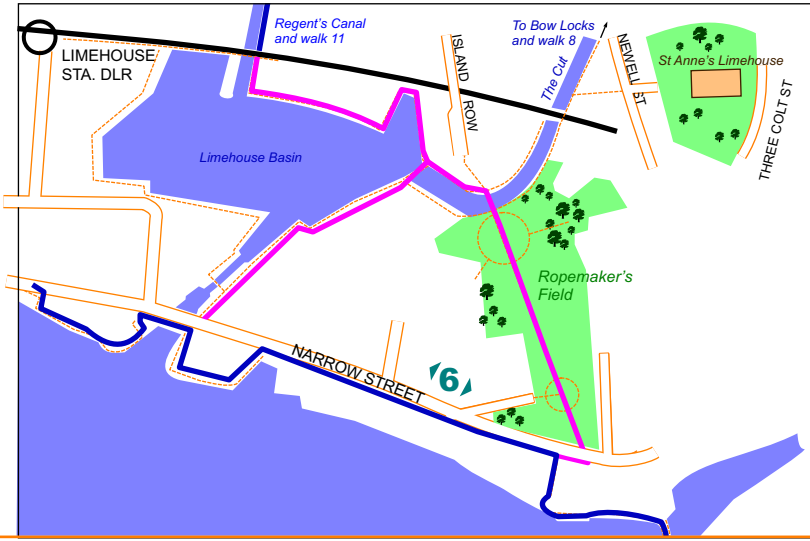


Much of this walk is spent following the Thames Path, so follow the signs and you can't go wrong.

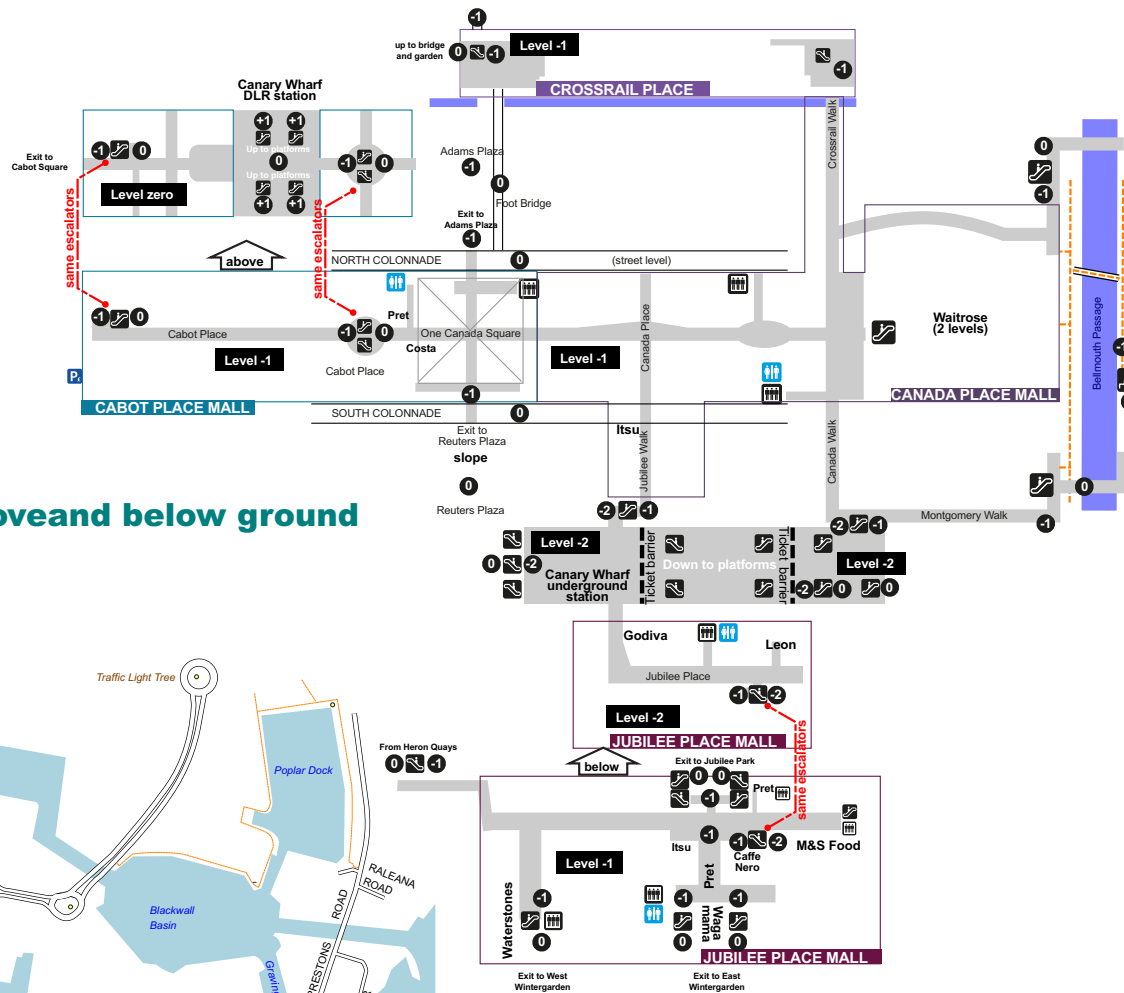
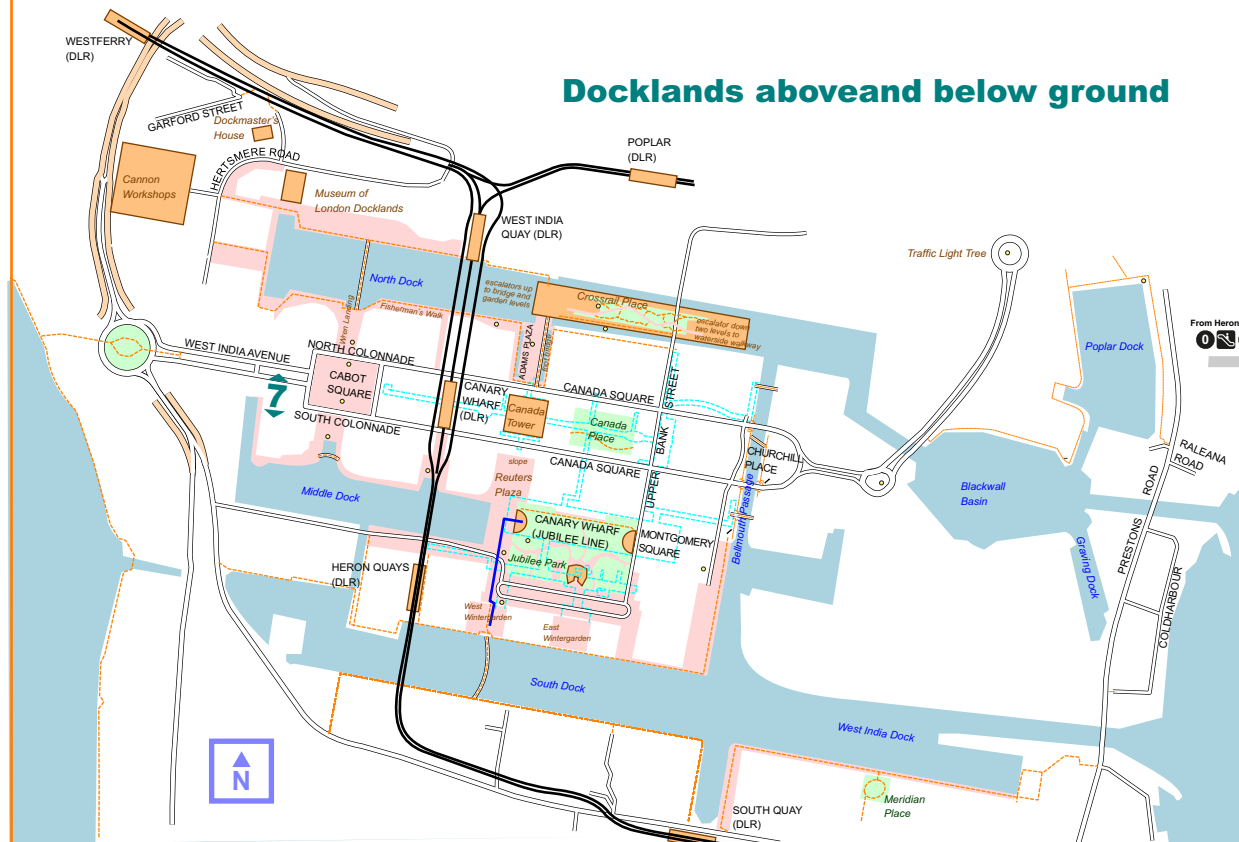
- Full walk 6.2 km
 - options; see walk 11 for a map of Limehouse
 - ↕ 14 connection with another walk
- 1 kilometre ↑
N

- 1** See next page for Docklands map and walk 7 for walks around Docklands
- 2** To return along the opposite bank, take the Jubilee Line and pick up walk 41 or take the Doubletree Docklands Ferry Service from Canary Wharf Pier approx every 20 minutes



Monument to Docklands

Docklands above and below ground



.Monument to Docklands

This 5.2 km walk takes the northern Thames path from the monument to the fire of London 1666 all the way to Canada Tower in docklands, passing the Tower of London, St Katherine Docks, Wapping, Shadwell and Limehouse. Before the tower you pass the old entrance to London's first underground tube railway. There are fine views across the Thames as the river widens out into an estuary. At Canada Tower you can take the Jubilee Line to Canada Water and return along the south bank to Tower Bridge using walk 41, making a 14 km approximately round trip. Or pick up walk 7 to continue on down the river.

Monument

The Monument was built between 1671 and 1677 to commemorate the Great Fire of London near the place where it began. Sir Christopher Wren and his friend and colleague, Dr Robert Hooke drew up plans for a colossal Doric column containing a cantilevered stone staircase of 311 steps leading to a viewing platform. This was surmounted by a drum and a copper urn from which flames emerged, symbolizing the Great Fire. The Monument is 202 feet high, the viewing platform at 160 feet.

In accordance with the original intention, it was at first used as a place for experiments of the Royal Society, but vibrations caused by ceaseless traffic proved too great and it became a viewing gallery.

Tower Subway

Just before the Tower is the circular entrance to what was London's first railway under the Thames. Inspired by Marc Brunel's tunnelling shield for the Rotherhithe tunnel, Barlow and Greathead developed a circular shield for use with cast iron circular segments. The result was the single 1,340ft long 7ft wide tube tunnel railway under the Thames from Pickle Herring Street to Tower Hill called the Tower Subway. The 14-seater car ran on 2ft 6 inch rails and was cable driven. The economics did not stack up and it was unreliable; it soon changed to a foot tunnel before closing when Tower Bridge opened.

Wapping

The Romans built The Highway but it was the Saxons who first settled in Wapping (Waeppa's people). It formed a low strip along the river's bank, hemmed in by the river to the south and the now-drained Wapping Marsh to the north. It was overflowed or marshy until the time of Elizabeth; was then reclaimed, embanked, and converted into meadow and a building site. It had only one street in the time of Charles II

Judge Jeffreys became Lord Chief Justice in 1683, Lord Chancellor in 1685. Unable to impose the death penalty in the trial of Titus Oates, he tried to achieve the same result by sentencing Oates to series of whippings so savage that he might well have died. However his notoriety came from his actions in 1685, after Monmouth's Rebellion. Estimates of those executed were as high as 700, but probably lower. During the Glorious Revolution, when James II fled the country, Jeffreys stayed in London until the last moment, being the only high legal authority in James's abandoned kingdom to perform political duties. When William III's troops approached London in 1689, Jeffreys tried to follow the King abroad. He was captured in the public house now named The Town of Ramsgate. Reputedly disguised as a sailor he was recognized by a surviving judicial victim, who claimed he could never forget Jeffreys' countenance. He begged his captors for protection from the mob, who intended "to show him that same mercy he had ever shown to others" He was dragged to the Lord Mayor and then to prison "for his own safety" and died that year of kidney disease while still in the Tower.

Shadwell

Until the 17th century, the area that would become Shadwell was bleak marshland in the ownership of the Dean and Chapter of St Paul's and for 300 years it had fallen to St Paul's to maintain the river walls and ditches. That changed with an Act of Parliament in the 1660s that authorised the reclamation of 130

acres of Wapping Marsh. Until then, the sole function of the wasteland had been to flood with the rising of the Thames, and then drain water back to power the mills at Ratcliff. And as late as 1615, the riverside from Ratcliff up to Wapping was undeveloped, save for a few houses to the north (one of which, on the site of King Edward VII Memorial Park, was obviously of some importance, having a brewhouse and an orchard attached)

Limehouse

The earliest reference to the area is thought to have been in 1356 when it was known as Les Lymhostes after the lime kilns for pottery making.

In the medieval period, Limehouse was actually a large and important London port. It tended to focus on production rather than cargo handling and was well known for shipbuilding, rope making and ship supply businesses. By the time of Elizabeth I, Limehouse was a leading trade centre and, after her death, it was estimated that almost half of the 2,000 people who lived in Limehouse had some seafaring connection.

The local population was mixed and varied. Limehouse became a popular place for sailors looking to settle down and for immigrants looking for work on the docks and in shipping. Limehouse became popular with African sailors and developed a large Chinese community over time.

This caused a few problems in the area, especially in the late 1800s. Chinese sailors traded in tea and opium, and Limehouse became infamous for its opium dens. The area developed its own Chinatown district – the first in London — and facilities sprang up for the Chinese community, including a Confucian temple and a Chinese Christian Mission.

Although the Chinese population moved out of the area after the Second World War to settle in London's current Chinatown district in Soho, you can still see parts of the legacy they left behind in some street names, such as Canton Street, Pekin Street and Nankin Street.