

appear narrower than it is. In Old Broad Street (No. 19) is the City of London Club, frequented principally by bankers and merchants. At the eastern end of London Wall (p. 212) is Carpenters' Hall, rebuilt in 1876, and containing some fine pictures and plate. Throgmorton Avenue, at the corner, leads down to Throgmorton Street, generally crowded by bare-headed individuals of varying degrees of frivolity, whose presence betrays the whereabouts of that important institution, the Stock Exchange (Plan II. O. 7), in Capel Court. Only members are admitted to the building, but as not a little business is done "in the street," strangers may derive a certain edification from observing the solemnity with which matters of high finance are conducted. "Jobbers" deal in particular securities only; "brokers" act as intermediaries between jobbers and the public. Members are not allowed to advertise. Persons who do so are "outside brokers," not amenable to the stringent rules and regulations of the "House." In Throgmorton Street is the Drapers' Hall, with garden attached, a luxury indeed on such a site. The hall dates in part from 1667, but has been nearly rebuilt in recent years. To the north, in Austin Friars, is the Dutch Church, originally part of an important Augustinian Friary, which came into the hands of Henry VIII. at the Dissolution and was granted by the boy king, Edward VI., in 1550 "to the Dutch nation in London, to be their preaching place," a purpose it has ever since served. The building was fortunate in escaping the Great Fire, and has some ancient monuments. It is said to have the largest floor space of any City church, St. Paul's Cathedral excepted. Lothbury, in which are the offices of some of the principal financial magnates, skirts the north side of the Bank of England, while Bartholomew Lane, on the east, in which is the entrance to Capel Court and the Stock Exchange, will bring us back to our starting-point.

**ROUTE XII.—CORNHILL—GRACECHURCH STREET—LEADENHALL STREET
—ALDGATE—WHITECHAPEL—FENCHURCH STREET—MARK LANE.**

Another "spoke" radiating from the Bank is Cornhill (Plan III. N. and O. 8), having on its south side St. Michael's Church, rebuilt by Wren after the Fire, and restored in modern times by Sir G. G. Scott. It has a fine Gothic tower, modelled on Magdalen Tower, Oxford, and a pulpit carved by Grinling Gibbons. St. Peter's Church, almost next door, also rebuilt by Wren, was founded, according to an ancient tablet in the vestry, by "Lucius, the first Christian king of this land then called Britaine." During excavation of the adjoining site in

1922 remains were found of the Roman City wall. About the same time remains of a Roman residence were found 13 ft. below the surface of Gracechurch Street, near by. Gray, author of the famous *Elegy*, was born at No. 41, Cornhill (tablet). At the intersection Gracechurch Street (Plan III. O. 8) leads southward to London Bridge (p. 229). The peculiar name recalls a herb or grass market, at one time held in the yard of the demolished St. Benet's Church, hence known as the "Grass Church." Here Cornhill ceases, and its eastward continuation becomes Leadenhall Street. On the right is Leadenhall Market, for vegetables, poultry, live-stock, etc. Among the latter are usually included rabbits, fowls, dogs, cats, etc., the last-named in steady demand for long voyages in rat-haunted ships and for warehouses. It is interesting under the circumstances to recall that the ground on which the market stands was given to the City by Dick Whittington. At the corner of Leadenhall Street and Lime Street stood until about 1862 the offices of the old East India Company, where Charles Lamb, a clerk for many years, was accustomed, as he facetiously put it, to "make up for coming late by going away early." On the opposite side is St. Mary Axe, over the name of which antiquaries still wrangle. At its foot is St. Andrew Undershaft (*open daily 12 to 2*).

The church derives its name, according to Stow, from a long shaft, or Maypole, higher than the Church steeple, which used to be set up opposite the south door. The Puritans declared the inoffensive shaft an idol, and had it "raised from the hooks whereon it had rested for two-and-thirty years, sawn in pieces and burnt." The church, rebuilt in 1520-32, has stained-glass windows containing full-length portraits of Edward VI., Elizabeth, James I., Charles I. and Charles II. At the end of the north aisle is the alabaster monument of Stow (d. 1603), the Chronicler of London, who is shown at his writing-table, with a reed pen in hand. The pen, it is said, has been stolen over and over again, under the impression that it was the identical pen with which the *Chronicles* were written.

In St. Mary Axe, too, are the palatial headquarters of the Baltic Mercantile and Shipping Exchange, built at a cost of nearly half a million pounds in 1903, and forming the headquarters of merchants, shippers, brokers, etc., trading mainly in grain and similar products. Like Lloyd's, it sprang from a famous old coffee-house.

Continuing along Leadenhall Street, we have on the left the Church of St. Katherine Cree, or Christ Church (*open daily 12 to 2*), rebuilt, except the Gothic tower, by Inigo Jones in 1631.

In allusion to its dedication, it has a Catherine-wheel window. Holbein, the artist, is said to have been buried here in 1543. According to the late Mr. Bryan Corcoran, "when the body of the church was rebuilt in 1630, one of the old pillars was left *in situ*. It now only shows 3 ft. above ground, the rest of it—15 ft.—being beneath the surface; a silent evidence of how much the ground has risen in the City." The "lion sermon," to commemorate the escape of a Lord Mayor of Charles I.'s time from the jaws of a lion in Africa, and a "flower sermon," the idea of which has been adopted far and wide, are annually preached in this church.

We are now at Aldgate (Plan II. O 7), the site of a former city portal, Ale-gate, or All-gate (i.e., open to all), having beyond it one of the "without" wards—Portsoken, "the field beyond the gates." Many a facetious debtor has attempted to right himself by a "draught (draft) on Aldgate Pump." Hereabouts, as a glance at shop signs and passing faces betrays, is the Jewish quarter of the Metropolis. Turning to the left, we pass close to St. James's Place, in which is the Great Synagogue, the Hebrew cathedral of London. There are other synagogues close at hand in Bevis Marks, Fenchurch Street, etc. At the corner of Houndsditch (p. 221) is the Church of St. Botolph, Aldgate, with a spacious open churchyard (among the graves is that of William Symington, one of the pioneers of steam navigation.) In the church is preserved, though it is rarely shown, a somewhat ghastly relic—the supposed head of the Duke of Suffolk, beheaded on Tower Hill in 1554. The Minories, on the right, is an unattractive thoroughfare leading southward to the Tower of London. The ancient Holy Trinity Church, now the St. Botolph Institute, formerly belonged to an abbey of Minorettes, or nuns of St. Clare—hence the name of the street. American visitors are interested in the monuments to the Legge family (Earls of Dartmouth), with which George Washington was connected. One contains a representation of the Stars and Stripes. During the rebuilding of Nos. 15 and 16, America Square, near the Minories, in 1908, a splendidly preserved section (60 ft.) of the Roman City Wall was unearthed. No. 14 was the home, early in the nineteenth century, of Baron Meyer de Rothschild, the founder of the English branch of the great financial house. To the west of the Minories is Jewry Street, in which is the Cass Technical Institute, rebuilt in 1899. In the course of excavations made in 1905, another massive fragment of the old wall was dis-

covered at the bottom of this street ; it has been incorporated in the basement of Roman House.

Continuing along Aldgate, we have on the left Aldgate Station, the easternmost station reached by the "Inner Circle" (p. 41).

From here the **Whitechapel and Bow Railway** runs for two miles beneath the Whitechapel and Mile End Roads to form a junction with the Tilbury and Southend line (L.M. & S.R.) at Barking. Following **Whitechapel High Street**, we shortly have on the right **Commercial Road**, leading to Stepney, Limehouse and the East and West India Docks. Here stands the **Sailors' Palace**, the headquarters of the successful work for seamen carried on in nearly all the ports of the world by the British and Foreign Sailors' Society. In Stepney Causeway, a short distance west of Stepney Station, are **Dr. Barnardo's Homes** (Plan III. R. 8), caring for a huge family of destitute children, numbering about 7,000. *Visitors are shown round every afternoon, except Saturday, from 2 till 5.*

Close at hand, in High Street, Shadwell, is the **King Edward Memorial Park**, opened by King George V. in 1922. The upper terrace commands good river views, and the maritime importance of the district in earlier days is recalled by a monument to Willoughby, Frobisher and other 16th-century navigators.

In **Commercial Street**, leading northward from Whitechapel High Street, is **St. Jude's Church**, which has been for many years a centre of sweetness and light in a sordid district. The exterior is adorned with a mosaic by G. F. Watts, and there are pictures by the same artist within. **Toynbee Hall**, adjoining, has long been an important educational centre, where University graduates grapple at first hand with the problems of poverty and share the life of East End dwellers. Close at hand is the **Whitechapel Art Gallery** (Plan II. P. 7). A free Library and Museum adjoin.

In the **Whitechapel Road**, about half a mile beyond the Art Gallery, is the **London Hospital**, with accommodation for nearly 1,000 in-patients and an army of out-patients. The Hospital was founded in 1759. Opposite is a *Memorial of King Edward*, erected by popular subscription among the Jewish community in East London, and in the grounds is a colossal bronze *Statue of Queen Alexandra*. At the back is the large church of **St. Philip, Stepney**. Cambridge Road, on the left, would take us northward to the **Bethnal Green Museum** (p. 221). At the corner of this road, and at the beginning of the spacious **Mile End Road**, are the **Trinity Almshouses**, for seamen and their wives and widows, a picturesque group little altered since their establishment by Trinity House in 1696. No. 88, Mile End Road, marked by a tablet, was the residence of that dauntless navigator, Captain Cook. It will be noticed that **Mile End** is just about a mile from the old City wall, a fact to which it doubtless owes its name. **Stepney Green**, on the south side of Mile End

Road, leads obliquely to **St. Dunstan's**, the parish church of Stepney, a fine Perpendicular building, with registers dating back to 1568. It contains several tombs of fifteenth and sixteenth-century worthies, including Sir Henry Colet, father of Dean Colet of St. Paul's.

Another is the well-known "fish and ring" monument to Dame Rebecca Berry, who was long supposed to be the heroine of the ballad called "The Cruel Knight and the Fortunate Farmer's Daughter." According to the story—a curious variant of that of St. Mungo, which gave rise to the "fish and ring" in the Glasgow arms—a knight was passing a cottage when he heard the cries of a woman. His knowledge of the occult sciences warning him that the child then born was destined to be his wife, he attempted unsuccessfully to encompass the death of the child, in order to escape this ignoble alliance. When she had grown to woman's estate he took her to sea with the intention of drowning her. Relenting of his purpose, he cast a ring into the sea and commanded her never to see his face again unless she could produce the ring. The woman became a cook, and, finding the ring in a cod-fish, married the knight.

Towards the eastern end of Mile End Road is the **People's Palace** (Plan II. R. and S. 6), the outcome of a suggestion in Sir Walter Besant's *All Sorts and Conditions of Men*. The Queen's Hall, seating 2,500 and having a magnificent organ, was opened by Queen Victoria in 1887. There are summer and winter gardens, a library, gymnasium, swimming-baths, workshops, etc. The funds were mainly provided by the trustees of Mr. Barber Beaumont and by the Drapers' Company. The Palace is also known as the East London College (affiliated to London University), and is the centre of much useful educational work.

We have wandered rather far from the City, however, and must beg the reader to put on the magic slippers and return at a bound to Aldgate (p. 224). Varying our outward route, we will regain the Bank by way of **Fenchurch Street** (Plan III. O. 8). In Lloyd's Avenue, on the south side, is the fine building of **Lloyd's Shipping Registry**, with beautiful friezes and marbles. **Fenchurch Street Station** is the terminus of the former London, Tilbury and Southend Railway (now part of the London, Midland and Scottish system), and is also used by the Great Eastern lines of the North-Eastern Group. The *London Tavern*, a modern building with statues, at the corner of Mark Lane and Fenchurch Street, occupies the site of the old "King's Head," where Queen Elizabeth dined immediately after her release from the Tower in 1554. Some relics of the Virgin Queen are preserved within.

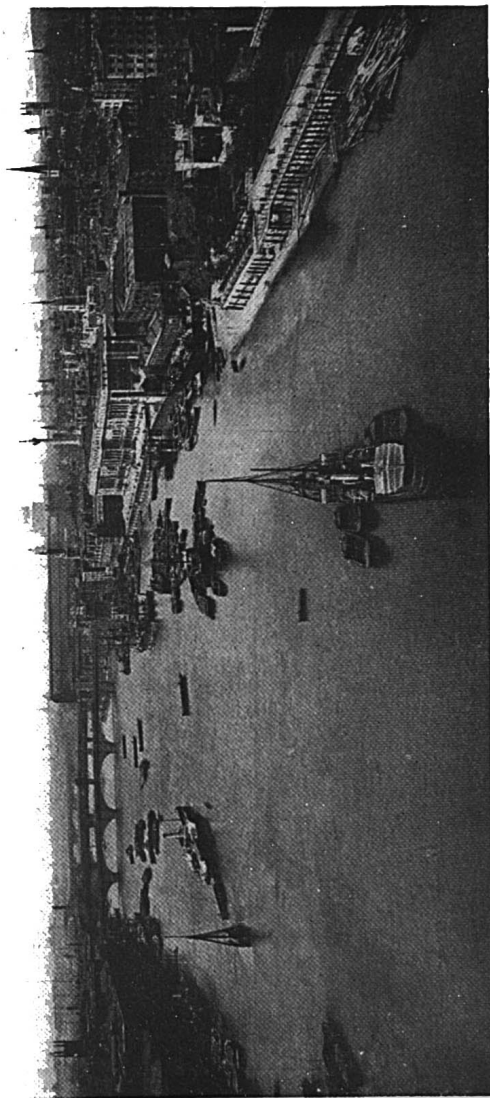
Steps in front of the station lead down to Hart Street, where is **St. Olave's Church** (*open 12 to 3.30*), one of the seven surviving City churches of the score or so that escaped the Fire. The

dedication refers to St. Olaf of Norway (995-1035). The present building dates from the middle of the fifteenth century, and contains many quaint old monuments and brasses, some of which were removed from neighbouring fanes on their demolition. It is chiefly interesting, however, as "our owne church" of Samuel Pepys, the diarist (1633-1703). He and his wife are buried here, a modern memorial in the south aisle recalling the fact. His association with the parish arose from the fact that he was Secretary to the Admiralty, the Navy Office at that period being in Crutched Friars. St. Olave's owed its preservation from the Fire to Pepys himself, it being at his suggestion that men were brought from the dockyards to blow up surrounding houses and thus stay the conflagration. The parents of Joseph Chamberlain were married here in 1835. Every year, on Trinity Monday, the Master and Brethren of Trinity House attend service at St. Olave's. It is also the official church of the Clothworkers' and Ironmongers' Companies.

Crutched Friars is a crooked street deriving its name from a former monastery of the Friars of the Holy Cross. Commercial as is all this quarter now, it is to be remembered that when the Court was in residence at the Tower, the nobility and gentry had mansions hereabouts and the great religious houses gave it an ecclesiastical importance hard indeed to realize to-day.

Mark Lane (a corruption of *Mart Lane*), connecting Fenchurch Street with Great Tower Street, is the distributing centre of the corn trade, the dealers on market days, chiefly Mondays, meeting in the two Corn Exchanges, the old building dating from 1827, the new hall from 1881. Mark Lane has been described as "the cradle of the British Navy," the Navy Office, or Admiralty, having been here until 1656, when it was removed to Crutched Friars, and subsequently westward. Mincing Lane, running parallel on the west, is the centre of the wholesale tea trade. Mark and Mincing Lanes and the streets thereabouts are also the headquarters of the wine trade, and the whole locality is honeycombed with vaults. The Clothworkers' Hall, half-way down Mincing Lane, seems somewhat out of place in such a locality. One of the Company's most treasured possessions is a loving cup presented by Pepys, who was Master in 1677.

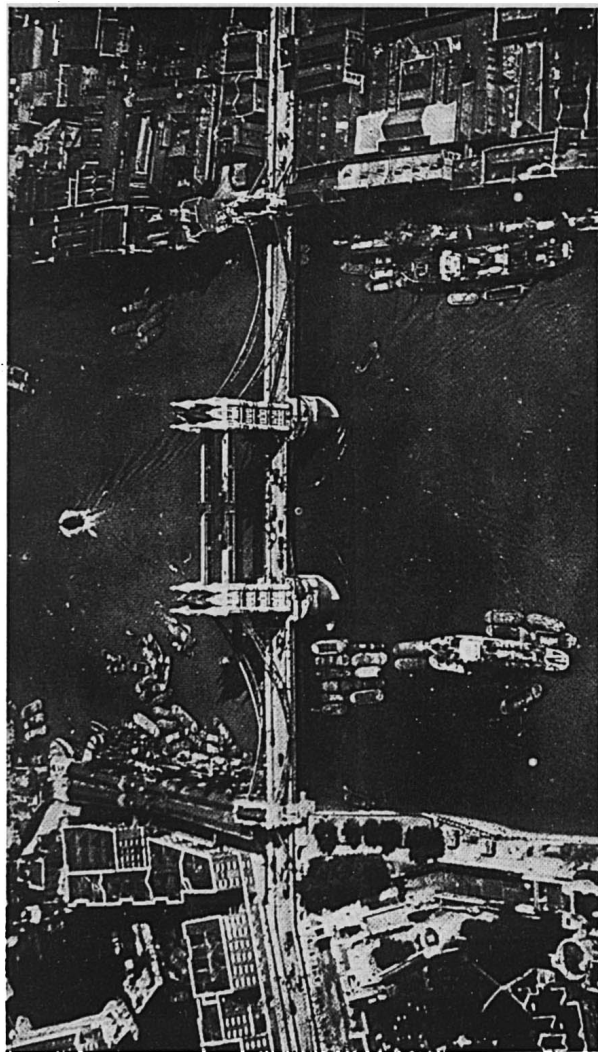
Continuing along Fenchurch Street, we cross Gracechurch Street (p. 223) and enter Lombard Street (Plan III. N. and O. 8), generally considered the richest street in the world. On either side handsome buildings display brass plates bearing names we would gladly be more familiar with, and some hang out "signs" in the approved mediæval style. On the north side are two of Wren's churches, *St. Edmund King and Martyr* and



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[Dundee.]



[Aero Series,

THE TOWER BRIDGE, FROM AN AEROPLANE.

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All Hallows, the latter sometimes referred to as "the church invisible," from its secluded position. In Post Office Court is that useful institution, the **Bankers' Clearing House**, where cheques having a face value of thousands of millions change hands every year. The name of the street is an obvious reminder of the old Lombard money-lenders. Pope was born in Plough Court in 1688. On the north side of the street is the Church of **St. Edmund King and Martyr**, which suffered severe damage during an air raid in July, 1917, and at the western end is **St. Mary Woolnoth**, already referred to (p. 194).

**ROUTE XIII.—KING WILLIAM STREET—LONDON BRIDGE—THE TOWER—
TOWER BRIDGE—THE DOCKS.**

Now let us complete our rambles from the Bank by following **King William Street**, named after "our sailor king," in a south-easterly direction to London Bridge, whence we can turn eastward to the Tower and the Docks. Near the junction with Cannon Street and Gracechurch Street stood the old *Boar's Head* tavern, the scene of the roysterings of Prince Henry and Falstaff. Across the road is the *Monument Station* (Underground), and in Fish Street, to the east, is the **Monument** itself (Plan III. O. 8), a fluted Doric column, 202 ft. high, erected by Wren to commemorate the Great Fire of 1666, which broke out in Pudding Lane close by, and destroyed property valued at over ten million pounds (p. 56). Persons desirous of so doing may, on payment of threepence, ascend to the "caged" gallery near the top. The view is sublime, but the steps are 311. The cage is designed to protect would-be suicides from themselves. The gilt urn, like Moses's bush, burns but is not consumed.

The present **London Bridge** (Plan III. N. 8) dates from 1831, and was designed by John Rennie. Considerably over 20,000 vehicles and more than 110,000 foot passengers cross it every day.

The Thames at this point narrows to 900 ft., but is much wider both above and below. The bridge is a granite structure of five arches, having a length of 928 ft. The span of the central arch is 152 ft. In 1903 the width was increased to 65 ft. During building operations at the north end of the bridge in 1922 an arch of an earlier bridge was discovered. This has been removed and re-erected at Wembley Park (p. 140). Until after the middle of the eighteenth century, London Bridge afforded the only means of crossing the Thames hereabouts except by boat. The predecessor of the present structure was more like a street than a bridge, being lined on both sides with houses and having fortified gates