

transports, tugs, etc., were to be seen moving everywhere. The steamer passed underneath Blackfriars Bridge, and the people on it, overhead, gave us a cheer.

Our next place of interest was St. Paul's Cathedral, on the north side, a few hundred yards from the river, built to the designs of Sir Christopher Wren, on the site of a previous cathedral, which was destroyed by the Great Fire of 1665.

Passing under Southwark Bridge, we saw Southwark Cathedral on the south bank. It is an ancient church which was restored in 1897 at a cost of \$200,000.

At this point we started a gramophone going on the deck, and we played the "Maple Leaf," as we were passing under London Bridge.

From this part of the river could be seen the Monument, a very high round tower, which was erected by Sir Christopher Wren, to mark the spot of the out-break of the Great Fire of London in 1665. The Customs House could also be seen from this point, a large building on the north bank, and near it Billingsgate, the great Fish Market.

Streaming gently down the River, we next came to the Tower Bridge. This is a magnificent modern bridge opened 1894, and cost about \$6,000,000. The Tower Bridge is beautifully constructed, it is a double bridge which opens by hydraulic power to allow large vessels to pass up and down the river. There is a second bridge raised about 80 feet higher, connected by two towers having lifts inside them. This second bridge is to let foot passengers cross when the lower or main bridge is up to let a ship pass.

From this point the old Tower of London could be seen, and its Traitor's Gate, built into the bank could also be distinguished.

For the next mile the river was very busy and crowded with scores of steamers large and small, and it did not look as though the German submarines were decreasing our shipping at all!

The next place that caught our eye was the entrance to the Rotherhithe Tunnel. This is a large tunnel cut under the Thames, which is large enough for wagons and 'busses to pass through. The tunnel was constructed by the London County Council and opened to the public in 1908.

The next mile or so is lined with wharves, and inland on both banks are huge docks. There did not seem to be many berths to spare, though it is impossible for anyone to see all over these docks from any one point.

Passing through Millwall and Deptford, we came to the Greenwich Observatory on the south bank. This is the point of reference of all measurements of latitude and longitude. The time ball on the top of the Observatory

falls daily at one o'clock, and time signals are then flashed all over England, to regulate the clocks by.

The next mile or so consists of many wharves, docks and warehouses, which seem to be all crowded with shipping and merchandise.

Then we come to Blackwall Point and Blackwall Tunnel. This tunnel also runs under the Thames, but is not the size of Rotherhithe Tunnel.

After passing Bow Creek, which is the mouth of the River Lea, we come to the Royal Dock Yards, and the immense Royal Woolwich Arsenal, which occupy water frontage of three and a half miles on the south bank, and employs about 40,000. The guns could be heard there all day long, as they were tested before going to France. There is a Ferry at this point which runs from the Royal Victoria Docks to Woolwich carrying horse traffic as well as passengers.

The next four or five miles is through open country, dotted here and there with warehouses, and jettys along the river banks.

We reached Crayford Ness about four o'clock and turned round on our return journey.

Our hosts then told us it was time for tea, and we went to the dining room and enjoyed a hearty tea, for the River air gave us quite an appetite which the Food Controller's rations would not have satisfied.

After tea we came up on deck and set the gramophone going again. By this time most people were on their way home from work, and they all gave us a cheer as we passed under the bridges.

We arrived at Temple Pier at six o'clock, and after giving three hearty Canadian cheers for the Port of London Authority who were our hosts, we went ashore.

We went home to Kingswood talking of the good time we had had. The most impressive sight of the whole trip was the Royal Dock Yards and the Woolwich Arsenal working full blast to turn out ammunition and guns for our boys in France.

PERSONALS

Private Wm. Bain (Swift Current Branch), has been reported in the Casualty List.

Col.-Sergt. Ellis (London Staff), is now attached to the Mesopotamian Force.

Corp. W. R. Hatch (London Branch), has been seriously wounded in the leg and sent back to London.

Private "Fritz" Ilcken (Toronto Works), is reported in a late Casualty List as having died from wounds.