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A LITTLE JOURNEY

TO

ENGLAND

PART I

LONDON AND LIVERPOOL

BY

MARIAN M. GEORGE

FOR INTERMEDIATE AND UPPER

GRADES

CHICAGO

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A Little Journey to England.

PART I.

LONDON AND LIVERPOOL.

“A snug little island!
A bright little, tight little island!
Search the globe round,
And none can be found
So happy as this little island.”

You and I may not agree with the person who wrote this bit of verse about England, but our English ancestors believed it firmly. To them “Old England” was the most beautiful spot on earth. We can understand why America did not seem an attractive country to them, for they endured much suffering and hardship during the first few years they spent here.

When they left their comfortable homes in England and came to America they found but a wilderness. Much of the time their lives were in danger from unfriendly Indians, and in addition to this they sometimes suffered for lack of food and other necessities, so we cannot wonder at their looking back upon England as a happier place in which to live.

They told their children stories of the pleasant years spent in the old home in England, and these children came to have something of the same affection for the mother country as the parents. To-day



JUBILEE PORTRAIT OF QUEEN VICTORIA.

the name and pictured face of England's former queen, Victoria, are almost as familiar as that of our own president. And though to us no country can be so dear as America, no *foreign* land can be so interesting as England, the home of our ancestors.

When our grandparents came to the place where Chicago now stands, they found but a frog pond. They came west in wagons and it took them weeks to make the trip from the Atlantic Coast.

If these pioneers could be here to-day and take the trip from Chicago to New York on the "Pennsylvania Limited" with us, their eyes would open wide with astonishment at the marvelous changes that have taken place.

They came west in wagons. We are leaving the West in a train that gives the comforts and freedom enjoyed in a home. We are not obliged to remain in one compartment, but have at our disposal a cafe, a dining room, a smoking room, a parlor, bed rooms and a bath. There are also a library and cosy corners for reading and lounging.

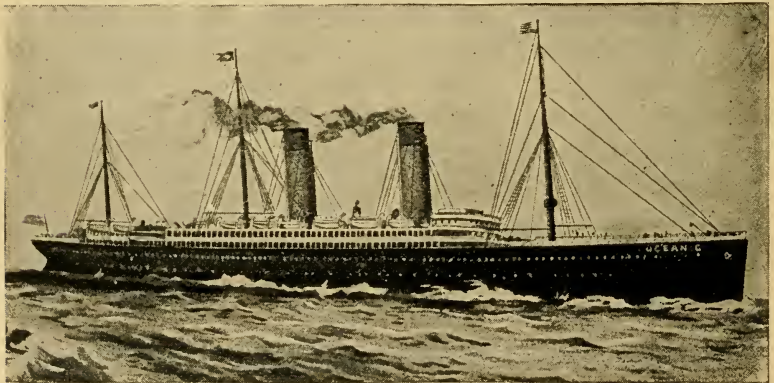
If one wishes to write letters there is a train stenographer and typewriter to call upon, and the mail is collected from the train. What more could the most exacting traveller desire?

There is an observation parlor too, where one may view the scenery through plate glass windows until darkness falls about. Swiftly the train bears us

‘Through fertile fields
And pretty vales,
By mountain streams
On guarded rails.

Here pastures green,
There marts of trade,
Or well-kept farms
And woodland shade."

The next evening finds us in New York—a trip that required weeks and even months of travel seventy-five years ago. We can sail from New York in a fast steamer and land on England's shore in six days,—a trip that would also have taken months of time during the life of our great-great-grandparents. What fortunate people we are to live in the twentieth century. We would scarcely know how to get along without the steam cars and steamships.



THE VOYAGE.

New York is not the only point of departure for Europe, but it is the principal one. From this port thirty companies send steamers every week to European ports.

Our steamer lies at the wharf, clean, flagged and giving signs of her readiness to depart by letting off steam.

As the hour for sailing approaches, the wharf swarms with people, of all ages and kinds. Vendors of steamer chairs, flowers, pop-corn and candies, mingle their shouts with those of newsboys, drivers of baggage wagons and coaches; express messengers and telegraph boys hurry through the crowds with notes and gifts of fruit and flowers for departing passengers.

On board the vessel the crowd is even greater than on shore. Across the gang plank and at the end stands a uniformed officer, who directs us to the saloon or parlor. Cabin boys are rushing about with satchels, boxes and trunks.

The decks, dining room and saloon are filled with people. Some of these are passengers and others are friends, come to bid them good bye. Visitors walk about the ship, peering into the state rooms, dining room and other parts of the ship with curious eyes. Many of them have never seen an ocean steamer before.

A bell rings to warn them that it is time to go ashore, and the next minute they hurry down the gang plank while their friends assemble on the upper deck. The great fog horn sounds; the last pieces of baggage are lowered into the hull, the gang planks taken up, the cables shipped and we are off on a three thousand mile voyage.

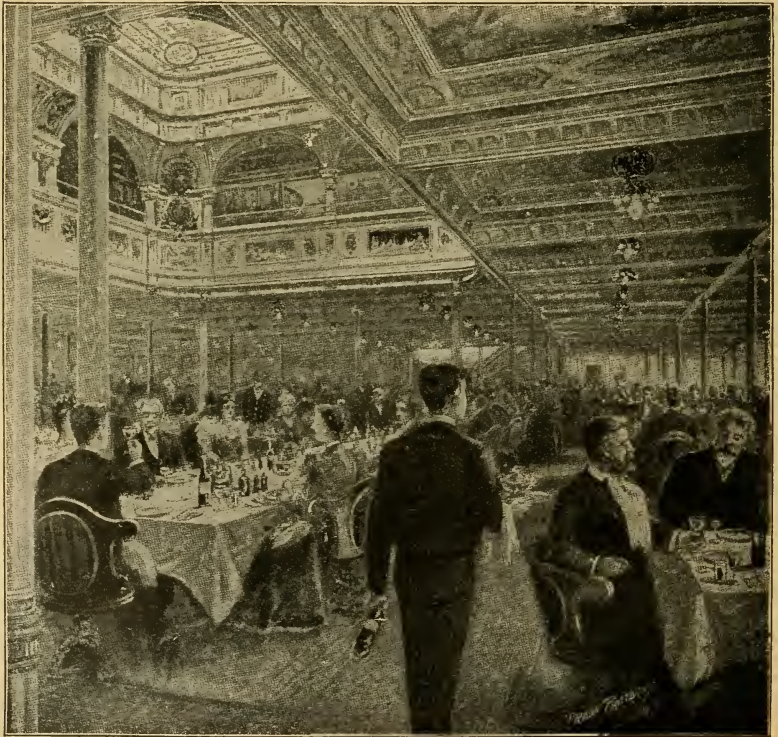
The wharf with its cheering multitude is left behind and after the last glimpse of the harbor we retire to our state rooms to arrange our belongings.

The call to lunch comes very soon after leaving land and it finds us ready with keen appetites. By

dinner time, however, we have no desire to even look at the dinner table. We feel sure we shall *never* care to eat another meal, and wish we were back on land again. Seasickness has driven many to their state rooms.

The old ship-doctor walks about among the sick passengers and tells them that if they wish to be well at sea, they must laugh and keep out of doors. We take his advice and soon again enjoy the voyage.

The first morning out is a great delight to the fortunate traveler who is not seasick. After a bath, a cup of coffee and a biscuit, one is ready for an early



OUR DINING ROOM.

walk on deck. There are not many out at this time and it is the best part of the day for a promenade.

Breakfast follows the morning walk and this disposed of, every one not prostrated by sea-sickness gathers on deck again. Some wrap themselves in rugs and shawls and stretch out on steamer chairs to remain for the greater part of the day. Here they read, talk, nap, and watch the water.

Others vary the monotony by playing quoits, hopscotch, bean bag, shuffle board, checkers or cards. By and by the band appears and for an hour there is music. Then the deck steward brings cups of coffee or beef tea to those who wish refreshments. Indeed it seems as if one does little else but eat, for five meals are served each day.

The evening is the time for gaiety. The dining room is brilliantly lighted with electric lights and during the evening meal an orchestra plays. After dinner we stroll out on the deck for the fresh breeze that is always blowing.

The nights are beautiful and everyone remains on deck as late as possible to watch the starry skies and phosphorescent sparkle of the light-flooded sea. When the wind blows a stiff breeze the sea rises, and at times the ship seems almost engulfed in the mountain billows. The days are long. The twilight continues so late that at 9 o'clock in the evening it seems not much later than seven at home. Time is kept by bells. We are puzzled at first at the difference between the time shown by our watches and that of the ship, but find that we have gained from fifteen to twenty minutes a day by sailing eastward.

Some mornings are enlivened by a life-boat or fire drill, or a distant view of a passing ship, but the most exciting incident is an encounter with an iceberg. A long way off it appears like the back of a great camel. A closer view reveals a monster mass of ice, over a hundred feet rising out of the water.

A ship officer tells us that the ship sometimes passes a hundred of these fragments of Arctic glaciers in a single ocean trip. We are not alarmed by the iceberg, since it is almost a quarter of a mile away, but we are glad that there is no fog at this particular time. A collision with one of these would probably destroy our vessel.

We never tire of watching the birds that accompany the ship. There are some about the size of sparrows, known as "Mother Cary's Chickens." The sailors believe that certain disaster would come to their vessel if one of these birds were injured, and are careful not to hurt them.

As we near the end of our voyage, large flocks of sea gulls sail about our ship. They are beautiful birds, about as large as crows. At times they settle on the water and ride the waves, and then suddenly arise and dart away, touching the waves with the tips of their wings.

The voyage slips rapidly away, and the coast of Ireland draws nearer and nearer. The next to the last evening the passengers give an entertainment for the benefit of a sailor who was injured during the last voyage made by our ship. Some of the passengers give selections on the piano or violin; others sing, recite or lecture, and a very pleasant evening is passed.

SHETLAND ISLANDS.
SAME SCALE.

Herma Ness
UNST
YELL
N. MAJINE
STETLAR I.
MAINLAND
SANDAY I.
WHALEBY I.
SOUL I.
Sandwick
BREWPA I.

ATLANTIC OCEAN
NORTH SEA

50° 60°

0° FAIR I. 1°

OCEAN

NORTH SEA

BRITISH ISLES.

SCALE OF STATUTE MILES.

50 100 150 200

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ENGLISH CHANNEL (LA MANCHE)

ALDENRY I. Cherbourg Pt. Je Barfeur
C. de la Hague Bai de la Seine
GUERNSEY I. HERM I.
CHANNEL ISLANDS Jersey I.
ROCHES DOUVRES St. Helier
Caen Rouen
Dieppe



Then comes the last night at sea, when all gather on deck and sing, "Home, Sweet Home." Far away on the horizon flash the lights which sentinel Ireland. In the morning the ship stops at Queenstown for mail and passengers, and then speeds on its way once more for Liverpool, where we land.

The island for which we are bound is one of a group that lies off the northwestern coast of Europe. England is the largest of the five thousand isles that are included in the British Isles. The island of Great Britain is divided into England, Wales and Scotland. England is the most important part of this island. It contains London, the capital of the British Empire, and Liverpool, one of the greatest seaports of the world.

We have planned to spend our first month abroad in these two cities, another month in other parts of England and Wales, a third in Scotland and a fourth in Ireland.

LIVERPOOL.

England at last! How glad we are to enter the harbor and feel the solid earth beneath us once more. We have been told that Liverpool is one of the greatest seaports in the world, and are quite ready to believe it when we see its wonderful docks. It is a city of ships.

There are acres of masts and funnels, and the flags of all nations are fluttering over them.

We do not understand at first why there are so few American flags among them, but learn later that the American people, as a rule, use English ships. Eng-

land owns half the merchant vessels and steamships of the world, other nations employing them to transport goods and passengers, instead of building vessels of their own.

Great Britain has twice as many vessels as the United States, and London and Liverpool together have almost three times as much commerce as our greatest seaport, New York.

America develops trade at home, and leaves the commerce of the seas to England. Ours is a manufacturing and agricultural nation. We have plenty of land and a rich home market. England lacks land but has the seas and a great foreign market.

It is said that more ships enter Liverpool harbor yearly than any other port in the world, and that on its docks may be found sailors and merchant traders from every nation on the face of the earth.

There are steamers in the harbor bringing cargoes of beef and grain from the plains of South America, beef and mutton from Australia, sugar, spices and fruits from the East and West Indies, fish and oil from the north, gums, ivory and hundreds of other things from goodness knows where. It is a wonderful sight to look down the Mersey River upon this army of ships coming in with the tide.

Liverpool is built on the eastern shore of the Mersey, a tidal river. The tide rises and falls about fifteen feet, and this has made it necessary to enclose the docks and build a landing stage for the use of passengers from the great ocean steamers.

Liverpool has seven miles of fine docks, faced with stone. They enclose almost three hundred and fifty

acres of water. To walk around these would take a day, but one can ride a long distance beside them on the electric railway and get a good idea of what they are like.

Different docks are used for different purposes. Some are for grain, some for lumber, others for cotton, and so on through a long list. The largest one is Alexandra dock, named after the queen. It covers over forty acres. There are sheds connected with these docks, and in and about them crowds of busy men. Wagons, vans and drays loaded with goods of every kind are moving back and forth.

Trains of "goods vans" are also there being loaded and unloaded. The English have no freight trains such as ours. The freight is piled into open vans and covered with tarpaulin. The van is a short, four-wheeled wagon, something like a coal car but about a fourth as large.

There are monstrous brick warehouses where goods are stored to be shipped or reshipped to other parts of the world. Liverpool's chief trading port is America. England sends to the United States and to the English colonies for cotton, grains, live stock and tobacco. In return she sends out manufactured articles of wool, cotton and iron. The iron and steel goods are sent to Liverpool from other cities; coal and salt from the south and south-west part of England.

Liverpool seems much like a busy city in the States. There are few ancient landmarks or interesting buildings. The most magnificent structure is St. George's Hall, which is said to contain one of the finest organs in the world. We will not remain to hear it for we

wish to hurry on to London. Few travellers remain here long, as there is little to interest them aside from the docks.

But this we have learned, Liverpool is the most densely populated city in the world. It is also the chief emigrant station of Great Britain, and the greatest cotton market in the world.

TRAVELING IN ENGLAND.

Before taking the train for London we must find our baggage, which is in the inspection shed. This is a big enclosure on the wharf, with room for hundreds of trunks. Every piece is labeled with the name and destination of its owner; so it is not hard to find ours.

The trunks marked London are put in a place by themselves, while we wait for the custom house inspectors to examine them. The porter unstraps the leather bands and throws the trunks open. The inspector looks at the things and we declare that there is nothing there on which we should pay a duty. Tobacco, spirits and reprints of English books are the forbidden things. The porter then loads our trunks on a truck and takes them to a "goods van" of the waiting train that is to take us to London. No check is given to us. The railroad companies do not issue them. Each passenger must be on hand to pick out his baggage when his journey's end is reached.

The stubby little English railroad carriages do not compare very favorably with our palace cars, but one finds them comfortable. America is a country of great distances, where a journey of four or five days is no uncommon experience. One needs for these long

journeys every convenience and luxury of toilet to make the trip endurable.

But in England the distances are short, the majority of journeys not requiring more than three hours. One is very seldom required to pass a night aboard a train. So you see the necessity for conveniences is not so urgent.

The English people speak of their cars as carriages. The carriages are divided into three sections; first, second and third class. The first class is the most expensive and is occupied by the wealthy. These cars are upholstered in cloth. The second class are not quite so fine, and the third class have brussels covered cushions in place of cloth.

A section has two long seats facing each other, as in our horse cars. The windows are at the end of the sections instead of at the side. The section is locked between stations. Our tickets are taken by the guard at the end of the journey, instead of the beginning.

Going to Liverpool, we sit in one of the saloon carriages, in which passengers holding first class tickets are allowed to ride. In the middle of the car is a drawing room provided with reading tables. There is a dressing room at each end of the car, one for gentlemen and one for ladies. If we desire anything we have but to touch one of the many electric bells of the car, and an attendant enters and asks what we wish. There are only two stops between Liverpool and London, a distance of two hundred miles. This will take us over four hours. There is no dining car, so we telegraph ahead to Crewe for lunch. When we arrive at

this place a boy at the station will bring it to us in wicker baskets.

Now we are off and rushing along at the rate of fifty miles an hour. The railroad track does not cross the streets, but runs below or above them to avoid danger of accidents. The fare is two cents a mile.

We cannot describe the beauty of the country in England, but it does our eyes good, and we feast them upon it. Through vales and along silver streams, across farms and wooded lands the train flies all too rapidly. We get only glimpses of popped hedges, daisy-starred fields, patches of purple foxglove, ivy-covered walls and cottages. Here and there the spires of a country church or a little village show through the trees.

LONDON.

Here we are in London. The roar and rumble of its busy streets greet us as we step from the cars into the station. What a dreary, lonesome place it is. It is not so large a depot as the one in Boston. That is said to be the largest in the world.

Who are these splendid looking men in fine uniforms walking about? Only station and hotel porters! They look important enough to be generals, and we hesitate to ask them to assist us.

The streets of central London are so crowded with traffic that underground railways have been built in that part of the city. These roads run in tunnels forty, fifty and sometimes a hundred feet underground. This is to avoid clashing with the system of sewers, gas and water mains, electric wire conduits and other pipes necessary in a great city.

Wherever stations are built in the business part of the city, subways are built for passengers. Smoke

and bad air in the tunnel is avoided by using electricity to run the trains.

At the station we take hansom cabs and in a few minutes are at the end of our journey.

OUR HOTEL.

There are many fine hotels in London, similar to the one you see in this picture, but as these places are more apt to afford style than comfort we decide in favor of a more modest one for our headquarters.

The one selected is in the very

heart of London. Near us is Trafalgar Square, and everything centers about Trafalgar Square. Not far away are the Charing Cross and the Golden Cross



VICTORIA HOTEL, LONDON.

hotels that Dickens has made famous in his stories.

The bedrooms in this place are large, dark and dingy looking. There are four post-beds with curtains, such as our great grand-parents used to own, and furniture so ancient that its proper place would be a curiosity shop.

Our rooms are lighted by candles, for gaslight in most English hotels is only to be found in the halls and public rooms. The candles one uses are charged in the bill, and so many travellers carry candles about with them in their luggage to avoid paying for a new one every night.

We are told we can have breakfast served to us in our rooms, and a servant comes to take our order for this morning meal.

There are many hotels in the States said to be conducted on the "European plan." We have supposed that this meant serving meals after the fashion of the people in Europe. But it doesn't—at least not always. When we order breakfast we find it different from what it is in the States.

We tell the waiter that we want a plain breakfast and he brings us two boiled eggs, a roll as hard as a paving stone, a little marmalade and a pot of coffee. For this we pay two shillings and six pence, or half a crown, which is sixty cents in our money. If we order a regular breakfast we will get ham and eggs, steak or bacon, rolls and coffee. At the bake shops we can buy coffee and rolls in the morning for six or nine pence.

At noon the restaurants are all open, where one can order anything one wishes just as in the States.

Such excellent bacon and mutton we have nowhere in the world. And the marmalade! Surely nothing better was ever made. We wonder why we cannot get any like it at home.

The dinner served between six and eight in the evening is a very formal meal. In the larger hotels it consists of eight courses and one spends an hour and a half to two hours at table at these places. Everyone appears in evening dress, but at the smaller hotels and taverns, tourists may dress as they like.

After dinner we open our map of London and our guide books and plan the next day's sight seeing.

WHAT OUR MAP SHOWS US.

Our map shows us that London lies on both sides of the Thames, and in parts of four counties. Middlesex and Essex are on the north, and Surrey and Kent on the south. The most important and interesting parts of the city are on the north bank of the river, while the part south of the river is devoted to manufacturing and residences.

The north side is divided into the East End and the West End, Temple Bar being the dividing line. This Temple Bar is neither a temple nor a bar. It was at one time an old city landmark or stone which separated the city of London and the city of Westminster. The old bar is now gone, but another has been put in its place.

We have often seen this old bar mentioned in history. It was formerly the custom to close and lock this bar when the sovereign of England approached the city of London. The queen's herald approached

and asked for admission. The gates were then unlocked and thrown open, and the keys of the city presented to the queen. Queen Victoria knocked at this old gate during jubilee week in 1897.

To the east of Temple Bar we find the port, the docks, custom house, bank and royal exchange. Further out toward East End are places known as Mile End Road, and Whitechapel, which is the poor district of London.

West of Temple Bar are Westminster Abbey, the Houses of Parliament, the Queen's Palace, government offices, clubs, museums and picture galleries. There are to be found the parks also, and the homes of the wealthy and aristocratic people of the city.

If we keep these things in mind, it will be easy to make our way about and find what we want.

WHAT OUR GUIDE TELLS US.

When we tell our guide that we have a whole month in which to see London, he tells us that it will give time but for a glimpse. One might spend a lifetime in studying the city, and then know but a small part.

If we could take in the whole city at a glance, we would see three thousand miles of streets, and six millions of people. We would see an area of 121 square miles, and a city twice the size and double the population of Greater New York.

Let us stop for a minute to think what it means when he tells us that in their London Town are more Roman Catholics than in Rome, more Jews than in Palestine, more Scotchmen than in Aberdeen, more



CHEAPSIDE.

Welshmen than in Cardiff, more Irishmen than in Belfast.

There are 750 miles of railway in this metropolis. Its streets end to end would extend 3,000 miles. There are over 800,000 dwelling houses, 1,500 churches, and 1,700 coffee houses. The streets are lighted by over a million gas lamps, and guarded by over 15,000 policemen.

THE LONDON BUS.

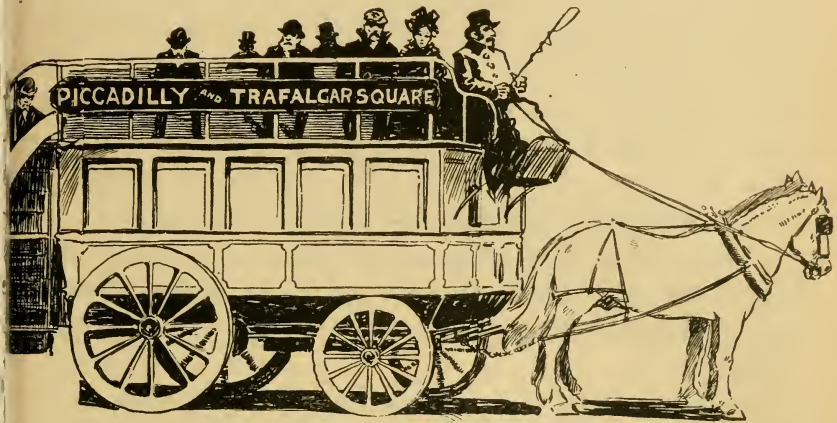
The best way to see London is from the upper deck of an omnibus. This 'bus is one of the most important, and perhaps most popular, conveyances used by the people. There are more than one hundred separate lines which reach every part of London, between 8 o'clock and midnight. They all keep to the left, and stop at the corners of the streets, and at many other points to discharge and take on passengers.

Here is one coming down the street now. Let us take it for a ride through the city. Upon the roof of the car is a platform built out in an extended way slightly over its body, upon which are placed seats, arranged to accommodate from sixteen to twenty persons. The driver sits in front, and the top of the 'bus is reached by a winding stairway with an iron railing to the back of the 'bus.

The sides of the vehicle are covered with brightly colored advertising posters. The 'bus is engineered by a conductor, who stands on the rear platform and collects fares. This fare varies from a penny to a sixpence, according to the length of the ride, but for the

average distance is $2\frac{1}{2}$ pence. The London General Omnibus Company collects 90,000,000 fares in a year.

The seats on top are almost always taken first unless it be rainy weather. The inside seats cost a penny more, while the view from the windows is not so good as from the top of the vehicle. There is no over-



crowding. When a car is full the conductor admits no more passengers. We wish this plan might be adopted at home.

A ride through the streets of Chicago on a conveyance of this kind, would be more interesting and less tiresome than one afforded by a cable car or elevated train, where one is often obliged to stand and hold on to a strap to keep from being thrown to the floor.

From our safe, high perch atop the 'bus, we note our cabman and his ways. He is neatly dressed and clean, which is more than we can say of many cabmen

in the States. He is polite, too, and very willingly points out to us the many places of interest along the way.

The London cabman is a fine horseman, and never lashes and abuses his beast. He carefully drives and gently guides and speaks to his sleek, stout, dignified, large-footed and slow-moving Norman horse. Then the 'bus conductor—how pleasant, good-natured and polite he is. When we give our fare, he says "thank you," and the same to every other passenger. We wonder how many times a day he says this word. He never seems to omit it. It must mount up into the hundreds by the time his day's work is done; but everyone feels the pleasanter for his civility.

There are cabs, too, everywhere. It is said that there are ten thousand of them and about twenty thousand hansoms daily employed in the streets of London.

Another kind of conveyance which we often see is the drag, a high, four-wheeled carriage something like a tally-ho coach.

LONDON STREETS.

The streets of London are the best paved of any city in the world. They are kept clean by being washed with a fire hose every morning, and yet they are dirty for walking, because of the changeable weather. The sun shines a little while and then it rains, and the constant travel makes the walking rather disagreeable.

Mud and filth are never allowed to accumulate. This refuse is swept from the asphalt streets by nim-

ble-footed boys in white coats. With brush and tray in hand they are constantly darting in and out among the horses and vehicles of the crowded thoroughfares. Most of these boys are from orphans' homes, and other charitable institutions.

At almost every corner, too, there is a crossing sweeper. Sometimes this is a boy or girl, but oftener an old man or woman too feeble to earn a living in any other way. Day after day and year after year they stand at the same posts. The living won in this way is a very scant one, for they are dependent on the pennies and half pennies dropped into their hands by the people who hurry by.

London streets are narrow and crooked and run into each other in a most perplexing way. Where four or five streets converge into one point or circle they call it circus; such as Ludgate Circus, Picadilly Circus, Oxford Circus, etc.

It is somewhat difficult to make our way about at first, but the policemen are polite and helpful, and cheerfully direct us to where we should go. There are times when even the people who have lived in London all their lives cannot find their way about. This is during the foggy weather. It is then necessary to light the streets with gas for days at a time.

There is one curious thing about London that reminds us of an old saying that "Birds of a feather flock together." People of the same nationality or those of the same profession or trade live in the same streets or district. The French live in one neighborhood, the Germans in another.

Lawyers live at Lincoln's Inn and the Temple; sur-



TRAFALGAR SQUARE, LONDON.

geons and dentists in George and Burlington streets; doctors in Harley street, etc. Then the milkmen live on Milk Street, the men who deal in honey on Honey Street, etc.

Trafalgar Square is the very heart of the city. Every thing starts from there and centers around it. Standing by the Nelson Monument we see the most wonderful sight which London can give us—its crowds of people. One wonders how the city can furnish roofs to cover so many.

There are cabs and buses and hansom too, vehicles of all kinds and descriptions, three, four and five abreast. The procession is endless and keeps up day and night, or at least a great part of the night.

This square was named for England's great naval hero, Lord Nelson. It is his statue you see on the top of that high column. It has been almost one hundred years since he won his famous victory over the French and Spanish fleets at Lake Trafalgar, off the coast of Spain. There are other statues of brave soldiers in this square also, and one of George IV, one of England's former kings. On the northern side of this square is the National Gallery, which contains a fine collection of pictures.

A little south of the square is a statue of King Charles I. This marks a place called Charing Cross. Back of this is a story. Everything in England, you will find, has a story. There is no cross there, but there *was* once upon a time. It was called Charing Cross in honor of Eleanor, the wife of King Edward I. She died in the north of England, and her husband had her body carried to Westminster Abbey.

Every evening during this journey her body rested in the market place of some town. Wherever it rested the king afterward had a beautiful cross erected. The last evening of the journey the bier rested in the village of Charing, which is now a part of London, near Trafalgar Square. So now you know why the name clings to the place even though the cross is gone.



THE STRAND, LONDON.

From Charing Cross we enter the Strand, one of the busiest and most crowded streets of London. On this street are the finest theaters of London, the law courts, and many of the newspaper offices and shops. The street is called Strand because this was the road nearest to the shore or strand of the Thames River.

Passing down the Strand we come to London's Courts; or the Royal Courts of Justice. For centuries this has been the place of England's celebrated school of law. The building is a huge one, nearly 500 feet in length, and contains eleven hundred chambers or apartments, beside the large central hall and nineteen court-rooms. Many lawyers and students of law live in this building, as students live in colleges.

The Strand now runs into Fleet Street, Temple Bar marking the place where the one street ends and the other begins.

Fleet Street is one of the great thoroughfares where most of the daily papers are published. Then come Regent and Oxford Streets, the two dry goods centers, and Cheapside, the most crowded of them all.

The traffic of this street is one of the sights of London. What a hurly-burly and crush of cabs, hansoms, hand carts, wagons, buses and vans in one narrow street. It seems as if all the shops in the world are sending their goods along this old market-way of Cheapside.

Cheapside means market place, but it is now noted for its stores rather than its market place. From this street we notice a number of streets running to left and right, named Poultry street, Wood, Bread and Milk streets; these we are told have been named after the dealers by whom they are occupied.

Leaving Cheapside we ride down Poultry street to see the place where the London people tell us Thomas Hood, the poet, was born. Do you remember what he says about this house?

Milk street is also celebrated as the birth place of

Sir Thomas More, an author and a cardinal. Do you know what it means to be a cardinal? There on Bread street lived the famous John Milton, whose "Paradise Lost" you have seen in your father's library.

So you see that these streets, tho possessing common names, are really quite celebrated and are as apt to be sought out as those having finer sounding titles.



MANSION HOUSE, OFFICIAL RESIDENCE OF LONDON'S LORD MAYOR.

THE RICHEST SQUARE.

We are now in the part of London called "the city." More business is transacted in this square than in any other section of the world. Near the corner of King William street is the Mansion House, the official residence of the Lord Mayor of London. The mayor is a great personage in the eyes of his countrymen, and receives as much salary as our president.

Unlike most mayors he rules over but one square mile of this immense city. But this one is the richest mile of territory in all the wide world. It contains the Bank of England, the mint, the stock and produce exchange and London's only cathedral.



BANK OF ENGLAND, LONDON.

Suppose we visit some of these important buildings. The Bank of England, the greatest bank in the world, we find to be almost opposite the Mansion House. It is amusing to learn that this celebrated and dignified structure is on Needle and Thread street. The bank is a one story building, covering four acres of ground. Its walls are of granite and are very thick. The outer walls have no windows. The rooms receive light from inner courts and skylights.

Some of the officers of the bank make their homes in this building. We are told that it takes 900 men to carry on the work of the bank, and a great many guards beside. An immense amount of money is kept in the vaults and it is said that the business done here in a day amounts to \$10,000,000.

THE ROYAL EXCHANGE.

Across from the Bank is the Royal Exchange. The west front has a porch which is considered the finest thing of the kind in England. It has seventeen large figures in the pediment. These figures represent Commerce or Trade, the Lord Mayor and merchants of different nationalities.

Every day bankers and other wealthy men come here to transact business. The prices fixed by these men on grains, wool and cotton are quickly sent to every part of the world and affect business in America and many other parts of the earth.

In one part of the building are Lloyd's Subscription Rooms. This is the greatest shipping firm in the world. Every man engaged in a large shipping business sends to Lloyd's for shipping news, marine insurance and other shipping business. Boats have to be insured as well as houses, you see. A register is kept here of all the ships. This register tells us about the age, build and seaworthiness of the ship. You see how necessary this would be if a man wished to buy or sell a ship, or insure it.

In front of the Royal Exchange is a fine equestrian statue of the Duke of Wellington, another English hero. In what way is an equestrian statue different

from other statues? Was Lord Nelson's an equestrian statue? Why not? Did he win his battles on land or sea? There are two other statues near the building, one of George Peabody, an American, and the other of Rowland Hill. The monument was



BLACKFRIAR'S BRIDGE AND ST. PAUL'S CATHEDRAL, LONDON.

erected to Mr. Hill because he did so much to introduce cheap postage. But why should a statue have been erected on this spot in memory of Mr. Peabody? Can any one tell? Mr. Peabody was the first American to receive the freedom of London. So you see the English people have especially honored him.

ST. PAUL'S CATHEDRAL.

About half a mile west of the Bank is St. Paul's Cathedral. A long way off we can see its lofty dome, surmounted by a golden cross, but it is so surrounded by tall buildings that a view of the whole church is impossible.

All around the church is a street called St. Paul's Churchyard, but the neighboring buildings are so close as to spoil the effect of the cathedral when standing near it.

We pay one shilling to see the sights at St. Paul's, and for two hours roam about the place studying the clock, the library, the whispering gallery and crypt. It is a large and beautiful building, but inside the walls look bare. It has a great bell which strikes the hour, but is never rung except on the death of some member of the royal family, the Lord Mayor or the Bishop of London. There are many statues of English heroes in the church and the tomb of two of England's greatest men, Wellington and Nelson. In the crypt are also the tombs of three famous English painters, Turner, Reynolds and Landseer.

In the vault of the church is the tomb of the man who built the church. His name was Sir Christopher Wren. The church was thirty-five years in building and was finished in 1710. It was paid for chiefly by a tax on coal. Sir Christopher built fifty churches in London, but St. Paul's is the finest of them all.

Not far away is St. Swithins Church, where is kept the London Stone. This stone has for a thousand years been used to mark off distances. All distances in London were measured from this stone. If a man

living in the suburbs of London tells you he lives fifteen miles from the city he means fifteen miles from this stone.

THE BRITISH MUSEUM.

Near the city is the British Museum, which contains a larger collection of books, manuscripts, coins, curiosities, medals and antiquities than any other museum in the world. In one of the rooms one may see the Elgin marbles, brought from Athens, Greece, about a hundred years ago. They consist of statues, reliefs and yards of a frieze. The frieze represents in low relief a procession of men, women and horses, chariots and animals for sacrifice, all going to celebrate the festival of Athena.

These marbles are exquisitely beautiful and are admired by every one who comes to the museum. They are called the Elgin marbles because they were bought by Lord Elgin. He sold them to the English government for half what was paid for them.

The Egyptian room contains the famous Rosetta stone, with its lettering of Greek and Egyptian characters. It was this stone that furnished the information that enabled scholars to read the language of the Egyptians. Inscriptions on old wooden statues and granite columns thousands of years old, and the history of these early days were made clear and plain.

The streets surrounding the museum are quiet and afford homes or lodging places to many students, writers and scholars. It is a favorite neighborhood with them because of the assistance the museum gives them in their work and studies.

THE DOCKS AND THAMES RIVER.

We have learned that London is the first city in commerce in the world, and have not far to look for the reasons for this. One reason is because of its situation. It is built on the Thames river fifty miles from the coast. This river is navigable to London for ships of the largest size. Then too, the city is cen-



PICADILLY.

trally situated with regard to other lands. It is near to the continent and to trade through the Suez canal or around the Cape of Good Hope.

The Thames river is always crowded with shipping and both shores are bordered by docks, wharves and huge warehouses for all sorts of merchandise and vaults for wines.

The London docks cover 120 acres. The St. Catherine docks are the largest of the city, covering 24 acres, 11 of which are water. We can visit these docks when near the tower of London.

One sees the same pictures during an hour at the London docks as at the Liverpool docks. So we decide to take a steamer for a ride on the Thames. It will give us an excellent view of the bridges, the fine embankments, the London Tower and the splendid Houses of Parliament.

Of all the famous rivers of the world, the Thames is one of the smallest and most famous. In size it is a mere creek, but its history has more of interest to the English reader or traveler than any other stream.

For centuries kings and queens have lived beside it, going from their court in London to find rest or recreation at some riverside place.

It is one of the greatest pleasure resorts in the world. Every fine day in summer it is thronged with holiday makers in every imaginable kind of craft. There are row-boats, house-boats, punts, steam launches and even gondolas.

The river is spanned by many bridges. Some of these are used by the public and others by the railroads.

There is a tunnel under the river, and underground railways. Not far from the docks, up the river, we come upon the Tower, a grim, dismal old building that was at one time England's state prison.

Let us stop and take a look at the Tower bridge, of which we have read in our guide book. It is said that it took eight years to build this bridge and that it

cost six million dollars and a number of lives. It is different from other bridges we have seen. It has three spans.

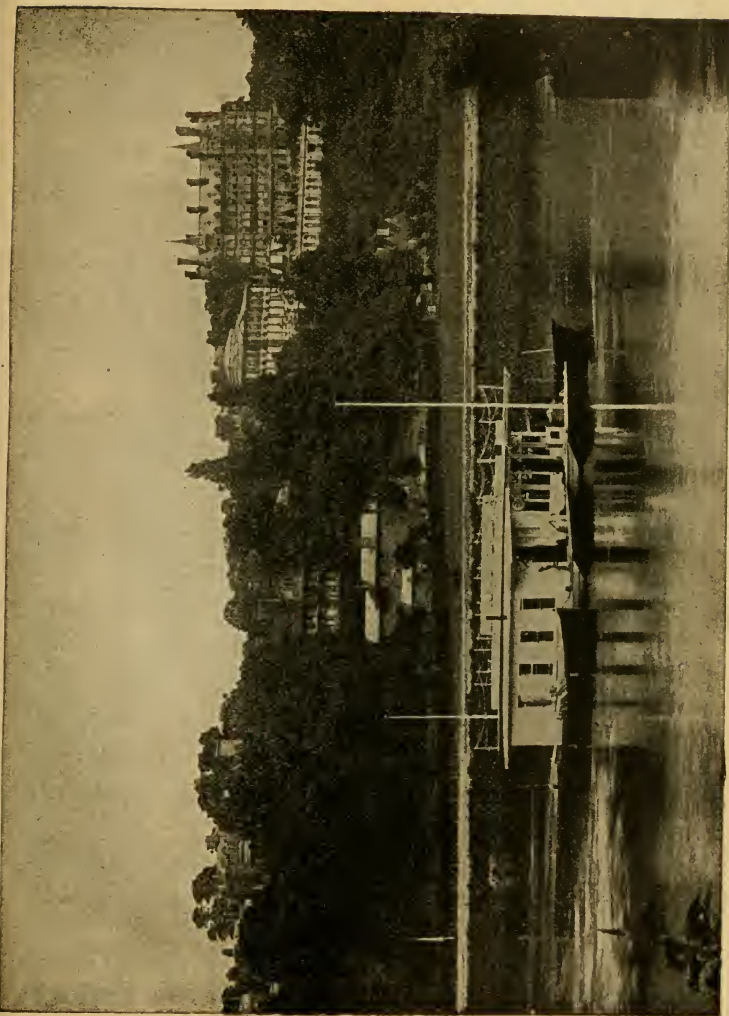
The roadway in the central span shows us a space 200 feet long and 50 feet wide. Beneath this roadway is a span 30 feet high, under which small boats can pass.

When large ships come up the river traffic must stop for a time. The roadbed parts in the middle, and each half rises to a vertical position, to allow the ship to pass; this takes but a minute. The foot passengers do not have to wait. They enter an elevator in the bridge tower and are lifted to the high level footway 112 feet above. We should like to visit the tower too, but this will take a long time and must be postponed until another day.

Not far away is London Bridge, but before we stop there we will take a look at Billingsgate, the principal fish market in London. The fish are brought here in boats in great quantities, and sold to both retail and wholesale fish dealers. The busiest hours are at five and six in the morning.

Beyond the fish market is the oldest and most famous of all the bridges of the Thames—London Bridge. The first one was built hundreds of years ago, but that is not the one we see to-day. The present bridge is a magnificent one, 900 ft. long and 54 wide, built of granite. This bridge is said to have cost \$10,000,000. It has lamp posts made from the cannon captured during one of England's wars.

Long ago the heads of traitors were set up on the iron spikes of London Bridge to terrify evil-doers.



RICHMOND PALACE GROUNDS, FROM THE THAMES.

There used to be stores on this bridge too, but as the city grew, more space was needed and they were taken away. To-day, London Bridge is the most crowded place in the city. It is said that 30,000 vehicles and 200,000 people cross it every twenty-four hours.

The embankment above London Bridge has been made a beautiful place. The river is edged with a granite wall eight feet thick and forty feet high extending from Black Friars Bridge to Westminster Bridge. A wide roadway borders the river, and footways, planted with trees. This embankment is known as the Victoria Embankment.

The Westminster bridge we find to be the finest of all the bridges of London. It is eighty-five feet wide, is built of iron and rests on stone piers.

Following up the river we reach the suburbs of London. The Thames is here bordered by pleasant homes with green lawns sloping down to the water's edge. There are many skiffs or boats on the river, where boys and men are practicing for the races which are held every year. Picked teams from all the principal English clubs take part in this Royal Regatta, or rowing carnival, and excited crowds gather to witness the fun.

Suppose we return now and visit the Tower of London.

THE TOWER OF LONDON.

London has many towers, but this is the most noted and interesting of all. It is in East London, near St. Catherines Docks. Once a fortress, a royal residence, a court of justice and a prison, it is now but a

government store-house. The building is very old, so old that no one knows exactly when it was begun.

The buildings known as the Tower are surrounded by a battlemented wall and deep moat. At one time this moat was filled with water and the only way to reach the tower was by means of a drawbridge. The high walls and moat were for defence, in case of attack



TOWER OF LONDON.

by enemies. When the bridge was drawn up the attacking party had no way to reach the gates.

There are three entrances, the Iron Gate, the Water Gate, the Traitor's Gate, all from the Thames. Then there is the Lion's Gate, the ordinary entrance on the west side. Traitor's Gate was so called because political prisoners were so often taken to the Tower in this way. Princes and nobles, lords and ladies, and even queens have entered the gates, and many of them never

came out again. If they did they thought themselves very lucky.

We will not go in that way, but by the Lion's Gate, on the west side. The Tower is guarded by quaintly dressed warders, or, as some people call them, "beef-eaters." These men have been soldiers and are now members of a body of men or policemen called Yeomen of the Guard. One of the guards acts as our guide through the tower.

Let us enter by the Lion's Gate. We receive tickets of admission and cross the bridge that spans the moat, pass through the Byward Tower and so reach the inside of this great prison. Inside the battlement wall is another and higher wall, and between the two a space, or court. We are now in this outer court. Both the walls are strengthened by towers and in the central space, or inner court, rises a grand tower.

We come first to the gateway of the Bloody Tower and pass through it to the great inner court. It was so named because some little princes were murdered here by order of the king. There are thirteen towers in all, each having a historical name. Among them are the White Tower, the Bell Tower, the Wakefield Tower, Middle Tower and Brick Tower.

In these prisons and gloomy chambers many noble prisoners have been imprisoned for years, pined away and died. The walls of White Tower are fifteen feet thick. Just imagine such a prison. It was here that Sir Walter Raleigh was imprisoned for twelve years. He was sentenced to death, but the king did not dare to have him executed, and so confined him here. It was in this tower he wrote his *History of the World*.

William Penn was also imprisoned in this tower at one time.

On Tower Hill outside the moat stood the scaffold for the execution of prisoners. Within the walls is St. Peter's Chapel, and near it is the burying ground where the noble prisoners were buried.

The most interesting room of all to many is the upper room of the Record Tower, where crown jewels or regalia are kept. There are a number of crowns, Queen Victoria's being the finest. It is set with almost three thousand beautiful diamonds, besides rubies and sapphires. The crown of the Prince of Wales was of gold, and without jewels. There are many other beautiful and costly things, the whole collection being valued at \$15,000,000.

The largest diamond belonging to the British sovereign is called the Kohinoor, or Mountain of Light. Its value is nearly half a million dollars. This jewel is kept at Windsor, but a model of it is shown here with the crown jewels. There are also bracelets, and swords, and crosses, and scepters, and royal spurs, the salt cellar of state, made to imitate the White Tower. These are kept in cases of glass and iron and carefully guarded.

There are two armories, Queen Elizabeth's Armory and the Horse Armory. In the former are swords, lances, halberds, pikes and other ancient arms, as well as instruments of punishment. In the armory are the figures of twenty-two mounted kings and knights in full armor, showing the different styles of armor worn at different times.

Some of the instruments of torture used by the

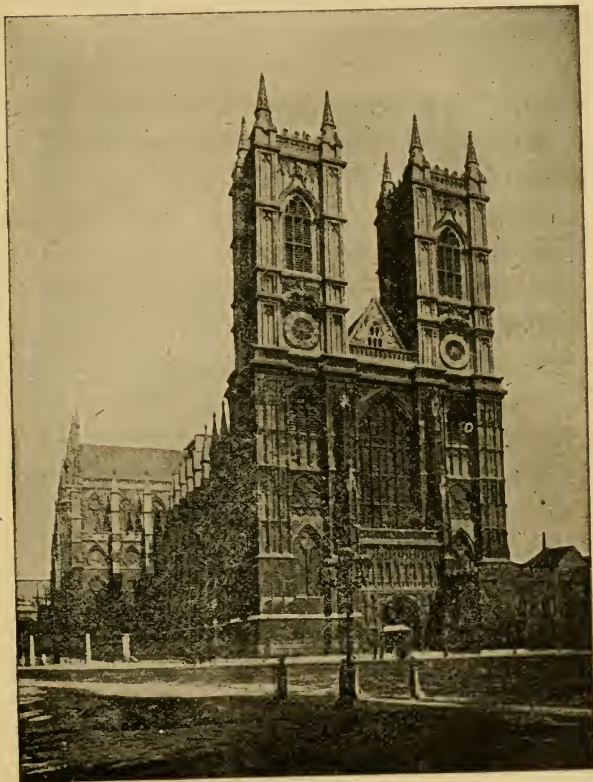
English people of past centuries are to be seen in one of these towers, and fearful looking instruments they were. First and worst of these was the executioner's axe, with which so many noted prisoners were beheaded. Its first victim was a queen; so you see that members of the royalty were quite as apt to suffer death in this way as others.

Sometimes the branding iron was used for the purpose of burning the figure of a gallows upon a man's face. There is also a revolving iron cage, the barrel for the punishment of bakers who defrauded the people by giving false weight. The stocks and whipping post were also used, and a ducking stool for scolding women.

If we are to believe the stories of olden times, we must believe that there were a great many scolding wives and ill-tempered women, called shrews, among the English. This ducking stool was a long beam of wood balanced on a pivot over a river or pond. It was so arranged that the scold could be dropped into the water and lifted out again before she was drowned. This method of punishment was found to be very unsatisfactory, and an iron bonnet was next used. This was put over the head and mouth and fastened with a padlock.

The stories of the crimes and tragedies of this tower would fill a whole book. Many, or perhaps most of the prisoners confined and executed here were innocent of the crimes of which they were accused. No one was safe from wrongful imprisonment, and perhaps death. The dread of this tower inspired a desire on the part of many to find a refuge, or coun-

try where they might be safe from injustice. So you see that if it had not been for this, our ancestors might not have come to America. We may be indebted to the tower more than we imagine.



WESTMINSTER ABBEY.

WESTMINSTER ABBEY.

The most interesting building in London to many visitors is Westminster Abbey. England's kings and queens for eight hundred years have been crowned

and buried there. It was first designed for the burial place of kings and queens only, but after a time England's great and good men were honored by having their bodies laid to rest beside those of royal blood. Today this building contains the graves of more famous men and women than any other in the whole world.

The building is celebrated for its beauty as well as its age, and to get the best view one should approach it from the front. The walls are dingy and grimy, for the atmosphere is laden with dust and smoke of many factory chimneys.

Inside the building all is hushed and still. A few visitors like ourselves are wandering about, or sitting in the pews reading books. At first we think they are prayer books but a closer view reveals guide books, similar to our own. There is no talking or noise of any kind, tho outside the thick walls the din of the streets is deafening.

Are we disappointed at first? Perhaps, a little. We have expected so much. The walls and floors are dark and worn, but after a time the beauty and magnificence of the place impress us, as they have all others. The vaulted roof, pointed arches, clustered pillars and carved stalls first attract our attention, and we wander about for a long time fascinated by the place.

We visit first the tomb of Edward the Confessor, who founded the Abbey. It is one of the oldest tombs here. His shrine is a most beautiful one.

In the chapel behind the altar where Edward is buried stands the old English Coronation Chair.

Seated in this chair all the sovereigns of England since Edward's day have been crowned. In the seat of the chair is the famous Scone Stone on which the Scottish kings used to be crowned. The Scots believed it to be the stone on which Jacob rested his head in the desert. It was a great blow to the Scottish people when this stone was taken away from them by the English king.

The Jerusalem Chambers are interesting to most people. The tapestries of the walls represent scenes from Jerusalem and the cedar wainscot came from the Holy Land. It is noted as the place where the common version of the Bible was made. It is also the room where the Westminster Assembly of ministers has always met. It is these men who have given us the Confession of Faith and the Longer and Shorter Catechisms.

The most beautiful part of the Abbey is Henry VII's chapel. It is separated from the rest by a flight of stairs and brass gates. The walls are covered with tracery and contain the statues of many saints and martyrs. The tomb of Henry VII is of black marble, elaborately carved, and effigies of the king and queen in gilt bronze, recline upon the tomb.

Two other most interesting tombs in this chapel are those of Queen Elizabeth and her lovely but unlucky sister Mary Stuart, Queen of the Scots. Their tombs are much alike.

There are many statues in different parts of the building. One could spend hours in wandering about looking at the busts, figures and monuments of England's famous men, and reading their epitaphs. Some

are erected to great statesmen, others to naval commanders, to soldiers and to the former deans of Westminster.

Our own war with England is brought to mind by the sight of the monument to Major Andre. You remember, do you not, that he was hung as a spy in America? But he was a brave soldier and after the Revolution his body was sent back to England with every mark of respect and consideration. It was laid here in the Abbey and this fine monument erected to mark the spot.

Britannia is represented as mourning over his early death. The bas-relief on one side of the tomb represents a British officer carrying a flag of truce and a letter to the tent of Washington with the request of Andre that as a soldier he might be shot, and not hung. The request was not granted, but the sculptor has pictured the death scene as Andre wished it.

General Burgoyne, whose surrender at Saratoga lost America to England, has no monument. He was not buried in the Abbey, but in the North cloister.

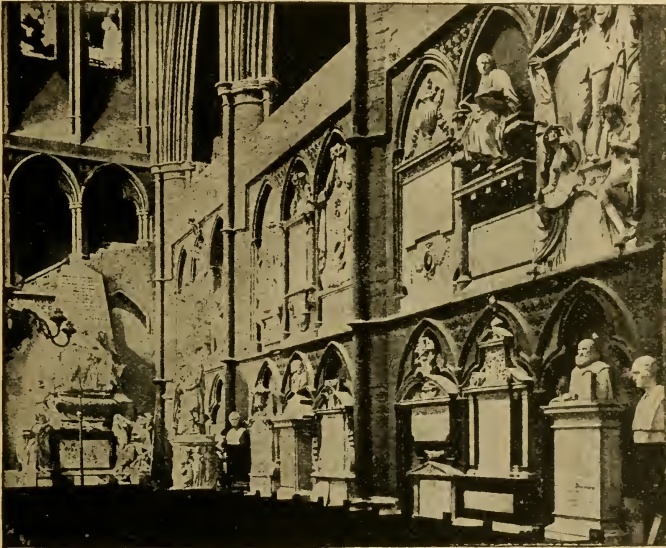
In one place we notice a slab which records the fact that the grave beneath was the resting place for a time of the body of George Peabody. On the slab are also carved the words of his early prayer that if God prospered him he would render some memorial service to his fellow-men. Do you know how he kept his word?

POETS' CORNER WESTMINSTER ABBEY.

One chapel in the Abbey is called Poets' Corner. In it are buried many of England's great warriors, while others have monuments, busts or tablets. Dickens

and Thackeray are both buried here. There are busts of Shakespeare and Milton and many other poets, but Longfellow is the only foreigner honored by having his bust placed in the Abbey.

A stained-glass window has been placed here in memory of Lowell. Other windows have recently



POETS' CORNER, WESTMINSTER ABBEY.

been given to the Abbey in honor of the poet Cowper, and George Herbert, by a wealthy American.

Near by the cathedral is the Westminster School for the choir boys, for both St. Paul's and Westminster have boy choirs. These boys are chosen from hundreds of applicants, and must be between the ages of eight and ten. They are required to remain until they have served their full term, and while members of the

choir they are boarded and receive an excellent high-school education. On one day of each week they are allowed to go to their own playground in the country and have their holidays at Christmas, Easter and mid-summer. In some of the boy choirs, the best singers receive a salary.

If we were to come to the Abbey to hear them sing, Sunday afternoon, we would feel ourselves well paid for the trouble. We would find the church crowded with eager listeners, two or three thousand, or even more. Many are glad to stand through a long service for the sake of the eloquent sermon and the beautiful music one is sure to hear.

WESTMINSTER PALACE.

The building next to the Abbey is Westminster Hall, which forms the grand entrance to the new Parliament Buildings. This Hall is very old and has an interesting history. Kings have been crowned in it and grand banquets given. It has been the scene of many famous trials too.

The hall is one of the largest in the world, being 300 feet long and 70 wide. The ceiling is of wood and finely carved. There is also a St. Stephen's Hall, which contains statues of celebrated English statesmen, and a Central Hall which separates the House of Commons from the House of Peers.

The English laws are made by Parliament which consists of two legislative bodies, the House of Lords and the House of Commons. The members of the House of Commons are elected by the people. Westminster Palace contains rooms for the assemblage of these bodies of men.



WESTMINSTER PALACE, HOUSE OF PARLIAMENT.

The Houses of Parliament are modern buildings. They cover eight acres, contain eleven hundred rooms, one hundred staircases and eleven courts. The buildings are of stone and decorated with five hundred statues.

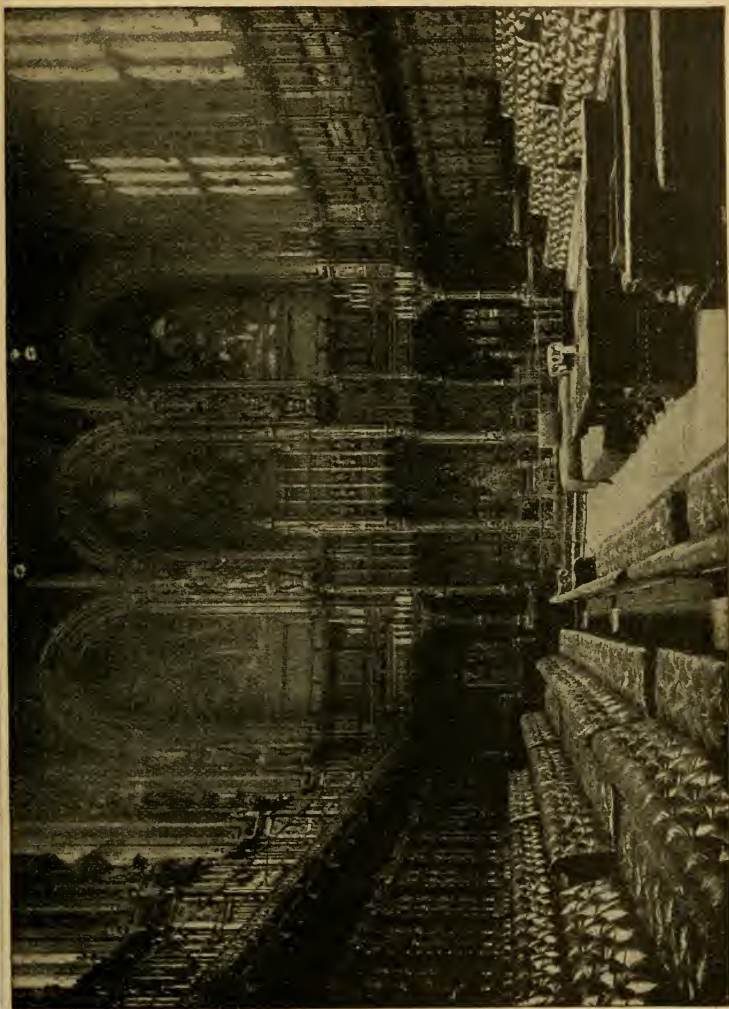
The main building has three towers. At the north end, next to Westminster Bridge, is the clock tower. It is 318 feet high and contains a monster clock. This clock has four dials, and each of these dials measures twenty-three feet across. Another remarkable thing about this clock is that half a day is required to wind it up.

The central tower is smaller and lower than the clock tower. At the other end of the building is the beautiful tower called Victoria Tower. It is 340 feet high and contains the entrance through which the queen passed when she visited Parliament.

Entering the House of Commons, we find it smaller than the House of Representatives at Washington. There is a reason for this. It was thought best to make it small in order that all might hear distinctly. The room looks much like the interior of an old church.

The ceilings, walls and furniture are of dark carved wood. The windows are of stained glass and the room is but dimly lighted. Galleries run around the four sides of the room. One is for newspaper reporters, another is for gentlemen visitors. There is another gallery higher up for ladies. The hall has seats, but no desks.

The House of Peers occupies the southern half of the new part of the Houses of Parliament. The room is handsomely finished in oak, leather and gold. The Queen's throne is in this room, and during her reign



SESSION CHAMBER OF THE HOUSE OF LORDS, PALACE OF WESTMINSTER.

she came here annually to open Parliament and make her speech. The chair of state resembles the "coronation chair." It is ornamented with the national flowers of England, Ireland and Scotland—the rose, shamrock and thistle.

In the central part are seats for the Lords or Peers. When the Queen opened Parliament the members of



PALL MALL, LONDON.

the House of Commons as well as the Peers assembled in this room. We should like to have been here during Gladstone's life and have heard one of his wonderful speeches. He was England's prime minister, and in America as well as in England we hear him spoken of as the "Grand Old Man."

BUCKINGHAM PALACE.

The queen when in London lived at Buckingham Palace on the Mall, a wide, pleasant street, leading to the government offices and fashionable clubs.



ALEXANDRA, QUEEN OF ENGLAND.

Sunday is a delightful time for a ramble about the old streets and ancient buildings, interesting to all the world because of their histories. At this time one can walk through the streets without being crowded or jostled or run over. It is a quiet day and few people or vehicles are in the streets. The great chimneys have ceased smoking, and the air is free from soot. The sky is blue and clear and without the dust and smoke of other days.

We find many historic places connected with the lives of famous Americans. In the church of St. Savior, the next finest Gothic church in London, John Harvard was christened. Why are we interested in him? Because he founded our oldest university.

At Bears Head Tavern, Irving spent some time. What fascinating pictures of English life he found here and gave to us in his "Sketch Book."

Every Christmas we read it with new delight. If only we might see inside some of these happy homes that look so dingy and uninteresting from the outside, we, too, might carry with us pleasant memories of the home life of these people.

We have heard it said that if one were to follow Dickens as he shows us London in his books, he would see almost the whole of the city. We cannot do that, for many of the buildings he has mentioned have been torn down or removed.

But we can find the "Old Curiosity Shop," which is still used as a place of business. We almost imagine that we see old Scrooge coming out of the building, but poor old Scrooge is dead. You know the story, do you not?



"OLD CURIOSITY SHOP."

CHARLES DICKENS.

Charles Dickens was one of the world's greatest story tellers, and many people think that he did more to better the condition of the poor people of England and to bring wrongs to light than all the statesmen Great Britain ever sent to Parliament. He was a great teacher, for he taught the whole world lessons of the value of kindness, of generosity and of unselfishness.

Would you like to know how he was able to do this? It was not because he was favored in any way by good luck. He was a sickly little fellow, and did not go to school or mingle with the other boys much

in their lively games. His mother taught him how to read, and amused him during his years of ill-health by telling him stories.

When Charles Dickens was about nine years old, his father lost his money and was thrown into prison because he could not pay his debts. In those days it was a crime for a man not to pay his debts, and if he failed to do so, he was promptly put into a debtors' prison.

These were troubled days for the family, and Charles was obliged to go to work in a London blacking manufactory to earn a little money. He hated this work, for while in the factory he was thrown with low, rough, dishonest companions, who bullied and tormented him. He had hoped to be able to become famous as a scholar, yet here were all his plans spoiled.

There were many other children around him, however, who were as unfortunate and miserable as he, and his sympathy for these other lonely, oppressed children was so great that he tried to be brave in order to help them. He sang songs and told funny stories, which he acted out in a ridiculous way, in order to amuse and cheer up his friends.

He spent his evenings and every spare minute he could find in the reading room of the British Museum, which we have lately visited. After a time the father had money left to him, and then Charles was able to go to school. He grew well and strong, and was at last able to have the books he loved so much.

After a time he entered a lawyer's office and studied shorthand. He worked so faithfully at this

that he soon became very proficient, and was offered a position as reporter on a newspaper. When engaged in this work he met all classes of people and had good opportunities to study the lives of the poor people about him.

When about twenty-one, he wrote his first story and sent it to a magazine. When it was printed he was delighted beyond measure, and immediately wrote others. They were not at all like the stories published in the books and magazines at that time, and became popular almost at once.

At the age of twenty-five he had published two volumes of his sketches, and had begun the book which made him famous. This book was "Pickwick Papers." Near our hotel is the inn where Mr. Pickwick had his quarrel with the cabman.

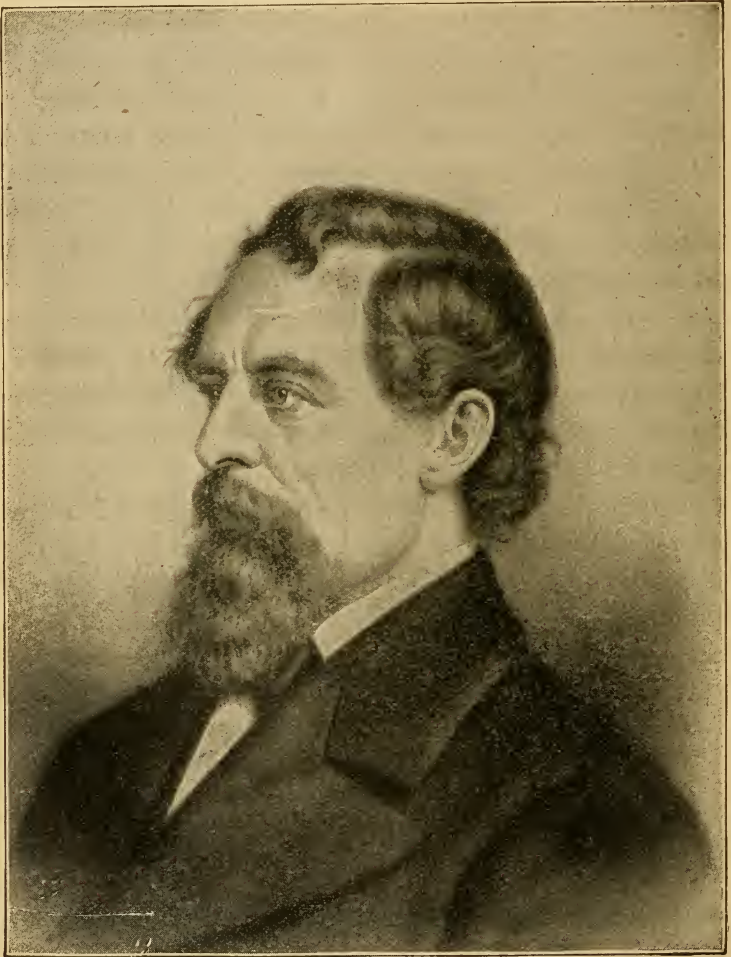
In Dickens' next book he tells the story of a poor orphan, Oliver Twist, who like himself had been thrown among scenes of misery and want. He remembered his factory days, and the children who were cruelly treated. He had wished to do something to relieve the children who were ill-treated, and now he saw an opportunity to do so.

So he wrote this story and others to attract attention to these evils, which he wished people to see, to know and correct.

Then he wrote Nicholas Nickleby, and what an uproar it did bring about! The Squeers of this story was so very much like several English schoolmasters that they thought he had written the story about them, and sued him for slander. Do you know what that means?

After this came the sad story of "Little Nell," and

the "Old Curiosity Shop," and so many others I can not name them here. In the book which is most pop-



CHARLES DICKENS.

ular of all, "David Copperfield," we find the story of his own life. In "Little Dorrit" he tells of the debt-

ors' prison. This too is a picture from the memory of Dickens' own childhood, as he used to visit his father when confined there.

With a master hand he has painted the home life of the English people, whether humble or great. Among the best of these are his Christmas stories. Dickens loved the ancient customs and especially the Christmas festival. No one who has ever read his Christmas Carol will ever forget Tiny Tim, and old Ebenezer Scrooge. It leaves one wishing to live and do more for others. It is full of good will and sympathy for the poor, as Dickens himself was.

He never forgot his own sad life, and tried to keep sorrow from other little ones. When Dickens died his body was laid to rest in Westminster Abbey. Many school children came, each bearing a flower, until the grave was nearly filled with blossoms.

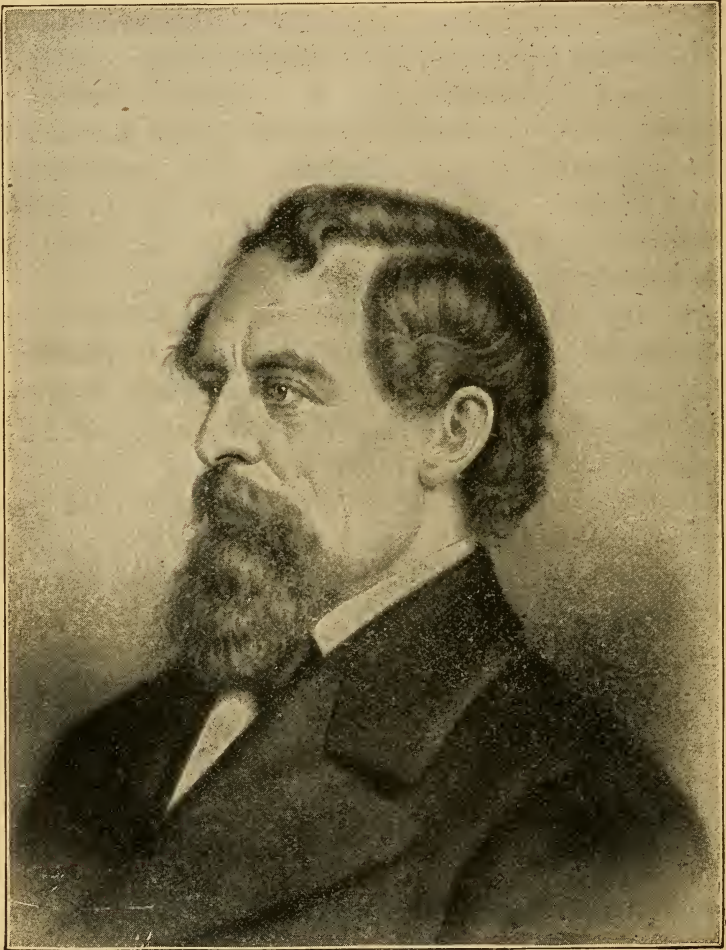
THE EAST END.

Now let us visit the East End, where live so many of the poor and wretched whose sad lives Dickens has pictured for us and whose wrongs he helped to right.

In this part of London we find the streets narrow, dark and dirty. The buildings are so high that the sunshine rarely finds its way into these homes, and the air is foul with bad odors arising from the unclean surroundings. The wretched tenement houses that hold London's poor are here crowded together. What a dismal picture they make!

These houses are divided up into small rooms, into which whole families are often crowded. In this one room they must live, eat and sleep.

the "Old Curiosity Shop," and so many others I can not name them here. In the book which is most pop-



CHARLES DICKENS.

ular of all, "David Copperfield," we find the story of his own life. In "Little Dorrit" he tells of the debt-

ors' prison. This too is a picture from the memory of Dickens' own childhood, as he used to visit his father when confined there.

With a master hand he has painted the home life of the English people, whether humble or great. Among the best of these are his Christmas stories. Dickens loved the ancient customs and especially the Christmas festival. No one who has ever read his Christmas Carol will ever forget Tiny Tim, and old Ebenezer Scrooge. It leaves one wishing to live and do more for others. It is full of good will and sympathy for the poor, as Dickens himself was.

He never forgot his own sad life, and tried to keep sorrow from other little ones. When Dickens died his body was laid to rest in Westminster Abbey. Many school children came, each bearing a flower, until the grave was nearly filled with blossoms.

THE EAST END.

Now let us visit the East End, where live so many of the poor and wretched whose sad lives Dickens has pictured for us and whose wrongs he helped to right.

In this part of London we find the streets narrow, dark and dirty. The buildings are so high that the sunshine rarely finds its way into these homes, and the air is foul with bad odors arising from the unclean surroundings. The wretched tenement houses that hold London's poor are here crowded together. What a dismal picture they make!

These houses are divided up into small rooms, into which whole families are often crowded. In this one room they must live, eat and sleep.

There are no yards or trees or playgrounds for the children. They must play in the streets or the gutters. There are no wide pleasant porches where the tired workmen and their families may gather in the evening. On the doorsteps of these cheerless places lounge many idle, half-drunken men and women.

Whitechapel is the home of the evil-doer, the thief and outcast, as well as the poor, and to walk in some streets in this part of London even by day is to place one's life in danger. Drink has brought many to this neighborhood, who, in days of prosperity, lived in the West End.

Dirty, ragged children swarm about some of the open windows. At others pale, haggard women sit sewing. They are making garments for the shops or factories and are obliged to toil early and late in order to earn enough to buy the poorest kind of food. Day after day, month after month, they spend in this way, without a breath of fresh, pure air, or a glimpse of the beautiful country just a few miles beyond.

Do you wonder that the people who live here commit crimes? Do you think that it would be easy to be good, living in such a place? No wonder that Dickens' heart ached for them.

We are glad, very glad, to get away from all this misery back to a more pleasant part of London. If we turn our steps to the part of the city south of the river we shall find factories and residences. North of the river and city proper are the districts where the middle class live—the tradesmen and prosperous working people.

Now let us look at the West End. It is as differ-

ent from the East End as day is different from night. There are no smoky factories there. The air is fresh and free from smoke, the streets wide, clean and attractive. There are parks too, where the people may sit, walk, ride or drive.

The houses that line the streets are palaces or stately dwellings of brick and stone, and in them live London's lords and ladies, and the wealthy and fortunate.

LONDON PARKS.

No city in the world has so many fine parks, pleasure grounds and "green" squares as London. A walk through these shows the love that the English people have for trees and flowers and green things growing. Some of the parks belong to the Crown, and are controlled by His Majesty's commissioner and cared for by men who wear the royal livery. Among these are Hyde Park, Kensington Gardens, Regent's Park, Greenwich Park, Kew Gardens.

Others belong to the people, or at least such as are fortunate enough to live near them. Parks are intended for the poor as well as the rich, but many of them seldom see or use them. The most of the parks are in the West End and are too far removed from the homes of the poor. The East End has one tiny park of three acres that was formerly a church yard. It has been made attractive with fountains, ferneries and flowers, and a delightful resting place for many who could never go to the other parks. Victoria Park is also a heaven of beauty to tens of thousands of children and toiling fathers and mothers.

St. James and Green Parks are in the midst of the city, near the West End. Near St. James Park are St. James Street and Piccadilly—famous for their club houses. These are the favorite resorts for men of wealth and fashion. Much of their time is spent there, and some of them know no other homes.

There are many other clubs in various parts of London, where workmen may congregate and spend their evenings. Indeed it is said that in no other city in the world will one find so many.

Regent's Park is a magnificent place for games of all kinds. On Sunday the people gather there in large numbers for divine worship, and these open air services and the music are very attractive.

This park contains the Zoological Gardens, and that accounts perhaps for the troops of children with their nurses or teachers that we see there. The famous "Jumbo," that Mr. Barnum brought to this country, lived in this park before it was brought to America.

Many tourists come to the celebrated Kew Gardens for their botanical collections. Here are mammoth green houses and gardens, green lawns and forests. It makes one think of fairyland, and is a quiet, peaceful spot in which to rest or study.

Hyde Park and Kensington Gardens together make the largest park in London. It is frequented by the wealthy and aristocratic people of the city. This park contains an ornamental lake called the Serpentine, and a wide street called Rotten Row. This road is used only by those on horseback, and from twelve to two o'clock one may see fashionable ladies and gentlemen on high-bred, spirited horses, horsemen in jockey costume, and children on Shetland ponies, pacing up and down.



ROTTON ROW, HYDE PARK, LONDON.

The Row is bordered on each side by a walk and this is thronged by people who come to watch the riders. Under the trees are chairs which one may rent for a penny apiece. We are glad to rest awhile in the shade, and watch the crowd of riders and walkers. Between the hours of four and six the crowd drifts to another part of the park, where the fashionable people come later to drive. The wide, shady avenues are then filled with carriages drawn by splendid horses. The ladies in these carriages are elegantly dressed and many beautiful faces are seen among them.

Kensington Gardens are separated from the Park by the Serpentine Lake. It is a lovely place, far more beautiful than the park, and not so noisy and crowded. On the western side is Kensington palace, the place where Queen Victoria was born, and lived until a young woman.

South of the palace we find Albert Memorial, erected in memory of the Queen's husband, Prince Albert. This is one of the finest monuments that has ever been erected, and it ought to be, for it cost \$600,000. Near it is Albert Hall, which is also a memorial to Prince Albert. This great amphitheater seats nearly 10,000, and contains one of the largest organs in the world.

Not far away is the Kensington museum, where one might remain for hours. There are many fine paintings, and among those we note are several by Landseer, whose tomb we saw in St. Paul's Cathedral. Would you like to know something of this London boy, who loved animals and painted dogs as no other artist has done?

Edwin Landseer drew pictures as soon as he was able

to walk, and at five years of age could sketch a dog as well as most grown-up people. He liked better than anything else to watch the dogs at play with the children. One morning when strolling about he saw a



LANDSEER AND HIS DOGS.

beautiful St. Bernard dog. He wished to sketch the splendid fellow, so he followed him home. The sketch

made of this dog is said to be the finest representation of a dog ever made.

His father often took him to the Zoological Gardens to see the animals, and while there he drew horses, donkeys, sheep, lions and tigers. He drew pictures of pointers, mastiffs, spaniels and bull-dogs, and gave to each the right expression. He found by studying, working and playing with them that dogs of one breed may be very different in temper and disposition. Poor people who owned dogs or other pets that they prized very highly were interested in these animal pictures. They could not afford to buy a painting but they could spare a few shillings for an engraving. So Edwin Landseer's father began to engrave the pictures of his son's dogs. So many people bought them that Edwin's father and brothers soon devoted all their time to making these engravings.

By and by rich people came and wanted Edwin to paint portraits of their dogs, so he opened a studio, where the principal sitters were dogs. He loved horses as well as dogs but had not had so good an opportunity to study them. He now began to paint them too. Rich people liked to have their portraits with a favorite dog or horse. Queen Victoria herself came to his studio to have him paint her picture on horseback, and a portrait of her husband, Prince Albert, as well.

He was the first artist to be received by the Queen as a friend, and was invited to her palace many times.

WINDSOR CASTLE.

There is one excursion that few London visitors fail to make—that is to Windsor, the chosen resi-

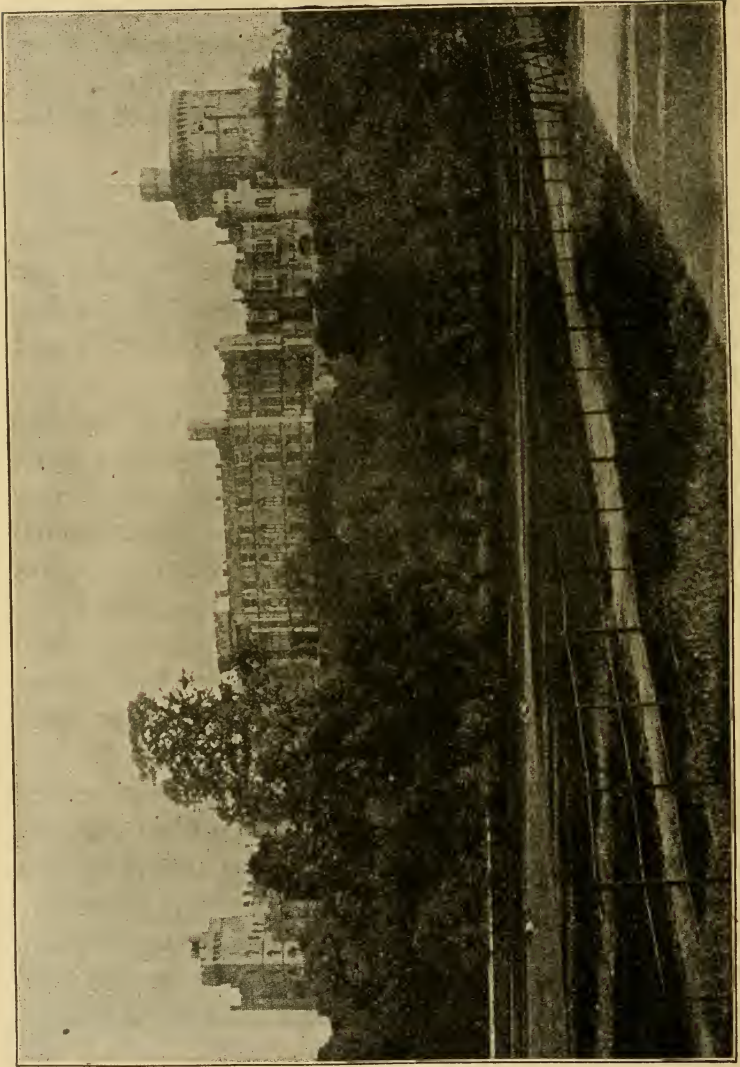
dence of English kings for many centuries. It was the royal home of Queen Victoria for three score years, and is now the residence of King Edward VII. Windsor Castle is situated in the little town of Windsor, about twenty-one miles from London.

The train will take us to Windsor station in less than a half hour. The Castle is the most interesting and imposing of all the great houses that overlook the Thames. It is not a beautiful building, but its fine situation, its huge, picturesque, ivy-covered walls and towers make it a magnificent one.

The Castle is more than eight centuries old, and has always belonged to the crown, but there have been times when it was not used as a royal residence. It was begun by King William, and at that time was intended as a fortress. But each succeeding sovereign has added to it until it has become the most important royal state palace of England. Queen Victoria lived here during the winter and at times while Parliament was in session, but the autumn and summer were spent elsewhere.

The grounds around the castle make a beautiful park of over 1,800 acres. Everything that can be done by human hands to make a perfect landscape has been done by the gardeners of Windsor. There are forests and avenues of grand old trees, some of them known to be over 1,000 years old. There are an artificial lake, statues and lodges half hidden with foliage and covered with ivy.

The Castle consists principally of two courts—the lower or western court and upper or eastern court. Each of these is surrounded by buildings, with the Great



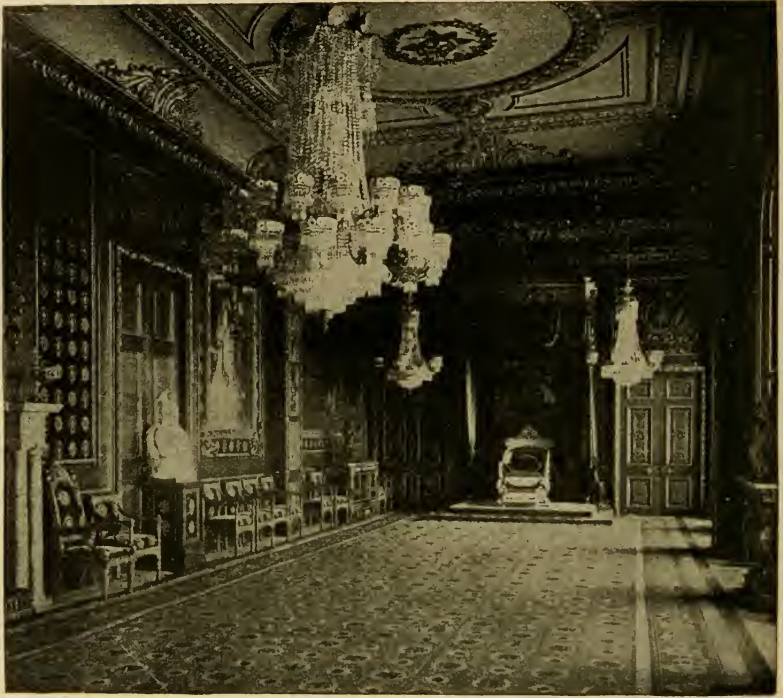
WINDSOR CASTLE, SOUTH FRONT.

Round Tower between them. This tower is built on a high eminence and rises 80 feet from the ground. It is the oldest part of the Palace. From the top of the tower we have a beautiful view of the country around about Windsor. Before us lies the valley of the Thames. In and out winds the river like a silver thread. On its calm waters boats are idly drifting or darting back and forth. Across the river rise the gray walls and towers of Eton.

In the East End are the State Apartments, the Audience Chamber, the Presence Chamber, the Guard Chamber, the Grand Reception room, the Throne room and Picture rooms. The Queen's Audience Chamber is hung with French tapestry whereon artists with skillful fingers have told the Bible story of Esther and Mordecai. In the Guard Chamber are suits of old armor, and busts of English heroes. The Rubens room is filled with pictures by that artist, and the Van Dyck room contains portraits by that master.

The Albert Chapel is a memorial by the Queen to her husband, Prince Albert. This is one of the most beautiful rooms in the world. Its ceilings are of mosaics and its floor and walls of richly colored marbles and precious stones. At one end of the room is a marble figure of the Prince. The walls are decorated with scenes from the lives of Joseph, Daniel and the Saviour. The windows are decorated with scenes from the life of the Prince. Beneath this chapel lie the bodies of two of England's kings. The remains of Prince Albert lie in a mausoleum in the park.

From Albert Chapel we are taken to St. George's Chapel, where many English kings are buried. This



THRONE ROOM, WINDSOR CASTLE.

was built as a meeting place for the Knights of the Garter, and here each knight still has his stall and hangs his banner. It was in this chapel that the marriage of the Prince of Wales took place. Jennie Lind sang one of the songs at the ceremony. A poem has been written about it by Tennyson, and a grand picture of the ceremony painted by a celebrated artist.

King Edward, the seventh king of that name, came to the throne in the early part of 1901 and now rules over the British Empire and 300,000,000 of the human race. He was the oldest son of Queen Victoria, and

before he succeeded to the throne was known as the Prince of Wales. His wife, the beautiful Queen Alexandra, is almost as much loved by the people as England's former Queen.



ENGLAND'S KING.

The king has five brothers and sisters,—the Duke of Connaught, the Duke of Edinburgh, the Princess Christian, the Marchioness of Lorne, and the Princess

Beatrice. There are over sixty living descendents of Queen Victoria. Among these are princes, princesses, dukes, duchesses, one emperor, one empress, one marchioness and one lady.

The king has five children, but the most important child in Europe to-day is his little grandchild, Prince Edward of York. King Edward is now sixty years of age; his oldest son, the Duke of Cornwall and York, is not strong, and so there is a chance that the Duke's little son may be king of England before he is of age.

When the new king and queen made their first appearance in London, early in the year, he rode in the carriage with them, and the crowds went wild over the baby Prince. It seemed great fun to him to have the people cheering and saluting on all sides, but he did not dream that they were hailing him as their future king.

This will only be told him when he is old enough to understand what it means. But in the mean time he will go on romping in his nursery and studying with teachers just as other boys do. By and by his father will receive the title of Prince of Wales, and he in turn will become Duke of York, Earl of Inverness and Baron of Killarney. He will have then to be addressed as "Royal Highness" and shown to people on public occasions, but after all his life will not be very different, and not a whit easier or more pleasant than that of thousands of other little English lads.

EDUCATION.

We are interested of course in knowing how the little English Prince and his two sisters, the princesses,

are being educated, but we wish also to know something of the education of other London children. Some of them we have seen have received the greater part of their education in the streets while selling flowers and newspapers, blacking boots, running errands and sweeping crossings.



LONDON FLOWER BOY.

But what about the others who have parents and friends to care for them? We find that all children between the ages of five and thirteen must attend some kind of a school. The churches support more than one-half the schools and the government the rest. This is very different from our own system, where the government supports nine tenths of the schools.

The pupils in the government or public schools do not come from all sorts of families as in the states. Families that can afford to pay for their children's education send them to private schools. The public

or free schools, as they are called, are looked upon as charity schools. The children who attend them come from the families of poor laboring men.

The girls as well as the boys who attend these free schools must earn their own living as servants, or in the factories, when their school days are over. They must learn how to live comfortably on small incomes at home.

For this reason house-keeping schools have been introduced into the public schools. In these the girls are taught how to cook, wash, iron, clean house, take care of sick people and babies, do marketing and keep accounts. As these schools have only lately been established, additions have been made to all the school houses in the city in order that this plan may be carried out.

There are a number of noted endowment schools which prepare boys for college. Four of these are at Eton, Rugby, Harrow and Winchester. These are boarding schools with from four hundred to one thousand pupils. A high degree of scholarship is required at Winchester, and to this school are sent the children of clergymen, professional men and the upper classes. Many wealthy people send their children to Eton, where the pupils are not required to study so hard. But many noted men have received part of their education there.

In these schools much attention is paid to developing character and to the physical growth. Fights are a common occurrence in schools, but there is rarely any ill-feeling over them. The boys fight to determine which is the stronger physically. The favor-

ite game is cricket, which gives them plenty of exercise. The object of their games seems to be a good time, rather than the winning.

Before leaving England, we shall visit two of its great universities, Oxford and Cambridge.

THE LONDON SEASON.

The pleasantest time to be in London is the season between Easter and the middle of August. When Parliament closes the season is over, and the fashionable people of London leave the city and go to their country homes, to the seaside, the island resorts or travel on the continent.

You have seen how some of the society people amuse themselves. They ride or walk in the morning; drive in the afternoon; spend their evenings at the club or at dinners, parties, balls, concerts and the theatre.

Then there are special events which attract all classes of Londoners. These are the cricket matches between Eton and Harrow, the Derby race and the boat races or Royal Regatta. The boat races are held near the town of Henley on the Thames. You remember that our ride on the Thames took us near this place.

The cricket matches take place at Eton, beside the Thames. Eton is across the river from Windsor, and is one of the oldest public schools of England. Many of the boys who attend school there are sons of noblemen and wealthy Englishmen and so it is the fashion for not only their families, but for great crowds, to attend the cricket matches between this

school and its rivals. The majority of those attending are not much interested in either side. The carriage drive and the day in the country are pleasant, however, and it gives them an outing.

The greatest event of the year is the Derby race. Members of the royal family usually attend this, and many of London's great men and women. Numbers who do not care for the races go merely to see England's lords and ladies, and other important spectators, who appear in places reserved for them.

All of the fashionable ladies have costumes especially prepared for this occasion, and the stands and carriages that border the race course present very gay pictures. The finest and most beautiful horses in England are to be seen at these races. The race horses are the fleetest the world can afford. The leaders are known far and wide, for they have been made known to the people through their pictures and newspaper descriptions.

But these races mean much more than amusement to some of those who attend, for they are made the occasion of betting. Many men stake their last dollar upon the horse they feel confident will win, and while some win others lose all they have.

Now, let us say good-bye to London with its fog and smoke, and go out into the beautiful country around about the city. There are many pleasant excursions to be made into the suburbs. Then, too, we must see something of English country life and of the people and places in other parts of England. This will take us another month, and these trips will make the next of our little journeys.

TEACHER'S SUPPLEMENT.

A Little Journey to England.

The class, or travel club, has now completed the study of London, and is ready for a review. In order to make this interesting, let the work be summed up in the form of an entertainment called—

AN AFTERNOON OR EVENING IN LONDON.

For the afternoons abroad, given as geography reviews, or as a part of the Friday afternoon exercises, invitations may be written out by the pupils, or mimeographed or hectographed, and carried to friends and parents.

If given as an evening entertainment and illustrated by stereopticon views, handbills may be printed and circulated, at least a week beforehand. The following form may be used:—

SCHOOL ENTERTAINMENT.

A TRIP TO ENGLAND FOR TEN CENTS.

You are invited by the pupils of the _____ school [or the members of the Travel Class or Club] to spend an *evening (or afternoon)* in London.

The party starts promptly at 1:30 P. M. (or 8 P. M.) the _____ Those desiring to take this trip should secure tickets before the day of sailing, as the party is limited. Guides are furnished free.

The proceeds of this entertainment are to be used in the purchase of a library and pictures for the school.

SUGGESTIONS.

The exercises should be conducted and the talks given by the

pupils themselves. Some topic should be selected by each pupil, or assigned to him, and with this topic he should become thoroughly familiar.

Geographies, books of travel, magazine articles and newspapers should be consulted until each pupil has his subject well in hand. He should also, where possible, secure photographs, pictures or objects with which to illustrate his talk. At its close these should be placed upon a table, or the chalk tray, that visitors may examine them more closely.

If the entertainment is given in the evening, the teacher may be able to use stereopticon views.

These will prove a very great attraction to both pupils and parents, and should be secured if possible. The lantern with oil lamp may be easily operated by the teacher while the pupils give the descriptions of the pictures, or give talks about the country.

The lanterns and slides may be rented for the evening or afternoon at reasonable rates, and the cost covered by an admission fee of from ten to twenty-five cents.

A leader, or guide, may be appointed to make the introductory remarks, and to announce the numbers of the programme.

ROOM DECORATION.

Decorate the room with English flags and England's flower, the rose. Across the blackboard in large letters print the words, "Merrie Old England," and under it hang or draw a map of England. This is to be used by the guide in pointing out the route to those who are to make the journey.

On another part of the board draw a map of "London Town," and have pupils locate the various points of interest as they are described. The programme is a long one, but many of the topics are quite short, and an opportunity is given to all to take part in some way. If too long for one afternoon, the last topics may be omitted and used in the next programme, which will be devoted to parts of England outside of London.

Pictures of the king and queen, and of England's former queen, Victoria, should have the post of honor under the flag.

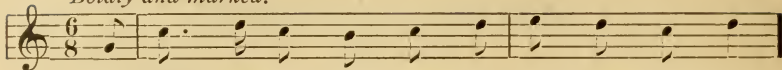
AN AFTERNOON IN ENGLAND.

PROGRAMME.

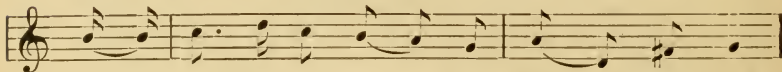
1. Introductory Remarks by Guide.
2. Ocean Voyage.
3. Recitation or reading, "Song of Steam."
3. Music, An ocean song.
4. Recitation, "England."
5. Geography of England.
6. Liverpool and the Docks.
7. Recitation, "Liverpool."
8. Recitation, "London."
9. First glimpses of London.
10. London city.
11. The Thames River.
12. London Bridges and Tower.
13. Song or recitation, "London Bridge."
14. London's Cathedral, "St. Paul."
15. Westminster Abbey.
16. Houses of Parliament and Government of England.
17. Bank of England and Royal Exchange.
18. Mansion House and Mayor.
19. Story of Dick Whittington's Cat.
20. Song, "Rule Britannia."
21. British Museum and National Gallery.
22. The Parks of London.
23. The East End.
24. Charles Dickens.
25. The Palaces of London.
26. London as a Business Center.
27. The West End.
28. Song, "The Roast Beef of Old England."
29. A London Artist.
30. Windsor Palace.
31. England's Sovereign.
32. Education.
33. Song, "The Monarchy of Britain."

THE ROAST BEEF OF OLD ENGLAND.

Boldly and marked.



1. When might - y Roast Beef was the Eng - lish - man's food,
2. But since we have learned from ef - fem - i - nate France
3. Our fa - thers of old were ro - bust, stout, and strong,



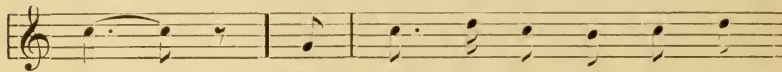
It en - no - bled our hearts, and en - riched our blood;
To... eat their ra - gouts as well as to dance,
And kept o - pen house with good cheer all day long,



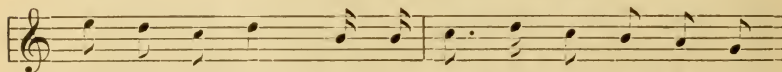
Our sol - diers were brave, and our cour - tiers were good.
We're fed up with noth - ing but vain com - plai - sance.
Which made their plump ten - ants re - joice in this song.



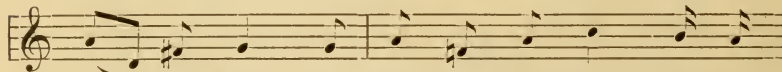
Oh! the Roast Beef of old Eng - land, And oh! for old England's Roast



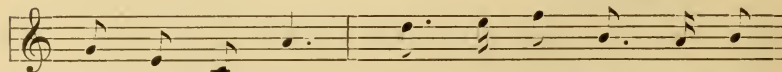
Beef! Then Brit - ons, from all the nice



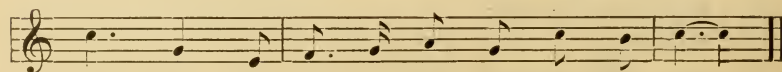
dain - ties re - frain, Of ef - fem - i - nate It - a - ly,



France, or Spain; And might - y Roast Beef shall com -



mand on the main. Oh! the Roast Beef of old



Eng - land, And oh! for old Eng - land's Roast Beef!

RULE, BRITANNIA.

Words by THOMPSON.

Melody by Dr. ARNE.

p

1. When Brit-ain first,..... at Heav'n's command, A - rose, a - -
 2. The na-tions not..... so blest as thee, Must in,.... must
 3. Still more ma - jes - - tic shalt thou rise, More dread - ful,....
 4. To thee be - longs..... the ru - ral reign; Thy cit - ies,....

Cres.

rose from out the az - ure main, A - rose, a - rose from out the
 in their turn to ty - rants fall, Must in, must in their turn to
 dreadful from each for - eign stroke, More dreadful, dreadful from each
 cit - ies shall with commerce shine, Thy cit - ies, cit - ies shall with

mf *f*

az - ure main, This was the charter, the charter of her land, And
 ty - rants fall, Whilst thou shalt flourish, shalt flourish great and free, The
 for - eign stroke; As the loud blast, the blast that tears the skies, Serves
 commerce shine, All thine shall be, shall be the subject main, And

ff

guard - ian an - - gels sang the strain:
 dread and en - - vy of them all. } Rule, Bri-tan-nia! Bri -
 but to root..... thy na - tive oak. }
 ev - 'ry shore..... it cir - cles thine. }

RULE, BRITANNIA—Concluded.

tan-nia rules the waves! Brit - ons nev - er shall be slaves!

The image shows a musical score for two staves, treble and bass clef, in G major (one sharp). The melody is written in the treble clef and the accompaniment in the bass clef. The lyrics are printed below the treble staff.

RECITATIONS FOR THE PROGRAMME.

ENGLAND.

This royal throne of kings, this sceptered isle,
 This earth of majesty, this seat of Mars,
 This other Eden, demi-paradise,
 This fortress built by Nature for herself
 Against infection and the hand of war,
 This happy breed of men, this little world,
 This precious stone set in the silver sea,
 Which serves it in the office of a wall,
 Or as a moat defensive to a house,
 Against the envy of less happier lands,
 This blessed plot, this earth, this realm, this England.

— *William Shakespeare.*

LIVERPOOL.

In Liverpool, the good old town, we miss
 The grand old relics of a reverend past,
 Cathedrals, shrines that pilgrims come to kiss;
 Walls wrinkled by the blast.

Some crypt or keep historically dear
 You find, go where you will, all England through;
 But what have we to venerate,
 All here ridiculously new.

Huge warehouses for cotton, rice and corn,
 Tea and tobacco, log and other wood;
 Oils, tallow, hides that smell so foully foreign,
 Yea, all things known as goods.

These we can show, but nothing to restore
 The spirit of old times, save here and there
 An ancient mansion with palatial door,
 In some degenerate square.

Yet all is so ridiculously new,
 Except, perhaps, the river and the sky,
 The water and the immemorial blue
 Forever sailing by.

—Extract from Robert Leighton's "*Liverpool*."

LONDON.

A mighty mass of brick, and smoke and shipping,
 Dirty and dusky, but as wide as eye
 Could reach, with here and there a sail just skipping
 In sight, then lost amidst the forestry
 Of masts; a wilderness of steeples peeping
 On tip-toe through their sea-coal canopy.
 A huge, dim cupola, like a fools-cap crown
 On a fool's head—and there is London Town!

—*Lord Byron*.

LONDON BRIDGE.

Proud and lowly, beggar and lord,
 Over the bridge they go;
 Rags and velvet, fetter and sword,
 Poverty, pomp and woe.
 Laughing, weeping, hurrying ever
 Hour by hour they crowd along,
 While below, the mighty river
 Sings them all a mocking song.
 Hurry along, sorrow and song,
 All is vanity 'neath the sun;
 Velvet and rags, so the world wags,
 Until the river no more shall run.

Dainty painted, powdered and gay,
 Rolleth my lady by;
 Rags and tatters, over the way,
 Under the open sky;
 Flow'rs and dreams from country meadows,
 Dust and din thro' city skies,
 Old men creeping with their shadows;
 Children with their sunny eyes,
 Hurry along, sorrow and song,
 All is vanity 'neath the sun;
 Velvet and rags, so the world wags,
 Until the river;no more shall run.

—*F. E. Weatherly.*

THE HOMES OF ENGLAND.

The stately homes of England,
 How beautiful they stand!
 Amidst their tall ancestral trees,
 O'er all the pleasant land.
 The deer across their greensward bound,
 Through shade and sunny gleam,
 And the swan glides past them with the sound
 Of some rejoicing stream.

The merry homes of England!
 Around their hearths by night,
 What gladsome looks of household love
 Meet in the ruddy light.
 There woman's voice flows forth in song,
 Or childhood's tale is told,
 Or lips move tunefully along
 Some glorious page of old.

The blessed homes of England!
 How softly on their bowers
 Is laid the holy quietness
 That breathes from Sabbath-hours.

Solemn, yet sweet, the church bells' chime
 Floats through their woods at morn;
 All other sounds in that still time,
 Of breeze and leaf are born.

The cottage homes of England!
 By thousands on her plains,
 They are smiling o'er the silvery brooks,
 And 'round the hamlet-fanes.
 Through glowing orchards forth they peep,
 Each from its nook of leaves,
 And fearless there the lowly sleep,
 As the bird beneath their eaves.

The free, fair homes of England!
 Long, long, in hut and hall,
 May hearts of native proof be rear'd
 To guard each hallow'd wall!
 And green forever be the groves,
 And bright the flowery sod,
 Where first the child's glad spirit loves
 Its country and its God!

—*Felicia Hemans.*

CLASS WORK.

THE TRAVEL CLASS IN ENGLAND.

Have pupils copy the following outline in their note-books for future use:

1.—*Preparation for the Trip.*

- a. Best time to go. Why?
- b. Route to take by rail and water. Why?
- c. Clothing and baggage necessary.
- d. Guide books, passports.
- e. Cost of railroad and steamer tickets.
- f. How to take money.

2.—*Geography of the Country.*

- a. Climate.

- b. Scenery.
- c. Points of interest.
- d. Products. What and where to buy articles.
- e. People. Personal appearance, dress, homes, education, employment, customs, amusements, fete days.

3.—*History.*

- a. Government.
- b. Religion.
- c. Famous men and events in the history of state or church colonization.
- d. Explorers or colonists sent to America.

4.—*Architecture.*

- a. Public buildings.
- b. Houses of Parliament.
- c. Palaces.
- d. Cathedrals.
- e. Museums, art galleries.
- f. Homes of the people of different classes.

5.—*Art and Artists.*

Famous artists and sculptors, and descriptions of their work.

6.—*Music and Musicians.*

Famous musicians and their compositions. Characteristic music, folk songs, ballads, national airs.

7.—*Literature and Literary People.*

Authors, poets and their work. Selections of prose and poetry.

PREPARATION FOR THE TRIP TO ENGLAND.

With geographies, note-books, guide-books and time-tables before us, we look up railroad and steamer lines, and decide as to our route to England. Good maps will be found in the railroad guide-books.

Suppose we go from Chicago to New York by way of the Pennsylvania line. From New York we will take a vessel that will land us at Liverpool, and after a short stay there visit London for a month.

Now that we have decided this much, we will telegraph ahead for our state-rooms. We will imagine that we have written, and while waiting for reply will plan about the baggage. We will write also to Albany, New York, where the Kenwood rugs are made, for steamer rugs to be sent to the station on the day we pass through Albany.

We will buy our steamer chairs, or rent them, as we think best. City newspapers publish once a week the lines of steamboats and time of sailing. The steamboat companies and officers also furnish guides, and give other necessary information.

BAGGAGE.

Why take a steamer trunk? How large must this be? (Different steamboat lines require different sizes of trunks. These must not be too large to slip under the berths in the staterooms.)

What do we do with this trunk when we reach England? (Leave it and its contents at the ship company's office. They will store it for us till we are ready to have it sent to the steamer on the return trip.) How many pounds of baggage allowed on steamer? (One hundred and fifty pounds.) On land? (Fifty-six.)

What other baggage shall we take? (Hand-bags.) Why not trunks? (Because every pound of baggage must be paid for in some countries abroad.) Any other reason? (Custom-house examinations are very tedious, especially if one has a trunk. No extra charge is made for hand-bags that can be taken into the passenger carriage.) What else will we need? (Traveling rugs.) Why not a steamer chair? (This may be rented from the steamboat line for fifty cents or a dollar.) What else must we have? (Money.) Where will we get our money changed? Will we need passports? Of what use is a passport?

We must take warm clothing for steamer wear. This, as well as the steamer rug, may be packed away in the trunk and stored when we arrive.

Our guide-books, toilet articles and necessary articles of clothing may be packed in linen or canvas bags, for these will be easier to carry about than heavy leather satchels. Remember that in England and many other countries there is no such convenient arrangement for checking baggage as we have at home.

Having made a careful study of the United States last year, we note only the places of interest as we pass through the cities on our way.

After having had two or three conversational lessons, we begin our diaries (a composition book), in which we record all we see, hear and read about the places we visit. We also collect pictures from old magazines, newspapers, guide-books, Hood's Photos, Perry and Stoddard pictures, and everything that relates to the trip, and paste them in our diaries.

When we reach Buffalo we change our watches one hour ahead, and have a short lesson in longitude and time. Arriving at New York one day before the steamer leaves, we have time to visit points of interest, the docks among others. We compare our steamer with others, large and small, and learn all we can of the many ships in harbor.

The first thing we do after boarding the vessel is to visit our state-rooms and see that all our belongings are settled for the trip. A place at the dinner table must then be secured from the head steward, a steamer chair from the deck steward, and then we are ready for the long ocean voyage ahead of us.

A part of the time on ship board might profitably be spent in finding out something about this wonderful ocean over which we sail.

THE ATLANTIC OCEAN.

Why was the Atlantic so called? (Tell stories of Mount Atlas and the Island of the Atlantic.) Call attention to the shape of the ocean, and find out how wide it is in its widest part. (Extreme width about five thousand miles, and its narrowest one thousand six hundred miles.)

Compare this width with that of the United States. The uniform width and length being found, determine its area (about 35,000,000 square miles). Point out the north, south and inter-tropical divisions and arms of the divisions.

Note the bays and gulfs on the map, and question pupils as to what the names suggest, as, for instance, Hudson Bay. (Trading vessels, furs, skins, trading ports, ice.) What does the Gulf of St. Lawrence suggest? (Commerce, Cabot, St. Lawrence River.)

The first few days out we see many vessels and fishing boats, and this is a good time to study these things. We sight an iceberg also, and find what a monster it was through an article in a book called "By Land and Sea" (Perry Mason Co).

What does the Gulf of Mexico suggest? (The gulf stream, the Mississippi River, warm temperature, Cuba, Florida Keys, steam-boats.)

Consider next the ocean currents. From what gulf does the equatorial current start? What is the rate of motion? In what direction does it flow? Describe the course of its two branches. What causes this great current in the ocean? What is the other great current? From what does the gulf stream issue? Through what strait? Describe its course. Does it influence the climate of any country? What ones?

We find out by experience what a wind means on the ocean. We pass through a warm current, the gulf stream, and read an article about this in "By Land and Sea," which instructs us very much.

We see a whale in the distance, and devote one lesson to the animal life of the ocean. We consider the structure, habits and character of the more important species near the surface and at great depth.

The masses of floating sea-weed which we encounter in places will suggest material for a lesson on plant life in the ocean.

If time permits, locate the islands of the Atlantic, and find out something of their size, position, productions and inhabitants.

Another lesson is devoted to the steamships. When invented? By whom? First voyage, rate of speed, place, name, steam packets, war steamers, merchant steamers, steamship lines.

We read George Cutting's "Song of the Steam" in Zigzag Journeys in the British Isles, and realize anew the power of the imprisoned giant.

Along the eastern coast of the United States we designate the various steamship lines, and at each important port place the initial or the name of the city, and also dotted lines showing the route of the produce and manufactures to and from Europe. We draw lines indicating coast trade, and over each line write the distance.

One lesson is devoted to the Atlantic cable. What is a cable?

How constructed? First Atlantic cable laid when? Last? Length? result? Second attempt? Year? Result? Later attempts? The Great Eastern. What are the advantages of such a means of communication? Find out the rates to England and other countries.

Read and write sketches of the work of Cyrus Field and Prof. B. Morse. Make sketches of the Great Eastern. How many cables are in use at the present time? Read "The Atlantic Cable" by Whittier.

We first touch Queenstown, and leave mail and passengers there. Then we proceed to Liverpool, the greatest seaport in the world, where we have a lesson on dry and wet docks.

Baedeker's Guide to Great Britain, Harper's Hand Book and the Satchel Guide will tell us much about Liverpool. As it is interesting mainly for the many boats from different nations that enter its harbor, we have one lesson on it, and hurry on to London.

We have our baggage inspected at the Custom House in Liverpool, and also have our money exchanged for English money. For a month now we must make change and pay bills with pounds, shillings and pence.

Baedeker's Guide to Great Britain tells us how to get to London, the time, expense, etc. This guide is almost indispensable in teaching London. A good map of London can be drawn from it on the blackboard, and the streets and places we visit marked on it.

Our first day in London is spent on top of an omnibus, riding through Pall Mall, Piccadilly, the Strand and other important streets, drawn upon map on blackboard.

Our second lesson on London is London Bridge, old and new, and the other bridges that cross the Thames. We now notice that London is built on both sides of the Thames, and is larger than our Chicago. The Thames river is included in this lesson.

By this time, London with its fog and smoke is a great picture book to us, and we take the pictures one at a lesson and study the following: St. Paul's Cathedral, Westminster Abbey, British Museum, Houses of Parliament, London Tower, Bank of England, National Gallery, Buckingham Palace, Albert Memorial, Zoological Gardens, the parks of London, the poor of London, London as a great commercial city, and the characteristics and sports of the English people.

We take little excursions from London to Greenwich, where we have another lesson in longitude and time, to Windsor, the Queen's country home, to Eton, and the Crystal Palace.

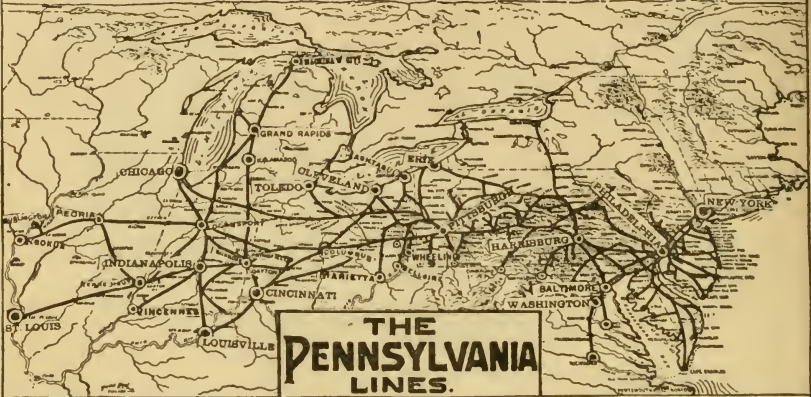
In our language work at this time we study the lives of great English men and women, and some of the most interesting parts of English history. We learn something of England's army and navy, the occupations of the English people, of King Edward, of England's former queen, Victoria, and the progress she witnessed in the world's history during her long reign. In part second of the Little Journey to England, we will leave London and visit other cities and places of note. We will also take a journey into Wales, a country of which travellers usually see and know very little.

REFERENCE BOOKS.

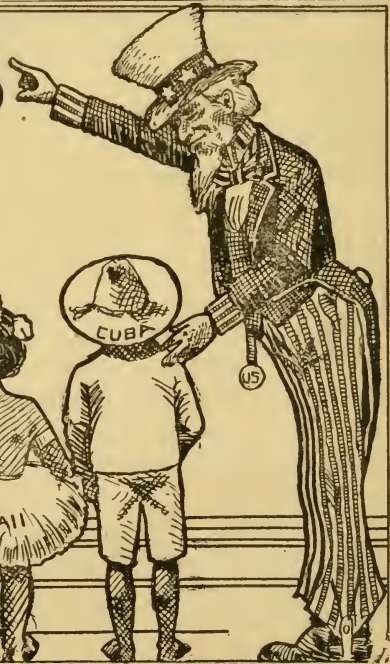
Bay View Magazines, 1900-1901.

| | |
|---|----------------|
| London of To-Day | Pascoe |
| How London Lives | Gordon |
| London | Fry-Hutton |
| London Pictures | Lovett |
| The Poor of London | Mahew |
| Curiosities of London | Timbs |
| London | Baedeker |
| Great Britain | Baedeker |
| Rural Life of England | Howitt |
| English Education | Sharpless |
| Our English Cousins | Davis |
| Walks in London | Hare |
| England as Seen by an American Banker | Patten |
| English Pictures | Manning |
| Notes on England and Italy | Mrs. Hawthorne |
| Our Old Home | Hawthorne (N.) |
| On the Thames, 1891 | Pennell |
| An American Four-in-Hand in Britain | Carnegie |
| Our Own Country (5 vols) | |
| English Traits | Emerson |
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