

and passage to the south front of the Exchange (which we leave as yet for a second journey), and before these two streets, spreading at acute angles, can be clear of one another, they form a triangular piazza, the basis of which is filled by the cathedral church of St. Paul. But leaving St. Paul's on the left, we proceed, as our first way led us, towards the Tower, the way being all along adorned with parochial churches.

"We return again to Ludgate, and leaving St. Paul's on the right hand, pass the other great branch to the Royal Exchange, seated at the place where it was before, but free from buildings, in the middle of a piazza, included between two great streets; the one from Ludgate leading to the south front, and another from Holborn over the canal to Newgate, and thence straight to the north front of the Exchange."

The practicability of this whole scheme, without loss to any man, or infringement of any property, is said to have been demonstrated, and all material objections answered; the only—and, as it happened, insurmountable—difficulty remaining, was the averseness of great part of the citizens to alter their old properties, and to recede from building their houses on the old ground and foundations; as also the distrust in many, and unwillingness to give up their properties, though for a time only, into the hands of public trustees or commissioners, till they might be dispensed to them again with more advantage to themselves than otherwise was possible. A grand opportunity in consequence was lost of making the new city the most magnificent, as well as commodious for health and trade, of any existing.

More than three years ago,—that is, in March, 1872,—Mr. Edwin Chadwick, C.B., who was proposing to read a paper at the Society of Arts on what engineering art and architectural art, under the guidance of sanitary science, could do for the building of new cities and the rebuilding of old ones; and had arranged to re-introduce Sir Christopher Wren's plan for the rebuilding of the City, to show what his diagonal lines would have done for external ventilation, and what he would have done by excluding blind courts and alleys, and providing a better order of dwellings; suggested to us that a sort of bird's-eye view of the City, produced on Wren's lines, would form, if published in our journal, an interesting accompaniment to his lecture. The drawing was made and engraved very rapidly in order to be ready for the occasion, but circumstances led to the postponement of the lecture, and from that time to this we have retained the engraved block. We follow out the original arrangement to some extent by publishing it in our present issue in connexion with a report on the City thoroughfares, wherewith Mr. Chadwick has been mainly concerned, and portions of which we print on another page.

The author of the well-known "Critical Review of the Building of London," writing of this plan, says "Wren has planned a long and broad wharf or quay, where he designed to have ranged all the Halls that belong to the several companies of the City, with proper warehouses for merchants between, to vary the edifices, and make it at once one of the most beautiful and most useful ranges of structures in the world. But the hurry of rebuilding, and the disputes about property, prevented this glorious scheme from taking place." We do not find, in Wren's own report, confirmation of this statement as to the arrangement of the Halls on the quay, nevertheless we have followed it in the view we give. We will only add at present that Wren's plan is full of suggestiveness, both from a sanitary and an æsthetic point of view.

THE VERY "GREAT METROPOLIS."

It is as difficult for the ordinary Londoner to tell where London commences and where it terminates as it is to point out the precise line of demarcation between the divers colours of the rainbow. The suburban townlets and hamlets blend so insensibly into the cities and liberties of the urban boroughs and parishes, that one might as well attempt to define the particular point at which the fresh water gets to be salt at the mouth of some estuary as to say where the capital ends and the environs begin.

Moreover, the generality of Cockneys have hardly any clearer ideas concerning the extent of the huge metropolis in which they live than the Atlantic fishes have of the vastness of the ocean in which they swim. Indeed, even the best disciplined intellects can but form the same hazy concrete notion as to the collection of units which serve to make up large aggre-

gate numbers as they never fail to entertain respecting the multiplicity of square yards or acres which go to compose inordinate dimensions in space. Does it give a person any real sense of the enormity of this enormous wilderness of brick and mortar which we style the British Capital to be told that its buildings cover an area of nearly 120 square miles?—that the houses huddled together upon it amount in round numbers to half a million—and that the great swarm of wo king bees frequenting the huge hive is made up of some three millions and a half of busy honey seeking creatures? What mind can comprehend the forty thousand millions of silicious shells of insects which the great microscopist Ehrenberg assures us are contained in every cubic inch of the fossil slate of Bilin? What brain is helped to compass the aqueous immensity of the sea by being informed that the total area of the several oceans amounts to not less than 145,000,000 of square miles of water? or that the capacious saline pond contains, altogether, dissolved in it as many as 6,441 billions of tons of common salt? (*Anti-1.*)

The first and main difficulty in the way of forming a comprehensive conception of London in its integrity, is that there are as many different Londons as there are diverse modes of dividing the current coin of the realm in Germany. And thalers, florins, and gilders—silver-groschens, kreutzers, and stivers, are not more perplexing to the traveller, nor the several thermometric scales of Fahrenheit, Centigrade, and Réaumur, more troublesome to the chemical student, than are the various metropolises which it has pleased the various official Boards to invent and prescribe. Not only has the metropolitan police a special metropolis; but the Registrar-General has another with a more circumscribed area, and widely-dissimilar boundaries. Then, again the Post-office has its particular London, and the City Mission also a London of its own peculiar manufacture, and so on, until there are nearly the same number of diverse British capitals as there are "real original" Eaux de Cologne fabricated in the native town of the veritable Jean Maria Farina—and each, too, compounded in a wholly different manner.

Is there, then, no Metropolis proper?—no definite patinate which can be mapped out as the special county of Cockaigne?—no precise territory, hemmed in by a topographical ring-fence as it were, to which the name of London, *in propria terra*, can be strictly applied? Or is the horizon which seems to gird the capital with a silver zone from the top of St. Paul's a mere illusion?—like the visionary atmospheric vault which appears to concentrate within its ever-varying bounds the very boundlessness of the ocean itself.

Let us see. But first let us take a cursory glance at the limits of "Police London," for this will serve to rest the eye for a while, instead of keeping it continually on the statistical strain.

Well, the police metropolis covers a circle whose circumference is very nearly a hundred miles in extent,—the radius from Charing-cross being just upon fifteen miles long. Hence the entire domain watched over by the Metropolitan "Force" comprises, in round numbers, half a million statute acres, or exactly 688½ square miles,—an extent of territory that is about one-tenth the size of the entire Principality of Wales, and very nearly twice the magnitude of the entire island of Madeira.

The extreme boundary of this same police metropolis includes, on the North, the parish of Cheshunt, in Herts, and South Mimms (near Enfield); on the South, Epsom, in Surrey; on the East, Dagenham and Crayford (near Dartford), in Kent; and on the West, Uxbridge and Staines, in Middlesex.

Such constitutes what is termed the "Metropolitan Police District,"—the entire district being divided into an "Inner" and "Outer" one; and the smaller, or inner district, having hardly one seventh the area of the outer, since it comprises somewhat less than 100 square miles. Indeed, the Inner Police District, as it is called, is nearly equal to that included within the tables of the Registrar General,—the former being rather more than 90 square miles, and the latter not quite 120 in extent.

Now this same "Registrar District" must be regarded as constituting the metropolis proper, or London as regulated by law. For, in the year 1832, it was found necessary to pass a special Act (to wit, the Burial Act, 15 & 16 Vict., cap. 85), in order to let Londoners know how far London extends into the country,—as well as to define the exact limits of the "Great Metropolis," according to Act of Parliament. This,