



BUSHY PARK.

the Fountain Court, and the prominence given to a fountain in the design of the principal grounds, is not rich in waterworks. Nature has done a good deal for it in that way, the Thames embracing it on two sides and the lowness of the flat site placing water within easy reach everywhere. This superabundance of the element did not content the magnificent Wolsey. He was a man of great ideas, and to secure a head for his jets he sought an elevated spring at Combe Wood, more than two miles distant. To bring this supply he laid altogether not less than eight miles of leaden pipe weighing twenty-four pounds to the foot, and passing under the bed of the Thames. Reduced to our currency of to-day, these conduits must have cost nearly half a million of dollars. They do their work yet, the gnawing tooth of old *Edax rerum* not having penetrated far below the surface of the earth. Better hydraulic results would now be attained at a considerably reduced cost by a steam-engine and stand-pipe. At the beginning of the sixteenth century this motor was not even in embryo, unless we accept the story of Blasco de Garay's steamer that manœuvred under the eye of Charles V. as fruitlessly as Fitch's and Fulton's before Napoleon. Coal, its dusky pabulum, was also practically a stranger on the upper Thames. The ancient fire-dogs that were wont to bear blazing billets hold their places in the older parts of the palace.

Crossing the Kingston road, which runs across the peninsula and skirts the northern boundary of Hampton Park, we get into its continuation, Bushy Park. This is larger than the chief enclosure, but less pretentious. We cease to be oppressed by the palace and its excess of the