

# GUIDE TO LONDON

## INTRODUCTION.

*That London which is the pride and the problem of our race."*

—LORD ROSEBERY.

NO words could better serve as introduction to a Guide to London than those of Heine: "I have seen the greatest wonder which the world can show to the astonished spirit. I have seen it, and am more astonished than ever—and still there remains in my memory that stone forest of houses, and amid them the rushing stream of faces, of living human faces, with all their motley passions, all their terrible impulses of love, of hunger, and of hate."

In this volume we can attempt only to direct the stranger's footsteps through the "stone forest of houses": the "rushing stream of faces"—with which no building can compare in interest—he must study for himself. Certainly in no city of ancient or modern days has there been such "fulness of life" as that which crowds the streets of the Metropolis at this period of our history; and if Dr. Johnson were alive to-day we can well believe that he would enjoy the traditional "walk down Fleet Street" with even more than his accustomed relish.

### The Sightseer's London.

Although the Metropolis is so vast that it would take the best part of a lifetime to traverse its 10,000 streets, and another lifetime to know intimately every part of the suburbs, the features of interest appealing especially to sightseers are, with few exceptions, confined to a central area, for the most part north of the Thames, measuring roughly some five miles from west to east, and three from north to south. We are far indeed from saying that there is not anything of interest outside this area; but we do say that the visitor, however hardy and determined, who has methodically and conscientiously "done"

the orthodox sights, and taken a trip or two by way of relaxation to places like Windsor and Hampton Court, will have little heart or shoe-leather left for Islington and Kilburn, and other places in the "Middle Ring," unless the calls of business or of friendship lure him thither. We have accordingly dealt fully with the West End and the City, and outlined all the principal excursions from London; but the reader who is in search of detailed information respecting suburban dormitories and nurseries must, we fear, be referred to volumes of greater capacity. We have done our best to squeeze a quart—ought we not rather to say a hogshead?—into a pint pot, but something has perforce been spilt in the process.

### London at a Glance.

It will greatly assist the stranger to keep his bearings in the crowded streets of Central London if he forms at the outset a mental picture of the direction and intersections of the principal thoroughfares. To this end we have prepared a special sketch map (see pp. 8 and 9), showing "London at a Glance," believing that this will be more helpful than pages of elaborate directions. Bear in mind that the river runs from west to east, with a syphon-like northward bend from Vauxhall Bridge to Waterloo; and that the two chief thoroughfares, Oxford Street with its continuations, and the Strand with its continuations, follow approximately the same course from west to east, eventually meeting at the Bank of England. Connection north and south between these two great thoroughfares is provided by Regent Street in the west; by Kingsway and Aldwych, between Holborn and the Strand; and by Chancery Lane at the City boundary.

### "From the top of a 'Bus, Gentlemer.."

"The way to see London," said Mr. W. E. Gladstone once to some American tourists, "is from the top of a 'bus—the top of a 'bus, gentlemen." This is even more true to-day, for several motor omnibus routes now practically traverse the Metropolis from end to end in a single journey. A shilling or two judiciously invested in 'bus fares will enable all the main thoroughfares to be seen, with a much wider range of view than is afforded by taxi or carriage. Care should be taken to ascertain whether the omnibus is going *to* or *from* the point the visitor is desirous of reaching.

### Local Characteristics.

Limitations of space forbid anything like a general survey of London and its various quarters, but the interest of the provincial visitor will certainly be stimulated by remarking that the special aspects of many of the other great towns are reflected here. Thus, the observant will readily discover a commercial Manchester between the General Post Office and the Guildhall, and there is almost another Liverpool eastward of the Tower; the cathedral towns, with cloisters and closes, deans, canons and choirs, are superbly represented in the City of Westminster; while the Inns of Court, with their "quads" and lawns and stately chapels, are strongly reminiscent of Universities like Oxford and Cambridge.

Certain trades and manufactures are localized, and have been so for many years. The Spitalfields silk-weavers are known all the world over. Clerkenwell is as famous for watch-making as Geneva itself, and the manufacture of jewellery and optical, musical, and electrical instruments is almost equally a speciality of that neighbourhood. Lambeth is a rival to North Staffordshire in producing artistic pottery. Southwark is the metropolis of the hop trade; and adjoining Bermondsey tans hides and makes leather for a great part of England. Woolwich, where the nation's great arsenal is situated, is naturally the home of many engaged in the engineering trades; and the same is true, in a less degree, of the neighbouring boroughs of Greenwich, Deptford and Poplar. The cabinet-making, French polishing and upholstering trades have a predilection for Shoreditch, Bethnal Green and St. Pancras. About Aldgate is clustered the Jewish quarter. In Stepney and Whitechapel large numbers of men and women are engaged in the tailoring and dress-making trades. Marylebone is another important centre of the same industries. Bootmakers favour Bethnal Green. A considerable settlement of foreigners, chiefly French and Italian, is established about Soho. Between Farringdon Road and Gray's Inn Road, to the north of the wider part of Holborn, is a large Italian community. The chief markets for tea, corn, wine, and colonial produce are in Mark and Mincing Lanes. The wholesale fruit trade has its headquarters around the Monument, at the northern end of London Bridge, and at Covent Garden. The wholesale fish merchants have a natural liking for Billingsgate and its neighbourhood, a liking which other members of the community do not share. Dealers in diamonds collect in the neighbourhood of Hatton Garden and Houndsditch, and carry on a quiet

and mysterious trade. Paternoster Row and the British book trade are nearly synonymous terms, although most of the larger publishing houses are now established in other parts of London, notably in the streets adjoining Covent Garden. Fleet Street, the Embankment and the Strand are the great centres of newspaper activity, and the adjoining streets and courts are studded with printing-offices. Upper Thames Street is the centre of the paper trade. The financial world of London—bankers, stock and share brokers—for obvious reasons of convenience, finds its centre round the Bank of England and the Stock Exchange, Lombard Street, Prince's Street, Lothbury and the adjacent thoroughfares being almost literally lined by the headquarters of joint-stock banks and insurance companies. Other great mercantile and insurance companies and commercial firms are represented in Cornhill, Old Broad Street, Moorgate Street, King William Street, and other well-known thoroughfares. Ship-owners and agents abound near Fenchurch and Leadenhall Streets, with West End agencies at Cockspur Street, Trafalgar Square. Just as naturally, barristers and solicitors congregate in the neighbourhood of the Inns of Court, as we shall see when we come to Lincoln's Inn, Gray's Inn, and the Temple. The Strand, Leicester Square, Shaftesbury Avenue, Covent Garden and St. Martin's Lane are eminently theatrical neighbourhoods; Wardour Street is the centre of the cinema industry; Pall Mall, St. James's Street and Piccadilly are "clubland"; painters, musicians, authors and actors have a liking for St. John's Wood, Bayswater, Brompton and Chelsea; consulting physicians favour Harley Street, Wimpole Street and Devonshire Street; and architects and civil engineers must generally be sought in Westminster, especially Victoria Street.

### HOTELS AND TARIFFS.

Though for several decades before the War each year had witnessed an increase in the number and capacity of London hotels, the resources of the Metropolis were always in summer severely taxed by armies of visitors from the Continent, the Dominions, and the provinces. London, which had long been supreme in size and commercial importance, confounded her detractors by proving herself easily first as a pleasure resort also. This reputation was more than sustained during the period of hostilities, when to countless thousands of war-worn warriors the precious words of "leave" and "London" became almost synonymous terms. In the period succeeding the Armistice London was perhaps more crowded than ever in her history, and the problem of accommodation became very acute, the

shortage being accentuated by the fact that so many of the largest hotels were "commandeered" in order to house the many Government departments and other centres of War activity. These buildings have now been restored to public use, but there is still at times a shortage of accommodation, and wherever possible arrangements should be made well in advance. Until conditions and prices attain greater stability it must be understood that the tariffs stated in the following pages are inserted rather as an indication of the grade of the various establishments than as a means of making even an approximate estimate of the cost of a visit. In all cases inquiry should be made beforehand as to terms.

## Licensed Hotels.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *a.*, dinner; *a.*, attendance; *fr.*, from.]

Among the chief of these are:—

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| <b>Adelphi</b> , 1-4, John Street, Strand: <i>R.</i> and <i>b.</i> , fr. 9/6; <i>l.</i> , 3/6; <i>d.</i> , fr. 6/-.  | <b>Cannon Street</b> (S.E. and C.R.): <i>R.</i> and <i>b.</i> , single, fr. 8/6; double, fr. 17/-; <i>l.</i> , 3/6; <i>t.</i> , 1/3; <i>d.</i> , 5/6.  |
| <b>Alexandra</b> , Hyde Park Corner.   | <b>Carlton</b> , Pall Mall, S.W.   |
| <b>Anderton's</b> , Fleet Street: <i>R.</i> and <i>b.</i> , 8/6; <i>l.</i> , 2/6; <i>t.</i> , 1/6; <i>d.</i> , 4/6.  | <b>Carter's</b> , 14-15, Albemarle Street, W.  |
| <b>Arundel</b> , 8, Arundel Street, Strand: <i>R.</i> , single, fr. 6/-; double, fr. 12/-; <i>b.</i> , 3/-; <i>l.</i> , 3/6; <i>t.</i> , 1/3; <i>d.</i> , 4/6.<br><i>Boarding terms</i> : fr. 15/- per day; fr. 105/- per week; fr. 32/6 per week-end. | <b>Cavendish</b> , 81, Jermyn Street, Piccadilly.  |
| <b>Bailey's</b> , Gloucester Road, S.W.  | <b>Cecil</b> , Strand and the Embankment.  |
| <b>Bedford</b> , 83-95, Southampton Row, W.C.  | <b>Charing Cross</b> (S.E. & C.R.): <i>R.</i> , single, fr. 6/6; double, fr. 11/-; <i>b.</i> , 4/-; <i>l.</i> , 4/6; <i>t.</i> , 1/6; <i>d.</i> , 6/6.   |
| <b>Berkeley</b> , 77, Piccadilly, W.   | <b>Charterhouse</b> , Charterhouse Square, E.C.  |
| <b>Berners</b> , Berners Street, W.1.  | <b>Claridge's</b> , Brook Street, Grosvenor Square, W.   |
| <b>Brown's and St. George's</b> , 21-24, Dover Street, and 29-34, Albemarle Street, W.   | <b>Connaught</b> , Carlos Place, Grosvenor Square, W.  |
| <b>Burlington</b> , Cork Street, W.1: <i>R.</i> single, 7/6; double, 15/-; <i>b.</i> , 2/6; <i>l.</i> , 4/6; <i>t.</i> , 1/6; <i>d.</i> , 7/6.<br><i>Boarding terms</i> : 22/6 per day.  | <b>Covent Garden</b> , 22-5, Southampton Street.   |
| <b>Cadogan</b> , 75, Sloane Street, S.W.   | <b>Cox's</b> , 54, Jermyn Street, S.W.: <i>R.</i> , single, fr. 10/6; double, fr. 15/-; <i>b.</i> , 4/-; <i>l.</i> , 4/-; <i>t.</i> , 1/6; <i>d.</i> , 6/6.<br><i>Boarding terms</i> : 25/- per day; 175/- per week. |
|  | <b>Craven</b> , 43-6, Craven Street, Strand.   |