dark marble cases where they reposed, in different niches.

We felt but little disposed, after this solemn scene, to go the usual round through all the fine interior of the Escorial, but still we did our duty, and brought away as the result an impression of splendid halls, grand staircases, fine libraries, cloisters, courts, and all the detail of royal and priestly residences. But we did not linger long within doors: we really felt that we required the refreshment of the outer air, the sunshine, and the verdure to be found in the royal gardens. Anywhere but in the barren neighbourhood that surrounds them they would not make much impression; but after the dreary country around Madrid, the park and gardens seemed most refreshing and delightful. There are fine trees and endless walks and drives; and we were interested when the guide pointed out the exact spot where Philip always stationed himself to watch the progress of his gigantic plaything. It is a sight worth seeing—the view of the whole pile of buildings from this elevated spot.

There is another royal residence at San Ildefonzo, and our party greatly enjoyed the drive thither. A more striking road I have not often seen. The most splendid pine-trees, the giants of their tribe, grew abundantly on the rocks and mountains through which we wound. The scenery was indeed magnificent: especially after the wearisome sameness of the country we had lately passed through. We were told that this road was rendered dangerous in winter by the heavy falls of snow.

CURIOSITIES OF THE PORT OF LONDON.

BY JOHN TIMBS.

"That portion of London which is connected with the port and shipping," says a popular writer, "differs so much from the districts appropriated to manufactures, and from all others possessing a special character of their own, as to constitute one of the most distinct divisions of the metropolis." Hence it has its *Curiosities*, its historic localities and sites, with the advantage of contrasts in its busy river life: its forest of masts, its crowd of ships from all quarters of the globe—of colliers, coasters, steam-boats, and river craft in almost endless variety. Then there are its docks and its vast building-yards, its storehouses, and its wealth of merchandise—all reminding one of Sir John Herschel's oft-quoted felicitous observation: "It is a fact, not a little interesting to Englishmen, and combined with our insular situation in the great highway of nations, the Atlantic, not a little explanatory of our commercial eminence, that London occupies nearly the centre of the terrestrial hemisphere." Our route embraces, on the northern side of the river, a district extending eastward from Tower Hill, and comprising Wapping and Ratcliff Highway, Shadwell, Limehouse, Poplar, and Blackwall; and on the other side commences with Tooley Street, and comprehends Rotherhithe, and all along the river to Deptford.

Eighteen centuries ago, Tacitus described London as very celebrated for the number of its merchants and its commerce. In 211 it was styled a great wealthy city, and in 359 there were engaged 800 vessels in the import and export of corn to and from London alone. Fitzstephen thus describes the merchandise in his time:—

> "Arabia's gold, Sabæa's spice and incense,
> Scythia's keen blades, and the oil of palms
> From Babylon's deep soil, Nile's precious gems,
> China's bright shining silks, and Gaellic wines,
> Norway's warm peltry, and the Russian sables,
> All here abound."

Under an Act of Charles II, the Port of London is held to extend as far as the North Foreland. It however practically extends six and a half miles below London Bridge, to Bugsby's Hole, beyond Blackwall. The actual port reaches to Limehouse, and consists of the Upper Pool, the first bend or *reach* of the river from London Bridge to near the Thames Tunnel and Execution Dock; and the Lower Pool, thence to Cuckold's Point. In the latter space colliers mostly lie in tiers; a fair way of 300 feet being left for shipping and steamers passing up and down. The depth of the river insures considerable advantage as a shipping port; even at ebb-tide there are twelve or thirteen feet of water in the fair way of the river above Greenwich; the mean range of the tide at London Bridge is about seventeen feet, of the highest spring-tides about twenty-two feet. To Woolwich the river is navigable for ships of any burden; to Blackwall for those of 1,400 tons, and to St. Katharine's Docks for vessels of 800 tons. The loss of life upon the Thames, by collision of vessels and other accidents, is of frightful amount, 500 persons being annually drowned in the river, and one-third of that number in the Pool.

Billingsgate has been a quay, if not a market, for nearly nine centuries; it has been entirely rebuilt in our time. Here, in one season, 2,500 tons of salmon have been sold, and nearly two million of lobsters in one year; and, in a marvellous glut of fish, in two days from ninety to 100 tons of plaice, soles, and sprats. Nearly as much fish as beef is consumed in the metropolis. In 1550 "there came a shippe of egges and shurtes and smockes out of France to Byllyngesgate." The trade of Billingsgate is now suffering by railway competition. Since 1848 the number of vessels and boats conveying fish to the market has been gradually decreasing, while the number of carts and vans so engaged has been gradually increasing. In that year 10,442 vessels were so occupied, and only 3,733 in 1867, while in 1848 the carts and vans numbered 7,649, and in 1867, 16,762. Although, however, the vessels and boats have decreased in number, a larger class of vessels has been engaged in the fish trade; but, after making due allowance for the increased quantity conveyed by these larger vessels, there still appears to be a very considerable diminution in the quantity of fish conveyed by water to Billingsgate. About three-fifths of the whole quantity of fish consumed in London is now brought by railway.

Beyond Billingsgate is the Coal Exchange, rebuilt in 1849; in the basement are the remains of a Roman bath in excellent preservation. Eastward is the Custom House, the fifth built nearly upon the same site; it cost nearly half a million of money, or nearly two-thirds of the cost of St. Paul's Cathedral. The centre, before it was rebuilt in 1825, was decorated with terra-cotta figures of the Arts and Sciences, Commerce and Industry, the Royal Arms, Ocean and Commerce, Industry and Plenty. The river *façade* is nearly one-tenth of a mile in length.

On the opposite river-bank is St. Olave's Church, originally founded prior to the Norman Conquest, and dedicated to St. Olave, or Olaff, King of Norway, who, with Ethelred, in 1008, destroyed the first bridge at London, then occupied by the Danes. The present church is nearly on the site of this exploit, for the first bridge was somewhat eastward of the stone bridge taken down after the building of the present bridge. In the rear of the wharfs, lofty warehouses, and factories, is Bermondsey, once the site of a rich priory for Cluniac monks, founded in 1082, but now a seat of manufactures,

and intersected by railways. The monastic remains were not entirely removed until our time. Here is Horselydown, now built over, but formerly a grazing-ground for horses—hence the name.

The Tower of London, by demolition and modernisation, has lost many of its historic features; it was used as a royal palace from the reign of Stephen to that of Charles II, who last held his court here. State prisoners have been confined here to our time. The Tower is a remarkable memorial of the past, yet not to its advantage, "for the image of the children of Edward IV, of Anne Boleyn, and Jane Grey, and of the many victims murdered in the times of despotism tyranny, pass like dark phantoms before the mind." "The Traitors' Gate," through which these victims were conveyed, and the "Bloody Tower" beyond it, may be seen from the river. Two centuries and a quarter ago eleven towers were prison lodgings, besides which there were torture chambers. Upwards of 1,000 prisoners have been confined in the cells and chambers of the Tower at one time. Here is preserved the headsman's axe, probably of the sixteenth century. It is still carried in processions by the master-gaoler of the Tower. The staff is studded with brass nails over leather, now almost worn through. "When state prisoners were conveyed by barge from the Tower to Westminster to be tried, the master-gaoler stood in the bow, with the blade away from the prisoner; on the return, should he have been sentenced to death, the edge was then directed towards him. Hall gives an account of the condemnation and subsequent demeanour of the Duke of Buckingham. 'Then was the edge of the axe,' says the chronicler, 'turned towards him, and so led into a barge.'"—*The British Army, by Sir S. B. Scott.*

Tower Hill was once noted for its salubrity:—

> "The Tower Hill,
> Of all the places London can afford
> Hath sweetest ayre."
>
> *Old Poem*, 1610.

Upon the hill traitors were commonly beheaded, the last being Simon, Lord Lovat, in 1747. Lady Raleigh lived on Tower Hill, after she had been forbidden to lodge with her husband Sir Walter in the Tower. William Penn was born in a court on the east side of the hill. At the Bull public-house died Otway the poet; and "in a cutler's shop of Tower Hill," says Sir Henry Wotton, "Felton bought a tenpenny knife, so cheap was the instrument of this great attempt," with which he assassinated the Duke of Buckingham. At the south-west corner of the hill is Tower Dock, where Sir Walter Raleigh, disguised, embarked in a boat for Tilbury, but, being betrayed, he was arrested on the Thames, and committed to the Tower. Postern Row, opposite about the middle of the Tower moat, is the rendezvous for enlisting soldiers and sailors; it formerly had its press-gangs. Here the shops display odd admixtures of marine stores, pea-jackets, and straw hats, rope, hour-glasses, Gunter's scales, and dog-biscuits.

St. Katharine's Docks, just below the Tower, planned by Telford, were commenced in May, 1827, and upwards of 2,500 men worked at them till their opening in 1828; a labour of unexampled rapidity. In clearing the ground, the fine old church and other remains of the Hospital of St. Katharine (founded 1148 by Matilda of Boulogne, wife of King Stephen), with 1,250 houses and tenements inhabited by 11,300 persons, were taken down; the hospital and church have been rebuilt in the Regent's Park. The dock-walls surround twenty-three acres (eleven of water), and will accommodate 120 ships besides barges and other craft. Here vessels of 700 tons burden may enter at any time of tide. The warehouses are five and six stories high. The vaults for wine and spirits have crypt-like arches. "Lights are distributed,' says Baron Dupin, "to the travellers who prepare to visit these cellars, as if they were setting out to visit the catacombs of Naples or Rome."

East Smithfield, the area in front of the Royal Mint and the St. Katharine's Dock Office, was, in the reign of Henry III, an open field, on which was held an annual fair for fifteen days at Whitsuntide. Spenser, author of the "Faerie Queen," is said to have been born here. From East Smithfield to Shadwell runs Ratcliff Highway, in Stow's time planted with an avenue of "fair elm trees," thence continued to Limehurst or Limehost, corruptly Limehouse. In Prince's Square, Ratcliff Highway, is the Swedish Church, wherein is buried Emanuel Swedenborg; the corpse lay in state at an undertaker's hard by, surrounded with black velvet hangings, daylight excluded, and wax candles lighted. In 1790 Swedenborg's remains were disturbed to confute a Rosicrucian, who maintained that Swedenborg was not dead, and that his funeral was a sham. In 1817 a Swedish naval officer stole Swedenborg's skull, and hawked it about London for sale. The pastor of the Swedish Church recovered what he supposed to be the stolen skull, and had it placed in the coffin in 1819; but this was thought to be a female skull. A marble memorial slab was placed in the church in 1857. In 1811 Ratcliff Highway was the scene of two atrocious murders. The house of Marr, 29, Ratcliff Highway, was broken open, and Mr. and Mrs. Marr, the shop-boy, and a child in the cradle (the only human beings in the house) were found murdered. Twelve days later, Williamson, landlord of the King's Arms public-house in Old Gravel Lane, Ratcliff Highway, his wife, and female servant, were murdered at midnight. A man named Williams, the only person suspected, hanged himself in prison; the body was carried on a platform placed on a high cart past the houses of Marr and Williamson; and afterwards, with a stake through the breast, was deposited in a hole dug for the purpose, where the New Road crosses and Cannon Street Road begins. Such was the terror in London just after these murders, that Lord Macaulay knew a shopkeeper who on that occasion sold 300 watchmen's rattles in about ten hours.

From the village of Ratcliff the gallant Sir Hugh Willoughby, on May 20, 1553, took his departure on his fatal voyage for discovering the north-east passage to China. He sailed with great pomp by Greenwich, where the court then lay. Mutual honours were paid on both sides; the council and courtiers appeared at the windows, the people covered the shores. The young king alone lost the noble and novel sight, for he then lay on his death-bed, so that the principal object of the parade was disappointed.—(*Hakluyt's Voyages.*) Strype relates that on July 24, 1629, Charles I hunted a stag or hart from Wanstead, in Essex, and killed him in Nightingale Lane, in the hamlet of Wapping, in a garden where damage was done to the herbs "by reason of the multitude of people there assembled suddenly."

Near Old Gravel Lane is the Hospital founded in 1737 by Henry Raine, the wealthy brewer, near Prussian or Pruson's Island, Wapping, and endowed it with £240 a year, and £4,000 to be laid out in a purchase. Here are schools for fifty boys and fifty girls; and in May and December annually is given a marriage portion of £100 to two young women, former inmates of the school; the bridegrooms must be inhabitants of St. George's-in-the-East, or of Wapping, or Shadwell; and the young women draw lots for the portion, one hundred new sovereigns,

usually put into a handsome bag made by a young lady of St. George's parish. In the churchyard is buried Joseph Ames, Author of "Typographical Antiquities;" he lies in a stone coffin in virgin earth, at the depth of eight feet.

Wapping, a hamlet of Stepney, runs parallel with the Thames, and was commenced building in 1571, to secure the manor from the encroachments of the river, which made the whole site a great wash; the Commissioners of Sewers rightly thinking that "the tenants would not fail being attentive to their lives and property." Stow calls it "Wapping in the Wose," in the wash, or in the drain. Wapping is thought to be derived from the ship's rope called a *wapp*, or from *wapin-schaw*, a periodical exhibition of arms which may formerly have been held upon this open ground. In Strype's time Wapping was "chiefly inhabited by seafaring men and tradesmen dealing in commodities for the supply of shipping and shipmen." Here the wholesale slopseller, the retail clothier, ship's joiners, ship's carpenters, and ship sail-makers abound. Mathematical instrument makers, with sea-charts and sounding-machines, telescopes, compasses and quadrants, side by side with azimuth tables, guide for coasting pilots, etc., were formerly here in great numbers, and a century ago Wapping had its "Mathematical Society."

Wapping has been the scene of two great fires: in 1703, when the sufferers, mostly seamen, sea artificers, and poor seamen's widows, lost £13,040; and in 1791, when were burnt 630 houses and an East India warehouse containing 35,000 bags of saltpetre, and the loss was £1,000,000.

The London Docks, immediately below St. Katharine's, were opened in 1805; John Rennie, engineer. They comprise ninety acres (thirty-five water), the enclosing walls costing £65,000; and in twelve years a million of money was expended in extensions and improvements. In 1858 were constructed two new locks to admit the immense vessels now built; each lock has twenty-eight feet depth of water. One of the wine vaults contains upwards of twelve acres; above is the mixing-house, the largest vat containing 23,350 gallons. The wool importations are £2,600,000 value. A vast tea warehouse cost £100,000 building, and has stowage for 120,000 chests of tea; and in the ivory warehouse lie heaps of elephants' and rhinoceroses' tusks, the weapons of sword-fish, etc. The great tobacco warehouse will contain 24,000 hogsheads of tobacco, value £4,800,000, and in the cigar floor are frequently £150,000 worth of cigars. In the kiln, the huge chimney of which is called "the Queen's Pipe," are burnt such goods as do not fetch the amount of their duties and the customs' charges: on one occasion 900 condemned Austrian mutton hams were burnt; on another 45,000 pairs of French gloves. In brisk times nearly 3,000 men are employed here. The two companies of the St. Katharine's and the London Docks are now amalgamated. The West India Docks lie between Limehouse and Blackwall, and their long line of warehouses and lofty wall are well seen from the Blackwall Railway. There have been stored in these docks, at one time, colonial produce worth £20,000,000 sterling, comprising 148,563 casks of sugar, 70,875 barrels, and 463,648 bags of coffee, 35,158 pipes of rum and Madeira, 14,000 logs of mahogany, 20,000 tons of logwood, etc. In the Southern, or Export Dock, which will hold 195 vessels, the ships are seen to the greatest advantage, fresh painted, standing rigging up, colours flying, etc. The East India Docks lie below the West India Docks; the water area is twenty-four feet deep, and they have a cast-iron wharf nearly one-sixth of a mile in length, in which are more than 900 tons of metal. The water accommodation of the East and West India Docks is 112 acres. A large Chinese junk, the first ever seen in England, arrived at the East India Docks in 1848. The Victoria Docks, in the Plaistow Marshes, will admit larger vessels than either of the other London Docks; the lock-gates, cranes, and capstans, are all worked by hydraulic power. The basin covers ninety acres; the ground excavated consisted of the deposit of the Thames, which, like a vast lake, formerly covered the now green marshes of Essex; in the course of the works, British and Roman coins, Roman arms, and a circular tin shield, were discovered. The Docks of London, entirely the growth of the present century, are a fine sight: the mass of shipping, the colossal many-storied warehouses, and the heaps of merchandise from every region of the globe, justify the glory of London as "the great emporium of nations" and "the metropolis of the most intelligent and wealthy empire the sun ever shone upon, and of which the boast is, as of Spain of old, that upon its dominions the sun never sets."

South of the West India Docks are the New Docks at Millwall, which will be 204 acres in extent; the dock completed is the largest in the port of London. Another new dock, of twenty-four acres, sufficient to accommodate more than 200 large ships, is now in course of excavation.

It was at Wapping that Lord Chancellor Jeffreys, when James II abdicated the throne, sought to shelter himself from popular indignation. Jeffreys fled hither in the disguise of a coal-porter, and was captured in the Red Cow ale-house, in Anchor and Hope Alley, near King Edward's Stairs. A scrivener, whom Jeffreys had formerly insulted, identified the disguised chancellor lolling out of a window; he was cudgelled and hurried off to the Tower; but at Leatherhead, in Surrey, where Jeffreys had a mansion, it is traditionally asserted that he was betrayed by his butler who accompanied him in his flight, for the sake of the reward offered.

The name of one of the outlets to the Thames preserves the memory of many a tale of murder and piracy on the high seas. Here, in Stow's time, was Execution Dock, "the usual place for hanging of pirates and sea-rovers at the low-water mark, and there to remain till three tides had overflowed them; but since the gallows being after removed further off, a continual street or filthy strait passage, with alleys of small tenements or cottages built, inhabited by sailors' victuallers along by the river of Thames almost to Ratcliff, a good mile from the Tower." Maitland, in his *London*, states that not only pirates, but sailors found guilty of any of the greater crimes committed on ship-board, were executed here. "On the 20th of December, 1738, one James Buchanan, condemned at the late Admiralty sessions at the Old Bailey for the murder of Mr. Smith, fourth mate of the *Royal Guardian* Indiaman, in Canton river, in the East Indies, was carried from Newgate to Execution Dock in Wapping, to suffer for the same; but before he had hung five minutes, a gang of sailors cut him down and carried him off alive in triumph down the water. He afterwards escaped to France, as commonly reported." Pennant notes: "Execution Dock still remains at Wapping, and is in use as often as a melancholy occasion requires. The criminals are to this day executed on a temporary gallows placed at low water-mark; but the custom of leaving the body to be overflowed by the sea-tides has long been omitted." (*Pennant's London*, 5th edition, 1813.) We see the gibbets and chains in one of Hogarth's prints of the Idle Apprentice.

Among the notabilities of Wapping was Ames the antiquary, who was here in business as a ship-chandler. A brother antiquary says of him: "He was a person of vast application and industry in collecting old printed books, prints, and other curiosities, both natural and artificial." John Day, with whom originated "Fairlop Fair," in Hainault Forest, was a block and pump maker at Wapping, and the fair grew out of the annual "bean-feast" to his workmen. Curiously enough, the fuchsia was first reared here in England; a single plant was brought hither from the West Indies, and being seen by one Lee, a nurseryman, it became in the next flowering season the parent of 300 fuchsia plants, which Lee sold at one guinea each.

The wood-built wharf and house fronts towards the river have, for the most part, been displaced; but victuallers' houses with nautical signs abound. Among the thirty-six taverns and public-houses in Wapping, High Street, and Wapping Wall, we find the signs of the Ship and Pilot, Ship and Star, Ship and Punch-bowl, Union Flag and Punch-bowl, The Gun, North American Sailor, Golden Anchor, Anchor and Hope, The Ship, Town of Ramsgate, Queen's Landing, Ship and Whale, The Three Mariners, and The Prospect of Whitby. Between numbers 288 and 304 are "Wapping Old Stairs," remembered by the old sea-song.

Pennant called Blackwall the upper part of the eastern side of the Isle of Dogs, the eastern end of London, "being nearly a continual succession of six miles and a half of streets from hence to Tyburn turn-pike." Dr. Johnson named Wapping as a place where "men of curious inquiry" might see strange modes of life; and he recommended Boswell to "explore Wapping." "We accordingly," says Boswell, "carried our scheme into execution in October, 1792, but whether from that uniformity, which was in a great degree spread through every part of the metropolis, or from our want of sufficient exertion, we were disappointed."

Limehouse, between Wapping and Poplar, is, according to an entry by Pepys, named from a limehouse that had been in the family of Captain Marshe for 250 years; though Stow, as already stated, has it "Limehurst, or Limehost, corruptly Limehouse."

The church, St. Anne's, designed by Hawkmoor, a pupil of Wren's, has the highest clock (130 feet) in the metropolis, not excepting St. Paul's; the interior of the church, and a fine organ, were destroyed by fire on Good Friday morning, 1850, but have been restored. The turrets in the steeple resemble those in the quadrangle of All Souls' College, Oxford.

Popler, or Poplar, is named from the multitude of poplar-trees (which love a moist soil) growing there in former times. George Steevens, the Shakspeare commentator, was the son of a Poplar mariner. His body is buried in Poplar Chapel, where is a fine monument to his memory by Flaxman. The Isle of Dogs is part of Poplar Marsh. Here Togodumnus, brother of Caractacus, is said to have been killed in a battle under Plautius, A.D. 46. Traditionally the isle was named from the hounds of Edward III being kept there for contiguity to Waltham, and other royal forests in Essex. Again, the Isle of Dogs is said to be corrupted from Isle of Ducks, from the wild fowl upon it; and Pepys speaks of "the unlucky Isle of Dogs." Alderman Cubitt, twice Lord Mayor, built here "Cubitt Town," and a large Gothic church. The isle is now partly covered with stone wharfs, iron ship-building yards, and chemical works. Adjoining are the dockyards of the Wigrams and Greens, formerly Barry's, mentioned by Pepys in 1660. The picturesque old masting-house is 120 feet high. Near the principal entrance to the West India Docks is a bronze statue of Milligan, by whom the docks were begun and principally completed. The working men of the Isle of Dogs number some 15,000 men, engaged in the factories and ship-yards, for whom has been formed a free library, to provide them with reading for evenings too often spent in dissipation. The island is a diluvial deposit, in which has been found a subterraneous forest of elm, oak, and fir-trees, eight feet below the grass; some of the elms were three feet four inches in diameter, accompanied by human bones and recent shells, but no metals or traces of civilisation.

Blackwall, with its large taverns, is noted for its delicious little fish, whitebait, caught in the reach, and directly netted out of the river into the frying-pans of the "bait kitchens." Whitebait was long thought to be the young of the shad; then a distinct fish: it is now proved to be the young of the herring.

Shadwell is a continuation of the buildings along the river; it was formerly called Chadwelle, supposed from a spring, dedicated to St. Chad, within the churchyard. Pennant describes the frequent docks and small building-yards here; the prow of a ship and the hulls of new ones appearing at numbers of openings. The church, re-built in 1820, has a very beautiful steeple.

Wapping is at one end of that famous work, the Thames Tunnel, beneath the Thames, and Rotherhithe at the other. A tunnel had previously been proposed from Gravesend to Tilbury, by Dodd, but abandoned as impracticable; and next was commenced a tunnel to connect Rotherhithe and Limehouse, by a Cornish miner named Vasey. After five or six years' work this was given up. In 1823 Brunel planned the present tunnel, from the operations of the teredo, a testaceous worm covered with a cylindrical shell, which eats its way through the hardest wood. In like manner Brunel planned the shield apparatus, a series of cells in which, as the miners worked at one end, the bricklayers built at the other, the top, sides, and bottom of the tunnel, which is a brick arched double roadway and footway. At full tide it is seventy-five feet below the surface of the water. The shaft on the Rotherhithe side was first commenced; then the horizontal roadway; and next the Wapping shaft, where, at some distance below the houses that stood on the spot, were found the remains of a ship-builder's works, including part of a ship, a ship's figure-head, and a great quantity of oak. The irruptions of earth, water, and gas explosions during the tunnel works were fearful; yet with all these perils but seven lives were lost in constructing the Thames Tunnel, whereas nearly forty men were killed in building London Bridge. The tunnel cost about £454,000; its total length is 1,140 feet. It is now to be converted into a railway. Brunel has left a minute record of his great work, which has been paralleled, as an engineering triumph, by Stephenson's tubular railway bridge.

Rotherhithe, or Redriff, as it is corruptly called, unlike Wapping, is of great antiquity; it is thought to be named from the Saxon *redhra*, a mariner, and *hyth*, a haven—*i.e.*, the sailor's harbour. It was here that the famous trench, or canal, of Canute was commenced in order that the invader might avoid London Bridge. Maitland, in 1739, imagined he traced this canal from Rotherhithe to Newington Butts, and thence to the river at Vauxhall; but two more probable and far shorter courses have been indicated for this canal. And is it not possible that the draining works executed by the Romans left certain watercourses which might have been made available by the invading fleet? In the reign

of Edward III a fleet was fitted out at Rotherhithe by order of the Black Prince and John of Gaunt for the invasion of France. And it was off Rotherhithe that Richard III was so alarmed at the shouts and array of the malcontents whom he came to appease, that he hastily returned to the Tower, whilst the infuriate people swept on with their excesses to the Marshalsea and Lambeth. Lambarde states that Henry IV "lodged in an old stone house here while he was cured of leprosie;" and two of Henry's charters are dated here, July, 1412.

St. Mary's Church, close to the Thames Tunnel shaft, was rebuilt in 1736—39, upon the site of the old church, which had stood 400 years. Gataker, the erudite Latin critic, was rector from 1611 to 1654; he was imprisoned in the Fleet by Laud, and is buried in Rotherhithe churchyard. Here also lies Prince Le Boo, a native of the Pelew Islands; over his remains a monument has been erected by the East India Company, in testimony of his father's humane and kind treatment of the crew of the Antelope, Captain Wilson, wrecked off Goo-roo-raa, one of the Pelew Islands, on the night of August 9th, 1783. The young Prince Le Boo died in his twentieth year from small-pox, in Captain Wilson's house in Paradise Row, Rotherhithe.

The parish registry, commencing 1556, contains many entries of ages, from ninety to ninety-nine years, some of one hundred and twenty years! Admiral Sir Charles Wager possessed the manor between 1740 and 1750. The brave Admiral Sir John Leake was born here 1756; but Admiral Benbow, stated by Manning and Bray to have been born at Rotherhithe, was a native of Cotton Hill, Shrewsbury.* Lillo, the dramatist, who wrote "George Barnwell," was a jeweller, living at Rotherhithe in 1745.

A very interesting literary association is Swift's "Captain Gulliver," who, he tells us, was long an inhabitant of Rotherhithe. There is such a reality given to this person by Swift that one seaman is said to have sworn that he knew Captain Gulliver very well, "but he lived at Wapping, not at Rotherhithe." Lord Scarborough was told by the master of a ship that he knew Gulliver very well, but that the printer had made a mistake,—"he lived in Wapping, not at Rotherhithe." "It is as true as if Mr. Gulliver had spoken it," was a sort of proverb among his neighbours at Redriff. Rogers, the poet, remarked in the churchyard at Banbury several inscriptions to persons named Gulliver, which inscriptions he found mentioned in "Gulliver's Travels" as a confirmation of Gulliver's statement that his family "came from Oxfordshire," so completely is the joke kept up.

We have spoken of whitebait. Another little fish, though now neglected, is the *twaite shad*, which is found in the Thames towards the middle of July; it was caught as high up the river as Putney, but now rarely passes London Bridge, and is taken in the greatest abundance a little below Greenwich. Shad Thames, a narrow waterside street, was named from the quantities of shad taken here, and in the Thames off Horselydown, and cried about the streets as herrings, mackerel, and sprats now are. Strange fish have strayed here. In 1391 a dolphin, ten feet in length, disported himself in the Thames at London to the bridge. Evelyn tells of a whale, fifty-eight feet in length, killed between Deptford and Greenwich in 1658. Pennant tells of a two-toothed cachalot, twenty-one feet long, taken above London Bridge in 1783. At Grays a whale of the above length was taken in 1809, and another in 1849.

* Yet the street is named. In Mr. Serjeant Burke's "Celebrated Naval and Military Trials," are given some very interesting particulars of Admiral Benbow's family; showing there to be no authority for depriving the Salopians of the honour of Benbow's birthplace at Cotton Hill. The above collection of trials has the twofold advantage of being adapted for popular reading, at the same time that the legal and technical details are most carefully given.

Rotherhithe, like Wapping, has its numerous docks, and a similar population; but the Surrey side has also its flour-mills and manufactories, and the wharfs for the coasting trade of England, which are all to be found between the Tunnel and London Bridge. The oldest portion of the Commercial Docks, according to Stow, occupies the commencement of Canute's Trench, through which the course of the river was diverted when the first stone bridge across the Thames was built, in the reign of King John. The present Commercial Docks originated in the "Howland Great Wet Dock" in 1660; subsequently the Greenland whale-fishery, with the vessels, houses, boilers, and tanks, was located in this dock. Dodd projected a ship canal from Rotherhithe to Vauxhall. After the whaling trade declined it became the Baltic, and then the Commercial Docks; they extend over 150 acres; the ponds will float 50,000 loads of timber, and the yard will take 4,000,000 deals. The cargo of one timber ship would cover thirty-two acres, were the deals placed side by side. Here also are the Grand Surrey Docks, the new works of which, in 1858, cost upwards of £100,000. The docks of the Thames are of surprising extent: they comprise hundreds of acres of water, surrounded by miles of walls, and sheltering thousands of ships; here have been spent millions of money, and all in about half a century.

The shipping and craft in the river have lost much of their picturesqueness within memory. We miss the tall vessels with their high forecastle, and the gilded state barges of the Sovereign, the Admiralty, and the City Companies. The steam navigation of the Thames exceeds that of any other river in the world. The first steam-boat left the Thames for Richmond in 1814,* the next for Gravesend in 1815, and in the same year for Margate. The Gravesend steamer soon superseded the sailing-boats with decks, which, in 1737, had displaced tilt-boats mentioned in the reign of Richard II. The Margate steamers in like manner superseded the "hoy." The steam traffic has attained vast numbers; in the year 1861, 3,207,558 passengers landed and embarked at one pier. The numbers have, however, been greatly reduced by railway competition.

Steam ship-building on the Thames dates from about the year 1836. The largest steam-ship of wood was the President, 268 feet in length, and 600 horse-power, lost on her voyage from New York. In iron ship-building the greatest achievement has been the Great Eastern, by I. K. Brunel and John Scott Russell, built at Millwall in 1857, length 680 feet. The fastest steamship is the Mahroussa, with a speed of twenty miles an hour: she is said to have cost £166,000, and was built in the Thames. The iron ship-building works are of cyclopean vastness; and not only in the bulk, but in the exquisite finish of machinery, are unrivalled.

OUR DUST-BINS.

During the hot months of this year's summer, the subject of dust-bins in their sanitary relations was discussed in the newspapers. A writer in the "Builder"

* This was the first steam-boat which *plied for hire* on the Thames. Brunel had previously made a voyage to Margate in a boat of his own, propelled by a double-action engine, and met with such opposition and abuse that the landlord of the hotel where he stopped refused him a bed!