is attested by the presence of three large institutions, namely, the Linen and Woollen Drapers' Cottage Homes, on the slope of the hill, the Roman Catholic Missionary College of St. Joseph, an imposing building, and the celebrated Nonconformist public school known for generations past as Mill Hill School. It is a fine range of buildings, standing in seventy acres of grounds, and has accommodation for 300 boys. A Gate of



Edgware.



High Barnet.

Honour commemorates the 200 old boys who fell in the Great War. The parish church of St. Paul, which has no claim to distinction, was erected in 1829-30.

Returning to the Great North Road, we next come, after passing Whetstone, to North Finchley, distant about seven and a half miles from London. Here is a shopping centre at the junction of the main roads from Golders Green and Highgate which is known as Tally Ho Corner, and it extends for some distance along the Great North Road. The parish of Finchley is a large one, having a length of about five miles and an area of 3,384 acres. The Urban District extends from Hampstead to Whetstone from south to north, and from Hendon to Highgate from west to east, and has a population of 46,716 in 1931. It is a veritable network of suburban streets, terraces, and detached villa residences, and includes North Finchley, East Finchley, and Church End. The last-mentioned district contains the Perpendicular parish church of St. Mary, restored in 1872, and Christ College, founded in 1857.

Finchley once consisted for the most part of common land, extending for more than 1,500 acres. It was the scene of frequent robberies, until the common was enclosed and placed under cultivation early in the nineteenth century. Jack Sheppard was captured on Finchley Common in 1724. Ninety acres of the original common, of which nothing now remains, are occupied by the Islington and St. Pancras cemeteries, and that of Marylebone is situated between East Finchley and Church End. The old village formerly had a more rural appearance than most others near London. General Monck marshalled his forces on Finchley Common in 1660 when approaching the metropolis to effect the restoration of Charles II, and here also the Guards were mustered in 1745 upon the invasion of England by the Young Pretender.

Between North Finchley and New Southgate, which lies to the east, is Colney Hatch, containing the lunatic asylum of the London County Council. It was erected between 1849 and 1851 and has accommodation for 2,000 inmates. The grounds, consisting of 119 acres, are situated on both sides of the London and North-Eastern Railway, with a gradual slope towards the south-west. The building was designed by Mr. Daukes, and in 1903 was the scene of a fire involving the death of fifty-one persons. The adjoining suburb of Southgate, population (in 1931) 39,120, is of very modern growth, and was so named as being the gate of Enfield Chase. Here much building has taken place of late years in the direction of Palmers Green and towards Muswell Hill. A part of this district was united in 1873 with Colney Hatch to form New Southgate, after which the Gothic church of St. Paul was erected. Leigh Hunt was born at Southgate, and the rural lanes between Colney Hatch and Southgate were favourite haunts of Charles Lamb. Both Finchley and Hendon have applied for Charters of Incorporation as municipal boroughs, but that of Finchley is in abeyance for the time being pending a decision as to whether Friern Barnet is to be included in its municipal area.

THE OUTLYING DORMITORIES OF LONDON

IN order rapidly to inspect the outlying dormitories of this great city, that is to say, the towns situated within one hour's railway journey from London, we must make a circular motor tour covering a distance of about 250 miles. Most of these places are situated within twenty-five miles from the centre of London, but a few of them, including Brighton, Tunbridge Wells, and Southend-on-Sea, lie somewhat farther afield, although they are reached more rapidly by train than many of those situated nearer to town.

Making our way to the Great West Road, thence through Cranford to Harmondsworth, along the new Colnbrook by-pass road for about two and a half miles, and rejoining the main Bath Road between Colnbrook and Slough, we come to the picturesque little town of Colnbrook, seventeen miles from Hyde Park Corner. Its narrow High Street, formerly congested with motor-car traffic, is now lapsing into a peaceful slumber.

Slough, the next place on the Bath Road, is a market town and urban district of 33,530 inhabitants (census of 1931), twenty miles from Hyde Park Corner. Now the largest town in Buckinghamshire, it has grown very rapidly in recent years and extends for a distance of nearly two miles along the main Bath Road; a large number of additional shops have been erected at the eastern end of its long High Street. The town has engineering works and other industries, and during the Great War the Government established a vast motor repair depot at Cippenham, on the west side of the town. The heavy expenditure thereon aroused a storm of hostile criticism, but in 1920 the site, covering about 400 acres, together with the stock, plant, and buildings, was sold for £7,000,000 to the Slough Trading Company, who have let it to various factories. The chief public building is the Leopold Institute and Public Hall in the High Street, erected in 1887 in memory of Prince Leopold, Duke of Albany. Observatory House, situated on the Windsor Road, was for many years the residence of Sir William Herschel, the astronomer, who settled here in 1781 and died on 25 August 1822; and here also lived his son Sir John Frederick William Herschel, Bart. The parish church of St. Mary, with a tall spire, was rebuilt in 1822.

Stoke Poges, two miles north of Slough, is a place of great charm, but is principally famous for its association with the poet Gray, who lies buried in the churchyard with his mother. The church stands on the borders of Stoke Park, and its Early English tower is the ivy-mantled tower of the 'Elegy in a Country Churchyard'. In Stoke Park are part of the old Tudor manor house and a mansion that was built by John Penn, grandson of the founder of Pennsylvania, who purchased the

estate. Burnham Beeches, about four miles north of Slough, on the road to Beaconsfield, is the most magnificent forested area near London, and is a relic of the primeval forest of Buckinghamshire. The original tract of 375 acres purchased by the Corporation of London in 1880 was augmented in 1921 by Fleet Wood which has an area of sixty-five acres, on the north, the gift of Lord Burnham.

Five miles west of Slough on the Bath Road is the town of Maidenhead, with a population of 17,520. It stands on the opposite bank of the Thames, which is crossed here by a handsome bridge dating from 1772. The Corporation goes back to the time of Elizabeth, and the town already had fairs in the Middle Ages. Maidenhead possesses some good public buildings and excellent hotels, and its attractive surroundings have made it a favourite residential centre and week-end resort of Londoners, notably those of the theatrical profession. Fine views are obtained from the bridge, and on the Buckinghamshire side is the residential district of Taplow, with the old village on the high ground to the north. Half a mile up the river is the famous Boulter's Lock, the Mecca of London Society on Ascot Sunday, and farther up on the Bucks side is Lord Astor's Italian palace, Cliveden, with its lawns, gardens, and hanging woods occupying one of the most beautiful reaches of the Upper Thames.

Windsor is seven miles to the south-east, passing the picturesque river-side village of Bray, with its ancient church dating from the time of Edward I. Those who know Bray will sympathize with the Vicar of the famous ballad, who changed his religion four times rather than surrender so desirable a living. Dominated by its noble castle and situated on the right bank of the River Thames, the charming old town of Windsor stands on the side of a hill, presenting a most picturesque appearance when seen from the river. One of the most ancient of boroughs, it received its first charter from Edward I in 1276, being known as New Windsor to distinguish it from Old Windsor, a village on the Staines Road. Its Guildhall in the High Street was completed by Sir Christopher Wren in 1686, and the parish church of St. John the Baptist farther along was rebuilt in 1822.

Amongst the outlying dormitories of London few can offer such varied attractions as Windsor, which include the river, the Castle, the Great Park, and Eton College on the opposite bank of the Thames. The town itself, with a population of 20,284, being a Royal residence, contains some very superior shops in Thames Street and the High Street, as well as the Royal Theatre, erected in 1815, a large cinema, and two good hotels, the White Hart and the Castle, the former facing the main entrance to the Royal residence. The modern houses are located in the suburb of Clewer and on the outskirts of the town to the west of the Home Park. Windsor not only enjoys an excellent railway service on both the Southern and the Great Western Railways, but also a direct service of express omnibuses running from the Guildhall every twenty

minutes to Piccadilly Circus and Charing Cross. Windsor Races are held on the course above Clewer.

Eton town, on the opposite bank of the river, consists principally of one long street of old-fashioned shops leading from the College buildings to Windsor Bridge, a stone structure of three arches, 200 feet long, erected in 1822. Its High Street contains one or two antique shops and several branch establishments of well-known West End tailors and hosiers, who have opened here to meet the requirements of Eton College.

Eton College was founded in 1440 by Henry VI when nineteen years old. Its charter provided for a provost, 10 priests, 4 lay clerks, 25 poor scholars, increased to 70 in 1444, with a master and 25 almsmen, though the almshouse was abolished in 1468. The poor scholars are now represented by 70 foundation scholars (Collegers) and the other boys by over 1,000 Oppidans, as they are called. The office of provost survives, and there are a head master, a lower master, and about 80 assistant masters. On one side of the main road are the Old Schools, dating in part from the time of Henry VI, with the Chapel flanking the cobbled School Yard, where stands a statue of the Founder. On the other side of the road are the New Schools, built in 1863, the domed Memorial Building, erected as a memorial to Etonians who fell in the South African War, and some boarding houses.

Windsor Castle, nearly a mile in circumference and famous the world over as the residence of the British Sovereign, was founded by William the Conqueror and has been extended and altered by nearly every succeeding monarch. Under Queen Victoria no less than £900,000 was expended in this way. The Castle comprises two main portions, the Lower Ward, in which are St. George's Chapel, the Horse Shoe Cloisters, and the residences of the Knights of Windsor and others, and the Upper Ward, in which are the State apartments, the King's private apartments, and the south wing, in which the royal guests and visitors are accommodated. Between the two portions is the massive Round Tower, from the top of which an extensive view can be obtained over the Thames Valley. The shortest approach to the Castle from the river is by the Hundred Steps which ascend from the monument of Prince Victor of Schleswig-Holstein, but a more comfortable method is to walk up Thames Street, passing below the Curfew Tower to Castle Hill, at the foot of which is Boehm's statue of Queen Victoria.

The Home Park, immediately adjoining the Castle, comprises about 400 acres and is bordered on three sides by the Thames, but is not open to the public. Close to Frogmore House is the Royal Mausoleum, where rest the bodies of Queen Victoria and the Prince Consort. The crowning glory of this district, however, is the Windsor Great Park, with an area of no less than 18,000 acres and a circumference of about fourteen miles. It stretches southward for a distance of five miles, and, except that motorists and cyclists are not allowed to use the Long Walk and one or two other roads, there are few restrictions, and the public



Eton College Chapel from Barnspool Bridge



Windsor Castle from the Thames.

are allowed to roam over this magnificent domain at will. Until very recently motorists were not permitted to park their cars by the roadways of Windsor Great Park. In 1930, however, H.M. the King graciously had this restriction removed. Some idea of its size may be gleaned from the fact that it covers an area exceeding one half of the entire open spaces of Greater London, and is larger than Epping Forest, Richmond Park, Wimbledon Common, and the extensive open spaces of Hampstead and Highgate all put together. The Park Street gate opens on to the Long Walk, a double avenue of elms, three miles in length, terminating at Snow Hill, whence one of the finest views in England is revealed of the distant Windsor Castle. At Snow Hill is an equestrian statue of George III. Queen Anne's Ride, which runs parallel to the Long Walk on the west side, is also three miles long, but is a single avenue of elm, lime, and chestnut trees, ending near Cheapside, a charming little hamlet on the lane through Selwood Park, leading to the Wheatsheaf Hotel at Virginia Water. Being hilly and undulating the Windsor Great Park affords many delightful views of the surrounding country.

To the south of Windsor Great Park is the famous Ascot Heath, consisting of patches of gorse and bracken. The village, which is modern, adjoins the heath, and the racecourse faces the main Reading Road.

Virginia Water, the large lake at the southern end of the Great Park, was formed in 1746 by the Duke of Cumberland, the victor of Culloden, and is over two miles long, with an area of 150 acres. The ruins, which are genuine, were brought from Greece, Tripoli, and Tunis, and re-erected here in 1825. They are situated near the Wheatsheaf Hotel on the main London and Exeter Road, and consist of a number of columns and stones, remains of ancient temples intended as exhibits for the British Museum. After lying in the courtyard of that place for some time, they were removed by order of George IV and erected at Virginia Water. At the farther end of the lake on the north side is a Chinese fishing temple. The Prince of Wales has recently purchased two racing motor boats, which he has placed on Virginia Water, where he intends to race with them. The boats are to be kept near Tenth Lawn, the Prince's private aerodrome.

From the Wheatsheaf Hotel a run of about five miles eastward through Egham will bring us to Staines, passing on our right the Royal Holloway College for Women, a noble building of red brick and stone. It is situated about a mile and a half from the river, and was built and endowed by Mr. Thomas Holloway, of pill celebrity, and is now affiliated to the London University. Egham, a town of 13,735 inhabitants, lies some distance from the river and seems to have avoided all connexion therewith, but it contains many good-class residences and several small estates. The church of St. John the Baptist, rebuilt in 1817, is a brick building in the modern Gothic style. Staines Bridge, begun in 1829 under the direction of Rennie, was opened in 1834 by King

William IV, and at the backwater formed by the ait just above is the London Stone, erected in 1285, marking the former limit of the jurisdiction of the City of London. The rights of the City Corporation were transferred to the Conservators of the Thames in 1857.

Staines, on the Middlesex bank of the Thames, seventeen miles from Hyde Park Corner, is a town of 7,329 inhabitants, which has grown considerably in recent years. Staines is the Saxon word for stones, and the place was a Roman station on the road to Bath, which crossed the river at this point. The principal buildings are the church of St. Mary the Virgin, built in 1828 in the Gothic style and enlarged in 1885, with a fine peal of bells, and the Town Hall in the Market Square. Nearer to London, between the Kingston and the London roads, are the detached suburbs of Ashford and Feltham. The High Street forms part of the main London Road, and is well stocked with excellent shops. The extensive Staines Reservoirs, constructed by the Metropolitan Water Board for storage purposes, have been considerably added to in recent years and are so large as to present the appearance of inland seas, but they are screened from the public view by the high banks which surround them. The Queen Mary Reservoir, which is situated on the south side of the road to Kingston, extends to Littleton, and is two miles long and two miles wide, and has a storage capacity of seven thousand million gallons. It is the largest artificial reservoir in the world and is capable of holding sufficient water to supply London for a month. The Stanwell Reservoir fronts the main London Road for a distance of a mile and a half and extends northwards for two miles to Stanwell village.

Recrossing Staines Bridge, we now follow the road to the left, running parallel with the river to Chertsey, some four miles to the south of Staines. The town, which contains a population of 15,123, lies back some distance from the river and was the site of a Benedictine Abbey founded in 666, a noble and splendid pile which occupied four acres of ground and looked like a town. Nothing now remains of Chertsey Abbey. In the church of St. Peter is a memorial to the statesman Charles James Fox, set up by his widow, who is buried in the churchyard. Fox lived at St. Anne's Hill, about two miles distant on the Ascot Road, the lower slopes of which are covered with shrubbery walks. A part of the hill has recently been presented to the public. Lower down the river, on the opposite bank, is Shepperton, a pleasant little town of 2,853 inhabitants, with mansions and an inn or two facing the river, an old-world square with the Old King's Head and the Anchor hostelrys showing painted signboards, and a quaint church tucked away at the back, with bungalows sprinkled around. The pretty backwater close to the church is called the Silent Pool, but, lying low as it does, Shepperton has to submit to water invasion at flood time.

Continuing our travels eastwards, we recross the Thames at Walton by an iron bridge of four spans, which is said to be the ugliest on the upper reaches of the river. Walton-on-Thames is a straggling township

of 14,647 inhabitants, seventeen miles from London. According to tradition the Thames was forded by Caesar's army at a spot above where Walton Bridge now stands, known as Cowey Stakes, to give battle to the Britons under Cassivelaunus. The town of Walton contains little of interest, and by following the road to the south-west we come to Oatlands Park, which, together with St. George's Hill, is included in the area of the urban district. Oatlands was formerly a royal palace built by Henry VIII as a sort of adjunct to Hampton Court. It was dismantled by Parliament, but after the Restoration a new mansion was built. The last occupant of this was Frederick, Duke of York, son of George III, whose kindly duchess was the idol of the district. To her memory the people of the adjoining town of Weybridge set up on Weybridge Green the old column of the Seven Dials removed here from London.

Oatlands Park is partly laid out as a select garden suburb, the remainder of the estate consisting of grounds, with a lake, attached to the Oatlands Park Hotel, which stands on the site of the palace and is a popular resort of motorists. North-west Surrey once consisted of sandy heaths, and old writers refer to this district as a desert. Henry VIII attached a large tract of this waste land to his palace at Oatlands as a hunting ground, and endeavoured to remove the few people who found a habitation here. Reclamation and the free planting of pine-trees in modern times have transformed many of the sandy heaths into pleasant estates, but a few patches of the old heath still exist between Weybridge and Woking. The town of Weybridge, containing a population of 6,688, is situated near the confluence of the Wey and the Thames, but distant about one mile from the latter river. Apart from the shopping quarter, which is situated near the Green, the houses are scattered, and the well-wooded grounds of the adjoining residential districts add greatly to the amenities of the town. To the south is St. George's Hill, a pine-clad summit 500 feet above the sea-level, commanding a magnificent view over the Thames Valley, and which has long been open to the public by the generosity of the family of the late Admiral Egerton. On the southern slopes are the remains of some large earthworks known as Caesar's Camp, and the tradition of the Cowey Stakes passage at Walton would seem to point to the Roman occupation of this strategic point. A part of St. George's Hill is now covered by modern villas and a golf course. On the west side is Brooklands Motor Track, opened in 1907.

From here a road leads southwards to Byfleet, a growing residential district of a character suited to the requirements of well-to-do City men, with houses amidst the pine woods standing in their own grounds of from one to two acres. The road to the east leads to Cobham, where it rejoins the main Portsmouth Road. In Cobham, which consists of the two villages of Church Cobham and Street Cobham, both situated on the River Mole, is the White Lion Hotel, built in 1649, once a famous

posting house and still popular with motorists. At the other end of the main street is Pain's Hill Cottage, the grounds of which were laid out by the Hon. Charles Hamilton early in the eighteenth century. The cottage was for several years the home of Matthew Arnold, the writer and poet.

The Portsmouth Road runs from Cobham alongside the pine woods of Ockham and Wisley Commons past the Wisley Hut, opposite which is a large lake called Boldermere. Ockham, which lies back on the south of the main road, is a beautiful little village with an old church. Wisley village, which also has an old church, lies back some distance behind the common, with the lane leading to it skirting the grounds of the Royal Horticultural Society. Ripley, two miles farther on, has several old inns, notably the Talbot and the Anchor, and in past days was the Mecca of cyclists, but has long since been usurped by motorists. Beyond Ripley the main Portsmouth Road is lined with farmlands and parks, including the stately mansion of Sutton Place, after which it leads to Guildford.

A mile and a half beyond Ripley a branch road leads northwards in about four miles to Woking, now a large dormitory of London with a population of 29,927 (census of 1931). As recently as 1867 the place consisted of little more than an inn, but largely on account of the frequent service of fast trains to Waterloo, which is reached in from 35 to 45 minutes, its growth has been very rapid in recent years. The town, which flanks the Southern Railway for a distance of about a mile, consists largely of small houses, but many fine residences are scattered about the parish. The principal shops and the Council's Offices are situated close to the railway station, but the old village, which contains the ancient parish church of St. Peter, restored in 1878, is situated a mile and a half to the south-east. At Brookwood, two and a half miles to the west, is the London Necropolis, with its crematorium, standing in 2,000 acres of grounds. The former prison at Woking for female convicts has now been converted into barracks.

From Woking a direct road leads in six miles to Guildford, rejoining the main Portsmouth Road at the northern end of the town. Guildford, the ancient capital of Surrey, containing a population of 30,753 (census of 1931) is perched on the slope of the North Downs, twenty-seven miles from Hyde Park Corner, where the River Wey breaks through the ridge of chalk. Its long steep High Street, with the Hog's Back rising from a green mound at the foot, bears a strong resemblance to both Winchester and Lewes. In the High Street are the Hospital of the Blessed Trinity, one of the most famous of English almshouses, the picturesque seventeenth-century Guildhall with its projecting clock, the sixteenth-century Grammar School, the church of Holy Trinity, now the Cathedral of the newly created see of Guildford, and St. Nicholas Church, which is a modern reconstruction dating from 1875. Intermingled with the modern buildings are several old hostelries and gabled houses.



Guildford High Street.



The Town Hall, Reigate.

The town is important commercially as well as residentially, and contains iron foundries, breweries, and flour mills, and has also a considerable trade in corn and cattle. On Tuesdays Guildford is all bustle with its cattle market. The hospital, which is in the Tudor style, encloses a garden court. It was founded by Archbishop Abbott, the son of a Guildford clothier, and is open to the public. In the cemetery on the Hog's Back, above Mount Street, Lewis Carroll, the author of *Alice in Wonderland*, otherwise Charles Lutwidge Dodgson, lies buried, having died at Guildford on 14 January 1898. The town possesses a castle, now in ruins and surrounded by a beautiful public garden, an ancient stronghold dating from shortly after the Norman Conquest, which once guarded the passage through the hills. Guildford has been brought within easy access of the metropolis by a 20-minute service of Southern Railway electric trains from Waterloo.

From Guildford we take the road through the North Downs which leads past Newlands Corner, Shere, Gomshall, and Wotton, to Dorking, a distance of twelve miles. We first come to Newlands Corner, three miles from Guildford, 600 feet above the sea-level and commanding glorious views of the surrounding country. A comfortable hotel stands on the top of the hill, and motorists in their hundreds are to be seen here in the summer time on a fine Sunday. The right to park their cars on the heath has been so much abused that it had recently to be withdrawn in the interests of the holiday makers themselves.

About two miles farther east is the delightful village of Shere with a good inn and a fourteenth-century church, after which we come to Gomshall, a mile farther on, in the centre of a hilly country. Some of the heathery valleys in the North Downs resemble little Highland glens. Near Albury, which lies to the south, is Pitch Hill, 844 feet above the sea-level. After leaving Gomshall we come to Wotton, three miles from Dorking, where there is an inn, and to the south of which lies the village of Abinger, conveniently situated for visiting Holmbury Hill, 837 feet, and Leith Hill, 965 feet, the highest point in the Home Counties. Leith Hill is crowned by a tower which brings its altitude to over 1,000 feet above the sea-level and from which it is claimed that some twelve counties can be seen on a clear day.

The road from Guildford brings us into the centre of Dorking, near the High Street and the market-place. This ancient town lies in the continuation of the Holmesdale Valley, near its junction with that of Mickleham, by which the River Mole cuts the ridge of the North Downs. It is situated on the main road from London to Horsham and Worthing, twenty-five miles from Hyde Park Corner, and contains a population of 8,058. The High Street, which contains the White Horse and Red Lion Hotels, the latter a red-brick house with a high double flight of steps to the front door, maintains an old-world air. It is curved at each end and has a raised pavement along the south side. The principal building is St. Martin's Church, with a tall and graceful spire,

rebuilt in the nineteenth century. Though largely a high-class residential town, Dorking has some small industries, one of which is the burning of lime. It is also noted for a famous breed of fowls. The town is well served by the Southern Railway electric trains and by direct omnibuses from London. The Battle of Dorking, which is remembered only by men who are now grandfathers, was fought in the pages of *Blackwood*, and resulted in a complete victory for the Germans. It developed through the talk of the town into a belief as firm as in the landing of Julius Caesar, William the Conqueror, and in the Battle of Waterloo.

The immediate neighbourhood contains many fine residences, including the mansion and grounds of Deep Dene, to the east of the town, which was converted into a private hotel in 1920. On the road to Reigate are the Glory Woods, recently presented to the public by the Duke of Newcastle. A proposal to construct a new by-pass road through the woods met with very strong opposition, and His Grace temporarily withdrew his gift in order to defeat the project. About a mile to the north of the town the London road crosses the River Mole, on the east side of which is the popular Burford Bridge Hotel, a charming old house backed by a garden with a shady box walk. Box Hill, 590 feet high, now belonging to the National Trust, rises precipitously at the back of the hotel. It derives its name from the box trees which cover the summit and the west flank.

Beyond Burford Bridge the London Road leads past the village of Mickleham to Leatherhead. On the east side rises a cliff-like escarpment, and on the west side is Norbury Park, with the winding River Mole backed by the woods of the Fetcham Downs ridge. Leatherhead, with a population of 5,821, is a small town with a narrow main street and several inns, notably the Swan, which is a good example of a coaching house, and the Running Horse, a small timber-built house, along which flows the River Mole which is crossed here by a bridge of fourteen arches. The old parish church of St. Mary and St. Nicholas dates partly from the twelfth century and partly from the fourteenth. The industries of the town include tanning, brewing, and the manufacture of bricks and tiles. A scheme for the construction of a Leatherhead by-pass road is under active consideration.

Ashted, two miles nearer London, with a population of 3,226, has a spacious green, several inns, an art pottery, an artificial silk factory, and many villas. Ashted was the site of a Roman villa, and on the common is an ancient entrenchment. After leaving Ashted we come to Epsom, distant fifteen miles from London, formerly a quiet village and now an outlying suburb of 18,804 inhabitants. It is a scattered and irregular town built chiefly in a hollow of the Downs, and partly on the open hill-side. It was first known for its mineral springs, accidentally discovered in 1618 by Henry Wicker when grazing his cattle. The town became fashionable in the seventeenth century and was visited by royalty

and London society, reaching the zenith of its popularity about 1690. The church of St. Martin, almost entirely rebuilt in 1824, is modern Gothic. In the High Street is a handsome clock-tower erected in 1847 on the site of the old watch house. Near the town is Durdans, the seat of the Earl of Rosebery. Epsom racecourse, on Epsom Downs, is about 800 feet above the sea-level, and here are held the Derby, the Oaks, and other races. Epsom College is a public school especially associated with the medical profession.

Banstead, two miles to the east of Epsom, has an interesting old church and several preparatory and other schools. Banstead Downs, which contain golf links, stretch as far as Epsom, and in this immediate vicinity is the extensive Banstead Asylum. Following the Brighton road from Banstead we next proceed through Burgh Heath and Tadworth to Reigate. The commons are distinguished by the names of the villages to which they are attached. Great and Little Burgh are mere groups of cottages and inns. Tadworth is gradually developing into a centre of villadom, and directly to the east of it is Kingswood, comprising a modern church, with a spire as a landmark, and some fine estates, one of which, Tadworth Court, was the residence of Lord Russell of Killowen. About three-quarters of a mile to the south-west of Tadworth is Walton-on-the-Hill, beautifully situated close to Walton and Banstead Heaths, and close by is Headley, another village made conspicuous by its tall church spire. The great social attraction of this district is the golf club, the course on Walton Heath being about 600 feet above the sea-level. From the edge of Walton Heath an extensive view can be obtained over Reigate. Most of the houses are modern, and building is proceeding rapidly in this district.

Two miles south of Kingswood we come to Lower Kingswood, at the south-east angle of the commons, and from here a lane leads to Colley Hill, 714 feet above the sea-level, and commanding extensive views. Beyond Lower Kingswood the Brighton Road descends Reigate Hill, the view from which is exceedingly fine, and then passes through the Castle ridge by a tunnel constructed in 1821, entering the town at the eastern end of the High Street.

Reigate and the modern district of Redhill, two miles to the east on the new Brighton Road, form practically one large scattered town of nearly 50,000 inhabitants. Reigate itself consists principally of two streets, crossing each other at right angles. Its long High Street is flanked on the south by the greens and ridge of Reigate Park and on the north by a ridge containing the ruins of a castle built in the time of the Saxons. Bell Street, the continuation of the old Brighton Road, after crossing the eastern extremity of the High Street connects Reigate with Redhill. At the west end of the High Street is Reigate Heath, containing an old windmill, which is now attached to a mission house. The red-brick Town Hall in the High Street dates from 1708 and was originally the market-place; close by is a passage leading up to the

castle grounds. The castle disappeared long ago, but a castellated gateway erected in 1770 forms a memorial. The grounds are beautifully laid out, with shrubbery walks leading to a terrace affording good views of the hills. The ancient parish church which lies to the east of the High Street is famous as being the burial place of Lord Howard of Effingham, who commanded the British fleet against the Armada. In Bell Street is the well-known White Hart Hotel, a calling-place of the coaches which still run occasionally to Brighton in the summer time. A direct service of General omnibuses runs between Reigate and Oxford Circus.

On the high tableland of the North Downs above Reigate and Dorking are some 3,000 acres of heath and common which stand in much the same relation to South London as Epping Forest does to North-East London. They extend from between Colley Hill and Box Hill on the south to Burgh Heath, Epsom Downs, and Banstead Downs, on the north. A fine wide road now connects Reigate with Dorking, six miles to the west.

Amongst the outer dormitories of the great metropolis must be included Brighton and the adjoining town of Hove, which, although distant fifty miles from London, are reached by non-stop trains on the Southern Railway in a shorter time than many places only half that distance away. The Southern Railway has now completed the electrification of its main line to Brighton and Worthing, and a half-hourly service of express trains perform the journey in 60 minutes to Brighton and in about 80 minutes to Worthing. The new service was inaugurated on 1 January 1933.

Leaving Reigate we first come to Redhill Common, and, after rejoining the new Brighton Road, proceed through Horley and Crawley to Handcross Hill. From here an extensive widening of the new Brighton Road is being carried out as far as Newtimber, eight miles from Brighton, the traffic being meanwhile diverted to the old road through Cuckfield and Burgess Hill to Pyecombe Corner, where it rejoins the new road through Bolney and Hickstead. When this work has been completed the entire roadway from London to Brighton will have been widened to suit the present-day requirements of its traffic. At Pyecombe Corner, five miles from Brighton, the wide London Road leads down past the two pylons which mark the entrance to Greater Brighton, through a stretch of downland as wild as any to be found between London and Brighton. The two pylons were erected in 1928 to commemorate the birth of Greater Brighton, now enlarged to five times its original area, and are situated five miles from the Aquarium. The London Road now traverses the new suburbs of Patcham and Withdean, and, then flanking the west side of Preston Park, leads down past Preston Circus and the Valley Gardens to the Aquarium and the centre of the town.

Brighton, population 147,427, and Hove, 54,994 (census of 1931),

together embody all the essential features which go to make up a miniature 'London by the Sea'. Glorious Brighton is much more than an ordinary seaside resort. It is the metropolis of the South Coast and a great town with a history, which in point of size and importance stands in the same relation to other resorts as London does to the great provincial cities of the kingdom. Like London, the larger it grows the more attractive it becomes. The King's Road, forming the principal section of its five miles of sea front, and lined with palatial hotels and shops, is more suggestive of the Victoria Embankment or the marine boulevard of some great metropolis than of an ordinary seaside promenade. Of late years extensive improvements and street widenings have been carried out in the town, and the transformation which has taken place in Brighton is scarcely less startling than that of London since the late war. Western Road, now widened for almost the whole of its length, almost invites comparison with Oxford Street in its mile of fine shops, extending from the Clock Tower to Palmeira Square. North Street contains the chief local branches of the five great banks, and East Street, with its luxury shops, has something of the charm of Bond Street. In the municipal orchestra of the newly constructed Aquarium, the Theatre Royal, the Regent and Savoy cinemas, the Hove Ice Rink, the two promenade piers with their respective theatres, and many other places of entertainment, Brighton is lavishly supplied with amusements. Hove, with its fine wide avenues, large houses converted into flats, private hotels, and modern villa residences, is a combination of Belgravia and Kensington, and the new suburbs of Withdean, Tongdean, and Hollingbury, which are gradually creeping up the hill-sides at the back of the town, remind one very much of the heights of Hampstead and Highgate. The artisan suburb of Moulsecombe, built since the late war by the Brighton Corporation, may be termed the Dagenham of London by the sea. Here, and in the adjacent district of North Moulsecombe, the Brighton Corporation has erected close upon 1,000 houses since the Armistice; a very creditable piece of work for a town of that size.

Brighton's rise to fame as a health resort was due to Dr. Richard Russell, who brought the town into public notice in 1750, and to George IV, who came here when Prince of Wales to visit his uncle the Duke of Cumberland, and afterwards built the Pavilion as a royal residence. The building was purchased by the Brighton Corporation in 1850 for £50,000 and is now largely used for entertainments and social functions. St. Peter's Church, a handsome Gothic building situated in the Valley Gardens, was erected in 1827 and since 1873 has replaced that of St. Nicholas as the parish church of Brighton. St. Paul's Church in West Street, erected in 1847, has a tall stately-looking tower which forms a prominent landmark when viewed from the sea or from the Jubilee Clock Tower in the centre of the town. A portion of the sea front adjoining the Aquarium has been widened and paved with buff-coloured flagstones, and a new marine drive on the top of the

cliffs from Kemp Town to Rottingdean, now incorporated into Greater Brighton, is nearing completion at a cost of £350,000. Much building has taken place in Hove during the past five years, and its houses now extend to the adjoining town of Portslade. After the present world depression in trade is over, Brighton is going to be a very prosperous place, as a result of the improved railway service and the numerous improvements now being carried out. Amongst the notable people who have honoured Brighton with their patronage are King George IV, King William IV and Queen Adelaide, Queen Victoria and the Prince Consort, King Edward VII, Dr. Johnson, Mrs. Siddons, Thackeray, Dickens, Henry Irving, Toole, Gladstone, Herbert Spencer, and Mr. Bonar Law.

Leaving Brighton by the Lewes Road, we first come to the suburb of Moulsecombe, with its curving avenues, trees, and greens lined with artistically designed houses, and, after passing Stanmer Park and Falmer, reach the county town of Lewes, eight miles distant. From here we follow the road through Uckfield and Crowborough to Tunbridge Wells. The village and residential district of Crowborough, twenty-three miles north-east of Brighton and forty-three miles from London, is situated in the heart of the finest moorland scenery in Sussex, closely resembling that of the North Downs. Here resided Sir Arthur Conan Doyle, who died here in 1930. Crowborough Beacon, where there is a fine hotel and golf links, is 792 feet above the level of the sea, on the fringe of Ashdown Forest, and commands splendid views. In clear weather a glimpse of the sea can be obtained through the Cuckmere Gap in the South Downs, about 20 miles distant. The road from Crowborough to Tunbridge Wells, seven miles to the north-east, traverses a hilly undulating country passing through the village of Eridge, close to which is Eridge Castle, the beautiful seat of the Marquess of Abergavenny.

Royal Tunbridge Wells, situated on the borders of Kent and Sussex at an altitude of over 400 feet, is a town of 35,551 inhabitants, distant thirty-six miles from London. It was incorporated in 1889 and granted the title of Royal in 1909 by King Edward VII, but its claim to that distinction has since been questioned. Its fame as a health resort dates from 1606, in which year young Dudley, 3rd Lord North, by first chancing to drink water from a local well made good the damage done to his constitution by dissolute living: he eventually lived to a ripe old age. His example of taking the waters was soon followed by the Society of that period, but for the past century Tunbridge Wells has been completely eclipsed as a spa by Harrogate, Buxton, Droitwich, Leamington, and other places farther from London. The Pump Room and chalybeate spring are situated at the end of the Pantiles, a tree-lined avenue laid out in 1638 and bordered with delightful old-fashioned shops. Water is still dispensed in glassfuls from a granite basin or open-air spring. The Pump Room is now the venue of weekly dances, and another leading



King's Road, Brighton.



The Pantiles, Tunbridge Wells.

place of entertainment is the Opera House at the northern end of the town, chiefly devoted to drama and musical comedy.

The crowning glory of Tunbridge Wells, however, is its gorse-covered common of 170 acres, which penetrates the heart of the town, and the adjoining Rusthall Common, which give this district a huge park-like appearance. Calverley Park, near the centre of the town, has a fine pavilion accommodating 1,200 people. Here *al-fresco* dances are a weekly feature, and close by is the Town Hall. The church of King Charles the Martyr, built in 1685 and afterwards enlarged, stands on the border of three parishes and two counties. Holy Trinity Church has a pinnacled tower which is a landmark in almost any general view of the town.

Tunbridge Wells is never overrun by trippers, its inhabitants being mostly well-to-do people who create an atmosphere of refinement. Considering that the town offers so many attractions and is reached from the City by an excellent service of fast trains in 50 minutes, it is perhaps somewhat surprising that a larger number of London residents have not been attracted to Tunbridge Wells. That, however, might not be regarded as a blessing by those people who dislike the intrusion of London into these distant regions. Tunbridge Wells is a favourite centre for golfers, and there are several fine hotels flanking the upper side of the Common, notably the Wellington, the Earl's Court, and the delightful Spa Hotel, with its own golf links and a private park of sixty acres commanding extensive views 440 feet above the sea-level. Southborough, two miles distant, occupies the high ground on the road to Tonbridge, the top of which is capped by its breezy common. It contains a population of over 7,000 and is practically a suburb of Tunbridge Wells.

After passing Southborough the road descends a steep hill into Tonbridge, an ancient town of 16,332 inhabitants, distant thirty miles from London. It grew up around the castle which was built by Richard, Earl of Clare, and remained a stronghold until the time of the Civil War. Only the gateway now remains. The High Street still preserves its old-fashioned appearance, and contains the Chequers Inn, a building of the sixteenth century. The parish church of St. Peter and St. Paul was restored in 1880. The River Medway flows through the town and provides boating and bathing, and there is also a cricket ground where Kent celebrates an annual Cricket Week. Tonbridge School was founded in 1553 by Sir Andrew Judd, Lord Mayor of London in 1550, as a grammar school for boys of the neighbourhood. Its endowment, consisting largely of property in London, greatly increased in value, so that in the nineteenth century it blossomed out into a large public school. The governing body is the Skinners' Company.

Six miles north of Tonbridge we come to Sevenoaks, a town of 9,300 inhabitants, standing on high ground above the River Darent, twenty-four miles from London, amidst picturesque scenery. It derives its name from seven oaks which formerly stood on this site. The church

of St. Nicholas dates partly from the thirteenth century, and the town has almshouses and a grammar school dating from the fifteenth century. In this neighbourhood are some fine country residences, notably Knole Park, the country seat of Lord Sackville, erected in the reign of Queen Elizabeth.

About six miles to the west of Sevenoaks, reached by a branch road from Dunton Green, is the pleasant little town of Westerham with 3,162 inhabitants. Situated on the steep southern slope of the North Downs and served by a branch railway, its geographical position makes it somewhat inaccessible as a popular residential centre for Londoners, and therefore it is still little more than a village. Its church, inns, shops, and cottages are centred around the Green, which also contains a statue of General Wolfe by Derwent Wood, R.A., unveiled by Lord Roberts in 1911.

From Sevenoaks High Street we follow the road which forks to the right and leads to Farningham and Dartford. It traverses the valley of the River Darent, passing Otford, three miles, Shoreham, four and a half miles, where there are paper mills, and Eynsford, five and a quarter miles, containing the ruins of a castle near the River Darent, the moat of which is now an orchard. The village of Farningham, nine miles from Sevenoaks and seventeen miles from London, lies in the valley of the Darent, enclosed by chalk hills, and is by-passed by the new Folkestone Road. Its ancient church of St. Peter and St. Paul, with a Perpendicular tower, was restored in 1871. Near the Hastings by-pass road which lies to the west is the detached suburb of Orpington.

Farningham to Dartford is a further run of five miles, the road still following the valley of the Darent, but the estuary of the river, which traverses the Dartford Marshes, is not a very captivating bit of scenery. Dartford itself is an ancient town of 28,928 inhabitants, distant fifteen miles from London, largely engaged in paper, powder, and flour milling, and in engineering. Its narrow High Street still contains some fine old buildings, such as the Bull Hotel and the parish church of Holy Trinity, restored in the nineteenth century, but which still retains its Norman tower. There is also an old grammar school and a Town Hall. Erith, a market town of 31,558 inhabitants, lies two miles to the north-west, facing the Thames, where pleasure grounds have been laid out along the river. It has large engineering works and powder, glue, and manure industries, and is also the head-quarters of several yachting clubs.

From Dartford we proceed to Gravesend, seven miles lower down the Thames, passing the suburb of Northfleet, with a population of 16,429 inhabitants, where there are cement, chemical, and paper manufactures.

Gravesend, population 35,490 (census of 1931), distant twenty-three miles from London, is a Customs and Pilot station of the Port of London Authority and the head-quarters of the Royal Thames Yacht Club. It has a history dating back to pre-Norman times, and shared in the Wat Tyler rebellion. Here George I was welcomed on his accession

to the throne and Edward VII, when Prince of Wales, landed here with his young bride Queen Alexandra. Gravesend, together with Milton, received its first charter in 1562 from Queen Elizabeth. In 1727 the parish church and a great part of the town were destroyed by fire, the present church being erected shortly after. The riverside features of the town are quaint rather than elegant, the bank of the Thames, which is half a mile wide at this point, being partly fronted by the esplanade of the Gordon Memorial Park. The narrow High Street leads from the pier by the Town Hall into the London Road, which forms the main thoroughfare and is adorned by the Jubilee Clock Tower.

Amongst the industries of Gravesend are shipbuilding, brewing, and shrimp fishing, while vegetables and fruit are grown in the surrounding districts. Rosherville Gardens, adjoining the river, were once a popular resort of Londoners, but Gravesend has now lost its former character as a pleasure resort and has become a home for workers in London. In 1798 Mr. Ralph Dodd, an engineer, began the construction of a spacious circular tunnel under the Thames from here to Tilbury, but water impeded the progress of the work and eventually the project had to be abandoned. The machinery and woodwork were destroyed by fire, which it was thought at the time had been caused wilfully. The proposed construction of a tunnel higher up the river from Erith to Purfleet, with a view to diverting some of the heavy cross-river traffic from the centre of London, has been abandoned for reasons of economy.

We now take the Ferry across to Tilbury and follow the road from here through Stanford-le-Hope, Pitsea, and Hadleigh, to Southend-on-Sea, twenty-one miles distant. Stanford-le-Hope is a large village, six miles from Tilbury, with an overflow of newly erected houses and bungalows extending for some distance along the main road towards Pitsea. A new by-pass road, avoiding Stanford-le-Hope, has recently been opened, which enables motorists to avoid a tiresome level-crossing over the Midland Railway, and which rejoins the old road near Vange. About four miles to the east of the village is the small port of Thameshaven, devoted to the oil trade and the unloading of cattle.

Pitsea, distant thirty miles from London and ten from Southend-on-Sea, has developed of late years into quite a thriving residential suburb. Many new houses, some good shops, and a picture theatre have been erected in the Broadway, forming a part of the main London Road, which has been considerably widened for the greater part of the distance between Stanford-le-Hope and Leigh-on-Sea. The road is flanked on the west for a considerable distance by the richly wooded Laindon Hills, rising to 300 feet above the sea-level, and from the top of which a very extensive view can be obtained of the estuary of the Thames, full of shipping and rounded off by the distant Kentish hills. The village of Laindon lies on the western slope of the hills, about two miles west of Pitsea, and here also many small houses and bungalows have sprung up in recent years.

Beyond Pitsea the road traverses the new residential district of Thundersleigh, after which it ascends the steep Bread and Cheese Hill, and leads through Hadleigh to Leigh, Westcliff, and Southend-on-Sea. Hadleigh, now joined to Leigh by continuous houses, contains the fragmentary ruins of a castle which was built by Hubert de Burgh, Earl of Kent, in the thirteenth century, given by Henry VIII to Anne of Cleves, and abandoned in the sixteenth century. Here also is a farm colony founded by the Salvation Army in 1891.

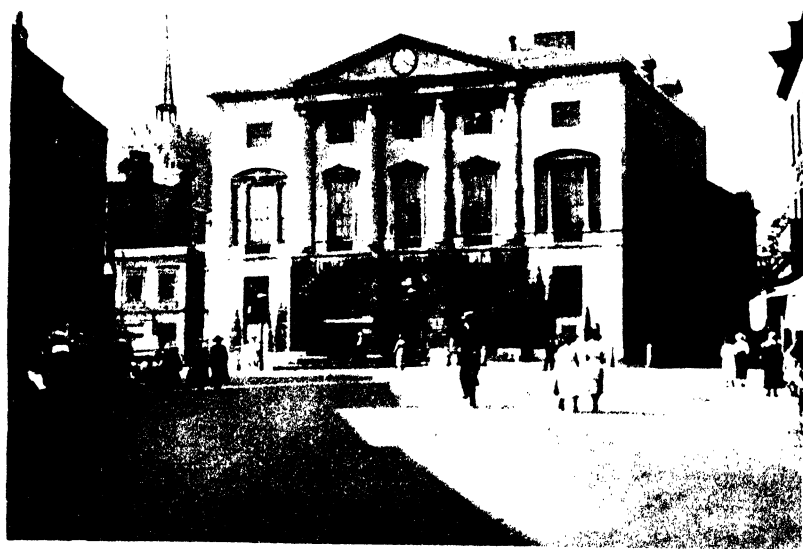
The County Borough of Southend-on-Sea, with a population, including the suburbs of Westcliff, Leigh-on-Sea, and Thorpe Bay, of 120,093 (census of 1931), stands at the mouth of the Thames estuary, and is second only to Brighton in point of size amongst the outer dormitories of London. Its name is rather a misnomer, for the sea is really the muddy estuary of the Thames, where at low tide the water recedes for about a mile. Until the dawn of the nineteenth century Southend was a village, and it owes its rapid growth since 1891, when the population was only 12,333, to its proximity to the metropolis, reached in one hour by a constant service of fast trains to Fenchurch Street, and to its bracing atmosphere. It was made a borough in 1902 and a county borough in 1914. A proposal in 1907 to change the name from Southend-on-Sea to Thamesmouth failed to meet with local support. The original village was the south end of the mother parish of Prittlewell, a little village one mile to the north, which has long since been absorbed by its great modern neighbour. It contains the ancient church of St. Mary the Virgin, built in the Perpendicular style. Until the Reformation Prittlewell contained a Priory, the grounds of which now form a public park. Southend pier, over a mile and a quarter in length, is the longest in England, and contains a concert hall at the shore end, accommodating 1,200 people. An electric tramway runs from the promenade to the pier head. Other features of the town are the Kursaal, a large open-air swimming bath, and five miles of sea front, forming a marine boulevard constructed mostly on land reclaimed from the sea between 1901 and 1914.

Westcliff-on-Sea is modelled on garden city lines and contains houses and avenues which invite comparison with some of the finest to be seen in Hampstead or Highgate, and Thorpe Bay, on the east side of the town, where many City stockbrokers reside, has a beautiful boulevard of private residences, standing back in large gardens, leading from the sea front to the main London Road. The principal golf links of the town are also situated at Thorpe Bay. Leigh-on-Sea, once a fishing village with a long irregular street, quaint old-fashioned houses, quays, and wharves, is now an important residential suburb forming the western portion of the borough of Southend-on-Sea. At Shoeburyness, three and a quarter miles from Southend, is an important school of gunnery.

The new Southend arterial road along which we next proceed, was opened in 1925, and, commencing at Prittlewell, flanks the northern side



The Marine Drive, Southend-on-Sea.



The Shire Hall, Chelmsford.

of the borough and leads in seven miles to Rayleigh, a picturesque old town of 6,256 inhabitants. It has a moated mound, which marks the site of Sweyn's Castle. Its church of Holy Trinity is very old, but has some later additions of the Perpendicular period. From Rayleigh we proceed to Chelmsford, which lies thirteen miles to the north-west. The road traverses a peaceful undulating country and crosses the River Crouch in about four miles, at Battlebridge, after which it passes through Retten-don, Howe Green, and Great Baddow.

The town of Chelmsford, with a population of 26,537, is situated twenty-nine miles from London and is reached by fast trains from Liverpool Street in about 45 minutes. Within recent years it has grown rapidly and been raised to the dignity of a City by its selection as the seat of the newly created bishopric of Chelmsford. The cathedral, formerly the parish church of St. Mary, stands on the site of a far older church which it replaced about 1442. It is Perpendicular in style and has been entirely restored except for its massive tower. Several narrow passages connect the churchyard with Duke Street, at the corner of which is the Corn Exchange, built in 1856. The Shire Hall, built in 1791-2 in place of an older building, is a stone structure with four Ionic pillars upon a basement story, surmounted by a pediment with the figures of Justice, Wisdom, and Mercy. Chelmsford Grammar School was founded in the time of Edward IV, but the present building dates from 1892. The Saracen's Head, one of the oldest inns of the town, dates back to the fifteenth century. The River Chelmer branches here and reunites lower down with the Cann, thus forming a small island between the two bridges. The town has corn mills, tanneries, and breweries, a trade in agricultural produce, and manufactures of electrical apparatus, motor-cars, gloves, and farm tools, &c., and also possesses an important wireless station.

Leaving Chelmsford by the main London Road, we come to the small town of Ingatestone, five miles distant, with a population of about 2,012 and consisting principally of one long narrow street. An Ingatestone by-pass road would provide a welcome relief to the congestion of traffic which frequently occurs in its narrow High Street. Six miles farther on is the town of Brentwood, with a population of 9,783, distant eighteen miles from London and standing in an elevated position on a range of hills that runs north-eastward across Essex. It is surrounded by richly wooded country, whilst on the high tableland to the east stretches a vast area of open breezy common. The urban district of Brentwood includes the adjoining parishes of South Weald, Shenfield, and Warley, where there are extensive barracks, housing two regiments. The town has a Grammar School founded in 1557, an Elizabethan Assize House, and the county lunatic asylum.

We will now leave the London Road and, turning northwards, follow the road to Chipping Ongar, six miles distant, which passes through a beautifully wooded and undulating country unspoiled by any

invasion of the speculative builder. The little old-fashioned town of Chipping Ongar, with a population of 1,351, is situated on the River Roding, twenty-five miles from London, amidst picturesque scenery. It has somewhat decayed from its former importance as a market town, but is still the centre of an extensive agricultural area. It is the terminus of a branch railway and consists principally of one street running down to the little Cripsey Brook, with old-fashioned houses, inns, and shops. The church of St. Martin was restored in 1884, and near the church, enclosed by a moat, is an artificial mound, on the top of which a castle was built in the time of Henry I, but was pulled down in Elizabethan days and a strong brick building erected in its place. High Ongar is on the other side of the Roding and also has a church with some interesting and well-preserved Norman work.

Leaving Chipping Ongar and turning west the road leads past North Weald Bassett and joins the main Cambridge Road to the north of Epping Town. From here a journey of ten miles northwards through Harlow and Sawbridgeworth brings us to the beautiful old market town of Bishop's Stortford, with a population of 8,721 and distant thirty-three miles from London. Of Saxon foundation, it was granted by William the Conqueror to the Bishop of London. It is situated on the River Stort and is full of quaint nooks and corners, by-ways and winding hilly streets, with many gabled timbered inns and houses of the Tudor and Elizabethan periods. The most picturesque of the old inns are the Black Lion and the Boar's Head. Bishop's Stortford was the birthplace of Cecil Rhodes, and its Grammar School is proud of having numbered him amongst its most famous scholars.

Near the residential quarter of Windhill, on high ground, stands the handsome flint-walled parish church, with its lofty spire, which is visible for many miles around. The Castle gardens, eight acres in extent, have been converted into a recreation ground by the Council. Being situated on the main line of the London and North-Eastern Railway to Cambridge, Bishop's Stortford is reached in 45 minutes from the City, and is therefore a convenient place of residence. The town has trades in grain, malt, brick, and lime. Harlow with a population of 2,962 and Sawbridgeworth, 2,604, are two delightful old towns amidst undulating country. They have retained their rustic charm, but quite a number of new houses have been erected of recent years in both of these towns.

By returning to Sawbridgeworth and taking the road which forks to the west, a journey of fourteen miles from Bishop's Stortford brings us to the ancient county town of Hertford, with a population of 11,376 and distant twenty-two miles from London. It stands at the central point of the Lea Valley, the main river passing through the town, close to which it is joined by several tributaries. Excellent fishing and hunting can be obtained in this district. Hertford was a place of importance in the time of the East Saxon kings and its castle was a stronghold of the



Bishops Stortford.



High Street, Hertford.

Normans, afterwards becoming a favourite residence of the kings and queens of England. First erected in 900 by Edward the Elder, it was rebuilt in the eleventh and seventeenth centuries, and is now a private residence.

The modern town contains several churches, a large and commodious Shire Hall, a Corn Exchange, a Public Library, and an Art School. Hertford is also a marketing centre, with a corn, cattle, and provision market, which is held on Saturdays. The Grammar School was founded and endowed by Richard Hale in 1617. All Saints' Parish Church, erected in 1895, replaced an earlier structure destroyed by fire in 1891. The town suffered damage during a Zeppelin raid in 1916. Two miles to the south-east of Hertford is Haileybury College, one of the most famous of our public schools, built by the East India Company. Before the erection of the present buildings the school was housed for some years at Hertford Castle, which was rented by the East India Company for that purpose in 1805.

Ware, population 6,171, three miles north-east of Hertford on the main Cambridge Road, is situated on the River Lea, and is the largest malting town in England. It has a picturesque High Street with some old-fashioned inns and shops and some good houses on the wooded slopes which enclose the town on two sides. The road from Hertford joins the Cambridge Road at Hoddesdon, a pleasant old-fashioned town of 6,811 inhabitants, with a long High Street which is continued in suburban fashion through Broxbourne to Cheshunt, a suburb of 14,651 inhabitants, for a distance of over four miles in the direction of London. Here there is nothing of interest to detain us and we proceed on our travels from Hertford westwards to Hatfield, a small country town, seven miles distant and nineteen miles from London, with a population of 9,072.

The main street of the town extends for about a mile along the Great North Road, and is marred by the railway line, but two or three side streets with picturesque old houses straggle up the hill to the handsome parish church of St. Etheldreda. It dates from Norman times, but was extensively restored in 1872. Hatfield House, the historic seat of the Cecils, is built of red brick and Caen stone, and is one of the finest specimens of Elizabethan architecture in the country. It was erected by Robert Cecil, First Earl of Salisbury, and, completed in 1611, it contains part of the old palace of the Bishop of Ely. It stands in a park measuring over ten miles in circumference, and the beautiful wrought-iron gates forming the entrance to the park stand almost in the centre of the town, opposite the railway station.

About three miles north of Hatfield is Welwyn Garden City, planned in 1920, of which the *Daily Mail* model village called Daily Mail forms a part. The first sod of this was turned by Viscount Hampden on 9 June 1920, and the village, built by ex-service men, was opened by Earl Haig on 2 March 1922. Much building has taken place of late years

in this vicinity and the population, which was only 767 in 1921, had risen by 1931 to 8,585. Welwyn village is situated about two miles to the north, and has an ancient parish church, some Tudor houses, and old-fashioned inns, which were much resorted to in the old coaching days.

Returning to Hatfield we pursue our journey westwards, to the ancient and historic city of St. Albans, which is reached in six miles. It is built on several hills and stands above the River Ver, twenty-one miles north-west of London, with which it is directly connected by motor omnibus as well as by two lines of railway. The beautiful Abbey was constituted the Cathedral of a new diocese in 1875 and stands 320 feet above sea-level. It is 550 feet in length and 175 feet in width across the transepts and has a central Norman tower, faced with Roman tiles, 145 feet high. The building is one of the finest of its kind in the Kingdom and is in the form of a Latin Cross. It exemplifies all styles of architecture, the central and most ancient part being built of Roman bricks from the ruins of the ancient city of Verulam. The City owes its name to Alban, a Roman officer, who, having assisted a Christian deacon to escape from his persecutors, adopted his faith and suffered martyrdom on the hill where the Abbey now stands. The building was partly renovated by Sir Gilbert Scott in 1856, and entirely restored, amidst a storm of criticism, from the designs and at the cost of Baron Grimthorpe, the work being completed in 1894.

Excavations begun in 1930 by the Verulam Excavation Committee, under the direction of Mr. Mortimer Wheeler, director of the London Museum, have already revealed many Roman treasures. A broken rouge pot, hairpins made of bone, gaming counters, oyster shells, bone toothpicks, and pottery still bearing the maker's name, keys on rings, garden rakes, staples, nails, and punches figure amongst the various discoveries which reveal the daily life of the ancient city. The old Roman wall, two miles long, which encircled the city is now being cleared on the western side and will be maintained by H.M. Office of Works. The site of the great gate, which was 100 feet across and the finest in Britain, can be seen, and a new corner tower has just been discovered, beneath the hill upon which St. Albans Abbey now stands. When that church was built, stones and bricks were taken from the old Roman stronghold until it was almost entirely destroyed.

From the centre of the town, marked by an ancient clock-tower and belfry erected between 1402 and 1410, the streets of the city diverge in the several directions of the compass. The principal one is St. Peter's Street, a fine broad thoroughfare in which is situated the Town Hall, a building in the Italian style erected in 1826. The Corn Exchange in the Market Place stands on the site of an ancient market house erected in the reign of Elizabeth. Apart from the Abbey, St. Albans possesses three noble churches, namely, St. Peter's, St. Stephen's, and St. Michael's, which were founded in Saxon times by Abbot Ulsinus, and all of which have been restored. The city, which contained only 8,298

inhabitants in 1875, had increased by 1931 to 28,625, its popularity as a residential centre being due to its easy accessibility from London by the main-line trains of the London, Midland and Scottish Railway, and to its bracing climate. Amongst the industries carried on here are straw-plaiting, brewing, printing, and brush and silk manufactures.

Five miles north of St. Albans is the pleasant little town of Harpenden, with a population of 8,349. Its main street extends for some distance along the road to Luton, but its older mansions and houses are grouped around its spacious and beautiful common, where races take place in the spring of each year. The village stands high and is still quite rural; on Church Green is a Celtic Cross unveiled in October 1920 to the memory of 164 Harpenden men who fell in the Great War.

By following the road from Harpenden to the south-west, after passing through the village of Redbourn, we come to Hemel Hempstead, an ancient market town on the River Gade, twenty-four miles north-west of London, with a population of 15,122 (census of 1931). In the High Street, which rises in winding fashion over the shoulder of a bluff which dips to the river, are some fine houses and old inns. The principal buildings are the ancient church of St. Mary, partly rebuilt in 1846 and restored in 1863, and the Town Hall, which occupies the same building as the Corn Exchange and the Literary Institute. The Market House was built in 1888. The High Street is bordered on the western side by the beautiful wooded stretches of Gadebridge Park, through which there is a public right of way. The borough of Hemel Hempstead includes the scattered residential districts of Marloes and Heath Park, and Boxmoor, a mile and a half to the west, Two Waters, and Apsley End. The industries of this district include paper-making, brewing, tanning, ironfounding, brush-making, and a trade in timber.

Four miles west of Hemel Hempstead the main road to Tring and Aylesbury next brings us to Berkhamstead, a market town of 8,053 inhabitants, twenty-six miles from London. It stands in a deep rich valley on the Bulbourne river and the Grand Junction Canal. Its chief street, which is exceptionally wide, stretches for about a mile along the main road, and contains many picturesque old houses and inns. At one end stands the fine old Gothic parish church, an ancient Cruciform building with a central tower. The town has a public school founded in the time of Henry VIII and reconstructed in 1841 after a period of decay. Accommodation is provided for about 500 boys. During the Great War the Inns of Court O.T.C. had a training school at Berkhamstead.

From here we turn southwards and follow the road to Chesham, four miles distant, through an undulating country bordering on the Chiltern Hills. This pleasant old market town, with a population in 1931 of 8,809, stands near the source of the pretty River Chess, from which it derives its name, and is distant twenty-six miles from London. It lies within the area of the great chair-making country, the material being

provided by the beech trees of the surrounding district. Wooden tools, dairy utensils, and toys are also manufactured at Chesham, and, being an important agricultural centre, there is a busy market on Wednesdays, principally for cattle and sheep. The Chess is noted for its watercress beds and also for its trout. Thousands of ducks are bred and reared in this neighbourhood annually for market. The parish church of St. Mary is Cruciform and in the Perpendicular style, and occupies a quiet spot close to the main street. The Town Hall is an old brick building supported on arches, the lower portion of which does duty as a market house. In 1917 Chesham was flooded by an extremely heavy deluge of rain on the Chilterns, the torrent of water destroying solid brick walls and rising to the first floor of the low-lying houses.

Two and a half miles south of Chesham we come to the charming old town of Amersham, with a population of 6,013. Its wide High Street extends for about a mile along the main road from London to Aylesbury, and with its old houses and inns wears a very picturesque appearance. About half-way along is the old Town Hall, a red-brick building surmounted by a clock-tower, erected in 1682 by Sir William Drake, and close by are some almshouses of earlier date. In the vicinity of the railway station, which stands on a steep hill commanding extensive views of the surrounding country, a new town is springing up, and many good-class houses have been erected here in recent years.

Leaving Amersham by the main road to the south we next pass, three miles farther, the beautiful village of Chalfont St. Giles. The old church and the pond, with the quaint village street, form a most charming picture. Here Milton retired during the Great Plague in 1665 and finished *Paradise Lost*. His house, which is now national property, is a plain half-timbered cottage with his name inscribed over the door. Two miles farther south is the village of Chalfont St. Peter, with a rambling old inn called the Greyhound, and a church erected in the time of George I and containing some fine brasses. From here the main road leads to Denham and Uxbridge, but that leading south-west from Chalfont St. Giles will bring us in two miles to the old meeting house of the Quakers known as Jordans, in the burial ground of which is the grave of William Penn, the founder of Pennsylvania, and of his two wives. The parish contains 6,941 inhabitants.

From here it is a further two miles, amidst charming undulating country, to Beaconsfield, an old market town on the main Oxford Road, of 4,843 inhabitants, distant twenty-three miles from London. It was the home and burial-place of Edmund Waller, who died in 1687, and Edmund Burke, who died in 1797, to whom there are monuments in the church. The name of Beaconsfield attained world-wide celebrity when Benjamin Disraeli adopted it as the style of his Earldom. The two main streets are very wide and cross each other at right angles. The parish church of St. Mary and All Saints' is in the Perpendicular style, and in the High Street are some pretty red-brick houses and picturesque



The Market Place, St. Albans



Chalfont St. Giles.

hostelries. The local War Memorial stands at the cross-roads, and on the north, close to the railway station, a modern quarter of shops and villas has sprung up in recent years.

Leaving Beaconsfield by the main Oxford Road, portions of which are in process of widening, we come to Gerrard's Cross, four miles nearer London. Here is a spacious gorse-covered common flanking the main road for a considerable distance, and, out of sight on the north, a modern suburb of about 2,208 inhabitants centred near the railway station. The church of St. James, visible from the main road, was built in 1859 by Sir William Tite, architect of the Royal Exchange, in the Lombardo-Byzantine style, the cost being defrayed by two ladies, in memory of their brother.

To the south of Gerrard's Cross, situated between the Oxford and the Bath Roads, are the two rising suburbs of Iver, population 3,095, and Langley, 3,428, which have been mostly developed since the late war. On the road from Uxbridge to Slough is a beautifully wooded district, adjoining which is an estate called the Black Park, skirted by a path that passes a lake, deep in the woods. A short distance north of the Oxford Road about midway between Gerrard's Cross and Uxbridge is the village of Denham. It is situated a short distance to the west of the Grand Junction Canal and is considered one of the most picturesque villages in England.

At West Drayton, situated about midway between the Bath and Oxford Roads, a new garden suburb is being erected at the present time.

The widening of the Oxford Road has now been completed from Denham through Gerrard's Cross, Beaconsfield, Loudwater, and High Wycombe all the way to Oxford, but a narrow stretch between Denham and Uxbridge, two miles long, still remains to be dealt with before the entire road from London to Oxford has been widened.

At Slough two fine new buildings were erected in 1932. One of these is the Adelphi Cinema at the west end of the town, and the other is the new Methodist Central Hall at the east end of the town, situated at the corner of the High Street and the Grove.

We have now encircled the entire metropolis, and visited all the principal outlying dormitories and suburbs of general interest and importance.

ADDENDUM

THE printing of a work of this character, involving the careful verification of a vast quantity of detailed information, occupies many months. In order, therefore, to bring this work up to date, the writer has thought it desirable, for the benefit of his readers, to place on record the latest events which have occurred in London during the interval between the actual completion of the work and its publication.

The London Passenger Transport Board conceived by Mr. Herbert Morrison, the Minister of Transport in the Labour Government of 1929-31, with a view to bringing all the omnibus, underground railway, and tramway services under one control, came into operation on 1 July 1933. Lord Ashfield was elected as the first Chairman of the new Board.

Let us hope that the activities of the Board will not be confined merely to providing the London public with adequate means of transport, but that it will also help to secure for London some of the many badly needed street widenings. The numerous bottle-necks which exercise a stranglehold on the free circulation of the traffic are a special feature of London and a nuisance from which the great provincial cities, such as Liverpool, Manchester, and Glasgow, are exempt.

The costly scheme for the construction of the new Charing Cross Bridge, involving a total estimated expenditure of £12,000,000, is happily in abeyance at the present time, and we can but hope that it will not be allowed to take precedence of other badly needed metropolitan improvements. Advantages would no doubt be derived from the construction of Charing Cross Bridge, but this suggested improvement should not on any account be allowed to stand in the way of the construction of an entirely new Waterloo Bridge capable of accommodating six lines of traffic.

Waterloo Bridge has no claim, on historical grounds, to be retained, and is in fact the only one of the six bridges which spanned the Thames a century ago which has not been long since replaced by a newer and wider structure. The desire to retain Rennie's bridge is based solely on the assumption that no present-day architect is capable of designing an equally noble structure. Doubtless the proposal to replace the existing stone bridge by one built of steel which would look less imposing is an important factor which arouses a certain amount of opposition to the rebuilding of Waterloo Bridge.

The Port of London Authority, which has spent some £20,000,000 since its creation in 1909 upon improvements, is now seeking to acquire Hay's Wharf and the other warehouses of the Pool of London.

One-way traffic has now been introduced at the eastern end of the Strand, and in Aldwych between Wellington Street and the Law Courts, the eastbound traffic proceeding along Aldwych and the westbound traffic along the Strand.

At Ludgate Circus traffic signals have recently been installed, and this system of control has enabled a considerable saving of time to be effected at this important traffic centre.

A system of automatic signals, similar to those of New York and other great American cities, has also been installed as an experiment at the various cross-roads in Oxford Street, from St. Giles's Circus to the Marble Arch. Whilst this system may possibly help materially to solve the problem of London's cross-road traffic, it in no way absolves our municipal authorities from the obligation to eliminate the bottle-necks in our main thoroughfares. Not even the creative genius of Mr. Herbert Morrison can make our streets accommodate more traffic than their maximum capacity.

The street improvements carried out by the London County Council during the last twenty-five years have been largely confined to the Strand and Fleet Street, but the time has now arrived when similar improvements should be carried out in the northern main artery of Central London. The widening of Cheapside, Newgate Street, High Holborn, and a portion of Oxford Street should undoubtedly take precedence over the construction of a new Charing Cross Bridge. The obstacle in the way is not lack of money, since London is prepared to spend £12,000,000 on that one spectacular improvement, but lack of will and reluctance to stand up to the vested interests concerned.

It was announced in August 1930 that the Government and the London County Council had failed to come to terms regarding the purchase of the building at the corner of Swallow Street, recently vacated by Lloyds Bank, which is required to complete the widening of Piccadilly. Failing an agreement London would have to wait another thirty-eight years before this improvement could be carried out. The premises are now up for sale. How absurd to deprive London of such a badly needed improvement for the sake of a few extra thousand pounds!

The remarkable growth of Greater London during the past ten years is reflected in the census figures of 1931, according to which the population is now 8,202,818, an increase of 722,617 since 1921. New York alone amongst the great cities of the world can boast of a more rapid growth within the same period, but the population of Greater London still exceeds that of New York by about 1,250,000. A town nearly as large as Oxford has been added to the metropolitan area each year since 1921.

The population of London itself, that is to say, of the administrative County of London, has in fact declined from 4,484,523 to 4,396,821, but this was expected and is due to the migration of nearly 100,000 people to the newer districts of Outer London, particularly the new towns erected by the London County Council at Dagenham, Woolwich, Downham, and St. Helier.

Ten of the districts in the outer ring of London have more than doubled their population since 1921. Of these, Dagenham, which

includes the district known as Becontree, easily tops the list; from a parish of 9,000 inhabitants in 1921 it has increased by 879 per cent. and has blossomed out into a great town of 100,000 inhabitants. Hendon follows Dagenham, with an increase of 101 per cent. from 57,529 to 115,682, and other districts which have increased by upwards of 50 per cent. include Mitcham, Heston and Isleworth, and Ilford. Large increases have also taken place at Ealing, Wembley, Willesden, Croydon, Coulsdon and Purley, Sutton and Carshalton.

The artisan suburb of Dagenham, erected on garden city lines, is a monument of enduring fame to the enterprise of the London County Council, only equalled by the great Holborn to Strand improvement carried out by them a generation back. Yet this great new town of 100,000 inhabitants created on a spare bit of London has scarcely been heeded by the vast majority of Londoners, and is a mere burr on London's jacket. It seems, however, that a new phase in the rehousing of Londoners is now contemplated. The London County Council, having moved nearly 200,000 people from Central London to the outer districts since the Armistice, are becoming almost alarmed at their own progress.

The chairman of the Housing Committee recently intimated that this kind of development, namely, the removal of hundreds of thousands of people to vast new areas, would have to stop. Otherwise London would threaten to extend to Brighton. The sudden transformation of a large tract of agricultural land into a densely populated urban district created many embarrassments for the local councils. Such an estate might extend into more than one administrative area, thus complicating the provision of public services and creating a disparity of burdens and of rateable value. Inconvenience and hardship would occur whilst such necessities of civilized life as schools were being provided. The reasonable protests of the Essex County Council at the liability imposed upon the ratepayers of a county mainly agricultural to provide school buildings and churches for a large influx of Londoners suddenly thrust upon them deserved their sympathetic consideration. Commercial enterprise in time would furnish the necessary shopping facilities and amusements, but there would be an inevitable lapse of time before the new population could be provided with these amenities.

On this account it was proposed to organize rehousing in the future on small estates of some 200 acres, providing accommodation for about 2,500 people. Such a system would reduce to a minimum all the difficulties of local authorities in providing for the increase of population and would also allow of the preservation of gaps of open country in the ever-extending buildings of London.

Great efforts are still being made to raise the large sum of money required to preserve the site of the Foundling Hospital in Bloomsbury as an open space. A joint scheme has now been initiated by the London County Council, the Local Borough Councils, and other bodies, all

of them contributing generously, the public being asked to contribute only a small part of the large sum required. Let us hope that these efforts will meet with success.

A great boon would be conferred upon Londoners if several of our principal squares which have lost their residential character and are now surrounded by offices and business premises, could be acquired by our various municipal authorities for recreation grounds. Prominent amongst these are Soho Square, Golden Square, Bloomsbury Square, and Finsbury Square.

The disfigurement of some of London's most noble thoroughfares by unsightly advertisement hoardings of the cheapest character is another matter which well deserves the consideration of our municipal authorities, and all those people who deplore the uglification of the Capital of the Empire should unite in demanding that a limited degree of restriction be placed upon the owners of property. Even advertisements occupying the front of buildings need not necessarily offend the eye, and those which consist of illuminated signs form a real attraction at night time to the general public.

A scheme to link up Curzon Street with Park Lane and with Berkeley Square, including the widening and the raising of the level between Half Moon Street and Lansdowne Passage at a cost of £277,000, is receiving the consideration of the Westminster City Council at the present time. This would contribute materially towards the solution of the traffic problems in the Bond Street district.

Much rebuilding is taking place at the present time in Soho, and the widening of Wardour Street is rapidly progressing. Handsome new buildings are replacing the shabby houses which have recently been demolished in this street.

The new factories which have been erected of late years in the outskirts of London, notably on the new Great West Road and the North Circular Road, provide an illuminating example of what can be accomplished by modern town-planning. They afford a striking contrast to the dark and dismal factories erected no more than fifty years ago. Many of them stand back some distance from the main road, amidst gardens, with frontages so ornamental that they might almost be mistaken by the casual visitor for large private mansions. In that respect London bids fair to set the standard for the other great cities of the world.

Early in July 1931 it was announced that owing to the financial situation of the country and the urgent call for economies in every direction at the present time, the Government have decided to withdraw their offer to contribute £9,000,000 towards the construction of the proposed new Charing Cross Bridge.

During the month of September 1931, the leading public buildings and many of the principal commercial buildings of the metropolis were brilliantly illuminated for the first time by flood-lighting. The streets were thronged nightly by vast crowds of spectators, and upon several

occasions became almost impassable, so great was the public interest in this novel display. Such buildings as Buckingham Palace, the Houses of Parliament, Westminster Abbey, and St. Martin's Church presented a truly majestic appearance, when seen from the Mall and St. James's Park.

The cost entailed in flood-lighting appears to be so moderate that many business houses are contemplating its permanent adoption as an attractive method of advertising. The various gas and electric light companies are working in friendly co-operation with one another in meeting this new demand, and there seems every prospect that the metropolis will be brilliantly illuminated by flood-lighting a few years hence, to the great advantage of its inhabitants.

A bill promoted in 1932 by the London County Council for the construction of a new Waterloo Bridge at a cost of £1,200,000, towards which the Government were to have contributed two-thirds of the cost, was rejected by the House of Commons on grounds of economy. The present intention is therefore to recondition and widen the old bridge at a cost of £600,000. It still remains to be seen whether this scheme matures or whether further delays will eventually lead to the construction of an entirely new bridge.

The new building which has recently been completed for the Geological Museum at South Kensington was utilized for the World Economic Conference of 1933. This was formally opened on 12 June by the King with a special appeal for international co-operation for the ultimate good of the whole world. Addressing the 168 delegates of sixty-six nations represented, His Majesty expressed his hope that the work of the delegates would 'set the world once more on the path of prosperity and ordered progress'. As President of the Conference, Mr. Ramsay MacDonald followed the King with a strong appeal for 'practical proposals to meet urgent necessities'.

On 26 June 1933 the King laid the foundation-stone of the new London University buildings in Bloomsbury. Describing this great scheme undertaken by the London University as a 'noble enterprise', His Majesty said that it was of good omen that in these difficult times we should have this opportunity of showing our unshaken faith in the inestimable benefits of knowledge and education.

The King and Queen drove to Bloomsbury in an open carriage accompanied by the President of the Board of Education, Lord Irwin, as Minister-in-Attendance. Upon their arrival at the gigantic semi-circular marquee which had been erected for this occasion, their Majesties were received by the Chancellor of the University, the Earl of Athlone, Princess Alice, Countess of Athlone, and Mr. Fred Howard, the Mayor of Holborn.

The Royal procession was followed by a second and very much longer one. This included the official staff of the University, members of the Standing Committee of Convocation, the Senate, representatives of foreign universities, and the Chancellors and Vice-Chancellors of the

other Universities in Great Britain and Ireland. Altogether nearly 150 universities and academies joined in the celebrations, and something like three thousand persons had been invited to the ceremony in the marquee. After inspecting the guard of honour, the King and Queen ascended the dais, on which the Archbishop of Canterbury occupied a seat.

From the architect, Mr. Charles Holden, the King received a silver trowel, with which he spread mortar under the foundation-stone, and upon driving away there was a repetition of the warm public greeting which had marked their Majesties' arrival.

On 3 July 1933 the three new Thames bridges, built at a cost of over half a million, were formally opened by the Prince of Wales. These are the Chiswick Bridge, linking Chiswick with Mortlake, Twickenham Bridge, linking Richmond with Twickenham, and Hampton Court Bridge, linking Hampton Court with East Molesey. That of Hampton Court had already been in use for several weeks previous to the formal opening ceremony, and is the fourth to be erected over the Thames at this spot. The first, which was of wood, was built in 1750, the second in 1778, whilst the third bridge which has just been pulled down was constructed about a century later.

The new Lambeth Bridge was formally opened by the King on 19 July 1932. When viewed from the centre of this bridge the panorama looking down the Thames affords one of the finest riverside vistas in Europe. In the foreground are the Houses of Parliament, the Victoria Tower Gardens, and St. Thomas's Hospital, whilst in the background can be seen the County Hall, the new Shell Mex building, the Savoy Hotel, Brettenham House, and Bush House, with the dome of St. Paul's Cathedral on the extreme right.

The western end of Oxford Street, which is changing almost out of recognition at the present time, is about to see the erection of another magnificent block of shops and flats. The large rectangular site bounded by Oxford Street, Old Quebec Street, Bryanston Street, and Portman Street has just been cleared of its old buildings, and it is expected that the new building will be completed by the end of 1934. The old houses which have been pulled down were mostly built in the early part of last century when the small shopkeeper reigned supreme in Oxford Street and elsewhere, long before the great stores were ever dreamed of. The ground floor of the new building will be occupied by shops, and the eight upper stories by small service flats, the entrance to which is to be in Bryanston Street. The architects are Sir John Burnet, Tait and Lorne.

This new building will have the immense Cumberland Hotel on the opposite side of Quebec Street as its neighbour. Incorporated with this latter building will be the new Maison Lyons Corner House Café which will have its own separate entrance from that of the Cumberland Hotel. The new buildings erected of late years fronting the Marble Arch and Park Lane have given to this corner of the metropolis a truly Parisian splendour.

Brook House, the famous Park Lane mansion which was inherited by Lady Louis Mountbatten from her grandfather, the late Sir Ernest Cassel, has been acquired by Messrs. Coutts & Company, the well-known banking firm, and is in course of demolition at the present moment. For some time past, this palatial house had been unoccupied, with boards hanging outside announcing that it was for sale. It had been the scene of brilliant social gatherings for forty years past and was built by Lord Tweedmouth, from whom it was purchased by Sir Ernest Cassel. The latter spent hundreds of thousands of pounds upon improvements and eight hundred tons of marble were imported from the Tuscan quarry of Sarravezza, for the great hall, central staircase, and galleries extending to the glass dome in the roof. The sale of Sir Ernest Cassel's art collection in May 1933 realized £26,000.

On this site a large new block of flats is to be erected, but provision has been made in the plans for Lady Louis Mountbatten to have a large flat occupying the greater portion of the two top floors. Although it was the expressed wish of Sir Ernest Cassel that the house and its contents should never be sold, he made no binding conditions to that effect upon his successors.

Farther west, on a site formerly covered by private houses at the corner of Park Lane and South Street which has been derelict for the past five years, work has commenced upon the construction of a block of small luxury flats. This building, which is to be nine stories high with the two uppermost ones zoned back from the street, will have the Dorchester Hotel as its neighbour.

In Grosvenor Square, which is practically the last in Mayfair to be invaded by flats or business premises, a large block of flats is now in course of erection on a rectangular site at the corner of North Audley Street. These are to be of the service type with a restaurant on the ground floor. This site was previously occupied by the Italian Embassy and two other mansions. It is sad to witness the disappearance of the elegant mansions of Grosvenor Square, whilst reflecting that the dingy-looking houses in such important thoroughfares as Grosvenor Place turned black with the dirt of ages seem fated to endure for all time.

But if Grosvenor Square is the last in Mayfair to be invaded by flats, Lowndes Square is the first one in Belgravia to share the same fate. Here a long row of houses situated on the north-west side extending to Harriet Street has just been demolished to make way for a large new block of flats which is to be seven stories high. A smaller block of flats designed in the same style of architecture has already been completed on the opposite corner of Harriet Street and Lowndes Square.

Several large new blocks of flats have also been completed at St. John's Wood, notably in Abbey Road and Abercorn Place. These and many others scattered all over London have been designed specially in order to meet the ever-increasing demand of the middle classes for

miniature luxury flats, equipped with every modern convenience, at moderate rentals.

Prominent amongst these is Mortimer Court, which has just been erected in Abbey Road. This building, which is eight stories high, is a giant structure of semi-Tudor design, approached by a private drive, and comprises nearly 100 flats of the one-room type with rents varying from £100 to £150 per annum.

In Chelsea new blocks of flats are being erected in Sloane Avenue and in Draycott Avenue at the present moment, and there are signs that this hitherto neglected quarter of the metropolis is coming more into favour with the speculative builder. Another block called Pelham Court is also nearing completion on a large site in Fulham Road overlooking Pelham Crescent. This is to consist of small luxury flats.

Farther afield, many similar buildings have been erected during the last two years at Belsize Park and at Hampstead, districts greatly favoured by well-to-do Londoners on account of their salubrious air. Other fine blocks have also been erected at Hurlingham, notably the Parkview Court on the west side of Fulham High Street, close to Putney Bridge, and those situated at Greystoke Park near Ealing, amidst delightful rural surroundings overlooking the new Western Avenue and the North Circular Road.

Many imposing new blocks of artisan dwellings have been erected during the past three years, notably in Somers Town, Camberwell, and Westminster. Those which have been erected on both sides of Peckham Road stand back some distance from the foot-path and others of a similar character are being erected on the west side of Kennington Park Road on an estate owned by the Prince of Wales. A large new Astoria Cinema has also been erected in the Old Kent Road. In Somers Town practically the whole of the west side of Ossulston Street which overlooks the goods station of the London, Midland and Scottish Railway has been rebuilt and is now lined with superior blocks of artisan dwellings standing back from the roadway in grass plots. These have been constructed in such a way as to avoid the usual monotony of long rows of dwellings of the older types. Other new blocks which have been erected in Page Street, Westminster, are provided with spacious courtyards, and some of them with balconies.

In East London an extensive widening is being carried out at the present time at the western end of the High Street, Stratford. This has necessitated the filling up of a canal situated on the north side of the main road connecting with the river Lea. This improvement should afford great relief to the heavy traffic of this busy industrial area of East London.

As a result of the scheme to rid the country of its slums, the London County Council are hoping to effect great improvements, particularly in Stepney and Bermondsey, and during the next ten years is expecting to provide new housing accommodation for 250,000 people

at a cost of £35,000,000. Although much still remains to be accomplished in providing the poorer classes with decent housing accommodation, it can truthfully be said that nowhere else in the world to-day is there so large a community enjoying so high an average level of comfort as London, nor has there been at any time in history. The conscience of the nation has been definitely aroused.

In the outer suburban area of the metropolis, great developments are taking place on the south-east side which seems to have a special attraction for Londoners because of its salubrious air and pleasant countryside. Since 1930 a vast new garden suburb has sprung up like a mushroom where previously there was nothing but peaceful countryside. This comprises the districts of New Eltham and Penhill Park, which now cover the valley between Eltham and Sidcup. Although it has sprung up within such an incredibly short time, all the houses and roads have been designed on generous lines and with due regard to the high-class character of the district. Practically all of the houses have been occupied immediately upon completion.

Since this country definitely abandoned free trade, many new factories have been erected at Wembley, Hendon, and on the Great West Road. At Tilbury, the well-known firm of boot makers, Messrs. Bata of Zlin, Czechoslovakia, are hoping to erect a large factory on a site comprising 100 acres which they have acquired for that purpose. The plans include the construction of a model village for their workers which is to contain all the amenities of civilized life, including cinemas and places of recreation.

The erection of these ultra-modern factories amidst park-like surroundings away from the centre of London and which provide plenty of fresh air and open spaces has brought great happiness to the artisan classes, causing them to take a greater pride in their work, and engendering in them a feeling of local patriotism. Apart from unemployment and over-production, which, like the poor, are always with us, such improved conditions in the lives of our artisan classes must surely contribute materially to make London a city fit for heroes to live in.

Rapid progress is being made at the present time upon the construction of a wide new road which will provide better access to the Victoria Docks. This commences at Canning Town near the junction of the Barking Road and the new bridge across the Lea, and will enable the heavy traffic to reach the Victoria and Albert Docks without passing through the narrow and congested Victoria Dock Road.

In the outer metropolitan area of Greater London, the two new boroughs of Wood Green and Finchley have now received their Charters of Incorporation. That of Wood Green was presented by Sir Percy Greenaway, the Lord Mayor of London, on 20 September 1933, and that of Finchley by the Earl of Athlone on 5 October 1933.

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