

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

at each end. These gates, were more often than not garnished with human heads.

From the east side of the bridge is gained a fine view of the busy Pool, so admirably rendered in the pictures of Vicat Cole, W. L. Wyllie, Chas. Dixon and others. Below the west side, and dating from the same period, is **Fishmongers' Hall**. The Fishmongers, incorporated so long ago as the reign of Edward I., are one of the wealthiest of the great companies. The King and the Prince of Wales are freemen. On the staircase is a statue of "Brave Walworth, knight, Lord Mayor," who slew rebellious Tyler; and the actual dagger is also shown, though it is quite erroneous to suppose, as many do, that this is the object which figures in the City arms. As a matter of fact, the heraldic emblem is not a dagger at all, but the blunt-pointed sword of St. Paul, the patron saint of London, and the city authorities so represent it on all official documents.

The northern approach to London Bridge spans **Lower Thames Street**, a decidedly "fishy" thoroughfare—if a road which is perpetually blocked can be called a thoroughfare—skirting the north bank of the Thames between London Bridge and the Tower. Just below the bridge, at the foot of Fish Street Hill, is the Church of **St. Magnus the Martyr**, rebuilt by Wren after the Fire. We are now in the somewhat unsavoury locality of **Billingsgate**, which has been almost from time immemorial the principal fish market of London. To be seen at its best (or worst), the Market should be visited shortly after the opening at 5 a.m. An interesting feature of the river are the **Dutch eel boats**, which have enjoyed the right of mooring here ever since the days of Queen Elizabeth. Motor boats in 1923 replaced the more picturesque sailing craft so long familiar to Londoners. Adjoining is the **Custom House**, the fine river front of which, 488 ft. long, is an imposing feature in the view from London Bridge. Opposite, at the corner of St. Mary-at-Hill, is the **Coal Exchange**, with a tower over 100 ft. high. Among the curiosities shown here are the remains of a Roman bath, and a sword in the City arms made of the wood of a mulberry tree said to have been planted by Peter the Great when learning ship-building in this country. In Idol Lane is the church of **St. Dunstan-in-the-East**, rebuilt in the early part of last century to replace a building designed by Wren, of which the steeple remains, being by common consent the most graceful in London. The neighbouring church of **St. Mary-at-Hill** is the headquarters of the Church Army. In Rood Lane, close by, is the interesting church of **St. Margaret Pattens**,

rebuilt by Wren in 1687. Its canopied pews are unique in London, and it has some noteworthy pictures.

We turn now into **Great Tower Street**, the eastward continuation of Eastcheap. Nearly opposite *Mark Lane Station* is the church of **All Hallows, Barking**, so called not because it is in Barking, which is 7 miles distant, but because it was founded by the nuns of Barking Abbey, a figure of whose first Abbess, St. Ethelburga, may be seen in the porch. The registers record the baptism of William Penn on October 23rd, 1644; he was born on the east side of Tower Hill (see below). In 1911 the Pennsylvania Society of New York erected a bronze tablet in the church in commemoration of the fact. The church contains a number of old brasses.

We have now reached **Tower Hill**, as interesting a spot historically as any in the City. Slightly to the north-west, on the lawn of Trinity Square gardens, is a slab of granite paving with the inscription, "Site of ancient scaffold. Here the Earl of Kilmarnock and Lord Balmerino suffered, 18th August, 1746." These were almost the last persons in England to be beheaded (the honour of being the last belongs to Lord Lovat, 1747).

Were the list to be a full one a stone of enormous dimensions would be required. This was the place of public execution; only a few "privileged" persons were executed in the privacy of the Tower itself (see p. 235). A less dismal association is the fact that "at his father's house on the East side of Tower Hill, up a court adjoining the City Wall," William Penn, the founder of Pennsylvania, was born in 1644.

THE TOWER.

Plan III. O. 8.

Admission.—The Tower is open daily, except Sundays, from 10 to 6 (Oct. 1st to April 30th, 10 to 5). Tickets for admission must in all cases be obtained from the Office adjoining the principal entrance on Tower Hill. *The issue of these tickets ceases an hour before the time of closing.*

Fees.—The fees for all accessible parts total 1s. 6d., viz. Vaults and Armouries of White Tower, 6d. (free on Saturdays); Jewel House, 6d.; Bloody Tower, 6d. Any ticket admits gratis to the Beauchamp Tower. The Chapel of St. Peter ad Vincula can also be seen by persons accompanied by a warder.

Nearest Station.—Mark Lane (District).

Omnibuses from Finsbury Park and Shoreditch to Camberwell and Dulwich cross the Tower Bridge. There are also numerous services of omnibuses and electric tramcars to Tower Bridge Road, the southern approach to the Tower Bridge.

Surrounding the Tower on all sides is the **Moat**, now drained and used as a drill and playground, though it could still, if necessary, be easily flooded. The fortress, including the moat, occupies an irregular pentagon of about 18 acres, the circuit of the outer walls being nearly two-thirds of a mile. Only a small portion is within the City boundary.

Historical Note.—Tradition has it that a fortress stood here in Roman times. In 1078 William the Conqueror built the great

central keep, or White Tower, for the purpose of protecting and overawing the City. His architect was Gundulph, Bishop of Rochester, and the work bears a marked resemblance to that of Rochester Castle. The keep first became known as "La Tour Blanche" in the reign of Edward III., possibly, as some authorities contend, because it was at that time whitewashed. The inner wall, with its thirteen towers, was added by William Rufus, the moat by Richard I. Henry III. made very extensive additions and surrounded the whole by a second wall, with three rounded bastions on the north side, and six towers commanding the river.

In viewing the Tower, it must be borne in mind that it has served the three purposes of a fortress, a palace and a prison. Several of the Norman and Plantagenet kings were glad of its protection. Four foreign kings were detained here: King John the Good of France, after his overthrow by the Black Prince at Poitiers; and three Scots kings, Baliol, David II. after the battle of Neville's Cross, and James I. of Scotland. The most touching of all Tower memories is, of course, the murder, in 1483, of the young king Edward V. and his brother, the Duke of York, at the instigation of Gloucester, afterwards Richard III. Some bones, supposed to be theirs, were found in 1641 beneath the staircase leading to the second floor of the White Tower, and were interred, by order of Charles II., in Henry VII.'s Chapel at Westminster. A plate in the wall marks the place where the bones were found, but now that the entrance to the White Tower is made from the north this spot is no longer shown. The Tudor sovereigns made fairly frequent use of the Tower as a residence, but it can have been little to the taste of Elizabeth, some of whose early years were spent here as a prisoner. James I. and Charles II. were crowned from here; but the Tower has long ceased to have any special association with royalty, except from the fact that it serves as a place of custody for the Crown jewels.

We enter by wooden gates on the site of the Lion Gate, and obtain our tickets from the office on the right. The *Refreshment Room* we pass through is on the site of the old Lion Tower, so named from the royal menagerie maintained here down to 1834, which gave rise to the expression about visitors coming to London "to see the lions."

Passing under the Middle Tower (*temp.* Henry III.), where the Cato Street conspirators were imprisoned, we cross a stone bridge over the Moat and reach the Byward Tower, giving access to the Outer Bail or Ward. Byward comes from *by-word*, the word that alone could get you by, or pass-word, as we should say to-day. Down to early Plantagenet times the Court of Common Pleas was held inside the Tower, and litigants and others who had the right to attend were given the pass-word. Before this we shall probably encounter one or two magnificent specimens of the famous Beefeaters, or Warders of the Tower, whose picturesque uniform has remained unchanged since the institution of the corps in the reign of Edward VI.

Passing under the Byward Tower, we see on the left the **Bell Tower**, where the Princess Elizabeth was imprisoned. On the western wall that connects this tower with the **Beauchamp Tower** is the Prisoners' Walk, along which the Princess took exercise. Farther along the south front, on the right, overlooking the river, is **St. Thomas's Tower**, with the wide archway of the **Traitors' Gate** beneath it. It was by this gloomy water passage that State prisoners entered the Tower, some of the most notable being Sir Thomas More, Anne Boleyn, Lady Jane Grey and the Duke of Monmouth.

The building of St. Thomas's Tower was resented by the citizens, and there were whispers that the ghost of Thomas à Becket had protested against it. Two disasters during the erection gave colour to the story, so, to appease the saint, King Henry III. called the tower after him.

Opposite is the **Bloody Tower** (see also p. 236) with its portcullis, almost the only survival of the kind in working order. Through the little window above it Archbishop Laud leaned out to bless Thomas Wentworth, Earl of Strafford, on his way to execution. Below this archway, according to Sir Thomas More, was the first burial-place of the little Princes. Later, he tells us, Richard III. "insisted on their resting in a better place, when a priest of Sir Thomas Brackenbury took them up, and buried them in such secrecy, as by the occasion of his death, which was very shortly after, no one knew it." This secret place we know now was in the White Tower, below St. John's Chapel, consecrated ground at that time. The staircase beneath which the bones were found was not built in the time of Richard III.

We pass between the Bloody Tower and the Traitors' Gate and then turn through the next gate in the Inner Curtain Wall, on the left, and have before us the **White Tower** (entrance on farther side). This, the central and oldest portion of the fortress, is a nearly square building, measuring 118 ft. from east to west, and 107 ft. from north to south. At the corners are turrets, three square and one circular. The walls in the lower part are 15 ft. thick, decreasing to 11 ft. in the upper storey. At the south-east corner are the ruins of the **Wardrobe Tower**. In this was embodied part of the **Roman Wall**, which is still visible.

Entering the White Tower by an external stairway, we find ourselves on the lower floor of the **Armouries**, which comprise an extensive and valuable collection founded by Henry VIII. Generally speaking, the earlier arms and armour are on the top floor, while the lower floor contains the later weapons, Indian armour and personal relics, but a strictly chronological arrangement is not possible. On the lower floor a touch of modernity is supplied by a case containing specimens of officers' swords of the Allied Armies, 1914-18, French and British trench helmets, and other War exhibits, including Lord Kitchener's historic Call to the Nation. The collection includes very few pieces prior in date to the fifteenth century. In a vault at the farther end

of the floor we are on are exhibited an execution block, headsman's axes, etc. Here were confined Sir Walter Raleigh, after his return from Guiana, Sir William Wallace, Guy Fawkes, and other notabilities. It will be noted that all this part is actually above ground, and the dungeons in their present state hardly suggest their old-time terrors. From this floor we ascend a winding staircase in the thickness of the western wall to the middle floor, in an angle of which is the **Chapel of St. John**, one of the most perfect specimens of Norman architecture extant. It has lately been restored, and cunningly-placed lights display its features to advantage. When the Kings of England lived in the Tower this was their private Chapel. Here "Bloody Mary" was married by proxy to Philip of Spain, and here her unfortunate rival, Lady Jane Grey, prayed the night before her execution. Wat Tyler dragged the Archbishop of Canterbury from the altar of St. John's Chapel to death upon Tower Hill. On a higher floor the King's Council met, and it was here that Richard III. said to Lord Hastings: "Dost thou answer me with an if? By St. George, I will not dine until thy head is cut off." This chamber witnessed, too, the deposition of Richard II., from which, as Shakespeare shows, so many subsequent tragedies sprang. From the Chapel we pass to the upper floors of the Armouries and then descend by many steps to the **Vaults**, recently rendered accessible to the public. Here are exhibited a number of ancient mortars and other curios, including a fine sculpture of the Lion of St. Mark and relics of the *Royal George*.

Leaving the White Tower, we pass a number of old cannon, of all countries and periods, and cross the Green to the Beauchamp Tower. To the north of the path is the **Site of the Scaffold**, paved with granite by order of Queen Victoria. Here were beheaded Lord Hastings (1483), Anne Boleyn (1536), the Countess of Salisbury, the "last of the Plantagenets" (1541), Catharine Howard (1542), Viscountess Rochford (1542), Lady Jane Grey (1554), and the Earl of Essex (1601). Anne Boleyn was beheaded with a sword, the others by axe. All were buried in the gloomy **Chapel of St. Peter ad Vincula**, as were also most of the celebrated persons beheaded on Tower Hill (p. 231). Well does Macaulay say of the chapel cemetery: "In truth, there is no sadder spot on earth than this. The Chapel may be viewed on application, and the public are admitted to the 11 a.m. Sunday service.

Eastward of the Chapel of St. Peter are the **Waterloo Barracks**, but these and other portions of the Tower in use for military purposes are not shown.

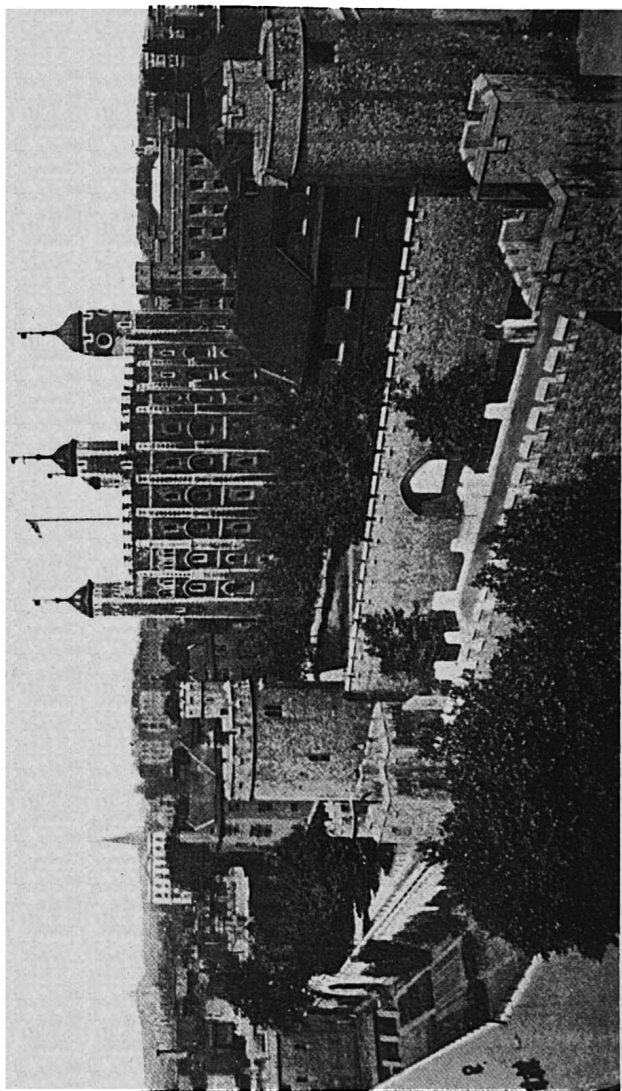
The **Beauchamp Tower**, on the west side of Tower Green, and forming part of the inner wall, is one of the most interesting portions of the fortress. Built by Edward III., it was long a place of confinement for prisoners of rank, and its inner walls are covered with inscriptions left by these unhappy mortals. A large number of the glass-protected inscriptions in the principal

room on the first floor have been dexterously transferred from other parts of the building.

On the south side the Green is overlooked by the **King's House**, formerly the Lieutenant's lodgings, in the council room of which Guy Fawkes and his fellow-conspirators were examined by torture. Adjoining it is the house of the Gentleman Gaoler, or Chief Warder, from one of the windows of which Lady Jane Grey saw her husband led out to slaughter from the Beauchamp Tower, and his headless body brought to the Chapel, while the scaffold was even then being prepared for her own death.

A doorway in the south-east corner of the green leads to the first floor of the **Bloody Tower** (see also p. 234). On the right, immediately on entering, will be observed the apparatus for raising and lowering the ancient portcullis. In this tower Sir Walter Raleigh spent the first years of his second imprisonment, that lasted twelve years, and here began his *History of the World*. At the Raleigh Tercentenary in November, 1918, Sir Charles Wakefield presented to the Tower a copy of this work, and it is now appropriately shown in the chamber where it was begun. The tercentenary wreath is shown also. Cranmer and Ridley were confined here, also Judge Jeffreys, who drank himself to death within these walls. Ascending to the room on the second floor, reputed to be the scene of the murder of the Princes, we can pass out on to the Prisoners' Walk, wherefrom Sir Walter Raleigh would acknowledge the cheers that reached him from passing vessels.

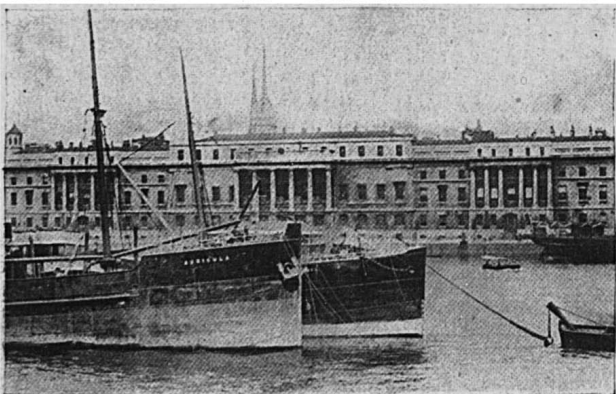
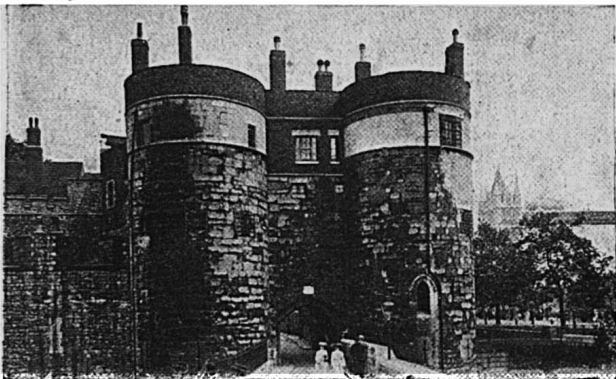
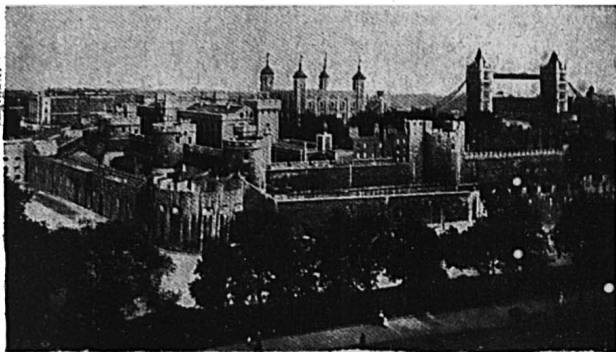
Leaving the Bloody Tower, we descend the steps in front to the **Inner Bail**, and turn rightward to the **Wakefield Tower**, which was built by William Rufus and was originally called the **Record Tower**, sometimes the **Hall Tower**. Its present name is derived from the battle of Wakefield, as a result of which it was crowded with Yorkist prisoners. With equal propriety it might be renamed the **Culloden Tower**, having been crowded with rebels of '45. Henry VI. is said to have been stabbed by Richard Crookback in its little eastern chapel. But for many the chief interest of this tower is as the repository of the **Crown Jewels**. The large circular apartment has in the centre a double case of steel. The blazing crowns, sceptres, swords, etc., are all labelled and can be plainly seen when the crowd is not great. Among them is the **Imperial State Crown** of King George V. It contains about 3,200 diamonds, pearls, etc., and weighs nearly 2½ lb. The crown is surmounted by a diamond **Maltese Cross**, beneath which is placed one of the famous "Stars of Africa," presented to King Edward by the Transvaal in 1908. The diamond is oblong in shape, weighs 309 $\frac{3}{8}$ th! carats, and can be detached when desired and worn by the Queen as a brooch and pendant. The second "Star" (egg-shaped) is even larger, weighing 516½ carats. It is, in fact, the largest diamond in the world. It is placed in the King's sceptre, but, like the sister jewel, can be removed if desired. The case also contains the **Imperial Crown** worn by His Majesty as King-Emperor at Delhi



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THE TOWER OF LONDON.

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THE TOWER OF LONDON—THE BYWARD TOWER—THE
CUSTOM HOUSE.

in December, 1911; the State Crown worn by Queen Mary at the Coronation; and the orb, anointing spoon, state sword, and other Coronation regalia. The massive "salt-cellars" are a remarkable feature of the collection. In the recesses are cases containing insignia of the various knightly orders, state trumpets, etc.

Between the Moat and the river is a broad **Gun Wharf**, with seats, affording a pleasant and interesting outlook.

The **Tower Bridge** (Plan III. O. and P. 9) was built by the City Corporation at a cost of a million and a half pounds, and opened on June 30th, 1894.

The bridge has several novel features, one being the raised footway, 142 ft. above high water, reached by stairs in the Gothic towers, though this footway is generally closed; the other the twin bascules, or leaves, which are raised to allow the passage of large vessels. A bell is rung when the "elevation" is about to take place. The central span is 200 ft. long; those on either side, with chain suspension, 270 ft. each. The designers were Sir Horace Jones and Sir J. Wolfe Barry. The northern and southern approaches were constructed later by the London County Council. About 5,000 vehicles and more than four times that number of pedestrians use the bridge daily.

The northern approach road to the Tower Bridge passes close to that interesting national institution, the **Royal Mint** (Plan III. P. 8). For permission to view, it is necessary to apply by letter about three weeks in advance to the Deputy-Master, stating number of party (must not be more than six), date of intended visit, etc. The machinery employed for coinage purposes is of a most interesting character. Treasury notes have almost replaced gold coins, but more silver and copper pieces are minted than ever before. In consequence of the high price of silver a larger proportion of alloy is now used.

To the north of the Tower, in Trinity Square, is **Trinity House**, the headquarters of the Trinity Brethren, a corporation controlling lighthouses and buoys round the British coast, licensing pilots, and generally supervising navigation. The corporation was founded in 1515, and incorporated by Henry VIII. in 1541, under the style of "The Guild or Fraternity of the most Glorious and Undividable Trinity and of St. Clement in the parish of Deptford Strond." It consists of a Master, Deputy-Master, 24 Elder Brethren, and a number of Younger Brethren. Within may be seen, on written application, an interesting collection of pictures, busts, personal relics, etc. The magnificent block opposite is the headquarters of the **Port of London Authority**. Externally, the predominant feature is the massive tower,

rising above a fine portico of Corinthian columns. The offices are grouped round a lofty central apartment known as the Rotunda, which has a domed roof 110 ft. in diameter. Unlike most modern buildings, this is not constructed on a steel frame. With its solid walls of stone and brick, and its dignified simplicity of design and arrangement, the building is in every way worthy of the world's greatest port.

The Docks.

The long chain of Docks, extending from the Tower Bridge to beyond North Woolwich, with the Surrey Commercial Docks on the south side, and important outposts at Tilbury, hardly arrest attention in this vast Metropolis as they would elsewhere. But the miles of quays, the colossal warehouses, the vast basins filled with shipping of every description, provide a sight calculated to stir the blood of the most phlegmatic of Englishmen, and to excite the envy of "our friend the foreigner." Something like one-third of the imports and one-fourth of the exports of the United Kingdom pass through the port. The docks were formerly owned by a number of joint-stock companies, but under the Port of London Act, 1908, the Port of London Authority was constituted, and great works have recently been completed, by which, at an expenditure of £14,000,000, the docks are rendered more adequate to the enormous development of London's trade and the greatly increased size of modern vessels. There are now 33 miles of quayage, and in addition to the warehouses and sheds at the docks there are others up-town, capable of storing enormous quantities of goods. A visitor, unless under expert guidance, is likely to experience some difficulty in finding his way through these intricate mazes. In any case, the warehouses, cellars and other really interesting features can only be seen by persons armed with the necessary permit from the authorities. The London, St. Katherine, and the East and West India Docks are within easy reach of stations on the Blackwall Railway, which starts at Fenchurch Street; the Royal Victoria and Albert Docks and the Tilbury Dock may also be reached by trains from Fenchurch Street.

Proceeding from the Tower Bridge, we have first **St. Katherine Dock**, covering a land area of 13 acres, and a water area of 10 acres; and next the **London Docks** (Plan III. P. and Q. 8 and 9), covering a land area of 63 acres and a water area of 37½ acres. The warehouses can store about a quarter of a million tons of goods, and the gangways of the wine vaults are said to be

nearly thirty miles in length. "Tasting orders" can generally be obtained by favour of leading wine-merchants. In addition to wine, wool, ivory, spices, coffee, etc., are mostly brought to the London Docks, which comprise the *Eastern* and *Western Docks*, the *Shadwell Basin*, and the more southerly *Wapping Basin*. To the north of the London Docks lies St. George's Street, a modern name which hardly disguises the former notorious *Ratcliff Highway*. From Wapping station the *Thames Tunnel* (Plan III. Q. 9), 1,200 ft. long, the first of a number of such undertakings, burrows beneath the river to Rotherhithe. It is used by the East London Railway. Easy communication for vehicles and pedestrians between the north and south of the river is provided by the *Rotherhithe Tunnel*, constructed by the London County Council at a cost of upwards of two million pounds and opened in 1908. It has a diameter of 30 ft. 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. The extensive *Surrey Commercial Docks and Canal* occupy a combined land and water area of about 460 acres on the curved peninsula between the Pool and Limehouse Reach. They are principally used for timber and grain.

About midway between the London and the West India Docks is the Limehouse Basin of the *Regent's Canal*, a useful waterway which makes a circuit of North London (we have already seen it at the Zoo), and, after joining the Paddington Canal, traverses the Midlands and eventually unites the Thames with the Mersey at Liverpool. Between this and the river is Limehouse Causeway, often visited as *Chinatown*, where little knots of Chinese seamen can always be observed, and the lodging-houses and eating-places bear signs of which few Britishers know the meaning. The West India Docks (Plan III. T. and U. 9) occupy the northern portion of the *Isle of Dogs*, a tongue of land which here causes the river to make a widesweep southward to Greenwich, and then northward again to Blackwall. The West India Docks have openings to both the Limehouse and Blackwall Reaches, and occupy about 230 acres. To the south are the *Millwall Docks*, with a water area of 36 acres, and a land area of 195 acres. Here is a huge Granary, the finest in London, with a capacity of 24,000 tons—alas, only a week's supply for the hungry Metropolis. Close at hand is the *Greenwich-Millwall Tunnel*, for foot passengers only, constructed in 1902. At Blackwall are the *East India Docks* (68½ acres), not nearly so large as their western neighbours. Hereabouts is the *Blackwall Tunnel* (Plan III. V. 9), opened in 1897 at a cost of a million and a half pounds. It provides free communication for pedestrians and vehicles between Blackwall and East Greenwich. The tunnel is 6,200 ft. long, but only about a fifth of it is actually under the bed of the river. The external diameter is 27 ft., the internal

23 ft. The number of vehicles using the tunnel is rapidly approaching a million per annum. Immediately to the east of the East India Docks is Bow Creek, where the *River Lea* finds an outlet to the Thames. Beyond are the **Royal Victoria and Royal Albert Docks**, extending parallel with the river for three miles, and with a combined water area of 184 acres. There are berths for sixty vessels of large size, with quay accommodation for many smaller ships. The water in both is maintained by a powerful electrical pumping installation at a depth of from 28 to 30 ft. Here are great warehouses for grain, tobacco and frozen meat from Australia and New Zealand. To accommodate the last-named trade are enormous Cold Stores which, including the latest addition, are capable of storing over a million and a quarter carcasses.

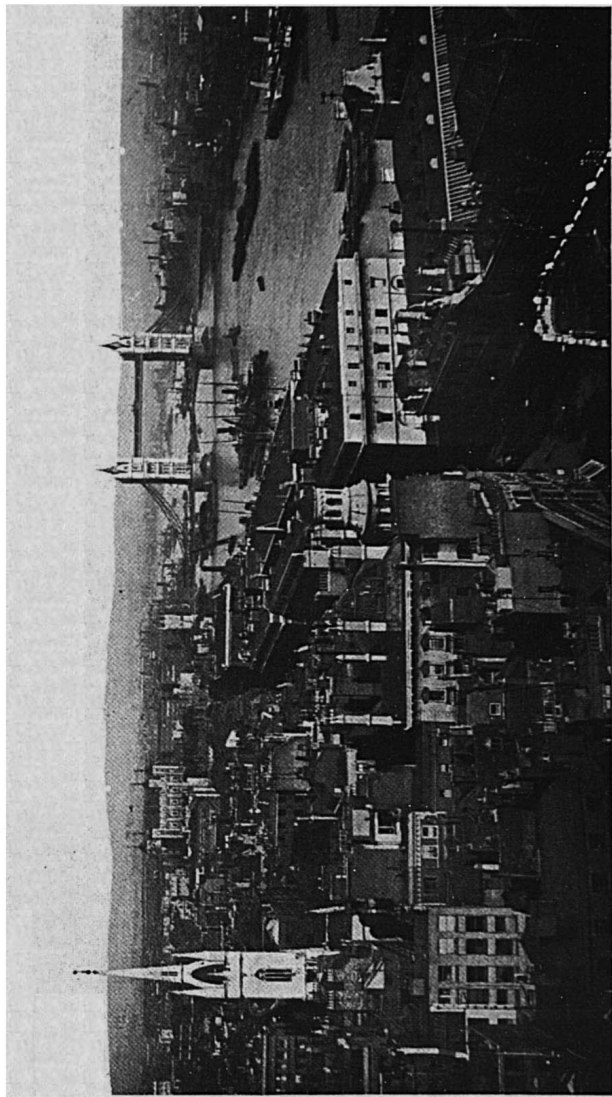
To provide accommodation for the largest modern steamships a new dock, known as the **Royal Albert Dock Extension (South)**, has been constructed south of the Royal Albert Dock. This is 4,500 feet long and 700 feet wide; it has a water area of 68 acres and a quayage of 4,000 ft. There is also a large dry dock 750 ft. in length and 110 ft. wide, capable of accommodating the largest liners or battleships. The cost of this improvement, executed by the Port of London Authority, exceeded £2,000,000.

Such is the rate of expansion of London's dock traffic, however, that already further extensions are being put in hand on the north side of the Royal Albert Dock.

From North Woolwich, the **Woolwich Free Ferry**, carrying vans and other vehicles as well as people, runs across to Woolwich. It is maintained by the L.C.C. at a cost of £25,000 a year, and carries about 5½ million passengers and half a million vehicles per annum.

Some twenty miles farther down the river are the extensive **Tilbury Docks**, with a land area of 518 acres and a water area of 90 acres. Tilbury is mainly a transit dock, offering special facilities to the large Australian and other liners and to smaller craft bringing perishable cargo. As the river is here very deep, the largest ships can come up to the lock entrance at practically any time. The Port of London Authority have prepared a scheme for the greater use of Tilbury as a passenger port by the construction of a floating jetty, which, with other necessary works, will involve an expenditure of ten million pounds. A well-appointed Hotel adjoins the docks, commanding from its windows an unrivalled outlook on shipping, an average of nearly a thousand vessels passing it every day in the year.

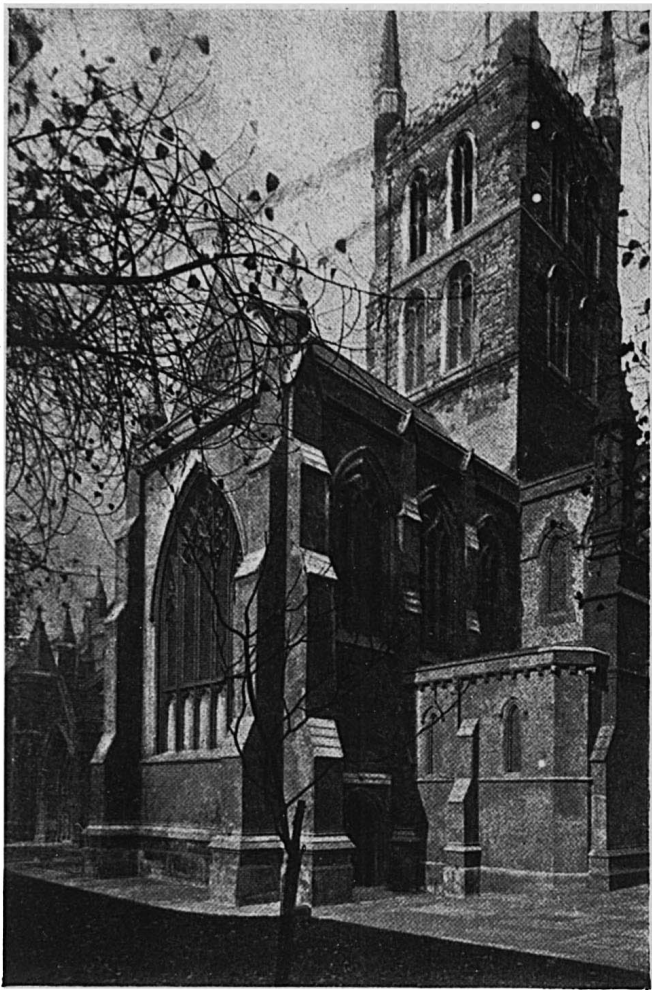
Tilbury Fort was constructed by Henry VIII. for the defence of the Thames. Here Queen Elizabeth reviewed her troops in 1588, when the Armada invasion was threatened, using the memorable words, "I know I have the body of a weak, feeble woman, but I have the heart and stomach of a king, and a king of England too."



[Dundee.

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TOWER BRIDGE AND THE POOL, FROM THE MONUMENT.



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ST. SAVIOUR'S CATHEDRAL, SOUTHWARK.