



**EAST LONDON HISTORY SOCIETY  
BULLETIN**

Number 24

March 1973

EDITORIAL

A lot has been seen in the Press recently about the redevelopment of Thames-side particularly relating to East London. There are conflicting reports as to whether the planning is for predominantly residential or industrial purposes. We retain the hope that whatever happens, some links will be retained to remind future generations of our maritime connections and history.

The local Press have also announced the closure of Boardman's, the Departmental Store at Stratford Broadway. For more than a century the Store served this important shopping area where, a few centuries ago, the Goose Green Fair held sway until its obstruction of the highway caused Sir William Benson to close it.

In the December Bulletin, information was requested on the origin of children's grottoes. Mr. Willmott remembers seeing these in Tidey Street, Bow, up to the outbreak of the last war. He points out that in "London beneath the Pavement" by Michael Harrison, on pages 226 and 227, mention is made of the grottoes. He gives the Cockney pronunciation of "Grotter" as being the correct one, and states that it originated from the Roman worship of Mithras. The Grotto, not its decoration is the important aspect of this strange survival, as it is the "cave" - the CELLA, in which the God of the Cave, Mithras, was always worshipped. The author states that many writers, including the always fascinating Mr. H. V. Morton, have been misled by the association of the shell with the Grotto.

Hackney Meeting:- May I draw your particular attention to the Meeting on "The Story of the Round Chapel" to be held at the Clapton Park United Reform Church (best known as the "Round Chapel") on the corner of Lower Clapton Road and Powerscroft Road. A 253 bus from Aldgate passes the door, or you can take the Central Line to Bethnal Green and take the 253 from there. It is on Tuesday, 17th April 1973 at 7 p.m. This is the only meeting organised in Hackney for the year and it is hoped that it will be well supported.

Other functions to which attention is drawn are:-

Tuesday, 17th April 1973:- "Bow Porcelain" - a talk by G. Hugh Tait F.S.A. Deputy Keeper of the Department of Medieval and Later Antiquities of the British Museum. This is at East Ham Town Hall at 8 p.m. (Central Library).

Friday, 4th May:- "Deserted Medieval Villages" by J. G. Hurst M.A., Inspector of Ancient Monuments, Department of the Environment. It is at Bishopsgate Institute at 6.30 p.m. (London & Midx. Archaeological Society). Members of E.L.H.S. welcome.

Tuesday, 15th May:- "Roadways & Transport" by Mr. J. Green, A.L.A. at East Ham Central Library at 8 p.m. Mr. Green has a magnificent collection of prints and drawings.

Wednesday, 16th May:- "The Company of Watermen & Lightermen", by B. G. Wilson, Clerk to the Company, at Watermen's Hall. Meet at Tower Hill Station at 6.30 p.m.

Wednesday, 20th June:- The Society's last Meeting of the season. John Howell will be talking on "Bow Porcelain". This will be complementary to, rather than conflicting with, the above talk and much can be gathered on this fascinating subject from both these meetings.

"SOLDIER, SOLDIER, WON'T YOU MARRY ME?"The Story of a Stepney Girl.

There have been many accounts, both real and fictitious, of women who masqueraded as men and joined the Army. One of the most colourful of these is the true story of Phoebe Hessel who served as a soldier for many years without revealing the secret of her sex.

It all began with a love affair! Phoebe, who was born in Stepney in 1713, fell in love with a soldier when she was in her fifteenth year. His name was Goulding and he served in the 5th Regiment which was known as the Famous Fighting Fifth and was, for some reason, nicknamed "Kirk's Lambs".

When the regiment was about to go overseas, the thought of parting with her lover was more than Phoebe could bear, so she made up her mind to accompany him. After cutting off her hair and disguising herself as a man, she enlisted in the 5th Regiment, which shortly embarked for the West Indies. Here the regiment stayed for the next five years and later was stationed in Gibraltar.

Phoebe became a good serving soldier. She narrowly escaped going into action at Montserrat, but fortunately for her the 5th Regiment arrived too late for the battle. She did, however, take part in the battle of Fontenoy under the command of the Duke of Cumberland, where she received a bayonet wound in her arm. This she suffered with fortitude, but her real troubles began when her Goulding was seriously wounded and sent home. Life without her lover became intolerable and she felt that there was now no point in keeping up her deception. She felt that only a woman could give her the help and understanding she needed, so taking her courage in both hands, she called on the General's wife and related her story. The result of her confession was that she was sent back to England. She immediately set about finding Goulding whom she nursed devotedly until he regained his health. He was, however, not fit for military service and was discharged from the Army with a Chelsea pension. He and Phoebe were married and lived happily together for the next twenty years.

After Goulding's death, Phoebe married a man called Hessel and bore him many children. She was living at Brighton when she was widowed a second time and she became a well-known figure on the Marine Parade where she had a stall and sold apples and gingerbread. She attracted the attention of the Prince Regent and when he heard her story he enquired if she was in need of anything. She indicated that a small pension would be very acceptable and the Prince gave her half-a-guinea a week. This bounty was paid till the day of her death which occurred on the 12th December 1821. She had been bed-ridden during the latter years of her life but although she lived to be 108, her memory never failed her. She was a popular figure and when people visited her, she would regale them with tales of her Army life.

Phoebe was buried in Brighton Church-yard and her strange story was recorded on her tombstone. Her long life had started in the reign of Queen Anne and ended in that of King George IV.

Celia Davies.

-----  
JOSEPH PEABODY

I have lately acquired the habit of sauntering around neighbourhoods attracted by old housing estates (usually known as Working-Class dwellings). Thus I have had exciting adventures in areas such as Shoreditch, Stepney, Bethnal Green, Clerkenwell, north of the River, and south of the River in Lambeth, Southwark and Vauxhall.

Exciting indeed, because it brings one in touch with human-beings, the locals, and the exchange of knowledge - and appalling ignorance - can be a startling experience.

I recommend it strongly to those of my friends who have the leisure and the stamina to pursue so exhilarating a hobby.

Meanwhile, and this is the true purpose of my writing, I have developed a strong concern to know more about the origin of the desire to cope with this vital problem, the housing of the working classes; and immediately there comes to mind the names of some of the pioneers - Angela Burdett-Coutts, Octavia Hill, Canon and Mrs. Barnett, and not forgetting the immortal Charles Dickens!

A name that eluded me in this catalogue of pioneers was that of Joseph Peabody, and there are no less than thirty housing estates throughout the Metropolitan area bearing this enigmatic name! Time and good fortune have come to my rescue and I am now able to render the following account.-

Joseph Peabody was an American citizen who came up the hard way and eventually established himself in the Banking business (a fore-runner of the firm of J.P.Morgan & Co.) in Boston in the year 1854.

He developed a great interest in England, and opened a branch of his business in this country, and here he lived for some thirty years (commuting to his native country, meanwhile). He was shocked by the condition of the working classes and determined to contribute to the amelioration of their situation by providing better housing facilities.

His gift in 1862 of model homes for working people in London created a sensation. With later supplements, this philanthropy totalled more than two million dollars.

"What evoked special respect for his gift was that he was an American citizen and that he gave such a large amount for such a noble purpose to a country not his own, and at a time when England and America were close to war."

Queen Victoria wrote him a letter of thanks and a statue erected in his honour (near the Royal Exchange) which was paid for by public subscription. When death came to Peabody in November 1869, whilst on a visit to London, the London "Daily News" printed "We have received a large number of letters, urging that the honours of a public funeral are due to the late Mr. Peabody."

These honours were indeed offered, including burial in Westminster Abbey, but after prolonged negotiations between the two countries, his body was interred in his homeland cemetery "Harmony Grove" on the boundary between Peabody and Salem, Massachusetts, on February 1st 1870.

C. S. Truman.

#### BALLISTIC MISSILES IN WEST HAM.

As travellers to London on the District Line approach the River Lea between West Ham and Bromley Stations, they see to their left the Bromley-by-Bow Gas Works. These cover the site of what, in the mid 19th century, bore the imposing title "The Congreve War Rocket, Ordnance and Military Ordnance Stores Manufactory".

The title "Congreve" comes from the inventor of the military rocket - Sir William Congreve, Bart., F.R.S., M.P., Comptroller of the Royal Laboratory and Superintendent of the Royal Repository at Woolwich from 1814-1828. His father (whom he succeeded in both the baronetcy and the Woolwich posts) served in the British forces in the American War of Independence. He invented a new and more manageable carriage for 3-pounder guns and this (and other ingenuities) earned him, in 1778,

the new post of Commandant of the Repository - a school of instruction for artillery. On this elder William's advice, the Government took over the old powder mills at Waltham Abbey and developed them into what became known as the Royal Gunpowder Factory.

The younger William was born in 1772, entered the Royal Artillery in 1791, and was immediately attached to the Royal Laboratory under his father. Most of his working life, therefore, fell within the period of the Napoleonic Wars. He does not enter our West Ham story until after their conclusion, but an outline of his earlier work may be interesting.

According to his account, he first thought of the rocket as a military weapon in 1804, and commenced to experiment at his own expense. Having advanced so far, he obtained permission to have larger rockets made in the Royal Laboratory, and achieved a weapon with a range of 2,000 yards.

In 1805 he prepared a plan for the annoyance of the French base at Boulogne by means of rockets fired from small craft in the bay, and laid it before the Prince Regent - then staying at Brighton Pavilion. The Prince was so impressed with the idea that he sent Congreve round in the Royal cutter to Walmer Castle where the great Pitt was staying. Arrangements were made for an attack, but it was left too late in the year; rough weather compelled the small flotilla to withdraw without firing a single rocket.

In 1806, Congreve - having improved his rockets to weapons weighing 32 pounds with a range of 3,000 yards - persuaded the Ordnance and Admiralty authorities into another attempt at Boulogne. This time abortive peace negotiations prevented an attack at the best season of the year, and it was not until one evening in October that 18 boats rowed into the waters of the bay. The attack took the enemy entirely by surprise and about 200 fire rockets were discharged in about half an hour. They apparently missed their main target - the naval basin - but started a fire ashore which lasted from two in the morning until the evening.

A detachment of rocket troops was sent from England for service under Wellington in the Peninsular War, but he does not seem to have viewed them with great favour. An historian of the Royal Artillery records that they were "received by Lord Wellington with very mixed feelings, as he had rather a horror of the rocket as a weapon of war".

Congreve's ideas however came into their own the same year (1813) with the service rendered by the rocket troops at the Battle of Leipzig. They were the only British troops in the Allied armies and, before their young commander left the field, he received the personal thanks of the Allied Sovereigns, and (in the words of the same historian) "The Emperor of Russia, taking from his breast the Order of St. Anne, placed it upon that of the young officer whose services had been so eminent on that day". It is said that a whole brigade surrendered after enduring the rocket fire for a few minutes. One account suggests that Congreve was present at the battle, but he does not claim it for himself. The "young officer" commanding was Lieut. T. Fox Strangways who, as General Strangways, was killed at Inkerman in the Crimean War.

As a result of the Leipzig success, two regular Rocket Troops of the Royal Artillery were formed, and the Prince Regent commanded that the Troop which had fought there should wear the battle's name on their appointments.

This Troop appears under Wellington again in the Waterloo campaign in 1815, but the Duke was so prejudiced against rockets that he tried, at first, to change the personnel into a normal R.A. Troop. Their smart appearance persuaded him otherwise, and they were allowed to take the field with their rockets. The fact that only 52 rockets seem to have been fired at the Battle of Waterloo indicates that they were not exactly Wellington's shock troops.

WEST HAM enters the story when Congreve introduced the weapon to the service of the East India Company and in 1817 established a private factory for their manufacture and supply to India. The date is taken from Congreve's own account, but

we can find no trace of him in West Ham until 1820, when the parish rate books show General Sir William Congreve occupying houses, buildings and open land. The invaluable Survey of the Parish of West Ham, taken in 1821, gives "Sir W. Congreve" occupying a "rocket manufactory and premises" and about 15 acres of pasture in the marsh land by the Lea south of Three Mills.

He described the factory as "at Bow" - a common confusion in that part of our River Lea boundary. The Three Mills, although in West Ham, are often described as "Bromley by Bow", and the name of the gasworks themselves is another example.

It appears that an officer of the East India Company copied Congreve's rockets and the latter says in his Treatise on the Congreve rocket system - "I understand the Government in India have established a factory for their manufacture under the direction of this officer; although I myself have hitherto received no remuneration for my exertions in the service of the Company, and am, indeed, a considerable loser by the establishment I have erected for their supply". By the tenor of the Treatise, published in 1827, Congreve also seems to have had difficulty in convincing the British Government of his rockets' superiority over artillery.

The rocket was not his only invention. He patented a new "hydropneumatic lock" for canals, a more efficient method of making gunpowder, an improvement in the manufacture of bank note paper to prevent forgery and the kind of match which our fathers knew as "lucifers", but an earlier generation called "congreves". His name is thus a word in the Oxford English Dictionary for both his rockets and his matches.

Unfortunately, Congreve's life ended under a cloud. He became involved in some fraudulent transactions regarding mining shares, and left the country. In the latter part of his life he lost the use of his legs and employed his inventive genius in the construction of a self-propelled invalid chair. He died at Toulouse in May, 1828.

The manufacture and use of his rockets must have continued for some years, although it is not at all clear to what extent the actual rockets continued to be made at the West Ham factory. The 1841 Census for West Ham shows two watchmen resident at the "Rocket factory", and the 1851 Census, one watchman resident at the "Rocket factory in marsh", but the index of occupations we have prepared for both census has not revealed anyone directly employed on the making of military rockets.

The West Ham factory however appears in directories up to 1870, typical entries being :-

1848. Wade, W., Congreve rocket manufacturer.

1863. Pritchard, Peter, congrève rocket maker.

A Rocket Troop continued to serve in the Royal Artillery at least until the Crimean War, and appeared at the Battles of Balaclava and Inkerman and at the Siege of Sebastopol. The 25 inch Ordnance Survey of 1867 marks the "Abbey Marsh Congreve Rocket Works" in the same position as the 'rocket manufactory' of our 1821 Survey.

Finally, Kelly's Directory for Essex, 1874, shows:-

"Congreve War Rocket, Ordnance & Military Stores Manufactory (Peter Pritchard) proprietor, Dagenham, Romford; office 14 London Street, Fenchurch Street, E.C."

and this unusual industry had left West Ham.

There are examples of Congreve rockets at the Rotunda at Woolwich. At the height of their development they ranged from a 2 ounce projectile fireable from a musket to a giant weighing 3 cwt. Congreve first designed them for naval use (e.g. the Boulogne attempt) but also pressed their claims as the ideal weapon for cavalry, mounted artillery and infantry. He even thought of a special head to be affixed to the rocket tube to turn it into a lance. The organisation of a rocket troop (as described by Congreve) consisted of 4 officers and 156 men. The troopers were divided into sections of three men. Each carried a number of rockets in a

saddle holster, together with a number of sticks and 'No.2' in each section carried the firing tube. In action the tube was set up on short 'legs' on the ground, the rocket screwed to a stick, inserted in the tube and touched off with a 'portfire'. One has a feeling that the operation took a little longer and may have been attended by more hazards for the firers than Congreve's excellent instructions and descriptions suggest.

F.Sainsbury.

-----  
FROM HACKNEY ARCHIVES.

A bundle of receipts and invoices dating from the 1880's and 1890's was recently added to the archive material at Hackney Libraries, by kind donation of Miss H.F.Harris of Enfield. These mementos of eighty years ago give an interesting glimpse of housekeeping in another age.

All the items relate to the Harris family, of Glenarm Road, in Lower Clapton. Josiah Harris, a native of Dittisham, in Devon, had run away to sea at the age of 14. He became Captain of the "Eclipse" on the Colombo run. At one time he lived in the East India Dock Road, but when he left the sea in his mid-forties, he settled in Clapton. He married his third wife, Frances Elizabeth, in 1869; and they went to live in Glenarm Road in the spring of 1873. In addition to the house in which they lived, No.120, Captain Harris also owned No.118, which he rented out to a succession of tenants. Josiah and Elizabeth had one son, Samuel Hedley, Miss Harris's father. According to one document, Captain Harris became a foreman stone mason; though a family tradition suggests he ran a drapers shop in Cotesbach Road.

Most of the invoices are for occasional expenses such as house repairs. There is no record of everyday expenditure on food, and only once is a new bonnet for Mrs. Harris mentioned (bought of Winkley and Pickford, "late Mrs.Groom", at 16/9d with an extra shilling for a veil.) In July 1893 3½ yards of grey serge are bought at 4/6d per yard, but otherwise there is no mention of clothing. Examples of weekly paper bills are preserved for April and May 1891. The bills come to 8½d each but there is no record of which papers are taken.

Receipts for plumbing work, and for roof repairs, make regular appearances. During most winters Captain Harris seems to have spent two or three pounds on essential repairs. New slates cost 4d each in 1899; and in the same year came a major expenditure, £30 to "provide and lay in new drain, Manholes and airshaft for the 2 Houses and make good work disturbed." The other main expense of the houses was for painting and decorating. With labour costs averaging 1/6d an hour, the age of "do-it-yourself" was still far distant. In 1880, for instance, "Whitening Ceilings of Kitchen, Scullery and W.C. Stripping of Walls, Painting, Graining, and Varnishing, Hanging of New Oak Paper" set the Captain back only £2.18.0d. Two years later two new doors cost 11/- each. The work, as one would expect, seems to have been well done: the "Woodwork in Parlors" was treated to two coats of "Oil Colour" in July, 1882, and the £3 per house which was charged for external painting also included graining and varnishing of woodwork. Some rise in costs is evident; in the late 1880's and early 1890's wallpapers cost anything from 5d to 1/-, and were hung at 6d per piece; the same tradesman in 1896 charges 7d for hanging, and the paper is 1/4d.

Rates were a recurring burden; and though we may smile wryly at bills of 18/8d a quarter (for poor, lighting, sewer, and general rates) there were hazards which we do not have to meet. The East London Water Works Company, just 100 years ago, charged Captain Harris's predecessors at No.120 six shillings "for the Company's expense of laying on Water"; cheap enough, perhaps, but even when laid on the supply was, at best, spasmodic; at worst, non-existent. In 1877 Captain Harris paid out a considerable sum, £11.9.6d. "for share of apportionment of cost for Paving, Kerbing, and making good Glenarm Road."

Other receipts tell us something of the family's way of life. Captain and Mrs. Harris attended the Primitive Methodist Tabernacle in Chatsworth Road, and two receipts for a quarter's pew-rent serve as a reminder of the days when church seating was anything but free. In July 1886 Mrs. Harris pays 16/- for Pew No. 27, seating four; in April 1889 the payment is only 6/-.

The family were fond of animals - a snapshot taken in the garden of No. 120 shows Mrs. Harris with a dog and cat. A Dog Licence was granted to Captain Harris at the Chatsworth Road Post Office in February 1888. This charge at least (7/6d) has not changed in another 85 years; and we can also be glad that it is no longer necessary to print warnings on the back of the licence about symptoms of rabies.

Reminders of the hard grind of the 19th-Century housework come with bills for purchases of household equipment. Messrs. Brown & Green, of Finsbury Pavement (Kitchen Range Manufacturers and makers of "The Underfed Kitchener & Kensington Register Stove") in 1892 provided the family with a new cooking stove. Range accessories were also bought from the British Iron Foundry; no stainless steel for the housewife of the 1890's! In 1894 the door of the wash-house copper had to be replaced. When the family moved into the house in 1873, the windows were fitted out with new blinds. "15 Blinds in all, £6.10.0d.". By 1882 some repairs were necessary and the same tradesman, J. Crane of Mile End, mended 9 blinds, providing "new Webbs & lines etc. as agreed" for a further £2.

The Harrises were faithful to other tradesmen who had served them well through the years. J. Green, painter and decorator, was given work throughout the 1880's and 1890's. There are examples of receipts from well-known local stores: at Matthew Rose, the Drapers ("Silk, Shawl & Mantle Warehouseman: Family and Complimentary Mourning"), a shop which for many years occupied an imposing site on the corner of Mare Street and Anhurst Road. Mrs. Harris bought rugs in 1882. From C. R. Heward & Son, Ironmongers, of 62 Homerton High Street, came six pairs of white finger-plates and three pairs of black. It is interesting to notice the gradual spread of "early closing days" provided by employers. W. L. Johnson, Plumber and Gasfitter, printed on his bill-heads early in the 1890's "Closed on Thursday's at 5 o'clock". When A. G. Blake took over the business about 1894, Thursday closing time was changed to 2 o'clock.

One or two isolated accounts complete the picture. J. Keens of Mare Street was apparently a man who could turn his hand to anything - his bill-head of 1882 describes him as "Artist, Photographer, and Picture-Frame Maker" and offers "Carte de Visite Portraits, 3/6d per dozen" and "Portraits enlarged up to Life Size, and finished in Oil, Water-Colours and Crayon". His commission from Mrs. Harris was to re-gild a looking-glass, price £1. By contrast, it is recorded on an ornately-decorated receipt form of 1895 that Mrs. Harris has paid £6 for "Artificial teeth... With Mr. Brown's Compliments".

The Archives Department will remain grateful to Miss Harris for this fascinating glance at a bygone Hackney household.

B. Hough.

#### MAIN SEWERS OF THE NORTH THAMES METROPOLIS (EAST END) - 1855.

London Bridge Sewer (Shoreditch Branch).- Commences in Queen's Road, at the junction with Laurel Street, Dalston, and extending thence along Queen's Road, Great Cambridge Street, Hackney Road, Shoreditch, and Bishopsgate, joins the main line at King William's Statue.

London Bridge Sewer (Balls Pond Branch).- Commences on the boundary between St. Mary Islington and St. John Hackney, at Cock and Castle Lane, Dalston, and passes by Balls Pond and Rosemary Bridge to the junction at St. John's Church, above described. The united sewers then discharge into the River Thames at London Bridge.



- Irongate Sewer.- Commences in the City, and proceeds along the South West Side of Houndsditch, West side of Minories, by the precincts of Old Tower Without, and discharges into the River Thames at Irongate Stairs, on the East of the Tower.
- Nightingale Lane Sewer.- Commences in Union St., Old Artillery Ground and Booth St. Spitalfields, extending thence along Commercial, Leonard, Wells & Parson Streets, and Nightingale Lane, discharging into the Thames on the Western side of the entrance into Hermitage Basin.
- Hermitage Street Sewer.- Commences in Redmead Lane, on the boundary between the Parishes of St. John Wapping and St. George in the East, extending thence along Gt. Hermitage Street discharging into the Thames about 50 ft. East of Union Stairs.
- Old Gravel Lane Sewer.- Commences at the boundary between the Parishes of St. George in the East and St. John Wapping, in Old Gravel Lane, and discharges into the Thames at a point about 110 feet West of the Thames Tunnel.
- Wapping Wall Sewer.- Commences in Green Bank, at junction of Upper Well Alley, and passes through King St. discharging into the Thames about 120 Ft. N.E. New Crane Dock.
- Shadwell Basin Sewer.- Commences N. side of the Eastern Dock, termination of West Gdns. extending thence between the warehouses and New Gravel Lane, N. side of Shadwell Basin, along Shadwell Dock St. discharging into the Thames at the Eastern pier of the Shadwell entrance to the London Docks.
- Pennington St. Sewer.- Commences at boundary between St. George in the East and St. John Wapping, in St. George St., extending thence along Pennington St., Old Gravel Lane, West Gardens, Cow Lane, Little Spring St., Labour in Vain Street, and Lower Shadwell, discharging into the Thames at Shadwell Dock Stairs.
- Ratcliff Highway Sewer.- (Western Branch).- Commences at junction of Sherwood Place with Meed St. about 900 feet S.E. of Shoreditch Church, extending along Turville, Thomas & High Streets and Whitechapel Rd. to junction of New Road with Whitechapel Road. (Eastern Branch).- Commences at junction of Hague St. with Bethnal Green Rd., extending along Hague St., Wellington and Charles Streets, to junction of New Road with Whitechapel Road, above described. (N.E. Branch).- Commences from rear of Shoreditch Church, proceeding along Old Castle St., Virginia Row, Wellington Row, Old Bethnal Green Rd., Cambridge Rd., Cleveland St., King St., Jamaica St., Havering St. and Love Lane to Ratcliff Highway. The main sewer proceeds along New Road, Cannon Street Road, St. George's St., High St., Shadwell, and Broad St., discharging into the Thames at Ratcliff Cross Stairs.
- Linekiln Dock Sewer.- Commences at junction of Victoria Rd. with Bishop's Rd. on the S.W. side of Bonner's Hall Bridge, leading into Victoria Park, Victoria Road, East Side of Bethnal Green, Globe Rd., White Horse Lane, and Rhodeswell Rd., passing under the Regents Canal at Rhodeswell Wharf, along the Black Ditch, Upper North St., North Street, discharging into the Thames at Linekiln Dock.
- Great Sluice & Drunken Dock Sluice.- These sluices are situated on the E. side of the Isle of Dogs, draining that part of the Island S. of W.I. Dock Basin. They have four inlet sluices for the purpose of flushing. Blackwall Sluice.- Commences at Batsons Inlet, near Linehouse entrance to W.I. Dock, discharging into the Thames on the North side of the Blackwall entrance to the W.I. Dock.
- Eastern Counties Railway Sewer.- Mile End Bridge, over Regents Canal in Bow Rd, along Bow Rd., Tredegar Sq., by the railway, discharging into R. Lea at the railway viaduct.
- Hackney Brook Sewer (Main Line).- High Road opposite St. John's, Upper Holbway, S.E. along Holloway Rd. to 450 ft. S. of Tollington Rd., E. to N. of Abney Park Cemetery, Hackney Downs & Hackney Wick, discharging into R. Lea, N. of Old Ford Wharf.
- Hackney Brook Sewer (Wick Lane Branch).- Old Ford Rd. on the E. side of Old Ford Bridge, crossing Regents Canal, extending along Grove Rd., Wick Lane, and joins the main sewer at Hackney Wick.