

persons per night, and produce a weekly total of from 20s. to 25s. profit, the rent of the houses at the same time being only from 5s. to 6s. per week.

There is still one question worthy of consideration. Does the uncertainty of dock labour generate thieves and vagabonds, or do the thieves and vagabonds crowd round the docks so as to be able to gain a day's work when unable to thrive? According to returns of the metropolitan police force, the value of the property stolen in this district in the year 1848 was 2007*l.*, of which only 365*l.* were recovered. The number of robberies was 521, the average amount of each robbery being 3*l.* 17s. 0½*d.* The amount recovered averaged 14s. on each robbery.

ON THE TRANSIT OF GREAT BRITAIN AND THE METROPOLIS.

As the entire transit system of Great Britain, with all its railroads, turnpike-roads, canals, and navigable rivers, converges on London, I propose to make it the subject of the present section, by way of introduction to my inquiry into the condition of the metropolitan labourers connected therewith.

"There is a very great amount of labour employed," says Mr. Stewart Mill, "not only in bringing a product into existence, but in rendering it, when in existence, accessible to those for whose use it is intended. Many important classes of labourers find their sole employment in some functions of this kind. There is the whole class of carriers by land and water—waggoners, bargemen, sailors, wharfmen, porters, railway officials, and the like. Good roads," continues the same eminent authority, "are equivalent to good tools, and railways and canals are virtually a diminution of the cost of production of all things sent to market by them."

In order to give the public as comprehensive an idea of this subject as possible, and to show its vastness and importance to the community, I shall, before entering upon the details of that part of it which more immediately concerns me; viz. the transit from and to the different parts of the metropolis, and the condition and earnings of the people connected therewith—I shall, I say, furnish an account of the extent of the external and internal transit of this country generally. Of the provisions for the internal transit I shall speak in due course—first speaking of the grand medium for carrying on the traffic of Great Britain with the world, and showing how, within the capital of an island which is a mere speck on the map of the earth, is centered and originated, planned and executed, so vast a portion of the trade of all nations. I shall confine my observations to the latest returns and the latest results.

THE MERCANTILE MARINE.

THE number of vessels belonging to the United Kingdom was, in 1848, nearly 25,000, having an aggregate burden of upwards of 3000 tons, and being manned by 180,000 hands. To give the reader, however, a more vivid idea of the magnitude of the "mercantile marine" of this kingdom, it may be safely asserted, that in order to accommodate the whole of our merchant vessels, a dock of 15,000 square acres would be necessary; or, in other words, there would be required to float them an extent of water sufficient to cover four times the area of the city of London, while the whole population of Birmingham would be needed to man them. But, besides the 20,000 and odd British, with their 180,000 men, that are thus engaged in conveying the treasures of other lands to our own, there are upwards of 13,000 foreign vessels, manned by 100,000 hands, that annually visit the shores of this country.

Of the steam-vessels belonging to the United Kingdom in 1848, there were 1100. Their aggregate length was 125,283 feet; their aggregate breadth, 19,748 feet; their aggregate tonnage, 255,371; and their aggregate of horse-power, 92,862. It may be added, that they are collectively of such dimensions, that by placing them stem to stern, one after the other, they would reach to a distance of 23½ miles, or form one continuous line from Dover to Calais; while, by placing them abreast, or alongside each other, they would occupy a space of 3½ miles wide.

According to the calculations of Mr. G. F. Young, the eminent shipbuilder, the entire value of the vessels belonging to the mercantile marine of the British empire is upward of 38,000,000*l.* sterling. The annual cost of the provisions and wages of the seamen employed in navigating them, 9,500,000*l.* The sum annually expended in the building and outfitting of new ships, as well as the repairing of the old ones, is 10,500,000*l.*, while the amount annually received for freight is 28,500*l.*

The value of the merchandise thus imported or exported has still to be set forth. By this we learn not only the vast extent of the international trade of Great Britain, but the immense amount of property entrusted annually to the merchant-seaman. It would, perhaps, hardly be credited, that the value of the articles which our mercantile marine is engaged in transporting to and from the shores of this kingdom, amounts to upwards of one hundred million pounds sterling.

Such, then, is the extent of the external transit of this country. There is scarcely a corner of the earth that is not visited by our vessels, and the special gifts and benefits conferred upon the most distant countries thus diffused and shared among even the humblest members of our own. To show the connexion

of the metropolis with this vast amount of trade, involving so many industrial interests, I shall conclude with stating, that the returns prove that one-fourth of the entire maritime commerce of this country is carried on at the port of London.

As a sad contrast, however, to all this splendour, I may here add, that the annual loss of property in British shipping wrecked or foundered at sea may be assumed as amounting to nearly three million pounds sterling per annum. The annual loss of life occasioned by the wreck or foundering of British vessels may be fairly estimated at not less than one thousand souls in each year; so that it would appear, that the annual loss by shipwreck amongst the vessels belonging to the United Kingdom is, on an average, 1 ship in every 42; and the annual loss of property engaged therein 1*l.* in every 42*l.*; while the average number of sailors drowned amounts to 1 in every 203 persons engaged in navigation.

I now come to speak of the means by which the vast amount of wealth thus brought to our shores is distributed throughout the country. I have already said that there are three different modes of internal communication:—1, to convey the several articles coastwise from one port to another; 2, to carry them inland from town to town; and 3, to remove them from and to the different parts of the same town. I shall deal first with the communication along the coast.

In 1849, the coasting vessels employed in the intercourse between Great Britain and Ireland made upwards of 26,000 voyages, and the gross burden of the vessels thus engaged amounted to more than 3,500,000 tons. The "coasters" engaged in the carrying trade between the different ports of Great Britain in 1849, made no less than 255,000 voyages, and possessed collectively a capacity for carrying upwards of 20,000,000 tons of goods. Of the steam-vessels employed coastwise in the United Kingdom, the number that entered inwards, including their repeated voyages, was 17,800, having an aggregate burden of upwards of 4,000,000 tons, while 14,500 and odd steam-vessels, of not quite the same amount of tonnage, were cleared outwards. This expresses the entire amount of the coasting trade in connexion with the several ports of Great Britain. London, as I have before shown, has four times the number of sailing vessels, and ten times the amount of tonnage, ever and above any port in the kingdom, whilst of steam-impelled coasting vessels it has but little more than one-third, compared with Liverpool.

TURNPIKE-ROADS AND STAGE-COACHES.

THE next branch of my subject that presents itself in due order is the means by which the goods thus brought to the several

ports of the kingdom are carried to the interior of the country. There are two means of effecting this; that is to say, either by land or water-carriage. Land-carriage consists of transit by rail and transit by turnpike roads; the water-carriage of transit by canals and navigable rivers, I shall begin with the first-mentioned of these, viz. turnpike-roads, and then proceed in due order to the others.

The turnpike-roads of England present a perfect network of communication, connecting town with town, and hamlet with hamlet. It was only within the present century, however, that these important means of increasing commerce and civilization were constructed according to scientific data. Before that, portions of what were known as the great coaching roads were repaired with more than usual care: but until Mr. M'Adam's system was generally adopted, about forty years back, all were more or less defective. It would be wearisome were I to add to the number of familiar instances of the difficulties and dilatoriness of travelling in the old days, and to tell how the ancient "heavy coaches" were merged in the "fast light coaches," which, in their turn, yielded to the greater speed of the railways.

In 1818, according to the Government Report on the turnpike-roads and the railways of England and Wales, there existed—

	Miles.
In England and Wales, paved streets and turnpike-roads to the extent of	19,725
Other public highways	95,104
Total	114,829

Other parliamentary returns show, that in 1829 the length of only the turnpike-roads in England and Wales was 20,875 miles, or upwards of 1000 miles more than they (together with the paved streets) extended to 10 years before. In 1839, the length of the turnpike-roads and paved streets throughout England and Wales amounted to 22,534 miles, while all other highways were 96,993 miles long; making in all, 119,527 miles of road. By this it appears, that in the course of 20 years upwards of 4500 miles of highway had been added to the resources of the country. As these are the latest returns on the subject, and it is probable that, owing to the establishment of railways, there has been no great addition since that period to the aggregate extent of mileage above given, it may be as well to set forth the manner in which these facilities for inter-communication were distributed among the different parts of the country at that time. The counties containing the greatest length of turnpike-road, according to their size, were Derby, Worcester, Flint, Gloucester, Somerset, Monmouth, Stafford, Hereford, Southampton, &c., which severally contained one mile of turnpike-road to about each thousand statute acres, the average for the entire country being

nearly double that amount of acres to each mile of road. Those counties, on the other hand, which contained the shortest length of turnpike-roads in relation to their size, were Anglesey (in which there were only five miles of road to 173,000 statute acres, being in the proportion of one mile to 34,688 acres); then Westmoreland, Suffolk, Essex, Norfolk, Pembroke, and Cumberland. The counties containing the greatest length of paved streets at the above period were, first, Middlesex, where there was one mile of street to every 774 acres; second, Suffolk; third, Lancaster; fourth, Warwick; fifth, Surrey; and sixth, Chester. The average number of acres to each mile of paved street was 12,734, and in the districts above specified the number of acres to the mile ranged from 3600 to 6900. Those counties, on the contrary, which contained the shortest length of streets, were Radnor and Anglesey, in which there were no paved streets whatever; Brecon, which has only one mile, and Carnarvon which has only two; whereas Middlesex, the county of the capital, has as many as 232 miles of streets extending through it. The cost of the repairs of the roads and streets in the different counties is equally curious. In Merioneth, the rate of the expenditure is 12s. 11½d. per mile; in Montgomery, 17. 1s. 2½d.; in Radnor, 17. 18s. 1d.; in Brecon, 21. 6s. 6½d.; in Carnarvon, 21. 10s. 1½d.; in Anglesey, 31. 8s.; in Cardigan, 31. 3s. 0½d.; whereas in Middlesex the cost amounts to no less than 877. 1s. 6½d. per mile; in Lancashire, the next most expensive county, it is 321. 2s. 6d.; in the West Riding of Yorkshire it comes to 231. 4s. 3d.; and in Surrey, the other metropolitan county, to 197. 1s. 1½d.; the average for the whole country being 107. 12s. 1½d. per mile, or, 1,267,8487. for the maintenance of 119,527 miles of public highways throughout England and Wales.

These roads were used for a threefold purpose,—the conveyance of passengers, letters, and goods. The passengers, letters, and parcels, were conveyed chiefly by the mail and stage-coaches, the goods by waggons and vans. Of the number of passengers who travelled by the mail and stage-coaches no return was ever made. I am indebted, however, to Mr. Porter, for the following calculation as to the number of stage-coach travellers before their vehicles (to adopt their own mode of expression) were run off the roads by the steam-engine:—

"In order to obtain some approximation to the extent of travelling by means of stage-coaches in England, a careful calculation has been made upon the whole of the returns to the Stamp Office, and the licenses for which coaches were in operation at the end of the year 1834. The method followed in making the application has been to ascertain the performance of each vehicle, supposing that performance to have been equal to the full amount of the permission conveyed by the license, reducing the power so given to a number

equal to the number of miles which one passenger might be conveyed in the course of the year. For example: a coach is licensed to convey 15 passengers daily from London to Birmingham, a distance of 112 miles. In order to ascertain the possible performance of this carriage during the year, if the number of miles is multiplied by the number of journeys, and that product multiplied again by the number of passengers, we shall obtain, as an element, a number equal to the number of miles along which one person might have been conveyed; viz. $112 \times 365 \times 15 = 613,200$. In this case the number of miles travelled is 40,880, along which distance 15 persons might have been carried during the year: but for the simplification of the calculation, the further calculation is made, which shows that amount of travelling to be equal to the conveyance of one person through the distance of 613,200 miles. Upon making this calculation for the whole number of stage-coaches that possessed licenses at the end of the year 1834, it appears that the means of conveyance thus provided for travelling were equivalent to the conveyance during the year of one person for the distance of 597,159,420 miles, or more than six times between the earth and the sun. Observation has shown, that the degree in which the public avail themselves of the accommodation thus provided is in the proportion of 9 to 15, or three-fifths of its utmost extent. Following this proportion, the sum of all the travelling by stage-coaches in Great Britain may be represented by 385,295,652 miles. We shall probably go the utmost extent in assuming that not more than two millions of persons travel in that manner. It affords a good measure of the relative importance of the metropolis to the remainder of the country, that of the above number of 597,159,420, the large proportion of 409,052,644 is the product of stage-coaches which are licensed to run from London to various parts of the kingdom."

In this calculation the stage-coach travelling of Ireland is not included, nor is that of Scotland, when confined to that kingdom; but when part of the communication is with England it is included. Of course, only public conveyances are spoken of: all the travelling in private carriages, or post-chaises, or hired gigs, is additional.

The number of stage-coachmen and guards in 1839 were 2619; in 1840, 2507; in 1841, 2239; in 1842, 2107; in 1843, 146.

The expenditure on account of these roads in 1841 amounted to 1,551,0007.; the revenue derived from them for the same year having been 1,574,0007.

A great change has been induced in the character of the turnpike-roads of England. The liveliness imparted to many of the lines of road by the scarlet coats of the drivers and guards, and by the sound of the guard's bugle as it announced to all the idlers of the country

place that "the London coach was coming in," these things exist no longer. Now, on very few portions of the 1448 miles of the turnpike-road in Yorkshire, or the 840 of Gloucestershire, is a stage-coach-and-four to be seen: and the great coaching inns by the wayside, with the tribes of ostlers and helpers "changing horses" with a facility almost marvellous, have become farmhouses or mere wayside taverns.

The greatest rate of speed attained by any of the mail-coaches was eleven miles an hour, including stoppages; that is, eleven miles notwithstanding the delay incurred in changing horses, which was the work of from one minute to three, depending upon whether any passenger was "taken up" or set down at that stage (the word "station" is peculiar to railways). If there was merely a change of horses, about a minute was consumed. The horses were not unfrequently unsuccessful racehorses, and they were generally of "good blood." Some would run daily on the same stages 8 and 10 years. About 10½ miles was an average rate for the mail, and 8½ to 9 miles for the stage-coaches. They often advertised 10 miles an hour, but that was only an advertisement.

So rapid, so systematic, and so commended was the style of stage-coach travelling, that some of the great coach proprietors dreaded little from the competitive results of railway travelling. One of these proprietors on "the Great North Road" used to say, "Railways are just a bunce—all speculation. People will find it out in time, and there'll be more coaching than ever; railways can never answer!"

So punctual, too, were these carriages, that one gentleman used to say he set his watch by the Glasgow mail, as "she passed his door by the roadside, at three minutes to ten."

Nor is it only in the discontinuance of stage-coaches that the roads of the kingdom have experienced a change in character. Until the prevalence of railways, "posting" was common. A wealthy person travelled to London in his own carriage, which was drawn by four horses, almost as quickly as by the mail. The horses were changed at the several stages; the ostler's cry of "first turn out," summoning the stablemen and the postilions with a readiness second only to that in the case of the passengers' coaches. The horses, however, were ridden by postilions in red or light blue jackets, with white buttons, light-coloured breeches, and brown top-boots, instead of being driven four-in-hand. This was the

aristocratic style of travelling, and its indulgence was costly. For a pair of good horses 1s. 6d. a-mile was an average charge, and 3d. a-mile had to be given in the compulsory gratuities of those days to the postilion; 3s. a-mile was the charge for four horses, but sometimes rather less. Thus, supposing that 500 noblemen and gentlemen "posted" to London on the opening of Parliament, each, as was common, with two carriages-and-four, and each posting 200 miles, the aggregate expenditure, without any sum for meals or for beds—and to "sleep on the road" was common when ladies were travelling—would be 35,0007., and to this add five per cent for the turnpike-tolls, and the whole cost would be 36,7507.; an average of 737. 10s. for each nobleman and gentleman, with his family and the customary members of his household. The calculation refers merely to a portion of the members of the two houses of legislature, and is unquestionably within the mark; for though many travelled shorter distances and by cheaper modes, many travelled 400 miles, and with more carriages than three. No "lady" condescended to enter a stage-coach at the period concerning which I write. As the same expense was incurred in returning to the castle, hall, park, abbey, wood, or manor, the annual outlay for this one purpose of merely a fraction of the posters to London was 73,5007. It might not be extravagant to assert, that more than five times this outlay was annually incurred, including "pairs" and "fours," or a total of 367,5007. This mode of travelling I believe is now almost wholly extinct, if indeed it be not impossible, since there are no horses now kept on the road for the purpose. I have been informed that the late Duke of Northumberland was the last, or one of the last, who, in dislike or dread of railways, regularly "posted" to and from Alnwick Castle to London.

THE RAILWAYS.

THE next branch of the transit by land appertains to the conveyance of persons and goods per rail. The railways of the United Kingdom open, in course of construction, or authorised to be constructed, extend over upwards of 12,000 miles, or four times the distance across the Atlantic. The following is the latest return on the subject, in a Report printed by order of the House of Commons, the 22nd of March last:—

	Miles.	Chains.	Persons employed.
Total length of railway open on June 30, 1849, and persons employed thereon	5447	10¾	55,968
Total length of railway in course of construction on June 30, 1849, and persons employed thereon	1504	20½	103,846
Total length of railway neither open nor in course of construction on June 30, 1849	5132	38¾	
Total length of railway authorised to be used for the conveyance of passengers on June 30, 1849, and the total number of persons employed thereon	12,083	70	159,784

There are now upwards of 6000 miles of railroad open for traffic in the three kingdoms, 549 miles having been opened in the course of the half-year following the date of the above return. At that date 111 miles of railroad were open for traffic, irrespective of their several branches. 266 railways, including branches, were authorised to be constructed, but had not been commenced.

The growth of railways was slow, and not gradual. They were unknown as modes of public conveyance before the present century, but roads on a similar principle, irrespective of steam, were in use in the Northumberland and Durham collieries, somewhere about the year 1700. The rails were not made of iron but of wood, and, with a facility previously unknown, a small cart, or a series of small carts, was dragged along them by a pony or a horse, to any given point where the coal had to be deposited. In the lead mines of the North Riding of Yorkshire the same system was adopted, the more rapidly and with the less fatigue, to convey the ore to the mouth of the mine. Some of these "tramways," as they are called, were and are a mile and more in length; and visitors who penetrate into the very bowels of the mine are conveyed along those tramways in carts, drawn generally by a pony, and driven by a boy (who has to duck his head every here and there to avoid collision) into the galleries and open spaces where the miners are at work.

In the year 1801, the first Act of Parliament authorising the construction of a railway was passed. This was the Surrey, between Wandsworth and Croydon, nine miles in length, and constructed at a cost, in round numbers, of 60,000*l.* In the following twenty years, sixteen such Acts were passed, authorising the construction of 124½ miles of railway, the cost of which was 971,232*l.*, or upwards of 7500*l.* a mile. In 1822 no such Act was passed. In 1823, Parliament authorised the construction of the Stockton and Darlington; and on that short railway, originated and completed in a great measure through the exertions of the wealthy Quakers of the neighbourhood, and opened on the 27th of December, 1825, steam-power was first used as a means of propulsion and locomotion on a railway. It was some little time before this that grave senators and learned journalists laughed to scorn Mr. Stephenson's assertion, that steam "could be made to do twenty miles an hour on a railway." In the following ten years, thirty railway bills were passed by the legislature; and among these, in 1826, was the Liverpool and Manchester, which was opened on the 16th September, 1830—an opening rendered as lamentable as it is memorable by the death of Mr. Huskisson. In 1834, seven railway bills were passed; ten in 1835; twenty-six in 1836; eleven in 1837; one in 1838; three in 1839; none again till 1843, and then only one—the Northampton and Peterborough, which extends along 44½ miles, and which cost

429,409*l.* The mass of the other railways have been constructed, or authorised, and the Acts of Parliament authorising their construction shelved, since the close of 1843. I find no official returns of the dates of the several enactments.

The following statement, in averages of four years, shows the amount of the sums which Parliament authorised the various companies to raise from 1822 to 1845. Upwards of one-half of the amount of the aggregate sum expended in 1822-6 was spent on the Manchester and Liverpool Railway, 1,832,375*l.* The cost of the Stockton and Darlington, (450,000*l.*), is also included:

From 1822 to 1825 inclusive	£451,465
" 1826 " 1829 "	816,846
" 1830 " 1833 "	2,157,136
" 1834 " 1837 "	10,880,431
" 1838 " 1841 "	3,614,428
" 1842 " 1845 "	20,895,128

Of these years, 1845 presents the era when the rage for railway speculation was most strongly manifested, as in that year the legislature sanctioned the raising, by new railway companies, of no less than 59,613,536*l.* more than the imperial taxes levied in the United Kingdom, while in 1844 the amount so sanctioned was 14,793,994*l.* The total sum to be raised for railway purposes for the last twenty years of the above dates was 153,455,837*l.*, with a yearly average of 7,672,792*l.* For the four years preceding the yearly average was but 112,866*l.*

The parliamentary expenses attending the incorporation of sixteen of the principal railway companies were 683,498*l.*, or an average per railway of 42,718*l.* It will be seen from the following table, that the greatest amount thus expended was on the incorporation of the Great Western. On that undertaking an outlay not much short of 90,000*l.* was incurred, before a foot of soil could be raised by the spade of the "navy."

Birmingham and Gloucester	£22,618
Bristol and Gloucester	25,589
Bristol and Exeter	18,592
Eastern Counties	39,171
Great Western	89,197
Great North of England	20,526
Grand Junction	22,757
Glasgow, Paisley, and Greenock	23,481
London and Birmingham	72,868
London and South-Western	41,467
Manchester and Leeds	49,166
Midland Counties	28,776
North Midland	41,349
Northern and Eastern	74,166
Sheffield, Ashton, and Manchester	31,473
South-Eastern	82,202

It must be borne in mind that these large sums were all for parliamentary expenses alone, and were merely the disbursements of

the railway proprietors, whose applications to Parliament were successful. Probably as large an amount was expended in opposition to the several bills, and in the fruitless advocacy of rival companies. Thus above a million and a-quarter of pounds sterling was spent as a preliminary outlay.

Of the railway lines, the construction of the Great Western, 117½ miles in length, was the most costly, entailing an expenditure of nearly eight millions; the London and Birmingham, 112½ miles, cost 6,073,114*l.*; the South-Eastern, 66 miles, 4,306,478*l.*; the Manchester and Leeds, 53 miles, 3,372,240*l.*; the Eastern Counties, 51 miles, 2,821,790*l.*; the Glasgow, Paisley, Kilmarnock, and Ayr, 57½ miles, 1,071,263*l.*; an amount which was exceeded by the outlay on only the 3½ miles of the London and Blackwall, first opened, which cost 1,078,851*l.* I ought to mention, that the lengths in miles are those of the portions first opened to the public in the respective lines, and first authorised by parliamentary enactments. "Junctions," "continuations," and the blending of companies, have been subsequent measures, entailing, of course, proportionate outlay. The length of line of the Great Western, for instance, with its immediate branches, opened

on the 30th of June, 1849, was 225 miles; that of the South-Eastern, 144 miles; and that of the Eastern Counties, 309 miles. It is stated in Mr. Knight's "British Almanac" for the current year, that the "London and North-Western is almost the only company which has maintained in 1849 the same dividend even as in the preceding year, viz. seven per cent. The Great Western, the Midland, the Lancashire and Yorkshire, the York and Newcastle, the York and North Midland, the Eastern Counties, the South-Eastern, the South-Western, Brighton, the Manchester and Lincolnshire, all have suffered a decided diminution of dividend. These ten great companies, whose works up to the present time have cost over one hundred millions sterling, have on an average declared for the half year ending in the summer of 1849, a dividend on the regular non-guaranteed shares of between three and four per cent per annum. The remaining companies, about sixty in number, can hardly have reached an average of two per cent per annum in the same half year."

The following Table gives the latest returns of railway traffic from 1845. Previous to that date no such returns were published in parliamentary papers:—

COMPARATIVE STATEMENT OF THE TRAFFIC ON ALL THE RAILWAYS IN THE UNITED KINGDOM FOR THE FIVE YEARS ENDING JUNE 30, 1845, 1846, 1847, 1848, 1849, TOGETHER WITH THE LENGTH OF RAILWAY OPEN ON DECEMBER 31 AND JUNE 30 IN EACH YEAR.

Year ending	Length open on June 30 in each year.	Miles.	Total Number of Passengers.	Total Receipts from Passengers.		Receipts from Goods, Cattle, Parcels, Mails, &c.		TOTAL RECEIPTS.	
				£	s. d.	£	s. d.	£	s. d.
June 30, 1845	2343	33,791,253	3,976,341	0 0	2,233,373	0 0	6,209,714	0 0	
" 1846	2765	43,790,983	4,725,215	11 9½	2,840,353	16 6¼	7,565,569	8 2¾	
" 1847	3603	51,352,163	5,148,002	5 0½	3,362,883	19 6¾	1,510,886	4 7¼	
" 1848	4478	57,965,070	5,720,382	9 1¾	4,213,169	14 5½	9,933,552	3 7¼	
" 1849	5447	60,398,159	6,105,975	7 7¾	5,094,025	18 11	11,200,901	6 6¾	

This official table shows a conveyance for the year ending June, 1849, of 60,398,159 passengers. It may be as well to mention that every distinct trip is reckoned. Thus a gentleman travelling from and returning to Greenwich daily, figures in the return as 730 passengers. Of the number of individuals who travel in the United Kingdom I have no information. Thousands of the labouring classes travel very rarely, perhaps not more than once on some holiday trip in the course of a twelvemonth. But assuming every one to travel, and the population to be thirty millions, then we have two railway trips made by every man, woman, and child in the kingdom every year.

There are no data from which to deduce a precisely accurate calculation of the number

of miles travelled by the 60,398,159 passengers who availed themselves of railway facilities in the year cited. Official lists show that seventy-eight railways comprise the extent of mileage given, but these railways vary in extent. The shortest of them open for the conveyance of passengers is the Belfast and County Down, which is only 4 miles 35 chains in length, and the number of passengers travelling on it 81,441. The Midland and the London and North-Western, on the other hand, are respectively 465 and 477 miles in length, and their complement of passengers is respectively 2,252,984 and 2,750,541½. The average length of the 78 railways is 70 miles, but as the stream of travel flows more from intermediate station to station along the course of the line, than from one extremity to the other, it may be

reasonable to compute that each individual passenger has travelled one-fourth of the entire distance, or 17½ miles—a calculation confirmed by the amount paid by each individual, which is something short of 2s., or rather more than 1¼d. per mile.

Thus we may conclude that each passenger has journeyed 17½ miles, and that the grand aggregate of travel by all the railway passengers of the kingdom will be 1,052,327,632½ miles, or nearly eleven times the distance between the earth and the sun every year.

The Government returns present some curious results. The passengers by the second-class carriages have been more numerous every year than those by any other class, and for the year last returned were more than three times the number of those who indulged in the comforts of first-class vehicles. Notwithstanding nearly 1000 new miles of railway were opened for the public transit and traffic between June 1848-9, still the number of first-class passengers decreased no fewer than 112,000 and odd, while those who resorted to the humbler accommodation of the second class increased upwards of 170,000. The numerical majority of the second-class passengers over the first was:—

Year ending June, 1845 ..	8,851,662
" " 1846 ..	10,770,712
" " 1847 ..	12,126,574
" " 1848 ..	14,499,730
" " 1849 ..	16,313,760

These figures afford some criterion as to the class or character of the travelling millions who are the supporters of the railways.

The official table presents another curious characteristic. The originators of railways, prior to the era of the opening of the Manchester and Liverpool, depended for their dividends far more upon the profits they might receive in the capacity of common carriers, upon the conveyance of manufactured goods, minerals, or merchandise, than upon the transit of passengers. It was the property in canals and in heavy carriage that would be depreciated, it was believed, rather than that in the stage-coaches. Even on the Manchester and Liverpool, the projectors did not expect to realise more than 20,000l. a-year by the conveyance of passengers. The result shows the fallacy of these computations, as the receipts for passengers for the year ending June, 1849, exceeded the receipts from "cattle, goods, parcels, and mails," by 1,011,050l. In districts, however, which are at once agricultural and mineral, the amount realised from passengers falls short of that derived from other sources. Two instances will suffice to show this: The Stockton and Darlington is in immediate connexion with the district where the famous short-horn cattle were first bred by Mr. Collins, and where they are still bred in high perfection by eminent agriculturists. It is in

connexion, moreover, with the coal and lead-mining districts of South Durham and North Yorkshire, the produce being conveyed to Stockton to be shipped. For the last year, the receipts from passengers were 8000l. and odd, while for the conveyance of cattle, coal, &c., no less than 62,000l. was paid. From their passengers the Taff Vale, including the Aberdale Railway Company, derived, for the same period, in round numbers, an increase of 6500l., and from their "goods" conveyance, 45,941l. In neither instance did the passengers pay one-seventh as much as the "goods."

I now present the reader with two "summaries" from returns made to Parliament. The first relates to the number and description of persons employed on railways in the United Kingdom, and the second to the number and character of railway accidents.

Concerning the individuals employed upon the railways, the Table on the opposite page contains the latest official information.

Of the railways in full operation, the London and North-Western employs the greatest number of persons, in its long and branching extent of 477 miles, 35¼ chains, with 153 stations. The total number employed is 6194, and they are thus classified:—

Secretaries or managers	8
Engineers	5
Superintendents	40
Storekeepers	8
Accountants or cashiers	4
Inspectors or timekeepers	83
Draughtsmen	11
Clerks	775
Foremen	130
Engine-drivers	334
Assistant-drivers or firemen	318
Guards or breaksmen	207
Artificers	1891
Switchmen	363
Gatekeepers	76
Policemen or watchmen	241
Porters or messengers	1456
Platelayers	14
Labourers	30

On the Midland there were employed 4898 persons; on the Lancashire and Yorkshire, 3971; Great Western, 2997; Eastern Counties, 2939; Caledonian, 2409; York, Newcastle, and Berwick, 2731; London and South-Western, 2118; London, Brighton, and South-Coast, 2053; York and North Midland, 1614; North British, 1535; and South-Eastern, 1527. Thus the twelve leading companies retain permanently in their service 35,735 men, supplying the means of maintenance, (reckoning that a family of three is supported by each man employed) to 122,940 individuals. Pursuing the same calculation, as 159,784 men were employed on all the railways "open and un-

TOTAL NUMBER AND DESCRIPTION OF PERSONS EMPLOYED ON RAILWAYS.

Secretaries and Managers	156	142	208
Treasurers	32	7	39
Engineers	107	209	376
Superintendents	314	419	738
Storekeepers	120	182	302
Accountants and Cashiers	188	144	282
Inspectors and Timekeepers	490	821	1311
Station Masters	1300	—	1300
Draughtsmen	103	153	256
Clerks	4021	421	4442
Foremen	709	1421	2130
Engine Drivers	1839	—	1839
Assistant Engine Drivers and Firemen	1871	—	1871
Guardsmen and Breaksmen	1631	—	1631
Switchmen	1540	—	1540
Gatekeepers	1361	—	1361
Policemen or Watchmen	1508	481	1989
Porters and Messengers	8236	118	8356
Platelayers	5508	—	5508
Artificers	10,809	16,144	26,953
Labourers	14,829	83,052	97,881
Miscellaneous employment	144	42	186
Total	55,968	103,816	159,784

Total number of persons employed upon railways open for traffic on the 30th June, 1849

Total number of persons employed upon railways not open for traffic on the 30th June, 1849

Total number and description of persons employed on all railways (open and un-open) authorised to be used for the conveyance of passengers

viduals were dependent, more or less, upon railway traffic for their subsistence.

The other summary to which I have alluded is one derived from a return which the House of Commons ordered to be printed on the 8th of April last. It is relative to the railway accidents that occurred in the United Kingdom during the half-year ending the 31st December, 1849, and supplies the following analysis:—

- “ 54 passengers injured from causes beyond their own control.
- 11 passengers killed and 10 injured, owing to their own misconduct or want of caution.
- 2 servants of companies or of contractors killed, and 3 injured, from causes beyond their own control.
- 62 servants of companies or of contractors killed, and 37 injured, owing to their own misconduct or want of caution.
- 28 trespassers and other persons, neither passengers nor servants of the company, killed, and 7 injured, by improperly crossing or standing on the railway.
- 1 child killed and 1 injured, by an engine running off the rails and entering a house.
- 2 suicide.

Total, 106 killed and 112 injured.

The total number of passengers conveyed during the half-year amounted to 34,924,469.”

The greatest number of accidents was on the Lancashire and Yorkshire: 2,793,764 passengers were conveyed in the term specified, and 17 individuals were killed and 24 injured. On the York, Newcastle, and Berwick, 15 were killed and injured, 1,613,123 passengers having been conveyed. On the Midland, 2,658,903 having been the number of passengers, 9 persons were killed and 7 injured. On the Great Western, conveying 1,220,507½ passengers, 2 individuals were killed and 1 injured. On the London and Blackwall, with 1,200,514 passengers, there was 1 man killed and 16 injured. The London and Greenwich supplied the means of locomotion to 1,126,237 persons, and none were killed and none were injured. These deaths on the railway, for the half-year cited above, are in the proportion of 106 to 34,924,469, or 1 person killed to every 329,476; and the 106 killed include 2 suicides and the deaths of 28 trespassers and others. The total number of persons who suffered from accidents was 218, which is in the proportion of 1 accident to every 160,203 persons travelling; and when the injuries arising from this mode of conveyance are contrasted with the loss of life by shipwreck, which, as before stated, amounts to 1 in every 203 individuals, the comparative safety of railway over marine travelling must appear most extraordinary. Mr. Porter's calculation as to the number of

stage-coach travellers (which I cite under that head) shows that my estimates are far from extravagant.

INLAND NAVIGATION.

THE next part of my subject is the “water-carriage,” carried on by means of canals and rivers. The means of inland navigation in England and Wales are computed to comprise more than 4000 miles, of which 2200 miles are in navigable canals and 1800 in navigable rivers. In Ireland, such modes of communication extend about 500 miles, and in Scotland about 350. As railways have been the growth of the present half-century, so did canals owe their increase, if not their establishment, in England, to the half-century preceding—from 1750 to 1800; three-fourths of those now in existence having been established during that period. Previously to the works perfected by the Duke of Bridgewater and his famous and self-taught engineer, James Brindley, the efforts made to improve our means of water-transit were mainly confined to attempts to improve the navigation of rivers. These attempts were not attended with any great success. The current of the river was often too impetuous to be restrained in the artificial channels prepared for the desired improvements, and the forms and depths of the channels were gradually changed by the current, so that labour and expense were very heavily and continuously entailed. Difficulties in the way of river navigation,” says Mr. McCulloch, “seem to have suggested the expediency of abandoning the channels of most rivers, and of digging parallel to them artificial channels, in which the water may be kept at the proper level by means of locks. The Act passed by the legislature in 1755 for improving the navigation of Sankey Brook on the Mersey, gave rise to a lateral canal of this description about 11½ miles in length, which deserves to be mentioned as the earliest effort of the sort in England. But before this canal had been completed, the Duke of Bridgewater and James Brindley had conceived a plan of canalisation independent altogether of natural channels, and intended to afford the greatest facilities to commerce by carrying canals across rivers and through mountains, wherever it was practicable to construct them.”

The difficulties which Brindley overcame were considered insurmountable until he did overcome them. In the construction of a canal from Worsley to Manchester it was necessary to cross the river Irwell, where it is navigable at Barton. Brindley proposed to accomplish this by carrying an aqueduct 39 feet above the surface of the Irwell. This was considered so extravagant a proposition that there was a pause, and a gentleman eminent for engineering knowledge was consulted. He treated Brindley's scheme as the scheme of a visionary, declaring that he had often heard of

castles in the air, but never before heard where one was to be erected. The duke, however, had confidence in his engineer; and a successful, serviceable, and profitable aqueduct, instead of a castle in the air, was the speedy and successful result. The success of Brindley's plans and the spirited munificence of the Duke of Bridgewater, who, that he might have ample means to complete his projects, at one time confined his mere personal expenses to 400*l.* a-year—laid the foundations of the large fortunes enjoyed by the Duke of Sutherland and his brother the late Earl of Ellesmere.

The canals which have been commenced and completed in the United Kingdom since the year 1800 are 30 in number, and extend 582½ miles in length.

Mr. McCulloch gives a list of British canals, with the number of shareholders in the proprietary of each, the amount and cost of shares, and the price on the 27th June, 1843. The Erewash, with 231 shares, each 100*l.* returned a dividend of 40*l.*, each share being then worth 67*l.* The Loughborough, with only 70 100*l.* shares, the average cost of each share having been 142*l.* 17*s.*, had a dividend of 80*l.* and a selling price per share of 1400*l.* The Stroudwater, with 200 shares of 150*l.*, returned a dividend of 24*l.*, with a price in the market of 490*l.* On the other hand, the 50*l.* shares of the Crinau were then selling at 2*l.* The 50*l.* shares of the North Walsham and Dillon were of the same almost nominal value in the market; and the shares of the Thames and Medway, with an average cost of 30*l.* 4*s.* 3*d.*, were worth but 1*l.* Of the cost expended in construction of the canals of England, I have no means of giving a precise account; but the following calculation seems sufficiently accurate for my present purpose. I find that, if in round numbers the 250,000 shares of the 40 principal canals averaged an expenditure of 100*l.* per share—the result would be 25,000,000*l.*, and perhaps we may estimate the canals of the United Kingdom to have cost 35,000,000*l.*, or one-tenth as much as the railways.

The foregoing inquiries present the following gigantic results:—There are employed in the yearly transit of Great Britain, abroad and along her own shores, 33,672 sailing-vessels and 1110 steam-vessels, employing 236,000 seamen. Calculating the value of each ship and cargo as the value has been estimated before Parliament, at 5000*l.*, we have an aggregate value—sailing-vessels, steamers, and their cargoes included—of 173,910,000*l.* Further, supposing the yearly wages of the seamen, including officers, to be 20*l.* per head, the amount paid in wages would be 4,720,000*l.*

The railways now in operation in the United Kingdom extend 6000 miles, the cost of their construction (paid and to be paid) having been estimated at upwards of 350,000,000*l.* Last year they supplied the means of rapid travel to above 63,000,000 of passengers, who tra-

versed above a billion of miles. Their receipts for the year approached 11,250,000*l.* of money, and nearly three-quarters of a million of persons are dependent upon them for subsistence.

The turnpike and other roads of Great Britain alone (independently of Ireland) present a surface 120,000 miles in length, for the various purposes of interchange, commerce, and recreation. They are maintained by the yearly expenditure of a million and a half.

For similar purposes the navigable canals and rivers of Great Britain and Ireland furnish an extent of 4850 miles, formed at a cost of probably 35,000,000*l.* Adding all these together, we have of turnpike-roads, railways, and canals, no less than 130,000 and odd miles, formed at an aggregate cost of upwards of 386,000,000*l.* If we add to this the 54,250,000*l.* capital expended in the mercantile marine, we have the gross total of more than 440,000,000 of money sunk in the transit of the country. If the number of miles traversed by the natives of this country in the course of the year by sea, road, rail, river, and canal, were summed up, it would reach to a distance greater than to the remotest planet yet discovered.

LONDON WATERMEN, LIGHTERMEN, AND STEAMBOAT-MEN.

OF all the great capitals, London has least the appearance of antiquity, and the Thames has a peculiarly modern aspect. It is no longer the “silent highway,” for its silence is continually broken by the clatter of steam-boats. This change has materially affected the position and diminished the number of the London watermen, into whose condition and earnings I am now about to examine.

The character of the transit on the river has, moreover, undergone a great change, apart from the alteration produced by the use of steam-power. Until the more general use of coaches, in the reign of Charles II., the Thames supplied the only mode of conveyance, except horseback, by which men could avoid the fatigue of walking; and that it was made largely available, all our older London chroniclers show. From the termination of the wars of the Roses, until the end of the 17th century, for about 200 years, all the magnates of the metropolis, the king, the members of the royal family, the great officers of state, the Archbishop of Canterbury, the noblemen whose mansions had sprung up amidst trees and gardens on the north bank of the Thames, the Lord Mayor, the City authorities, the City Companies, and the Inns of Court, all kept their own or their state barges, rowed by their own servants, attired in their respective liveries. In addition to the river conveyances of these functionaries, private boats or barges were maintained by all

whose wealth permitted, or whose convenience required their use, in the same way as carriages and horses are kept by them in our day. The Thames, too, was then the principal arena for the display of pageants. These pageants, however, are now reduced to one—the Lord Mayor's show. The remaining state barges are but a few, viz. the Queen's, the Lord Mayor's, and such as are maintained by the City Companies, and even some of these are rotting to decay.

Mr. Charles Knight says in his "London:"—"In the time of Elizabeth and the first James, and onward to very recent days, the north bank of the Thames was studded with the palaces of the nobles; and each palace had its landing-place, and its private retinue of barges and wherries; and many a freight of the brave and beautiful has been borne, amidst song and merriment, from house to house, to join the masque and the dance; and many a wily statesman, muffled in his cloak, has glided along unseen in his boat, to some dark conference with his ambitious neighbour. Upon the river itself, busy as it was, fleets of swans were ever sailing; and they ventured unmolested into that channel which is now narrowed by vessels from every region. Paulus Jovius, who died in 1552, describing the Thames, says: 'This river abounds in swans, swimming in flocks, the sight of whom, and their noise, are vastly agreeable to the fleets that meet them in their course.' The only relics of the palatial 'landing-places' above alluded to, which is now to be seen, is the fine arch, or water-gate, the work of Inigo Jones, at the foot of Buckingham-street. This was an adornment of the landing-place from York House, once the town abode of the archbishops of that see, but afterwards the property of George Villiers, duke of Buckingham. In front of this gate, or nearly so, the Hungerford steam-boat piers are now stationed; and in place of stately barges, directed by half-a-dozen robust oarsmen, in gorgeous liveries, approaching the palace, or lying silently in wait there, we have halfpenny, penny, twopenny, and other steam-boats, hissing, spluttering, panting, and smoking."

Moreover, in addition to the state and private barges of the olden times, there were multitudes of boats and watermen always on hire. Stow, who was born in 1525, and died at eighty years of age, says that in his time 49,000 watermen were employed on the Thames. This, however, is a manifest exaggeration, when we consider the population of London at that time; still it is an over-estimate common to old chroniclers, by whom precise statistical knowledge was unattainable. That Stow represents the number of these men at 40,000, shows plainly that they were very numerous; and one proof of their great number, down to the middle of the last century, is, that until one hundred years ago, the cities of London and

Westminster had but one bridge—the old London-bridge—which was commenced in 1176, completed in thirty-one years, and after standing 625 years, was pulled down in 1832. The want of bridges to keep pace with the increase of the population caused the establishment of numerous ferries. It has been computed, that in 1760 the ferries across the Thames, taking in its course from Richmond to Greenwich, were twenty-five times as numerous as they are at present. Westminster-bridge was not finished until 1750; Blackfriars was built in 1769; Battersea in 1771; Vauxhall in 1816; Waterloo in 1817; Southwark in 1819; the present London-bridge in 1831; and Hungerford in 1844.

THE THAMES WATERMEN.

THE character of the Thames watermen in the last century was what might have been expected from slightly-informed, or uninformed, and not unprosperous men. They were hospitable and hearty one to another, and to their neighbours on shore; civil to such fares as were civil to them, especially if they hoped for an extra sixpence; but often saucy, abusive, and even sarcastic. Their interchange of abuse with one another, as they rode on the Thames, down to the commencement of the present century, if not later, was remarkable for its slang. In this sort of contest their fares not unfrequently joined; and even Dr. Johnson, when on the river, exercised his powers of objurgation to overwhelm some astonished Londoner in a passing boat. During the greater part of the last century the Thames watermen were employed in a service now unknown to them. They were the carriers, when the tide and the weather availed, of the garden-stuff and the fruit grown in the neighbourhood of the river from Woolwich and Hampton to the London markets. The green and firmly-packed pyramids of cabbages that now load the waggons were then piled in boats: and it was the same with fruit. One of the most picturesque sights Sir Richard Steele ever enjoyed was when he encountered, at the early dawn of a summer's day, "a fleet of Richmond gardeners," of which "ten sail of apricot-boats" formed a prominent and fragrant part. Turnpike-roads and railways have superseded this means of conveyance, which could only be made available when the tide served.

The observances on the Thames customary in the olden time still continue, though on a very reduced scale. The Queen has her watermen, but they have only been employed as the rowers of her barge twice since her accession to the throne; once when Her Majesty and Prince Albert visited the Thames Tunnel; and again when Prince Albert took water at Whitehall, and was rowed to the city to open the Coal-exchange. Besides the Queen's watermen, there are still

extant the dukes' and lords' watermen; the Lord Mayor's and the City Companies', as well as those belonging to the Admiralty. The above constitute what are called the privileged watermen, having certain rights and emoluments appertaining to them which do not fall to the lot of the class generally.

The Queen's watermen are now only eighteen in number. They have no payment except when actually employed, and then they have 10s. for such employment. They have, however, a suit of clothes; a red jacket, with the royal arms on the buttons, and dark trousers, presented to them once every two years. They have also the privileges of the servants of the household, such as exemption from taxes, &c. Most of them are proprietors of lighters, and are prosperous men.

The privileges of the retainers of the nobles in the Stuart days linger still among the lords' and dukes' watermen, but only as a mere shadow of a fading substance. There are five or six men now who wear a kind of livery. I heard of no particular fashion in this livery being observed, either now or within the memory of the waterman. Their only privilege is that they are free from impressment. In the war time these men were more than twenty-five times as numerous as they are at present; in fact they are dying out, and the last "dukes," and the last "lords'" privileged watermen are now, as I was told, "on their last legs."

The Lord Mayor's watermen are still undiminished in number, the complement being thirty-six. Of these, eight are water-bailiffs, who, in any procession, row in a boat before the Lord Mayor's state-barge. The other twenty-eight are the rowers of the chief magistrate's barge on his aquatic excursions. They are all free from impressment, and are supplied with a red jacket and dark trousers every two years, the city arms being on the buttons.

One of these men told me that he had been a Lord Mayor's man for some years, and made about eight journeys a-year, "swan-hopping and such-like," the show being, as he said, a regular thing: 10s. a voyage was paid each man. It was jolly work, my informant stated, sometimes, was swan-hopping, though it depended on the Lord Mayor for the time being whether it was jolly or not. He had heard say, that in the old times the Lord Mayor's bargemen had spiced wine regularly when out. But now they had no wine of any sort—but sometimes, when a Lord Mayor pleased; and he did not always please. My informant was a lighter-man as well as a Lord Mayor's waterman, and was doing well.

Among other privileged classes are the "hog-grubbers" (as they are called by the other watermen), but their number is now only four. These hog-grubbers ply only at the Pelican stairs; they have been old sailors in the navy, and are licensed by the Trinity house. No apprenticeship or freedom of the

Waterman's Company in that case being necessary. "There was from forty to fifty of them, sir," said a waterman to me, "when I was a lad, and I am not fifty-three, and fine old fellows they were. But they're all going to nothing now."

The Admiralty watermen are another privileged class. They have a suit of clothes once every two years, a dark-blue jacket and trousers, with an anchor on the buttons. They also wear badges, and are exempt from impressment. Their business is to row the officials of the Admiralty when they visit Deptford on Trinity Monday, and on all occasions of business or recreation. They are now about eighteen in number. They receive no salary, but are paid per voyage at the same rate as the Lord Mayor's watermen. There was also a class known as "the navy watermen," who enjoyed the same privileges as the others, but they are now extinct. Such of the city companies as retain their barges have also their own watermen, whose services are rarely put into requisition above twice a-year. The Stationers' Company have lately relinquished keeping their barge.

The present number of Thames watermen (privileged and unprivileged) is, I am informed by an officer of the Waterman's Hall, about 1600. The Occupation Abstract of 1841 gives the number of London boat, barge, and watermen as 1654. The men themselves have very loose notions as to their number. One man computed it to me at 12,000; another at 14,000. This is evidently a traditional computation, handed down from the days when watermen were in greater requisition. To entitle any one to ply for hire on the river, or to work about for payment, it is provided by the laws of the City that he shall have duly and truly served a seven-years' apprenticeship to a licensed waterman, and shall have taken up his freedom at Waterman's Hall. I heard many complaints of this regulation being infringed. There were now, I was told, about 120 men employed by the Custom-house and in the Thames Police, who were not free watermen. "There's a good many from Rochester way, sir," one waterman said, "and down that way. They've got in through the interest of members of Parliament, and such-like, while there's many free watermen, that's gone to the expense of taking up their freedom, just starving. But we are going to see about it, and it's high time. Either give us back the money we've paid for our rights, or let us have our proper rights—that's what I say. Why, only yesterday, there was two accidents on the river, though no lives were lost. Both was owing to unlicensed men."

"It's neither this nor that," said an old waterman to me, alluding to the decrease in their number and their earnings, "people may talk as they like about what's been the ruin of us—it's nothing but new London Bridge. When my old father heard that the old bridge

was to come down, 'Bill,' says he, 'it'll be up with the watermen in no time. If the old bridge had stood, how would all these steamers have shot her? Some of them could never have got through at all. At some tides, it was so hard to shoot London Bridge (to go clear through the arches), that people wouldn't trust themselves to any but watermen. Now any fool might manage. London-bridge, sir, depend on it, has ruined us.'

The places where the watermen now ply, are, on the Middlesex shore, beginning from London Bridge, down the river, Somers Quay, Upper Custom-house Quay, Lower Custom-house Quay, Tower Stairs, Irongate Stairs, St. Katharine's, Alderman's Stairs, Hermitage Stairs, Union Stairs, Wapping Old Stairs, Wapping New Stairs, Execution Dock, Wapping Dock, New Crane Stairs, Shadwell Dock Stairs, King James's Stairs, Cold Stairs, Stone Stairs, Hanover Stairs, Duke's Shore, Limehouse Hole, Chalk Stones, Masthouse, and Horseferry. On the Surrey side, beginning from Greenwich, are Greenwich, Lower Water-gate, Upper Water-gate, George's Stairs, Deptford Stairs, Dog-and-Duck Stairs, Cuckold's Point, Horseferry Road, Globe Stairs, King-and-Queen Stairs, Surrey Canal Stairs, Hanover Row, Church Stairs, Rotherhithe Stairs, Prince's Stairs, Cherry Garden, Fountain High Stairs, East Lane, Mill Stairs, Horse and Groom New Stairs, George's Stairs, Horse and Groom Old Stairs, Pickle Herring Stairs, Battle Bridge Stairs, and London Bridge Stairs.

Above London Bridge, the watermen's stairs or stations on the Middlesex shore are, London Bridge, All Hallows, Southwark Bridge, Paul's Wharf, Blackfriars, Fox-under-the-Hill, Adelphi, Hungerford, Whitehall Stairs, Westminster Bridge, Horseferry, Vauxhall, and Hammersmith. On the opposite shore are London Bridge, Horseshoe Alley, Bankside, Southwark Bridge, Blackfriars Hodges, Waterloo Bridge, Westminster Bridge, Stangate Stairs, Lambeth Stairs, Vauxhall Bridge, Nine Elms, and the Red House, Battersea. Beyond, at Putney, and on both sides of the river up to Richmond, boats are to be had on hire, but the watermen who work them are known to their London brethren as "up-country watermen"—men who do not regularly ply for hire, and who are not in regular attendance at the river side, though duly licensed. They convey passengers or luggage, or packages of any kind adapted to the burden of a boat of a light draught of water. When they are not employed, their boats are kept chained to piles driven into the water's edge. These men occasionally work in the market gardens, or undertake any job within their power; but, though they are civil and honest, they are only partially employed either on or off the river, and are very poor. Sometimes, when no better employment is in prospect, they stand at the toll-bridges of Putney,

Hammersmith, or Kew, and offer to carry passengers across for the price of the toll. Since the prevalence of steam-packets as a means of locomotion along the Thames, the "stairs," (if so they may be called), above bridge, are for the most part almost nominal stations for the watermen. At London Bridge stairs (Middlesex side), there now lie but three boats, while, before the steam era, or rather before the removal of the old London Bridge, ten times that number of boats were to be "hailed" there. At Waterloo and Southwark bridges, a man stands near the toll-gate offering a water conveyance no dearer than the toll; but it is hopeless to make this proposition when the tide is low, and these men, I am assured, hardly make eightpence a-day when offering this futile opposition. The stairs above bridge most frequented by the watermen, are at the Red House, Battersea, where there are many visitors to witness or take part in shooting-matches, or for dinner or picnic parties.

Down the river, the Greenwich stairs are the most numerously stocked with boats. Ordinarily about thirty boats are to be engaged there, but the business of the watermen is not one-twentieth so much to convey passengers as to board any sailing vessels beating up for London, and to inquire with an offer of their services (many of them being pilots) if they can be of any use, either aboard or ashore.

The number of "stairs" which may be considered as the recognised stations of watermen plying for hire, are, as I have shown by the foregoing enumeration, 75. The watermen plying at these places, I am told, by the best-informed men, average seventy a "stairs." This gives 525 men and boats, but that, however, as we shall presently see, presents no criterion of the actual number of persons authorised to act as watermen.

Near the stairs below bridge the watermen stand looking out for customers, or they sit on an adjacent form, protected from the weather, some smoking and some dozing. They are weather-beaten, strong-looking men, and most of them are of, or above, the middle age. Those who are not privileged work in the same way as the privileged, wear all kinds of dresses, but generally something in the nature of a sailor's garb, such as a strong pilot-jacket and thin canvas trousers. The present race of watermen have, I am assured, lost the sauciness (with occasional smartness) that distinguished their predecessors. They are mostly patient, plodding men, enduring poverty heroically, and shrinking far more than many other classes from any application for parish relief. "There is not a more independent lot that way in London," said a waterman to me, "and God knows it isn't for want of all the claims which being poor can give us, that we don't apply to the workhouse." Some, however, are obliged to spend their old age, when incapable of

labour, in the union. Half or more than one-half of the Thames watermen, I am credibly informed, can read and write. They used to drink quantities of beer, but now, from the stress of altered circumstances, they are generally temperate men. The watermen are nearly all married, and have families. Some of their wives work for the slop-tailors. They all reside in the small streets near the river, usually in single rooms, rented at from 1s. 6d. to 2s. a-week. At least three-fourths of the watermen have apprentices, and they nearly all are sons or relatives of the watermen. For this I heard two reasons assigned. One was, that lads whose childhood was passed among boats and on the water contracted a taste for a waterman's life, and were unwilling to be apprenticed to any other calling. The other reason was, that the poverty of the watermen compelled them to bring up their sons in this manner, as the readiest mode of giving them a trade; and many thus apprenticed become seamen in the merchant service, and occasionally in the royal navy, or get employment as working-lightermen, or on board the river steamers.

At each stairs there is what is called a "turnway and causeway club," to which the men contribute each 2s. per quarter. One of the regulations of these clubs is, that the oldest men have the first turn on Monday, and the next oldest on Tuesday, and so on, through the several days of the week, until Saturday, which is the apprentices' day. The fund raised by the 2s. subscription is for keeping the causeway clean and in repair. There is also a society in connexion with the whole body of watermen, called the "Protection Society," to proceed against any parties who infringe upon their privileges. To this society they pay 1d. per week each. The Greenwich watermen are engaged generally as pilots to colliers, and other small crafts.

From one of the watermen, plying near the Tower, I had the following statement:—

"I have been a waterman eight-and-twenty years. I served my seven years duly and truly to my father. I had nothing but my keep and clothes, and that's the regular custom. We must serve seven years to be free of the river. It's the same now in our apprenticeship. No pay; and some masters will neither wash, nor clothe, nor mend a boy: and all that ought to be done by the master, by rights. Times and masters is harder than ever. After my time was out I went to sea, and was pretty lucky in my voyages. I was at sea in the merchant service five years. When I came back I bought a boat. My father helped me to start as a waterman on the Thames. The boat cost me twenty guineas, it would carry eight fares. It cost 2l. 15s. to be made an apprentice, and about 4l. to have a license to start for myself. In my father's time—from what I know when I was his apprentice, and what I've heard him

say—a waterman's was a jolly life. He earned 15s. to 18s. a-day, and spent it accordingly. When I first started for myself, twenty-eight years ago, I made 12s. to 14s. a-day, more than I make in a week now, but that was before steamers. Many of us watermen saved money then, but now we're starving. These good times lasted for me nine or ten years, and in the middle of the good times I got married. I was justified, my earnings was good. But steamers came in, and we were wrecked. My father was in the River Fencibles, which was a body of men that agreed to volunteer to serve on board ships that went on convoys in the war times. The watermen was bound to supply so many men for that and for the fleet. I can't call to mind the year, but the full number wasn't supplied, and there was a press. Some of my neighbours, watermen now, was of the press-gang. When the press was on there was a terrible to do, and all sorts of shifts among the watermen. The young ones ran away to their mothers, and kept in hiding. I was too young then,—I was an apprentice, too,—to be pressed. But a lieutenant once put his hand on my poll, and said, 'My fine red-headed fellow, you'll be the very man for me when you're old enough.' Mine's a very bad trade—I make from 10s. to 12s. a-week, and that's all my wife and me has to live on. I've no children—thank the Lord for it: for I see that several of the watermen's children run about without shoes or stockings. On Monday I earned 1s. 9d., on Tuesday, 1s. 7d., on Wednesday, which was a very wet day, 1s., and yesterday, Thursday, 1s. 6d., and up to this day, Friday noon, I've earned nothing as yet. We work Sundays and all. My expenses when I'm out isn't much. My wife puts me up a bit of meat, or bacon and bread, if we have any in the house, and if I've earned anything I eat it with half-a-pint of beer, or a pint at times. Ours is hard work, and we requires support if we can only get it. If I bring no meat with me to the stairs, I bring some bread, and get half-a-pint of coffee with it, which is 1d. We have to siave hard in some weathers when we're at work, and indeed we're always either slaving or sitting quite idle. Our principal customers are people that want to go across in a hurry. At night—and we take night work two and two about, two dozen of us, in turn—we have double fares. There's very few country visitors take boats now to see sights upon the river. The swell of the steamers frightens them. Last Friday a lady and gentleman engaged me for 2s. to go to the Thames Tunnel, but a steamer passed, and the lady said, 'Oh, look what a surf! I don't like to venture;' and so she wouldn't, and I sat five hours after that before I'd earned a farthing. I remember the first steamer on the river; it was from Gravesend, I think. It was good for us men at first, as the passengers came ashore in boats. There

was no steam-piers then, but now the big foreign steamers can come alongside, and ladies and cattle and all can step ashore on platforms. The good times is over, and we are ready now to snap at one another for 3d., when once we didn't care about 1s. We're beaten by engines and steamings that nobody can well understand, and wheels."

"Rare John Taylor," the water-poet in the days of James I. and Charles I., with whose name I found most of the watermen familiar (at least they had heard of him), complained of the decay of his trade as a waterman, inasmuch as in his latter days "every Gill Turntripe, Mistress Tumkins, Madame Polecat, my Lady Trash, Froth the tapster, Bill the tailor, Lavender the broker, Whiff the tobacco-seller, with their companion trulls, must be coached." He complained that wheeled conveyances ashore, although they made the casements shatter, totter, and clatter, were preferred to boats, and were the ruin of the watermen. And it is somewhat remarkable that the watermen of our day complain of the same detriment from wheeled conveyances on the water.

THE LIGHTERMEN AND BARGEMEN.

THESE are also licensed watermen. The London watermen rarely apply the term bargemen to any persons working on the river; they confine the appellation to those who work in the barges in the canals, and who need not be free of the river, though some of them are so, many of them being also seamen or old men-of-war's men. The river lightermen (as the watermen style them all, no matter what the craft) are, however, so far a distinct class, that they convey goods only, and not passengers: while the watermen convey only passengers, or such light goods as passengers may take with them in the way of luggage. The lighters are the large boats used to carry the goods which form the cargo to the vessels in the river or the docks, or from the vessels to the shore. The barge is a kind of larger lighter, built deeper and stronger, and is confined principally to the conveyance of coal. Two men are generally employed in the management of a barge. The lighters are adapted for the conveyance of corn, timber, stone, groceries and general merchandise: and the several vessels are usually confined to such purposes—a corn lighter being seldom used, for instance, to carry sugar. The lighters and barges in present use are built to carry from 6 to 120 tons, the greater weight being that of the huge coal barges. A lighter carrying fourteen tons of merchandise costs, when new, 120l.—and this is an average size and price. Some of these lighters are the property of the men who drive them, and who are a prosperous class compared with the poor watermen. The lightermen cannot be said to apply for hire in the way of the watermen, but they are

always what they call "on the look out." If a vessel arrives, some of them go on board and offer their services to the captain in case he be concerned in having his cargo transported ashore; or they ascertain to what merchant or grocer goods may be consigned, and apply to them for employment in lighterage, unless they know that some particular lighterman is regularly employed by the consignee. There are no settled charges—each tradesman has his regular scale, or drives his own bargains for lighterage, as he does for the supply of any other commodity. I heard no complaints of underselling among the lightermen, but the men who drive their own boats themselves sometimes submit to very hard bargains. Laden lighters, I was told on all hands, ought not, in "anything like weather," to be worked by fewer than two men; but the hard bargains I have spoken of induce some working lightermen to attempt feats beyond their strength, in driving a laden lighter unassisted. Sometimes the watermen have to put off to render assistance, when they see a lighter unmanageable. Lighters can only proceed with the tide, and are often moored in the middle of the river, waiting the turn of the tide, more especially when their load consists of heavy articles. The lighters, when not employed, are moored alongshore, often close to a waterman's stairs. Most master-lightermen have offices by the waterside, and all have places where "they may always be heard of." Many lightermen are capitalists, and employ a number of hands. The "London Post Office Directory" gives the names of 175 master-lightermen. If a ship has to be laden or unladen in a hurry, one of them is usually employed, and he sets a series of lighters "on the job," so that there is no cessation in the work. Most lightermen are occasionally employers; sometimes engaging watermen to assist them, sometimes hiring a lighter, in addition to their own, from some lighterman. A man employed occasionally by one of the greater masters made the following statement:—

"I work for Mr. —, and drive a lighter that cost above 100l., mostly at merchandise. I have 28s. a-week, and 2s. extra every night when there's nightwork. I should be right well off if that lasted all the year through, but it don't. On a Saturday night, when we've waited for our money till ten or eleven perhaps, master will say, 'I have nothing for you on Monday, but you can look in.' He'll say that to a dozen of us, and we may not have a job till the week's half over, or not one at all. That's the mischief of our trade. I haven't means to get a lighter of my own, though I can't say I'm badly off, and I'm a single man; and if I had a lighter I've no connexion. There's very few of the great lightermen that one has a regular berth under. I suppose I make 14s. or 15s. the year through, lumping it all like."

The lightermen who are employed in the conveyance of goods chargeable with duty are licensed by the Excise Office, as a check against the conveyance of contraband articles. Both the proprietors of the lighter and the persons he employs must be licensed for this conveyance, the cost being 5s. yearly. A licensed man thus employed casually by the master-lighterman is known as a jobber, and has 6s. a-day; the average payment of the regular labourers of the lighterman is 25s. a-week; but some employers, whom I heard warmly extolled as the old masters, give 30s. a-week. In addition to this 25s. or 30s., as the case may be, nightwork ensures 2s. or 2s. 6d. extra. Thus the permanent labourers under the lightermen appear to be fairly paid.

The master-lightermen, as I said before, are, according to the "Post Office Directory," 175 in number. I am told that the number may be taken (as the Directory gives only those that have offices) at 200 at the least, and that of this number one half employ, on an average, one man each. The proprietors of the lighters who average ten hands in their employ cannot be reckoned among men working on the river, except perhaps one-fourth of their number, but of the other class all work themselves. The annual number of actual labourers in this department of metropolitan industry will thus be 125 proprietors to 1100 non-proprietors, or 1225 in all, driving 1100 lighters at the least. The bargemen, who are also employed, when convenience requires, as lightermen, are 400 or 500, driving more than half that number of barges; but in these are not included many coal barges, which are the property of the coal-merchants having wharfs. The number of London boat-bargemen and lightermen given in the Occupation Abstract of 1841 was 1503, which, allowing for the increase of population, will be found to differ but slightly from the numbers above given.

The lightermen differ little in character from the watermen, but, as far as their better circumstances have permitted them, they have more comfortable homes. I speak of the working lightermen, who are also proprietors; and they can all, with very few exceptions, read and write. They all reside near the river, and generally near the Docks—the great majority of them live on the Middlesex side. They are a sober class of men, both the working masters and the men they employ. A drunken lighterman, I was told, would hardly be trusted twice. The watermen and lightermen are licensed by the by-laws of the City, passed for the regulation of the freemen of the Company of Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames, their widows and apprentices, to row or work boats, vessels, and other craft, in all parts of the river, from New Windsor, Berks, to Yantlet Creek (below Gravesend), Kent, and in all docks, canals, creeks, and harbours, of or out of the said river, so far as the tide

flows therein. A rule of the corporation, in 1836, specifies the construction and dimensions of the boats to be built, after that date, for the use of the watermen. A wherry to carry eight persons, was to be 20½ feet in length of keel, 4½ feet breadth in the midships, and of the burden of 21 cwt. A skiff to carry four persons was to be 14 feet length of keel, 5 feet breadth in the midships, and 1 ton burden. The necessity of improved construction in the watermen's boats, since the introduction of steamers caused swells on the river, was strongly insisted on by several of the witnesses before Parliament, who produced plans for improved craft, but the poverty of the watermen has made the regulations of the authorities all but a dead letter. These river labourers are unable to procure new boats, and they patch up the old craft.

The census of 1841 gives the following result as to the number of those employed in boatwork in the metropolis:—

Boat and barge-men and women	. 2516
Lightermen	. 1503
Watermen	. 1654
	<hr/>
	5673

The boat and barge-men and women thus enumerated are, I presume, those employed on the canals which centre in the metropolis; so that, deducting these from the 5673 labourers above given, we have 3157, the total number of boat, bargemen, lightermen, and watermen, belong to the Thames.

STEAM NAVIGATION.

I HAVE now to speak of the last great change in river transit—the introduction of steam navigation on the river Thames. The first steamboat used in river navigation, or, indeed, in any navigation, was one built and launched by Fulton, on the river Hudson, New York, in 1807. It was not until eleven years later, or in 1818, that the first English river steamboat challenged the notice of the citizens as she commenced her voyage on the Thames, running daily from the Dundee Arms, Wapping, to Gravesend and back. She was called "Margery," and was the property of a company, who started her as an experiment. She was about the burden of the present Gravesend steamers, but she did not possess covered paddle-wheels, being propelled by uncovered wheels (which were at the time compared to ducks' feet,) projecting from the extremity of the stern. The splashing made by the strokes of the wheels was extreme, and afforded a subject for all the ridicule and wit the watermen were masters of. Occasionally, too, the steamer came into contact with a barge, and broke one or more of her duck feet, which might cause a delay of an hour or so (as it

was worded to me) before a jury duck-foot could be fitted, and perhaps, before another mile was done, there was another break and another stoppage. These delays, which would now be intolerable, were less regarded at that period, when the average duration of a voyage from Wapping to Gravesend by the "Margery" was about 5½ hours, while at present, with favouring wind and tide, the distance from London-bridge to Gravesend, thirty-one miles by water, is done in less than one hour and a half. The fares by the first river steamer were 3s. for the best, and 2s. 6d. for the fore cabin. Sailing-packets, at that time, ran from the Dundee Arms to Gravesend, the fare being 1s. 6d.; and these vessels were sometimes a day, and sometimes a day and a-half in accomplishing the distance. The first river steamer, after running less than three months of the summer, was abandoned as a failure. A favourite nickname, given by the watermen and the river-side idlers to the unfortunate "Margery" was "the Yankee Torpedo." About that time there had been an explosion of an American steamer, named the "Torpedo," with loss of life, and the epithet, doubtless, had an influence in deterring the timid from venturing on a voyage down the Thames in so dangerous a vessel. The construction of the "Margery" was, moreover, greatly inferior to the steamers of the present day, as when she shot off her steam she frequently shot off boiling water along with it. One waterman told me that he had his right hand so scalded by the hot water, as he was near the "Margery," in his boat, that it was disabled for a week.

In the following summer another steamer was started by another company—the "Old Thames." The "Old Thames" had paddle-wheels, as in the present build, her speed was better by about one mile in ten than that of her predecessor, and her success was greater. She ran the same route, at the same prices, until the "Majestic," the third river steamer, was started in the same year by a rival company, and the fares were reduced to 2s. 6d. and 2s. The "Majestic" ran from the Tower to Gravesend. At this time, and twenty years afterwards, the watermen had to convey passengers in boats to and from the steamers, as one of the watermen has stated in the narrative I have given. This was an additional source of employment to them, and led to frequent quarrels among them as to their terms in conveying passengers and luggage; and these quarrels led to frequent complaints from the captains of the steamers, owing to their passengers being subject to annoyances and occasional extortions from the watermen. In 1820, two smaller boats, the "Favourite" and the "Sons of Commerce" were started, and the distance was accomplished in half the time. It was not until 1830, however, that steam navigation became at all general above bridge.

The increase of the river steamboats from 1820 is evinced by the following Table:—

Years.	Number of River Steamers.	Number of Voyages.
1820	4	227
1830	20	2344
1825	43	8843

Thus we have an increase in the ten years from 1820 to 1830 of 16 steamers; and in the five years from 1830 to 1835, of 23 over the number employed in 1830; and of 39 over the number of 1820.

During the next thirty years—that is from 1820 to 1850,—there was an increase of 63 steamers.

The diminution in the time occupied by the river steamboats in executing their voyages, is quite as remarkable as the increase in their numbers. In 1820, four boats performed 227 voyages; or presuming that they ran, at that period, 26 weeks in the year, 56½ voyages each, or about two a-week. In 1830, following the same calculation, 20 steamers accomplished 2344 voyages, being 117 each, or between 4 and 5 voyages a-week. In 1835, 43 steamers made 8843 voyages, being 205 voyages each, or about 8 a-week. During this time some of the steamers going the longer distances, such as to Richmond, Gravesend, &c. ran only one, two, or three days in the week, which accounts for the paucity of voyages compared with the number of vessels.

In 1820, only 227 voyages were accomplished during the season of twenty-six weeks; in 1850, half that number of voyages were accomplished daily during a similar term, and during the whole of that term the river steamboats conveyed 27,955,200 passengers. The amount expended in this mode of transit exceeds a quarter of a million sterling, or upwards of half-a-crown a-head for the entire metropolitan population.

The consequences of the increase of steam-navigation commanded the attention of Parliament in the year 1831, when voluminous evidence was taken before a Committee of the House of Commons, but no legislative enactments followed, the management of the steam traffic, as well as that of all other river traffic, being left in the hands of the Navigation Committee of the Corporation of London, of the composition of which body I have already spoken. "Collisions have taken place," said Sir John Hall, in 1836; "barges, boats, and craft, have been swamped, and valuable property destroyed, from the crowded and narrow space of the passage through the Pool; and human life has, in some instances, also fallen a sacrifice from such collisions, and in others, from the effect of the undulations of the water produced by the action of the paddle-wheels of the steamboats,—circumstances which have been aggravated by the unnecessary velocity with which some of those vessels have been occasionally pro-

elled." The returns laid before Parliament show three deaths, in 1834, attributable to steam craft. In the year 1835, the number of deaths from the same causes was no less than ten. In all these cases inquests were held. In 1834, the number of deaths, from all causes, whether of accident or suicide on the river, as investigated by the coroner, was fifty-four; the deaths caused by steamboats being one-eighteenth that number; while, in 1835, the deaths from all causes were forty-one, the steamboats having occasioned loss of life to nearly one-fourth of that number.

To obviate the danger and risk to boats, it was suggested to the committee that the steamers should not be propelled beyond a certain rate, and that an indicator should be placed on board, which, by recording the number of revolutions of the paddle-wheels, should show the speed of the steam-vessel, while excessive speed, when thus detected, was to entail punishment. It was shown, however, that the number of times the wheel revolves affords no criterion of the speed of the vessel, as regards the space traversed in a given period. Her speed is affected by depth of water, weight of cargo, number of passengers, by her superior or inferior construction and handling, and most especially by her going with or against the tide; while, in all these circumstances of varying speed, as regards rates of progress, the revolutions of the paddle-wheels might, in every fifteen minutes, vary little in number. The tide moves, ebb and flow, on the average, three miles an hour. Mr. Rowland, the harbour-master, has said, touching the proper speed of steam-vessels on the river:—"Four miles an hour through the water against the tide, and seven with the tide, would give ample speed for the steamboats. An opportunity would thus be afforded of travelling over the ground against the tide at the rate of about four miles an hour, and with the tide they would positively pass over the ground at the rate of about seven miles." The rate at which the better class of river steamers progress, when fairly in motion, is now from eight to nine miles an hour.

Although no legislative enactments for the better regulation of the river steam navigation took place after the Report of the Committee, accidents from the cause referred to are now unfrequent. In the present year, I am informed, there has been no loss of life on the Thames occasioned by steamboats. This is attributable to a better and clearer "water way" being kept, and to a greater efficiency on the part of the captains and helmsmen of the river steam fleet.

It is common for people proceeding from London-bridge to Gravesend to exclaim about the "crowds of shipping!" The fact is, however, that notwithstanding the great increase in the commerce and traffic of the capital, the Thames is less crowded with shipping than it was at the beginning of the century. Mr.

Banyon, clerk to the Waterman's Company, in his evidence before a Committee of the House of Commons, described himself as a "practical man twenty-two years before 1811." He says, "There is a wonderful difference since my time. I was on the river previous to any docks being made, when all the trade of the country was laying out in the river. . . . The river was then so crowded that the tiers used to overlap one another, and we used to be obliged to bring up so as to prevent getting athwart hawse." I mention this fact to show that, without the relief afforded by the docks, steam navigation would be utterly impracticable.

The average tonnage of a steam-vessel, of a build adapted to run between London and Greenwich, or Woolwich, is 70 or 80 tons; one adapted to run to Gravesend or beyond is about 180 tons; and those merely suitable for plying between London-bridge and Westminster, 40 or 50 tons. What is the number of persons, per ton, which may safely be entrusted to the conveyance of steamboats, authorities are not agreed upon. Mr. W. Cunningham, the captain of a Woolwich steamer, represented it to the committee as four or five to the ton, though he admits that five to the ton inconvenienced the passengers by crowding them. The tonnage of Mr. Cunningham's vessel was 77; his average number of passengers, "on extreme freights," was 200; yet he once carried 500 persons, though, by his own admission, 385 would involve crowding.

The changes wrought in the appearance of the river, and in the condition of the waterman, by the introduction of steamers, have been rapid and marked. Not only since the steam era have new boats and new companies gradually made their appearance, but new piers have sprung up in the course of the Thames from Gravesend to Richmond. Of these piers, that at Hungerford is the most remarkable, as it is erected fairly in the river; and on a fine summer's day, when filled with well-dressed persons, waiting "for their boat," it has a very animated appearance. A long wooden framework, which rises into a kind of staircase at high water, and is a sloping platform at low water, connects the pier with Hungerford-bridge. At Southwark and Vauxhall bridges the piers are constructed on the abutments of an arch, and a staircase conducts the passenger to the bridge. On the north side of the river are, three at London-bridge, one at Southwark-bridge, at Paul's-wharf (Blackfriars), Temple, Arundel-street, Waterloo-bridge, Fox-under-the-hill, George-street, Adelphi, Hungerford, Pimlico, Cadogan-pier, Chelsea, Battersea-bridge, Hammersmith, and Kew. On the other side are, two at Richmond, one at Putney, Red House, Battersea: Nine Elms, Lambeth, Westminster-bridge, and London-bridge. Below bridge, on the Middlesex side, the piers are, the Tunnel,

Limehouse-hole, Brunswick, North Woolwich, and Purfleet. On the Surrey side there are two piers at Gravesend, one at Rosherville, Erith, Woolwich, East Greenwich, Greenwich, and the Commercial-docks, Rotherhithe.

The piermen at the pier belonging to the Gravesend Diamond Company (the oldest company now flourishing, as it was started in June 1828), and to others of similar character, are seven in number. At Hungerford, however, there are eleven piermen; and taking the steamboat-piers altogether, it may be safely said there are four men to each on an average, or 168 men to 42 such piers. The piermen are of three classes as regards the rates of remuneration.

The piermaster, who is the general superintendent of the station, has 35s. a-week; the others have 25s. and 21s. These men are not confined to any one duty; as the man who takes the tickets from the passengers one day may assist merely in mooring, or in "touting" the next—though a good touter is not often changed. The colour of the tickets is changed daily, unless a colour is "run out," in which case another colour must be substituted until a supply can be obtained. The majority of the piermen have been watermen, or seamen, or in some way connected with river work. They are, for the most part, married men, supporting families in the best manner that their means will admit.

From a gentleman connected with a Steam-packet Company I had the pleasure of hearing a very good character of these men, while by the men themselves I was informed that they were, as a body, fairly treated, never being dismissed without reasons assigned and due inquiry. The directors of such vessels as are in the hands of companies meet weekly, and among their general business they then investigate any complaints by or against the men, who are sometimes suspended as a punishment, though such cases are unfrequent. All the men employed on board the river-steamers are free watermen, excepting those working in the engine-room. In the winter some of them return to the avocation of watermen—hiring a boat by the month or week, if they do not possess, as many do, boats of their own. In the course of my inquiries among the merchant seamen, I heard not a few contemptuous opinions expressed of the men on board the river-craft. There is no doubt, however, that the captain of a river-steamer, who is also the pilot, must have a quick and correct eye to direct his vessel out of the crowd of others about London-bridge, for instance, without collision. The helmsman is frequently the mate of the steamer—sometimes, but rarely, one of the crew—while sometimes the captain himself relieves the mate at the helm, and then the mate undertakes the piloting of the vessel. During the season, when a steam-boat is "made safe" for the

night, one of the crew usually sleeps on board to protect what property may be kept there, and to guard against fire. The crew go on board about two hours before the vessel starts, to clean her thoroughly; the engineer and his people must be in attendance about that time to get the steam up; and the captain about half-an-hour or an hour before the boat leaves her mooring, to see that everything is in order.

The river-steamers generally commence running on Good Friday or Easter Monday, and continue until the 1st of October, or a little later if the weather be fine. Each steamer carries a captain, a mate, and three men as crew, with an engineer, a stoker, and a call-boy—or eight hands altogether on board. The number daily at work on the river-steamers is thus 552; so that including the piermen, the clerks, and the "odd men," between 700 and 800 persons are employed in the steam navigation of the Thames. Calculating each voyage to average six miles, the extent of steam navigation on the Thames, performed daily in the season, is no less than 8280 miles. The captains receive from 2l. to 3l. per week; the mates, from 30s. to 35s.; the crew, 25s. each; the call-boy, 7s.; the engineer, from 2l. to 3l.; and the stokers, 30s.

The class of persons travelling by these steamboats is mixed. The wealthier not unfrequently use them for their excursions up or down the river; but the great support of the boats is from the middle and working classes, more especially such of the working class (including the artisans) as reside in the suburbs, and proceed by this means of conveyance to their accustomed places of business: in all, or nearly all, the larger steamers, a band of music adds to the enjoyment of the passengers; but with this the directors of the vessel have nothing to do beyond giving their consent to gratuitous conveyance of the musicians who go upon speculation, their remuneration being what they can collect from the passengers.

LONDON OMNIBUS DRIVERS AND CONDUCTORS.

THE subject of omnibus conveyance is one of the importance of which the aspect of every thoroughfare in London bears witness. Yet the dweller in the Strand, or even in a greater thoroughfare, Cheapside, can only form a partial notion of the magnitude of this mode of transit, for he has but a partial view of it; he sees, as it were, only one of its details.

The routes of the several omnibuses are manifold. Widely apart as are their starting-points, it will be seen how their courses tend to common centres, and how generally what may be called the great trunk-lines of the streets are resorted to.

The principal routes lie north and south,

east and west, through the central parts of London, to and from the extreme suburbs. The majority of them commence running at eight in the morning, and continue till twelve at night, succeeding each other during the busy part of the day every five minutes. Most of them have two charges—3d. for part of the distance, and 6d. for the whole distance.

The omnibuses proceeding on the northern and southern routes are principally the following:—

The Atlases run from the Eyre Arms, St. John's Wood, by way of Baker-street, Oxford-street, Regent-street, Charing-cross, Westminster-bridge and road, and past the Elephant and Castle, by the Walworth-road, to Camberwell-gate. Some turn off from the Elephant (as all the omnibus people call it) and go down the New Kent-road to the Dover railway-station; while others run the same route, but to and from the Nightingale, Lisson-grove, instead of the Eyre Arms. The Waterloos journey from the York and Albany, Regent's-park, by way of Albany-street, Portland-road, Regent-street, and so over Waterloo-bridge, to the Waterloo, London, and Walworth-roads, to Camberwell-gate. The Waterloo Association have also a branch to Holloway, *via* the Camden Villas. There are likewise others which run from the terminus of the South-Western Railway in the Waterloo-road, *via* Stamford-street, to the railway termini on the Surrey side of London-bridge, and thence to that of the Eastern Counties in Shoreditch.

The Hungerford-markets pursue the route from Camden Town along Tottenham Court-road, &c. to Hungerford; and many run from this spot to Paddington.

The Kentish Town run from the Eastern Counties station, and from Whitechapel to Kentish Town, by way of Tottenham Court-road, &c.

The Hampsteads observe the like course to Camden Town, and then run straight on to Hampstead.

The King's-crosses run from Kennington-gate by the Blackfriars-road and bridge, Fleet-street, Chancery-lane, Gray's-inn-lane, and the New-road, to Euston-square, while some go on to Camden Town.

The Great Northerns, the latest route started, travel from the railway terminus, Maiden-lane, King's-cross, to the Bank and the railway-stations, both in the city and across the Thames; also to Paddington, and some to Kennington.

The Favourites' route is from Westminster Abbey, along the Strand, Chancery-lane, Gray's-inn-lane, and Coldbath-fields, to the Angel, Islington, and thence to Holloway; while some of them run down Fleet-street, and so past the General Post-office, and thence by the City-road to the Angel and to Holloway. The Favourites also run from Holloway to the Bank.

The Islington and Kennington line is

from Barnsbury-park, by the Post-office and Blackfriars-bridge, to Kennington-gate.

The Camberwells go from Gracechurch-street, over London-bridge, to Camberwell, while a very few start from the west end of the town, and some two or three from Fleet-street; the former crossing Westminster and the latter Blackfriars-bridge, while some Nelsons run from Oxford-street to Camberwell or to Brixton.

The Brixtons and Claphams go, some from the Regent-circus, Oxford-street, by way of Regent-street, over Westminster-bridge; and some from Gracechurch-street, over London-bridge, to Brixton or Clapham, as the case may be.

The Paragons observe the same route, and some of these conveyances go over Blackfriars-bridge to Brixton.

The Carshaltons follow the track of the Mitchams, Tootings, and Claphams, and go over London-bridge to the Bank.

The Paddingtons go from the Royal Oak, Westbourne-Green, and from the Pine-apple-gate by way of Oxford-street and Holborn to the Bank, the London-bridge, Eastern Counties, or Blackwall railway termini; while some reach the same destination by the route of the New-road, City-road, and Finsbury. These routes are also pursued by the vehicles lettered "New-road Conveyance Association," and "London Conveyance Company;" while some of the vehicles belonging to the same proprietors run to Notting-hill, and some have branches to St. John's Wood and elsewhere.

The Wellingtons and Marlboroughs pursue the same track as the Paddingtons, but some of them diverge to St. John's Wood.

The Kensall-greens go from the Regent-circus, Oxford-street, to the Cemetery.

The course of the Bayswaters is from Bayswater *via* Oxford-street, Regent-street, and the Strand, to the Bank.

The Bayswaters and Kensingtons run from the Bank *via* Finsbury, and then by the City-road and New-road, down Portland-road, and by Oxford-street and Piccadilly to Bayswater and Kensington.

The Hammersmith and Kensingtons convey their passengers from Hammersmith, by way of Kensington, Knightsbridge, Piccadilly, &c. to the Bank.

The Richmond and Hampton Courts, from St. Paul's-churchyard to the two places indicated.

The Putneys and Bromptons run from Putney-bridge *via* Brompton, &c. to the Bank and the London-bridge railway station.

The Chelseas proceed from the Man in the Moon to the Bank, Mile-end-road, and City railway stations.

The Chelsea and Islington observe the route from Sloane-square to the Angel, Islington, travelling along Piccadilly, Regent-street, Portland-road, and the New-road.

The Royal Blues go from Pimlico *via*

Grosvenor-gate, Piccadilly, the Strand, &c. to the Blackwall railway station.

The direction of the Pimlicos is through Westminster, Whitehall, Strand, &c. to White-chapel.

The Marquess of Westminsters follow the route from the Vauxhall-bridge *via* Millbank, Westminster Abbey, the Strand, &c. to the Bank.

The Deptfords go from Gracechurch-street, and over London-bridge, and some from Charing-cross, over Westminster-bridge, to Deptford.

The route of the Nelsons is from Charing-cross, over Westminster-bridge, and by the New and Old Kent-roads to Deptford, Greenwich, and Woolwich; some go from Gracechurch-street, over London-bridge.

The Shoreditches pursue the direction of Chelsea, Piccadilly, the Strand, &c. to Shoreditch, their starting-place being Battersea-bridge.

The Hackneys and Claptons run from Oxford-street to Clapton-square.

Barber's run from the Bank, and some from Oxford-street, to Clapton.

The Blackwalls run some from Sloane-street to the Docks, and the Bow and Stratfords from different parts of the West-end to their respective destinations.

I have enumerated these several conveyances from the information of persons connected with the trade, using the terms they used, which better distinguish the respective routes than the names lettered on the carriages, which would but puzzle the reader, the principal appellation giving no intimation of the destination of the omnibus.

The routes above specified are pursued by a series of vehicles belonging to one company or to one firm, or one individual, the number of their vehicles varying from twelve to fifty. One omnibus, however, continues to run from the Bank to Finchley, and one from the Angel to Hampton Court.

The total number of omnibuses traversing the streets of London is about 3000, paying duty including mileage, averaging 9*l.* per month each, or 324,000*l.* per annum. The number of conductors and drivers is about 7000 (including a thousand "odd men,"—a term that will be explained hereafter), paying annually 5*s.* each for their licenses, or 1750*l.* collectively. The receipts of each vehicle vary from 2*l.* to 4*l.* per day. Estimating the whole 3000 at 3*l.*, it follows that the entire sum expended annually in omnibus hire by the people of London amounts to no less than 3,285,000*l.*, which is more than 30*s.* a-head for every man, woman, and child, in the metropolis. The average journey as regards length of each omnibus is six miles, and that distance is in some cases travelled twelve times a-day by each omnibus, or, as it is called, "six there and six back." Some perform the journey only ten times a-day (each omnibus), and some, but a minority, a less number of times.

Now taking the average as between forty-five and fifty miles a-day, travelled by each omnibus, and that I am assured on the best authority is within the mark, while sixty miles a-day might exceed it, and computing the omnibuses running daily at 3000, we find "a travel," as it was worded to me, upwards of 140,000 miles a-day, or a yearly travel of more than 50,000,000 of miles: an extent that almost defies a parallel among any distances popularly familiar. And that this estimate in no way exceeds the truth is proved by the sum annually paid to the Excise for "mileage," which, as before stated, amounts on an average to 9*l.* each "bus," per month, or, collectively, to 324,000*l.* per annum, and this at 1*½d.* per mile (the rate of duty charged) gives 51,840,000 miles as the distance travelled by the entire number of omnibuses every year.

On each of its journeys experienced persons have assured me an omnibus carries on the average fifteen persons. Nearly all are licensed to carry twenty-two (thirteen inside and nine out), and that number perhaps is sometimes exceeded, while fifteen is a fair computation; for as every omnibus has now the two fares, 3*d.* and 6*d.*, or, as the busmen call them, "long uns and short uns," there are two sets of passengers, and the number of fifteen through the whole distance on each journey of the omnibus is, as I have said, a fair computation: for sometimes the vehicle is almost empty, as a set-off to its being crammed at other times. This computation shows the daily "travel," reckoning ten journeys a-day, of 450,000 passengers. Thus we might be led to believe that about one-fourth the entire population of the metropolis and its suburbs, men, women, and children, the inmates of hospitals, gaols, and workhouses, paupers, peers, and their families all included, were daily travelling in omnibuses. But it must be borne in mind, that as most omnibus travellers use that convenient mode of conveyance at least twice a-day, we may compute the number of individuals at 225,000, or, allowing three journeys as an average daily travel, at 150,000. Calculating the payment of each passenger at 4*½d.*, and so allowing for the set-off of the "short uns" to the "long uns," we have a daily receipt for omnibus fares of 8,439*l.*, a weekly receipt of 58,073*l.*, and a yearly receipt of 2,903,650*l.*; which it will be seen is several thousands less than the former estimate: so that it may be safely assured, that at least three millions of money is annually expended on omnibus fares in London.

The extent of individual travel performed by some of the omnibus drivers is enormous. One man told me that he had driven his "bus" seventy-two miles (twelve stages of six miles) every day for six years, with the exception of twelve miles less every second Sunday, so that this man had driven in six years 179,568 miles.

ORIGIN OF OMNIBUSES.

This vast extent of omnibus transit has been the growth of twenty years, as it was not until the 4th July, 1829, that Mr. Shillibeer, now the proprietor of the patent mourning coaches, started the first omnibus. Some works of authority as books of reference, have represented that Mr. Shillibeer's first omnibus ran from Charing-cross to Greenwich, and that the charge for outside and inside places was the same. Such was not the case; the first omnibus, or rather, the first pair of those vehicles (for Mr. Shillibeer started two), ran from the Bank to the Yorkshire Stingo. Neither could the charge out and in be the same, as there were no outside passengers. Mr. Shillibeer was a naval officer, and in his youth stepped from a midshipman's duties into the business of a coach-builder, he learning that business from the late Mr. Hatchett, of Long Acre. Mr. Shillibeer then established himself in Paris as a builder of English carriages, a demand for which had sprung up after the peace, when the current of English travel was directed strongly to France. In this speculation Mr. Shillibeer was eminently successful. He built carriages for Prince Polignac, and others of the most influential men under the dynasty of the elder branch of the Bourbons, and had a bazaar for the sale of his vehicles. He was thus occupied in Paris in 1819, when M. Lafitte first started the omnibuses which are now so common and so well managed in the French capital. Lafitte was the banker (afterwards the minister) of Louis Philippe, and the most active man in establishing the Messageries Royales. Five or six years after the omnibuses had been successfully introduced into Paris, Mr. Shillibeer was employed by M. Lafitte to build two in a superior style. In executing this order, Mr. Shillibeer thought that so comfortable and economical a mode of conveyance might be advantageously introduced in London. He accordingly disposed of his Parisian establishment, and came to London, and started his omnibus as I have narrated. In order that the introduction might have every chance of success, and have the full prestige of respectability, Mr. Shillibeer brought over with him from Paris two youths, both the sons of British naval officers; and these young gentlemen were for a few weeks his "conductors." They were smartly dressed in "blue cloth and togs," to use the words of my informant, after the fashion of Lafitte's conductors, each dress costing 5*l.* Their addressing any foreign passenger in French, and the French style of the affair, gave rise to an opinion that Mr. Shillibeer was a Frenchman, and that the English were indebted to a foreigner for the improvement of their vehicular transit, whereas Mr. Shillibeer had served in the British navy, and was born in Tottenham-

court-road. His speculation was particularly and at once successful. His two vehicles carried each twenty-two, and were filled every journey. The form was that of the present omnibus, but larger and roomier, as the twenty-two were all accommodated inside, nobody being outside but the driver. Three horses yoked abreast were used to draw these carriages.

There were for many days, until the novelty wore off, crowds assembled to see the omnibuses start, and many ladies and gentlemen took their places in them to the Yorkshire Stingo, in order that they might have the pleasure of riding back again. The fare was one shilling for the whole and sixpence for half the distance, and each omnibus made twelve journeys to and fro every day. Thus Mr. Shillibeer established a diversity of fares, regulated by distance; a regulation which was afterwards in a great measure abandoned by omnibus proprietors, and then re-established on our present threepenny and sixpenny payments, the "long uns" and the "short uns." Mr. Shillibeer's receipts were 100*l.* a-week. At first he provided a few books, chiefly magazines, for the perusal of his customers; but this peripatetic library was discontinued, for the customers (I give the words of my informant) "boned the books." When the young-gentlemen conductors retired from their posts, they were succeeded by persons hired by Mr. Shillibeer, and liberally paid, who were attired in a sort of velvet livery. Many weeks had not elapsed before Mr. Shillibeer found a falling off in his receipts, although he ascertained that there was no falling off in the public support of his omnibuses. He obtained information, however, that the persons in his employ robbed him of at least 20*l.* a-week, retaining that sum out of the receipts of the two omnibuses, and that they had boasted of their cleverness and their lucrative situations at a champagne supper at the Yorkshire Stingo. This necessitated a change, which Mr. Shillibeer effected, in his men, but without prosecuting the offenders, and still it seemed that defalcations continued. That they continued was soon shown, and in "a striking manner," as I was told. As an experiment, Mr. Shillibeer expended 300*l.* in the construction of a machine fitted to the steps of an omnibus which should record the number of passengers as they trod on a plate in entering and leaving the vehicle, arranged on a similar principle to the toll-plates in use on our toll-bridges. The inventor, Mr. —, now of Woolwich, himself worked the omnibus containing it for a fortnight, and it supplied a correct index of the number of passengers: but at the fortnight's end, one evening after dark, the inventor was hustled aside while waiting at the Yorkshire Stingo, and in a minute or two the machine was smashed by some unknown men with sledge-hammers. Mr. Shillibeer then had recourse to the use

of such clocks as were used in the French omnibuses as a check. It was publicly notified that it was the business of the conductor to move the hand of the clock a given distance when a passenger entered the vehicle, but this plan did not succeed. It is common in France for a passenger to inform the proprietor of any neglect on the part of his servant, but Mr. Shillibeer never received any such intimation in London.

In the meantime Mr. Shillibeer's success continued, for he insured punctuality and civility; and the cheapness, cleanliness, and smartness of his omnibuses, were in most advantageous contrast with the high charges, dirt, dinginess, and rudeness of the drivers of many of the "short stages." The short-stage proprietors were loud in their railings against what they were pleased to describe as a French innovation. In the course of from six to nine months Mr. Shillibeer had twelve omnibuses at work. The new omnibuses ran from the Bank to Paddington, both by the route of Holborn and Oxford-street, as well as by Finsbury and the New-road. Mr. Shillibeer feels convinced, that had he started fifty omnibuses instead of two in the first instance, a fortune might have been realised. In 1831-2, his omnibuses became general in the great street thoroughfares; and as the short stages were run off the road, the proprietors started omnibuses in opposition to Mr. Shillibeer. The first omnibuses, however, started after Mr. Shillibeer's were not in opposition. They were the Caledonians, and were the property of Mr. Shillibeer's brother-in-law. The third started, which were two-horse vehicles, were foolishly enough called "Les Dames Blanches;" but as the name gave rise to much low wit in *équivoques* it was abandoned. The original omnibuses were called "Shillibeers" on the panels, from the name of their originator; and the name is still prevalent on those conveyances in New York, which affords us another proof that not in his own country is a benefactor honoured, until perhaps his death makes honour as little worth as an epitaph.

The opposition omnibuses, however, continued to increase as more and more short stages were abandoned; and one oppositionist called his omnibuses "Shillibeers," so that the real and the sham Shillibeers were known in the streets. The opposition became fiercer. The "busses," as they came to be called in a year or two, crossed each other and raced or drove their poles recklessly into the back of one another; and accidents and squabbles and loitering grew so frequent, and the time of the police magistrates was so much occupied with "omnibus business," that in 1832 the matter was mentioned in Parliament as a nuisance requiring a remedy, and in 1833 a Bill was brought in by the Government and passed for the "Regulation of Omnibuses (as well as other conveyances) in and near the metropo-

lis." Two sessions after, Mr. Alderman Wood brought in a bill for the better regulation of omnibuses, which was also passed, and one of the provisions of the bill was that the drivers and conductors of omnibuses should be licensed. The office of Registrar of Licenses was promised by a noble lord in office to Mr. Shillibeer (as I am informed on good authority), but the appointment was given to the present Commissioner of the City Police, and the office next to the principal was offered to Mr. Shillibeer, which that gentleman declined to accept. The reason assigned for not appointing him to the registrarship was that he was connected with omnibuses. At the beginning of 1834, Mr. Shillibeer abandoned his metropolitan trade, and began running omnibuses from London to Greenwich and Woolwich, employing 20 carriages and 120 horses; but the increase of steamers and the opening of the Greenwich Railway in 1835 affected his trade so materially, that Mr. Shillibeer fell into arrear with his payments to the Stamp Office, and seizures of his property and seizures after money was paid, entailed such heavy expenses, and such a hindrance to Mr. Shillibeer's business, that his failure ensued.

I have been thus somewhat full in my detail of Mr. Shillibeer's career, as his procedures are, in truth, the history of the transit of the metropolis as regards omnibuses. I conclude this portion of the subject with the following extracts from a parliamentary paper, "Supplement to the Votes and Proceedings, Veneris, 7^o die Julii, 1843," containing the petition of George Shillibeer.

"That in 1840, and after several years of incessant application, the Lords of the Treasury caused Mr. Gordon, their then financial secretary, to enquire into your petitioner's case; and so fully satisfied was that gentleman with the hardships and cruel wrongs which the department of Stamps and Taxes had inflicted upon your petitioner, that he (Mr. Gordon) promised, on behalf of the Lords of the Treasury, early redress should be granted to your petitioner, either by a Government appointment adequate to the loss he had sustained, or pecuniary compensation for the injustice which, upon a thorough investigation of the facts, Mr. Gordon assured your petitioner he had fully established, to the satisfaction of the Lords of the Treasury.

"That in proof of the sincerity of Mr. Gordon, he, in his then official capacity of secretary to the said Lords of her Majesty's Treasury, applied, in April 1841, to the then heads of two Government departments, viz. the Marquess of Normanby and the Right Hon. Henry Labouchere, to appoint your petitioner 'Inspector General of Public Carriages,' or some appointment in the Railway department at the Board of Trade; but these applications being unsuccessful, Mr. Gordon applied and obtained for your petitioner the promise of one of the twenty-five appointments

of Receiver-General of County Courts (testimonials of your petitioner's fitness being at the Treasury), the bill for establishing which was then in progress through Parliament.

"That shortly after your petitioner's claims had been admitted, and redress promised by the Lords of the Treasury, Mr. Gordon resigned his situation of secretary, and on the 6th May, 1841, your petitioner again saw Mr. Gordon, who assured your petitioner that but for the fact of the miscellaneous estimates being made up and passed for that year, your petitioner's name should have been placed in them for a grant of 5000*l.*, further observing that your petitioner's was a case of very great hardship and injustice, and assuring your petitioner that he (Mr. Gordon) would not quit the Treasury without stating to his successor that your petitioner's case was one of peculiar severity, and deserved immediate attention and redress."

And so the matter remains virtually at an end.

I will now give the regulations and statistics of the French omnibuses, which I am enabled to do through the kindness of a gentleman to whom I am indebted for much valuable information.

As the regulations of the French public conveyances (*des voitures faisant le transport en commun*) are generally considered to have worked admirably well, I present a digest of them. The earlier enactments provide for the numbering of the conveyances and for the licensing of all connected with them.

The laws which provide the regulations are of the following dates: I enumerate them to show how closely the French Government has attended to the management of hired vehicles. Dec. 14, 1789; Aug. 14, 1790; 9 Vendemiaire, An VI. (Sep. 30, 1797); 11 Frimaire, An VII. (Dec. 1, 1798); 12 Messidor, An VIII. (July 1, 1800); 3 Brumaire, An IX. (Oct. 29, 1800); Dec. 30, 1818; July 22, 1829; Aug. 1, 1829; March 29, 1836; Sep. 15, 1838, and Jan. 5, 1846. The 471st, 474th, 479th, and 484th Articles of the Penal Code also relate to this subject.

The principal regulations now in force are the following:—

The proprietors of all public conveyances (for hire) shall be numbered, licensed, and find such security as shall be satisfactory to the authorities. Every proprietor, before he can change the locality of his establishment, is bound to give forty-eight hours' notice of his intention to remove. The sale of such establishments can only be effected by undertakers (*entrepreneurs*), duly authorised for the purpose; and the privilege of the undertaker is not transferable, either wholly or partially, without the sanction of the authorities. The proprietors cannot employ any conductors, drivers, or porters, but such as have a license or permit (*permis de conduire*, &c). Neither can a master retain or transfer any such permit if the holder of it

have left his service; it must be given up within twenty-four hours at the prefecture (chief office) of police, and the date of the man's entering and leaving his employ must be inscribed by his late master on the back of the document. Proprietors must keep a register of the names and abodes of their drivers and conductors, and of their numbers as entered in the books of the prefecture; also a daily entry of the numbers of the vehicles in use, as engraved on the plates affixed to them, and a record of the conduct of the men to whom they have been entrusted. No proprietor to be allowed to employ a driver or conductor whose permit through ill-conduct or any cause has been withdrawn. In case of the contravention of this regulation by any one, the plying (*la circulation*) of his carriage is to be stopped, either temporarily or definitely. No carriage shall be entrusted to either driver or conductor, if either be in a state of evident uncleanness (*malpropreté*). No horse known to be vicious, diseased, or incapable of work, is to be employed.

The conductors are to maintain order in their vehicles, and to observe that the passengers place themselves so as not to incommode one another. They are not to take more persons than they are authorised to convey, which number must be notified in the interior and on the exterior of the omnibus. They are also forbidden to admit individuals who may be drunk, or clad in a manner to disgust or annoy the other passengers; neither must they admit dogs, or suffer persons who may drink, sing, or smoke to remain in the carriages; neither must they carry parcels which, from their size, or the nature of their contents, may incommode the passengers. Conductors must not give the coachman the word to go on until each passenger leaving the omnibus shall have quitted the footstep, or until each passenger entering the omnibus shall have been seated. Every person so entering is to be asked where he wishes to be set down. All property left in the omnibus is to be conveyed to the prefecture of police. It is, moreover, the conductor's business to light the carriage lamps after night-fall.

The drivers, before they can be allowed to exercise their profession, must produce testimonials as to their possessing the necessary skill. They are not to gallop their horses under any circumstances whatever. They are required, moreover, to drive slowly, or at a walk (*au pas*), in the markets and in the narrow streets where only two carriages can pass abreast, at the descent of the bridges, and in all parts of the public ways where there may be a stoppage or a rapid slope. Wherever the width of the streets permits it, the omnibus must be driven at least three feet from the houses, where there is no footpath (*trottoir*); and where there is a footpath, two feet from it. They must, as much as possible, keep the wheels of their vehicle out of the gutters.

No driver or conductor can exercise his profession under the age of eighteen; and before being authorised to do so, he must show that his morals and trustworthiness are such as to justify his appointment. (The *ordonnance* then provides for the licensing, at the cost of 70c., of these officers, by the police, in the way I have already described.) They are not permitted to smoke while at their work, nor to take off their coats, even during the sultriest weather. The omnibuses are to pull up on the right-hand side of the street; but if there be any hindrance, then on the left.

The foregoing regulations (the infractions of which are punishable through the ordinary tribunals) do not materially differ from those of our own country, though they may be more stringently enforced. The other provisions, however, are materially different. The French Government fixes the amount of fare, prescribes the precise route to be observed and the time to be kept, and limits the number of omnibuses. On the 12th August, 1846, they were 387 in number, running along 36 lines, which are classed under the head of 12 routes (*entreprises*), in the following order:—

Routes.	No. of Lines.	No. of Carriages.	Nos. according to the Licenses.
1 Omnibus Orléanaises and Diligentes	13	151	1 to 151
2 Dames réunies			
3 Tricycles	3	29	152 to 180
4 Favorites	1	11	181 to 191
5 Béarnaises	4	47	192 to 238
6 Béarnaises	2	19	239 to 257
6 Citadines	2	13	258 to 270
7 Batignolles—gazelles	2	19	271 to 289
8 Hironnelles	2	30	290 to 319
9 Parisiennes	3	33	320 to 352
10 Constantines	1	12	353 to 364
11 Excellentes	2	15	365 to 379
12 Gauloises	1	8	380 to 387
	36	387	

In order to prevent the inconvenience of too rigidly defined routes, a system of inter-communication has been established. At a given point (*bureau des correspondances*), a passenger may always be transferred to another omnibus, the conductor giving him a free ticket; and so may reach his destination, or the nearest point to it, from any of the starting-places. This system now exists, but very partially, on some of the London lines.

The number conveyed by a Parisian omnibus is fixed at 16; each vehicle is to be drawn by two horses, and is to unite "all the conditions of solidity, commodiousness, and elegance that may be desirable." In order to ensure these conditions, the French Government directs in what manner every omnibus shall be built. Those built prior to the promulgation of the *ordonnance* (Aug. 12, 1846), regulating the construction of these vehicles, are still allowed to be "in circulation;" but after the 1st of January, 1852, no omnibus not constructed in exact accordance with the details laid down will be allowed "to circulate." The height of the omnibus is fixed, as well as the length and the width; the circumference of the wheels, the adjustment of the springs, the hanging of the body, the formation of the ventilators, the lining and cushioning of the interior, the dimensions of the footsteps, and

the disposition of the lamps, which are three in number.

The arrangements, where a footpath is not known in the streets of Paris, and a gutter is in existence, are tolerably significant of distinctions between the streets of the French and English capitals.

I shall now pass to the consideration of the English vehicles as they are at present conducted.

OMNIBUS PROPRIETORS.

THE "labourers" immediately connected with the trade in omnibuses are the proprietors, drivers, conductors, and time-keepers. Those less immediately but still in connexion with the trade are the "odd men" and the horsekeepers.

The earlier history of omnibus proprietors presents but a series of struggles and ruinous lawsuits, one proprietor with another, until many were ruined; and then several opposed companies or individuals coalesced or agreed; and these proprietaries now present a united, and, I believe, a prosperous body. They possess in reality a monopoly in omnibus conveyance; but I am assured it would not be easy under any other plan to serve the public better. All the proprietors of omnibuses may

be said to be in union, as they act systematically and by arrangement, one proprietary with another. Their profits are, of course, apportioned, like those of other joint-stock companies, according to the number of shares held by individual members. On each route one member of the proprietary is appointed ("directed") by his co-proprietors. The directory may be classed as the "executive department" of the body. The director can displace a driver on a week's notice: but by some directors, who pride themselves on dealing summarily, it seems that the week's notice is now and then dispensed with. The conductor he can displace at a day's notice. The "odd men" sometimes supply the places of the officials so discharged until a meeting of the proprietary, held monthly for the most part, when new officers are appointed; there being always an abundance of applicants, who send or carry in testimonials of their fitness from persons known to the proprietors, or known to reside on the line of the route. The director may indeed appoint either driver or conductor at his discretion, if he see good reason to do so. The driver, however, is generally appointed and paid by the proprietor, while the conductor is more particularly the servant of the association. The proprietaries have so far a monopoly of the road, that they allow no new omnibuses to be started upon it. If a speculator should be bold enough to start new conveyances, the pre-existing proprietaries put a greater number of conveyances on the route, so that none are well filled; and one of the old proprietaries' vehicles immediately precedes the omnibus of the speculator, and another immediately follows it; and thus three vehicles are on the ground, which may yield only customers for one: hence, as the whole number on the route has been largely increased, not one omnibus is well filled, and the speculator must in all probability be ruined, while the associated proprietors suffer but a temporary loss. So well is this now understood, that no one seems to think of embarking his money in the omnibus trade unless he "buys his times," that is to say, unless he arranges by purchase; and a "new man" will often pay 400*l.* or 500*l.* for his "times," to have the privilege of running his vehicles on a given route, and at given periods; in other words, for the privilege of becoming a recognised proprietor.

The proprietors pay their servants fairly, as a general rule; while, as a universal rule, they rigidly exact sobriety, punctuality, and cleanliness. Their great difficulty, all of them concur in stating, is to ensure honesty. Every proprietor insists upon the excessive difficulty of trusting men with uncounted money, if the men feel there is no efficient check to ensure to their employers a knowledge of the exact amount of their daily receipts. Several plans have been resorted to in order to obtain the desired check. Mr. Shillibeer's I have already

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given. One plan now in practice is to engage a well-dressed woman, sometimes accompanied by a child, and she travels by the omnibus; and immediately on leaving it, fills up a paper for the proprietor, showing the number of insides and outs, of short and long fares. This method, however, does not ensure a thorough accuracy. It is difficult for a woman, who must take such a place in the vehicle as she can get, to ascertain the precise number of outsides and their respective fares. So difficult, that I am assured such a person has returned a *smaller* number than was actually conveyed. One gentleman who was formerly an omnibus proprietor, told me he employed a "ladylike," and, as he believed, trusty woman, as a "check;" but by some means the conductors found out the calling of the "ladylike" woman, treated her, and she made very favourable returns for the conductors. Another lady was observed by a conductor, who bears an excellent character, and who mentioned the circumstance to me, to carry a small bag, from which, whenever a passenger got out, she drew, not very deftly it would seem, a bean, and placed it in one glove, as ladies carry their sixpences for the fare, or a pea, and placed it in the other. This process, the conductor felt assured, was "a check;" that the beans indicated the "long uns," and the peas the "short uns;" so, when the unhappy woman desired to be put down at the bottom of Cheapside on a wintry evening, he contrived to land her in the very thickest of the mud, handing her out with great politeness. I may here observe, before I enter upon the subject, that the men who have maintained a character for integrity regard the checks with great bitterness, as they naturally feel more annoyed at being suspected than men who may be dishonestly inclined. Another conductor once found a memorandum-book in his omnibus, in which were regularly entered the "longs" and "shorts."

One proprietor told me he had once employed religious men as conductors; "but," said he, "they grew into thieves. A Methodist parson engaged one of his sons to me—it's a good while ago—and was quite indignant that I ever made any question about the young man's honesty, as he was strictly and religiously brought up; but he turned out one of the worst of the whole batch of them." One check resorted to, as a conductor informed me, was found out by them. A lady entered the omnibus carrying a brown-paper parcel, loosely tied, and making a tear on the edge of the paper for every "short" passenger, and a deeper tear for every "long." This difficulty in finding a check where an indefinite amount of money passes through a man's hands—and I am by no means disposed to undervalue the difficulty—has led to a summary course of procedure, not unattended by serious evils. It appears that men are now discharged suddenly, at a moment's notice, and with no

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reason assigned. If a reason be demanded, the answer is, "You are not wanted any longer." Probably, the discharge is on account of the man's honesty being suspected. But whether the suspicion be well founded or unfounded, the consequences are equally serious to the individual discharged; for it is a rule observed by the proprietors not to employ any man discharged from another line. He will not be employed, I am assured, if he can produce a good character; and even if the "bus he worked" had been discontinued as no longer required on that route. New men, who are considered unconnected with all versed in omnibus tricks, are appointed; and this course, it was intimated to me very strongly, was agreeable to the proprietors for two reasons—as widely extending their patronage, and as always placing at their command a large body of unemployed men, whose services can at any time be called into requisition at reduced wages, should "slop-drivers" be desirable. It is next to impossible, I was further assured, for a man discharged from an omnibus to obtain other employ. If the director goes so far as to admit that he has nothing to allege against the man's character, he will yet give no reason for his discharge; and an inquirer naturally imputes the withholding of a reason to the mercy of the director.

OMNIBUS DRIVERS.

THE driver is paid by the week. His remuneration is 34s. a-week on most of the lines. On others he receives 21s. and his box—that is, the allowance of a fare each journey for a seat outside, if a seat be so occupied. In fine weather this box plan is more remunerative to the driver than the fixed payment of 34s.; but in wet weather he may receive nothing from the box. The average then the year through is only 34s. a-week; or, perhaps, rather more, as on some days in sultry weather the driver may make 6s., "if the 'bus do twelve journeys," from his box.

The omnibus drivers have been butchers, farmers, horsebreakers, cheesemongers, old stage-coachmen, broken-down gentlemen, turfmen, gentlemen's servants, grooms, and a very small sprinkling of mechanics. Nearly all can read and write, the exception being described to me as a singularity; but there are such exceptions, and all must have produced good characters before their appointment. The majority of them are married men with families; their residences being in all parts, and on both sides of the Thames. I did not hear of any of the wives of coachmen in regular employ working for the slop-tailors. "We can keep our wives too respectable for that," one of them said, in answer to my inquiry. Their children, too, are generally sent to school; frequently to the national schools. Their work is exceedingly hard, their lives

being almost literally spent on the coach-box. The most of them must enter "the yard" at a quarter to eight in the morning, and must see that the horses and carriages are in a proper condition for work; and at half-past eight they start on their long day's labour. They perform (I speak of the most frequented lines), twelve journeys during the day, and are so engaged until a quarter-past eleven at night. Some are on their box till past midnight. During these hours of labour they have twelve "stops;" half of ten and half of fifteen minutes' duration. They generally breakfast at home, or at a coffee-shop, if unmarried men, before they start; and dine at the inn, where the omnibus almost invariably stops, at one or other of its destinations. If the driver be distant from his home at his dinner hour, or be unmarried, he arranges to dine at the public-house; if near, his wife, or one of his children, brings him his dinner in a covered basin, some of them being provided with hot-water plates to keep the contents properly warm, and that is usually eaten at the public-house, with a pint of beer for the accompanying beverage. The relish with which a man who has been employed several hours in the open air enjoys his dinner can easily be understood. But if his dinner is brought to him on one of his shorter trips, he often hears the cry before he has completed his meal, "Time's up!" and he carries the remains of his repast to be consumed at his next resting-place. His tea, if brought to him by his family, he often drinks within the omnibus, if there be an opportunity. Some carry their dinners with them, and eat them cold. All these men live "well;" that is, they have sufficient dinners of animal food every day, with beer. They are strong and healthy men, for their calling requires both strength and health. Each driver, (as well as the time-keeper and conductor), is licensed, at a yearly cost to him of 5s. From a driver I had the following statement:—

"I have been a driver fourteen years. I was brought up as a builder, but had friends that was using horses, and I sometimes assisted them in driving and grooming when I was out of work. I got to like that sort of work, and thought it would be better than my own business if I could get to be connected with a 'bus; and I had friends, and first got employed as a time-keeper; but I've been a driver for fourteen years. I'm now paid by the week, and not by the box. It's a fair payment, but we must live well. It's hard work is mine; for I never have any rest but a few minutes, except every other Sunday, and then only two hours; that's the time of a journey there and back. If I was to ask leave to go to church, and then go to work again, I know what answer there would be—'You can go to church as often as you like, and we can get a man who doesn't want to go there.' The cattle I drive are equal to gentlemen's

OMNIBUS CONDUCTORS.

THE conductor, who is vulgarly known as the "cad," stands on a small projection at the end of the omnibus; and it is his office to admit and set down every passenger, and to receive the amount of fare, for which amount he is, of course, responsible to his employers. He is paid 4s. a-day, which he is allowed to stop out of the monies he receives. He fills up a waybill each journey, with the number of passengers. I find that nearly all classes have given a quota of their number to the list of conductors. Among them are grocers, drapers, shopmen, barmen, printers, tailors, shoemakers, clerks, joiners, saddlers, coach-builders, porters, town-travellers, carriers, and fishmongers. Unlike the drivers, the majority of the conductors are unmarried men; but, perhaps, only a mere majority. As a matter of necessity, every conductor must be able to read and write. They are discharged more frequently than the drivers; but they require good characters before their appointment. From one of them, a very intelligent man, I had the following statement:—

"I am 35 or 36, and have been a conductor for six years. Before that I was a lawyer's clerk, and then a picture-dealer; but didn't get on, though I maintained a good character. I'm a conductor now, but wouldn't be long behind a 'bus if it wasn't from necessity. It's hard to get anything else to do that you can keep a wife and family on, for people won't have you from off a 'bus. The worst part of my business is its uncertainty, I may be discharged any day, and not know for what. If I did, and I was accused unjustly, I might bring my action; but it's merely, 'You're not wanted.' I think I've done better as a conductor in hot weather, or fine weather, than in wet; though I've got a good journey when it's come on showery, as people was starting for or starting from the City. I had one master, who, when his 'bus came in full in the wet, used to say, 'This is prime. Them's God Almighty's customers; he sent them.' I've heard him say so many a time. We get far more ladies and children, too, on a fine day; they go more a-shopping then, and of an evening they go more to public places. I pay over my money every night. It runs from 40s. to 47. 4s., or a little more on extraordinary occasions. I have taken more money since the short uns were established. One day before that I took only 18s. There's three riders and more now, where there was two formerly at the higher rate. I never get to a public place, whether it's a chapel or a playhouse, unless, indeed, I get a holiday, and that is once in two years. I've asked for a day's holiday and been refused. I was told I might take a week's holiday, if I liked, or as long as I lived. I'm quite ignorant of what's passing in the world, my time's so taken up. We only

know what's going on from hearing people talk in the 'bus. I never care to read the paper now, though I used to like it. If I have two minutes to spare, I'd rather take a nap than anything else. We know no more politics than the backwoodsmen of America, because we haven't time to care about it. I've fallen asleep on my step as the 'bus was going on, and almost fallen off. I have often to put up with insolence from vulgar fellows, who think it fun to chaff a cad, as they call it. There's no help for it. Our masters won't listen to complaints: if we are not satisfied we can go. Conductors are a sober set of men. We must be sober. It takes every farthing of our wages to live well enough, and keep a wife and family. I never knew but one teetotaller on the road. He's gone off it now, and he looked as if he was going off altogether. The other day a teetotaller on the 'bus saw me take a drink of beer, and he began to talk to me about its being wrong; but I drove him mad with argument, and the passengers took part with me. I live one and a half mile off the place I start from. In summer I sometimes breakfast before I start. In winter, I never see my three children, only as they're in bed; and I never hear their voices, if they don't wake up early. If they cry at night it don't disturb me; I sleep so heavy after fifteen hours' work out in the air. My wife doesn't do anything but mind the family, and that's plenty to do with young children. My business is so uncertain. Why, I knew a conductor who found he had paid 6d. short—he had left it in a corner of his pocket; and he handed it over next morning, and was discharged for that—he was reckoned a fool. They say the sharper the man the better the 'busman. There's a great deal in understanding the business, in keeping a sharp look-out for people's hailing, and in working the time properly. If the conductor's slow the driver can't get along; and if the driver isn't up to the mark the conductor's bothered. I've always kept time except once, and that was in such a fog, that I had to walk by the horses' heads with a link, and could hardly see my hand that held the link; and after all I lost my 'bus, but it was all safe and right in the end. We're licensed now in Scotland-yard. They're far civiler there than in Lancaster-place. I hope, too, they'll be more particular in granting licenses. They used to grant them day after day, and I believe made no inquiry. It'll be better now. I've never been fined: if I had I should have to pay it out of my own pocket. If you plead guilty it's 5s. If not, and it's very hard to prove that you did display your badge properly if the City policeman—there's always one on the look-out for us—swears you didn't, and summons you for that: or, if you plead not guilty, because you weren't guilty, you may pay 1l. I don't know of the checks now; but I know there are such people. A man was discharged the other day because

he was accused of having returned three out of thirteen short. He offered to make oath he was correct; but it was of no use—he went."

OMNIBUS TIMEKEEPERS.

ANOTHER class employed in the omnibus trade are the timekeepers. On some routes there are five of these men, on others four. The timekeeper's duty is to start the omnibus at the exact moment appointed by the proprietors, and to report any delay or irregularity in the arrival of the vehicle. His hours are the same as those of the drivers and conductors, but as he is stationary his work is not so fatiguing. His remuneration is generally 21s. a week, but on some stations more. He must never leave the spot. A timekeeper on Kennington Common has 28s. a week. He is employed 16 hours daily, and has a box to shelter him from the weather when it is foul. He has to keep time for forty 'busses. The men who may be seen in the great thoroughfares noting every omnibus that passes, are not timekeepers; they are employed by Government, so that no omnibus may run on the line without paying the duty.

A timekeeper made the following statement to me:—

"I was a grocer's assistant, but was out of place and had a friend who got me a timekeeper's office. I have 21s. a week. Mine's not hard work, but it's very tiring. You hardly ever have a moment to call your own. If we only had our Sundays, like other working-men, it would be a grand relief. It would be very easy to get an odd man to work every other Sunday, but masters care nothing about Sundays. Some 'busses do stop running from 11 to 1, but plenty keep running. Sometimes I am so tired of a night that I dare hardly sit down, for fear I should fall asleep and lose my own time, and that would be to lose my place. I think timekeepers continue longer in their places than the others. We have nothing to do with money-taking. I'm a single man, and get all my meals at the Inn. I dress my own dinners in the tap-room. I have my tea brought to me from a coffee-shop. I can't be said to have any home—just a bed to sleep in, as I'm never ten minutes awake in the house where I lodge."

The "odd men" are, as their name imports, the men who are employed occasionally, or, as they term it, "get odd jobs." These form a considerable portion of the unemployed. If a driver be ill, or absent to attend a summons, or on any temporary occasion, the odd man is called upon to do the work. For this the odd man receives 10d. a journey, to and fro. One of them gave me the following account:—"I was brought up to a stable life, and had to shift for myself when I was 17, as my parents died then. It's nine years ago. For two or three years, till this few months, I drove a 'bus. I was discharged with a week's notice, and

don't know for what—it's no use asking for a reason: I wasn't wanted. I've been put to shifts since then, and almost everything's pledged that could be pledged. I had a decent stock of clothes, but they're all at my uncle's. Last week I earned 3s. 4d., the week before 1s. 8d., but this week I shall do better, say 5s. I have to pay 1s. 6d. a week for my garret. I'm a single man, and have nothing but a bed left in it now. I did live in a better place. If I didn't get a bite and sup now and then with some of my old mates I think I couldn't live at all. Mine's a wretched life, and a very bad trade."

HACKNEY-COACH AND CABMEN.

I HAVE now described the earnings and conditions of the drivers and conductors of the London omnibuses, and I proceed, in due order, to treat of the Metropolitan Hackney-coach and Cabmen. In official language, an omnibus is "a Metropolitan Stage-carriage," and a "cab" a "Metropolitan Hackney" one: the legal distinction being that the stage-carriages pursue a given route, and the passengers are mixed, while the fare is fixed by the proprietor; whereas the hackney-carriage plies for hire at an appointed "stand," carries no one but the party hiring it, and the fare for so doing is regulated by law. It is an offence for the omnibus to stand still and ply for hire, whereas the driver of the cab is liable to be

punished if he ply for hire while his vehicle is moving.

According to the Occupation Abstract of 1841, the number of "Coachmen, Coachguards, and Postboys" in Great Britain at that time was 14,469, of whom 13,013 were located in England, 1123 in Scotland, 295 in Wales, and only 138 in the whole of the British Isles. The returns for the metropolis were as follows:—

Coach, cab, and omnibus owners	650
Coachmen, coach and omnibus guards, and postboys	5428
Grooms and ostlers	2780
Horse-dealers and trainers	246
Total	9104

In 1831 the number of "coachowners, drivers, grooms, &c.," was only 1322, and the "horse-dealers, stable, hackney-coach, or fly-keepers," 655, or 2047 in all; so that, assuming these returns to be correct, it follows that this class must have increased 7027, or more than quadrupled itself in ten years.

The returns since the above-mentioned periods, however, show a still more rapid extension of the class. For these I am again indebted to the courtesy of the Commissioners of Police, for whose consideration and assistance I have again to tender my warmest thanks.

A RETURN OF THE NUMBER OF PERSONS LICENSED AS HACKNEY-DRIVERS, STAGE-DRIVERS, CONDUCTORS, AND WATERMEN, FROM THE YEARS 1843 TO 1850.

Year.	Hackney Drivers.	Stage Drivers	Conductors.	Watermen.	Total.
1843	4,627	1,740	1,854	371	8,592
1844	4,927	1,833	1,961	390	9,111
1845	5,199	1,825	1,930	363	9,317
1846	5,356	1,865	2,051	354	9,626
1847	5,109	1,830	2,009	342	9,290
1848	5,231	1,736	2,017	352	9,336
1849	5,487	1,731	2,026	375	9,619
1850*	5,114	1,463	1,454	352	8,413
Totals . .	41,050	14,023	17,332	2,899	75,304

By this it will be seen that the drivers and conductors of the metropolitan stage and hackney carriages were in 1849 no less than 9619, whereas in 1841, including coachmen of all kinds, guards and postboys, there were only 5428 in the metropolis; so that within the last ten years the class, at the very least, must have more than doubled itself.

HACKNEY-COACHES AND CABS.

I SHALL now proceed to give an account of the rise and progress of the London hackney-

* From 1st May to 4th September, inclusive.

cabs, as well as the decline and fall of the London hackney-coaches.

Nearly all the writers on the subject state that hackney-coaches were first established in London in 1625; that they were not then stationed in the streets, but at the principal inns, and that their number grew to be considerable after the Restoration. There seems to be no doubt that these conveyances were first kept at the inns, and sent out when required—as post-chaises were, and are still, in country towns. It may very well be doubted, however, whether the year 1625 has been correctly fixed upon as that in which hackney-carriages were

established in London. It is so asserted in Macpherson's "Annals of Commerce," but it is thus loosely and vaguely stated: "Our historiographers of the city of London relate that it was in this year (1625) that hackney-coaches first began to ply in London streets, or rather at the inns, to be called for as they are wanted; and they were, at this time, only twenty in number." One of the City "historiographers," however, if so he may be called, makes a very different statement. John Taylor, the waterman and the water-poet, says in 1623 (two years before the era usually assigned), "I do not inveigh against any coaches that belong to persons of worth and quality, but only against the caterpillar swarm of hirelings. They have undone my poor trade, whereof I am a member; and though I look for no reformation, yet I expect the benefit of an old proverb, 'Give the losers leave to speak.' . . . This infernal swarm of tradespellers (hackney-coachmen) have so overrun the land that we can get no living upon the water; for I dare truly affirm that in every day in any term, especially if the Court be at Whitehall, they do rob us of our livings, and carry 500 fares daily from us."

Of the establishment of hackney-coach "stands," we have a more precise account. The Rev. Mr. Garrard, writing to Lord Stafford in 1638, says, "Here is one Captain Baily, he hath been a sea-captain but now lives on land, about this city, where he tries experiments. He hath erected, according to his ability, some four hackney-coaches, put his men in livery, and appointed them to stand at the Maypole in the Strand, giving them instructions at what rate to carry men into several parts of the town, where all day they may be had. Other hackney-men, seeing this way, they flocked to the same place, and perform the journeys at the same rate. So that sometimes there is twenty of them together, which disperse up and down, that they and others are to be had everywhere, as watermen are to be had at the water-side. Everybody is much pleased with it." The site of the Maypole that once "o'erlooked the Strand," is now occupied by St. Mary's church.

There were after this many regulations passed for the better management of hackney-coaches. In 1652 their number was ordered to be limited to 200; in 1654, to 300; in 1661, to 400; in 1694, to 700. These limitations, however, seem to have been but little regarded. Garrard, writing in 1638, says, "Here is a proclamation coming forth about the reformation of hackney-coaches, and ordering of other coaches about London. One thousand nine hundred was the number of hackney-coaches of London, bare lean jades, unworthy to be seen in so brave a city, or to stand about a king's court." As within the last twenty-seven years, when cabs and omnibuses were unknown, the number of hackney-carriages was strictly limited to 1200, it seems little likely that nearly two centuries earlier

there should have been so many as 1900. It is probable that "glass" and "hackney-coaches" had been confounded somehow in the enumeration.

It was not until the ninth year of Queen Anne's reign that an Act was passed appointing Commissioners for the licensing and superintending of hackney-coachmen. Prior to that they seem to have been regulated and licensed by the magistracy. The Act of Anne authorised the number of hackney-coaches to be increased to 800, but not until the expiration of the existing licenses in 1715. In 1771 there was again an additional number of hackney-coach licenses granted—1000; which was made 1200 in 1799. In the last-mentioned year a duty was for the first time placed on hired carriages of all descriptions. It was at first 5s. a-week, but that sum was not long after raised to 10s. a-week, to be paid in advance; while the license was raised from 2l. 10s. to 5l. The duties upon all hackney-carriages is still maintained at the advanced rate.

The hackney-carriages, when their number became considerable after the Restoration, were necessarily small, though drawn by two horses. The narrowness of the streets before the great fire, and the wretched condition of the pavement, rendered the use of large and commodious vehicles impossible. Davenant says of hackney-carriages, "They are unusually hung, and so narrow that I took them for sedans on wheels." The hackney-coachman then rode one of his horses, postilion-fashion; but when the streets were widened, he drove from his seat on the box. In the latter days of London hackney-coaches they were large enough without being commodious. They were nearly all noblemen's and gentlemen's disused family coaches, which had been handed over to the coachmaker when a new carriage was made. But it was not long that these coaches retained the comfort and cleanliness that might distinguish them when first introduced into the stand. The horses were, as in the Rev. Mr. Garrard's time, sorry jades, sometimes cripples, and the harness looked as frail as the carriages. The exceptions to this description were few, for the hackney-coachmen possessed a monopoly and thought it unchangeable. They were of the same class of men—nearly all gentlemen's servants or their sons. The obtaining of a license for a hackney-coach was generally done through interest. It was one way in which many peers and members of Parliament provided for any favourite servant, or for the servant of a friend. These "patrons," whether peers or commoners, were not uncommonly called "lords;" a man was said to be sure of a license if he had "a great lord for his friend."

The "takings" of the London hackney-coachmen, as I have ascertained from some who were members of the body, were 10l. 10s. a-week the year through, the months of May,

June, and July, being the best, when their earnings were from 15l. to 18l. a-week. Out of this three horses had to be maintained. During the war times the quality of oats which are now 18s. a quarter were 60s., while hay and the other articles of the horses' consumption were proportionately dear. The expense of repair to the coach or harness was but trifling, as they were generally done by the hackney-man himself, or by some hanger-on at the public-houses frequented by the fraternity.

Of the personal expenditure of hackney-coachmen when "out for the day" I had the following statement from one of them:—"We spent regular 7s. a-day when we was out. It was before coffee-shops and new-fangled ways came in as the regular thing that I'm speaking of; breakfast 1s., good tea and good bread-and-butter, as much as you liked always, with a glass of rum in the last cup for the 'lacing' of it—always rum, gin weren't so much run after then. Dinner was 1s. 6d., a cut off some good joint; beer was included at some places and not at others. Any extras to follow was extras to pay. Two glasses of rum-and-water after dinner 1s., pipes found, and most of us carried our own 'baccy-boxes. Tea the same as breakfast, and 'laced' ditto. Supper the same as dinner, or 6d. less; and the rest to make up the 7s. went for odd glasses of ale, or stout, or 'short'—but 'short' (neat spirits) was far less drunk then than now—when we was waiting, or to treat a friend, or such-like. We did some good in those days, sir. Take day and night, and 1200 of us was out, and perhaps every man spent his 7s., and that's 1200 times 7s." Following out this calculation we have 420l. per day (and night), 2940l. a-week, and 152,880l. a-year for hackney-coachmen's personal expenses, merely as regards their board.

The old hackney-coachmen seem to have been a self-indulgent, improvident, rather than a vicious class; neither do they seem to have been a drunken class. They acted as ignorant men would naturally act who found themselves in the enjoyment of a good income, with the protection of a legal monopoly. They had the sole right of conveyance within the bills of mortality, and as that important district comprised all the places of public resort, and contained the great mass of the population, they may be said to have had a monopoly of the metropolis. Even when the cabs were first established these men exhibited no fear of their earnings being affected. "But," said an intelligent man, who had been a hackney-coachman in his younger days, and who managed to avoid the general ruin of his brethren, "but when the cabs got to the 100 then they found it out. The cabs was all in gentlemen's hands at first. I know that. Some of them was government-clerks too: they had their foremen, to be sure, but they was the real proprietors, the gentlemen was; they got the licenses. Well, it's easy to understand how

100 cabs was earning money fast, and people couldn't get them fast enough, and how some hundreds of hackney-coachmen was waiting and starving till the trade was thrown open, and then the hackney-coachmen was clean beat down. They fell off by degrees. I'm sure I hardly know what became of most of them, but I do know that a many of them died in the workhouses. They hadn't nothing aforehand. They dropped away gradual. You see they weren't allowed to transfer their plates and licenses to a cab, or they'd have done it—plenty would. They were a far better set of men than there's on the cabs now. There was none of your fancy-men, that's in with women of the town, among the old hackney-coachmen. If you remember what they was, sir, you'll say they hadn't the cut of it."

The hackney-coachmen drove very deliberately, rarely exceeding five, and still more rarely achieving six miles an hour, unless incited by the hope or the promise of an extra fare. These men resided very commonly in mews, and many of them I am assured had comfortable homes, and were hospitable fellows in their way, smoking their pipes with one another when "off the stones," treating their poorer neighbours to a glass, and talking over the price of oats, hay, and horses, as well as the product of the past season, or the promise of the next. The majority of them could neither read nor write, or very imperfectly, and, as is not uncommon with uninformed men who had thriven tolerably well without education, they cared little about providing education for their children. Politics they cared nothing about, but they prided themselves on being "John-Bull Englishmen." For public amusements they seem to have cared nothing. "Our business," said one of them, "was with the outside of play-houses. I never saw a play in my life."

As my informant said, "they dropped away gradual." Eight or ten years ago a few old men, with old horses and old coaches, might be seen at street stands, but each year saw their numbers reduced, and now there is not one; that is to say, not one in the streets, though there are four hackney-coaches at the railway-stations.

One of the old fraternity of hackney-coachmen, who had, since the decline of his class, prospered by devoting his exertions to another department of business, gave me the following account:—

"My father," said he, "was an hackney-coachman before me, and gave me what was then reckoned a good education. I could write middling and could read the newspaper. I've driven my father's coach for him when I was fourteen. When I was old enough, seventeen I think I was, I had a hackney-coach and horses of my own, provided for me by my father, and so was started in the world. The first time I plied with my own coach was when Sir

Francis Burdett was sent to the Tower from his house in Piccadilly. Sir Francis was all the go then. I heard a hackney-coachman say he would be glad to drive him for nothing. The hackney-coachmen didn't like Pitt. I've heard my father and his mates say many a time 'D——n Pitt!' that was for doubling of the duty on hackney-carriages. Ah, the old times was the rackety times! I've often laughed and said that I could say what perhaps nobody, or almost nobody in England can say now, that I'd been driven by a king. He grew to be a king afterwards, George IV. One night you see, sir, I was called off the stand, and told to take up at the British Coffee-house in Cockspur Street. I was a lad then, and when I pulled up at the door, the waiter ran out and said, 'You jump down and get inside, the Prince is a-going to drive himself.' I didn't much like the notion on it, but I didn't exactly know what to do, and was getting off my seat to see if the waiter had put anything inside, for he let down the glass, and just as I was getting down, and had my foot on the wheel, out came the Prince of Wales, and four or five rattlebrained fellows like himself. I think Major Hanger was one, but I had hardly time to see them, for the Prince gripped me by the ankle and the waistband of my breeches, and lifted me off the wheel and flung me right into the coach, through the window, and it was opened, as it happened luckily. I was little then, but he must have been a strong man. He didn't seem so very drunk either. The Prince wasn't such a bad driver. Indeed, he drove very well for a prince, but he didn't take the corners or the crossings careful enough for a regular jarvey. Well, sir, the Prince drove that night to a house in King Street, Saint James's. There was another gentleman on the box with him. It was a gaming-house he went to that night, but I have driven him to other sorts of houses in that there neighbourhood. He hadn't no pride to such as me, hadn't the Prince of Wales. Then one season I used to drive Lord Barrymore in his rounds to the brothels—twice or thrice a-week sometimes. He used always to take his own wine with him. After waiting till near daylight, or till daylight, I've carried my lord, girls and all—fine dressed-up madams—to Billingsgate, and there I've left them to breakfast at some queer place, or to slang with the fishwives. What times them was, to be sure! One night I drove Lord Barrymore to Mother Cummins's in Lisle Street, and when she saw who it was she swore out of the window that she wouldn't let him in—he and some such rackety fellows had broken so many things the last time they were there, and had disgraced her, as she called it, to the neighbourhood. So my lord said, 'Knock at the door, tiger; and knock till they open it.' He knocked and knocked till every drop of water in the house was emptied over us, out of the windows, but my lord didn't like to be beaten, so he

stayed and stayed, but Mother Cummins wouldn't give way, and at last he went home. A wet opera-night was the chance for us when Madame—I forget her name—Catalini?—yes, I think that was it, was performing. Many a time I've heard it sung out—'A guinea to Portman Square'—and I've had it myself. At the time I'm speaking of hackney-coachmen took 30s. a-day, all the year round. Why, I myself have taken 16*l.* and 18*l.* a-week through May, June, and July. But then you see, sir, we had a monopoly. It was in the old Tory times. Our number was limited to 1200. And no stage-carriage could then take up or set down on the stones, not within the bills as it was called—that's the bills of mortality, three miles round the Royal Exchange, if I remember right. It's a monopoly that shouldn't have been allowed, I know that, but there was grand earnings under it; no glass-coaches could take people to the play then. Glass coaches is what's now called flies. They couldn't set down in the mortality, it was fine and imprisonment to do it. We hadn't such good horses in our coaches then, as is now in the streets, certainly not. It was war-time, and horses was bought up for the cavalry, and it's the want of horses for the army, and for the mails and stages arterwards, that's the reason of such good horses being in the busses and cabs. We drove always noblemen or gentlemen's old carriages, family coaches they was sometimes called. There was mostly arms and coronets on them. We got them of the coachmakers in Long Acre, who took the noblemen's old carriages, when they made new. The Duke of — complained once that his old carriage, with his arms painted beautiful on the panels, was plying in the streets at 1*s.* a mile; his arms ought not to be degraded that way, he said, so the coachmaker had the coach new painted. When the cabs first came in we didn't think much about it; we thought, that is, most of us did, that things was to go on in the old way for ever; but it was found out in time that it was not. When the clarences, the cabs that carry four, come in, they cooked the hackney-coachmen in no time."

INTRODUCTION OF CABS.

FOR the introduction of hackney-cabriolets (a word which it now seems almost pedantic to use) we are indebted—as for the introduction of the omnibuses—to the example of the Parisians. In 1813 there were 1150 *cabriolets de place* upon the hackney-stands of Paris: in 1823, ten years later, there were twelve upon the hackney-stands of London, but the vested right of the hackney-coachmen was an obstacle. Messrs. Bradshaw and Rotch, however, did manage in 1823 to obtain licenses for twelve cabriolets, starting them at 8*d.* a mile. The number was subsequently increased to 50, and then to 100, and in less

than nine years after the first cab plied in the streets of London all restriction as to their number was abolished.

The form of cab first in use was that of a hooded chaise, the leather head or hood being raised or lowered at pleasure. In wet, windy weather, however, it was found, when raised, to present so great a resistance to the progress of the horse that the head was abandoned. In these cabs the driver sat inside, the vehicle being made large enough to hold two persons and the cabman. The next kind had a detached seat for the driver alongside his fare. On the third sort the driver occupied the roof, the door opening at the back. These were called "back-door cabs." The "covered cab," carrying two inside with the driver on a box in front, was next introduced, and it was a safer conveyance, having four wheels—the preceding cabs had but two. The clarences, carrying four inside, came next; and almost at the same time with them the Hansom's, which are always called "showfulls" by the cabmen. "Showfull," in slang, means counterfeit, and the "showfull" cabs are an infringement on Hansom's patent. There are now no cabs in use but the two last-mentioned. A clarence built in the best manner costs from 40*l.* to 50*l.*, a good horse to draw it is worth 18*l.* to 20*l.*, and the harness 4*l.* 10*s.* to 5*l.* This is the fair price of the carriage and harness when new, and from a good shop. But second-hand cabs and harness are sold and re-sold, and are repaired or fitted up by jobbing coachmakers. Nearly all the greater cab proprietors employ a coachbuilder on their premises. A cab-horse has been purchased in Smithfield for 40*s.*

Some of the cabmen have their own horse and vehicle, while others, and the great majority, rent a cab and horse from the proprietor, and pay him so much a day or night, having for their remuneration all they can obtain for the amount of rent. The rent required by the most respectable masters is 1*s.* in the season—out of the season, the best masters expect the drivers to bring home about 9*s.* a-day. For this sum two good horses are found to each cab. Some of the cab proprietors, especially a class known as "contractors," or "Westminster masters," of whom a large number are Jews, make the men hiring their cabs "sign" for 16*s.* a-day in the season, and 12*s.* out of it. This system is called signing instead of agreeing, or any similar term, because the 6th & 7th Victoria provides that no sum shall be recovered from drivers "on account of the earnings of any hackney-carriage, unless under an agreement in writing, signed in presence of a competent witness." The steadiest and most trusty men in the cabdriving trade, however, refuse to sign for a stipulated sum, as in case of their not earning so much they may be compelled summarily, and with the penalties of fine and imprisonment, to pay that stipulated sum. I

was informed by a highly respectable cab proprietor, that in the season 12*s.* 6*d.* a-day would be a fair sum to sign for, and 9*s.*, or even less, out of the season. In this my informant cannot be mistaken, for he has practical experience of cab-driving, he himself often driving on an emergency. There are plenty, however, who will sign for 16*s.*, and the consequence of this branch of the contract system is, that the men so contracting resort to any means to make their guinea. They drive swell-mobsmen, they are connected with women of the town, they pick up and prey upon drunken fellows, in collusion with these women, and resort to any knavery to make up the necessary sum. On this subject I give below the statement of an experienced proprietor.

CHARACTER OF CABDRIVERS.

AMONG the present cabdrivers are to be found, as I learned from trustworthy persons, quondam greengrocers, costermongers, jewellers, clerks, broken-down gentlemen, especially turf gentlemen, carpenters, joiners, saddlers, coach-builders, grooms, stable-helpers, footmen, shopkeepers, pickpockets, swell-mobsmen, housebreakers, innkeepers, musicians, musical instrument makers, ostlers, some good scholars, a good number of broken-down pawnbrokers, several ex-policemen, draper's assistants, barmen, scene-shifters, one baronet, and as my informant expressed it, "such an uncommon sight of folks that it would be uncommon hard to say what they was." Of the truthfulness of the list of callings said to have contributed to swell the numbers of the cabmen there can be no doubt, but I am not so sure of "the baronet." I was told his name, but I met with no one who could positively say that he knew Sir V—— C—— as a cabdriver. This baronet seems a tradition among them. Others tell me that the party alluded to is merely nicknamed the Baron, owing to his being a person of good birth, and having had a college education. The "flashiest" cabman, as he is termed, is the son of a fashionable master-tailor. He is known among cabdrivers as the "Numpareil," and drives one of the Hansom cabs. I am informed on excellent authority, a tenth, or, to speak beyond the possibility of cavil, a twelfth of the whole number of cabdrivers are "fancy men." These fellows are known in the cab trade by a very gross appellation. They are the men who live with women of the town, and are supported, wholly or partially, on the wages of the women's prostitution.

These are the fellows who, for the most part, are ready to pay the highest price for the hire of their cabs. One swell-mobsmen, I was told, had risen from "signing" for cabs to become a cab proprietor, but was now a prisoner in France for picking pockets.

The worse class of cabmen which, as I have before said, are but a twelfth of the whole,

live in Granby Street, St. Andrew's Place, and similar localities of the Waterloo Road; in Union Street, Pearl Row, &c., of the Borough Road; in Princes Street, and others, of the London Road; in some unpaved streets that stretch from the New Kent Road to Lock's Fields; in the worst parts of Westminster, in the vicinity of Drury Lane, Whitechapel, and of Lisson Grove, and wherever low depravity flourishes. "To get on a cab," I was told, and that is the regular phrase, "is the ambition of more loose fellows than for anything else, as it's reckoned both an idle life and an exciting one." Whetstone Park is full of cabs, but not wholly of the fancy-man class. The better sort of cabmen usually reside in the neighbourhood of the cab-proprietors' yards, which are in all directions. Some of the best of these men are, or rather have been mechanics, and have left a sedentary employment, which affected their health, for the open air of the cab business. Others of the best description have been connected with country inns, but the majority of them are London men. They are most of them married, and bringing up families decently on earnings of from 15s. to 25s. a-week. Some few of their wives work with their needles for the tailors.

Some of the cab-yards are situated in what were old inn-yards, or the stable-yards attached to great houses, when great houses flourished in parts of the town that are now accounted vulgar. One of those I saw in a very curious place. I was informed that the yard was once Oliver Cromwell's stable-yard; it is now a receptacle for cabs. There are now two long ranges of wooden erections, black with age, each carriage-house opening with large folding-doors, fastened in front with padlocks, bolts, and hasps. In the old carriage-houses are the modern cabs, and mixed with them are superannuated cabs, and the disjointed or worn-out bodies and wheels of cabs. Above one range of the buildings, the red-tiled roofs of which project a yard and more beyond the exterior, are apartments occupied by the stable-keepers and others. Nasturtiums with their light green leaves and bright orange flowers were trained along light trellis-work in front of the windows, and presented a striking contrast to the dinginess around.

Of the cabdrivers there are several classes, according to the times at which they are employed. These are known in the trade by the names of the "long-day men," "the morning-men," the "long-night men," and the "short-night men," and "the bucks." The long-day man is the driver who is supposed to be driving his cab the whole day. He usually fetches his cab out between 9 and 10 in the morning, and returns at 4 or 5, or even 7 or 8, the next morning; indeed it is no matter at what hour he comes in so long as he brings the money that he signs for; the long-day men are mostly employed for the contractors, though some of the respectable masters work their

cabs with long-day men, but then they leave the yard between 8 and 9 and are expected to return between 12 and 1. These drivers when working for the contractors sign for 16s. a-day in the season, as before stated, and 12s. out of the season; and when employed by the respectable masters, they are expected to bring home 14s. or 9s., according to the season of the year. The long-day men are the parties who mostly employ the "bucks," or unlicensed drivers. They are mostly out with their cabs from 16 to 20 hours, so that their work becomes more than they can constantly endure, and they are consequently glad to avail themselves of the services of a buck for some hours at the end of the day, or rather night. The morning man generally goes out about 7 in the morning and returns to the yard at 6 in the evening. Those who contract sign to bring home from 10s. to 11s. per day in the season, and 7s. for the rest of the year, while those working for the better class of masters are expected to give the proprietor 8s. a-day, and 5s. or 6s. according to the time of the year. The morning man has only one horse found him, whereas the long-day man has two, and returns to the yard to change horses between three and six in the afternoon. The long-night man goes out at 6 in the evening and returns at 10 in the morning. He signs when working for contractors for 7s. or 8s. per night, at the best time of the year, and 5s. or 6s. at the bad. The rent required by the good masters differs scarcely from these sums. He has only one horse found him. The short-night man fetches his cab out at 6 in the evening and returns at 6 in the morning, bringing with him 6s. in the season and 4s. or 5s. out of it. The contractors employ scarcely any short-night men, while the better masters have but few long-day or long-night men working for them. It is only such persons as the Westminster masters who like the horses or the men to be out so many hours together, and they, as my informant said, "don't care what becomes of either, so long as the day's money is brought to them." The bucks are unlicensed cabdrivers, who are employed by those who have a license to take charge of the cab while the regular drivers are at their meals or enjoying themselves. These bucks are generally cabmen who have been deprived of their license through bad conduct, and who now pick up a living by "rubbing up" (that is, polishing the brass of the cabs) on the rank, and "giving out buck" as it is called amongst the men. They usually loiter about the watering-houses (the public-houses) of the cab-stands, and pass most of their time in the tap-rooms. They are mostly of intemperate habits, being generally "confirmed sots." Very few of them are married men. They have been fancy-men in their prime, but, to use the words of one of the craft, "got turned up." They seldom sleep in a bed. Some few have a bedroom in some obscure part of the town, but the most of them loll about and doze in

the tap-rooms by day, and sleep in the cabs by night. When the watering-houses close they resort to the night coffee-shops, and pass the time there till they are wanted as bucks. When they take a job for a man they have no regular agreement with the driver, but the rule is that they shall do the best they can. If they take 2s. they give the driver one and keep the other for themselves. If 1s. 6d. they usually keep only 6d. The Westminster men have generally got their regular bucks, and these mostly take to the cab with the second horse and do all the night-work. At three or four in the morning they meet the driver at some appointed stand or watering-place. Burleigh Street in the Strand, or Palace Yard, are the favourite places of rendezvous of the Westminster men, and then they hand over to the long-day man "the stuff" as they call it. The regular driver has no check upon these men, but unless they do well they never employ them again. For "rubbing up" the cabs on the stand these bucks generally get 6d. in the season, and for this they are expected to dish-clout the whole of the panels, clean the glasses, and polish the harness and brasses, the cab-driver having to do these things himself or having to pay for it. Some of the bucks in the season will make from 2s. to 2s. 6d. a-day by rubbing up alone, and it is difficult to say what they make by driving. They are the most extortionate of all cab-drivers. For a shilling fare they will generally demand 2s. and for a 3s. fare they will get 5s. or 6s., according to the character of the party driven. Having no licenses, they do not care what they charge. If the number of the cab is taken, and the regular driver of it summoned, the party overcharged is unable to swear that the regular driver was the individual who defrauded him, and so the case is dismissed. It is supposed that the bucks make quite as much money as the drivers, for they are not at all particular as to how they get their money. The great majority, indeed 99 out of 100, have been in prison, and many more than once, and they consequently do not care about revisiting gaol. It is calculated that there are at least 800 or 1000 bucks, hanging about the London cab-stands, and these are mostly regular thieves. If they catch any person asleep or drunk in a cab, they are sure to have a dive into his pockets; nor are they particular if the party belong to their own class, for I am assured that they steal from one another while dozing in the cabs or tap-rooms. Very few of the respectable masters work their cabs at night, except those who do so merely because they have not stable-room for the whole of their horses and vehicles at the same time. Some of the cabdrivers are the owners of the vehicles they drive. It is supposed that out of the 5000 drivers in London, at least 2000, or very nearly half, are small masters, and they are amongst the most respectable men of the ranks. Of the other half of the

cabdrivers about 1500 are long-day men, and about 150 long-night men (there are only a few yards, and they are principally at Islington, that employ long-night men). Of the morning-men and the short-night men there are, as near as I can learn, about 500 belonging to each class, in addition to the small masters.

THE WATERMEN.

The Waterman is an important officer at the cab-stand. He is indeed the master of the rank. At some of the larger stands, such as that at the London and Birmingham Railway terminus, there are four watermen, two being always on duty day and night, fifteen hours by day and nine by night, the day-waterman becoming the night-waterman the following week. On the smaller stands two men do this work, changing their day and night labour in the same way. The waterman must see that there is no "fouling" in the rank, that there is no straggling or crowding, but that each cab maintains its proper place. He is also bound to keep the best order he can among the cabmen, and to restrain any ill-usage of the horses. The waterman's remuneration consists in the receipt of 1d. from every cabman who joins his rank, for which the cabman is supplied with water for his horse, and ½d. for every cabman who is hired off the rank. There are now 350 odd watermen, and they must be known as trusty men, a rigid inquiry being instituted, and unexceptional references demanded before an appointment to the office takes place. At some stands the supply of water costs these officers 4l. a-year, at others the trustees of the waterworks, or the parishes, supply it gratuitously. All the watermen, I am informed, on good authority, have been connected with the working part of it. They must all be able to read and write, for as one of them said to me, "We're expected to understand Acts of Parliament." They are generally strong, big-boned, red-faced men, civil and honest, married (with very few exceptions), and bringing up families. They are great readers of newspapers, and in these they devote themselves first of all to the police reports.

One of the body said, "I have been a good many years a waterman, but was brought up a coachbuilder in a London firm. I then got into the cab-trade, and am now a waterman. I make my 24s. a-week the year through: but there's stands to my knowledge where the waterman doesn't make more than half as much; and that for a man that's expected to be respectable. He can give his children a good schooling—can't he, sir?—on 12s. a-week, and the best of keep, to be sure. Why, my comings-in—it's a hard fight for me to do as much. I have eight children, sir. I pay 16l. a year for three tidy rooms in a mews—that's rather more than 6s. a-week; but I have the carriage place

below, and that brings me in a little. Six of my children don't earn a halfpenny now. My eldest daughter, she's 17, earns 6d. a-day from a slop-tailor. I hate to see her work, work, work away, poor lass! but it's a help, and it gets them bits of clothes. Another boy earns 6d. a-day from a coach-builder, and lives with me. Another daughter would try her hand at shirtmaking, and got work from a shirtmaker near Tabernacle Square; and in four days and a half she made five bodies, and they came to 1s. 10½d.; and out of that she had to pay 7½d. for her thread and that, and so there was 1s. 3d. for her hard work; but they gave satisfaction, her employer said, as if that was a grand comfort to her mother and me. But I soon put a stop to that. I said, 'Come, come, I'll keep you at home, and manage somehow or anyhow, rather than you shall pull your eyes out of your head for 3½d. a-day, and less; so it's no more shirts.' Why, sir, the last time bread was dear—1847, was it?—I paid 19s. and 20s. a-week for bread: it's now about half what it was then; rather more, though. But there's one thing's a grand thing for poor men, and that's such prime and such cheap fish. The railways have done that. In Tottenham-court-road my wife can buy good soles, as many pairs for 6d. of a night, as would have been 3s. 6d. before railways. That's a great luxury for a poor man like me, that's fonder of fish than meat. They are a queer set we have to do with in the ranks. The 'pounceys,' (the class I have alluded to as fancy-men, called 'pounceys' by my present informant), are far the worst. They sometimes try to bilk me, and it's always hard to get your dues from contractors. That's the men what sign for heavy figures. Credit them once, and you're never paid—never. None signs for so much as the pounceys. They'd sign for 18s. Why, if a pouncey's girl, or a girl he knows, seems in luck, as they call it—that is, if she picks up a gentleman, partickler if he's drunk, the pouncey—I've seen it many a time—jumps out of the ranks, for he keeps a look-out for the spoil, and he drives to her. It's the pounceys, too, that mostly go gagging where the girls walk. It's such a set we have to deal with. Only yesterday an out-and-out pouncey called me such names about nothing. Why, it's shocking for any female that may be passing. Aye, and of a busy night in the Market (Haymarket), when it's an opera-night and a play-night, the gentlemen's coachmen's as bad for bad language as the cabmen; and some gentlemen's very clever at that sort of language, too. It's not as it was in Lord —'s days. Swells now think as much of one shilling as they did of twenty then. But there's some swells left still. One young swell brings four quarts of gin out of a public-house in a pail, and the cabmen must drink it out of pint pots. He's quite master of bad language if they don't drink fairly. Another swell gets a gallon of gin always from Carter's,

and cabmen must drink it out of quart pots—no other way. It makes some of them mad drunk, and makes them drive like mad; for they might be half drunk to begin with. Thank God, no man can say he's seen me incapable from liquor for four-and-twenty years. There's no racketier place in the world than the Market. Houses open all night, and people going there after Vauxhall and them places. After a masquerade at Vauxhall I've seen cabmen drinking with lords and gentlemen—but such lords get fewer every day; and cockney tars that was handy with their fists wanting to fight Highlanders that wasn't; and the girls in all sorts of dresses here and there and everywhere among them, the paint off and their dresses torn. Sometimes cabmen assaults us. My mates have been twice whipped lately. I haven't, because I know how to humour their liquor. I give them fair play; and more than that, perhaps, as I get my living out of them. Any customer can pick his own cab; but if I'm told to call one, or none's picked, the first on the rank, that's the rule, gets the fare. I take my meals at a coffee-shop; and my mate takes a turn for me when I'm at dinner, and so do I for him. My coffee-shop cuts up 150lbs. a-meat a-day, chiefly for cabmen. A dinner is 6½d. without beer: meat 4d., bread 1d., vegetables 1d., and waiter ½d.; at least I give him a halfpenny. At —'s public-house I can dine capitally for 8½d., and that includes a pint of beer. On Sundays there's a dessert of puddings, and then it's 1s. A waterman's berth when it's one of the best isn't so good, I fancy, as a privileged cabman's."

SUGGESTIONS FOR REGULATING THE TRADE.

I SHALL NOW conclude with some statements of sundry evils connected with the cab business, under the old and also under the new system, and shall then offer suggestions for their rectification.

One cab proprietor, after expressing his opinion that the new police arrangements for the regulation of the trade would be a decided improvement, suggested it would be an excellent plan to make policemen of the watermen; for then, he said, the cabmen thieves would be reluctant to approach the ranks. He also gave me the following statement of what he considered would be greater improvements. "I think," he said, "it would do well for those in the cab-trade if licenses were made 10l. instead of 5l., with a regulation that 5l. should be returned to any one on bringing his plates in previous to leaving the trade, and so not wanting his license any longer. This would, I believe, be a check to any illegal transfer, as men wouldn't be so ready to hand over their plates to other parties when they disposed of their cabs, if they were sure of 5l. in a regular and legal way. I would also," he said, "reduce the duty from 10s. a-week to 5s., and that would allow cabs to ply for 6d. a-mile. As everything is cheaper, I wonder people

don't want cheaper cabs. 'Busses don't at all answer the purpose; for if it's a wet day, almost every one has to walk some way to his 'bus, and some way to the house he's going to. Sunday visitors particularly; and they like the wet least of all. Now, if cabs ran at 6d., they could take a man and his wife and two children, and more, two miles for 1s., or four miles for 2s., about what the 'busses would charge four persons for those distances: and the persons could go from door to door as cheap; or, if not quite so cheap, they'd save it in not having their clothes spoiled by the weather, and go far more comfortably than in a 'bus full of wet people and dripping umbrellas. I know most cabmen don't like to hear of this plan; and why? Because, by the present system they reckon upon getting a shilling a-mile; and they almost always do get it for an 8d. fare, and for longer distances oft enough. But it wouldn't be so easy to overcharge when there's a fixed coin a-mile for the fare. It would be one, two, three, four, five, or as many sixpences as miles. Now it's 1s. 4d. for two miles, and that's 1s. 6d. —1s. 8d. for over two miles, and that means 2s.—of course cabmen don't carry change unless for an even sum; 2s. 4d. for over three miles and a half, and that's 2s. 6d. if not 3s., and so on. The odd coppers make cabmen like the present way."

I now give a statement concerning "foul plates" and informers. It may, however, be necessary to state first, that every cab proprietor must be licensed, at a cost to him of 5l., and that he must affix a plate, with his number, &c., to his cab, to show that he is duly licensed: while every driver and waterman is licensed at a cost to each of 5s. a-year, and is bound to wear a metal ticket showing his number. The law then provides, that in case of *unavoidable necessity*, which must be proved to the satisfaction of the magistrate, a proprietor may be allowed to employ an unlicensed person for twenty-four hours; with this exception, every unlicensed person acting as driver, and every licensed person lending his license, or permitting any other person to use or wear his ticket, is to be fined 5l. The same provision applies to any proprietor "lending his license," but with a penalty of 10l. I now give the statement:—

"You see, sir, if a man wants to dispose of his cab, why he must dispose of it as a cab. Well, if it ain't answered for him, he'll get somebody or other willing to try it on. And the new hand will say, 'I'll give you so much, and work your plates for you;' and so he does when a bargain's made. Well, this thing's gone on till there's 1000 or 1200 'foul plates' in the trade; and then government says, 'What a lot of foul plates! There must be a check to this.' And a nice check they found. Mister — (continued my informant, laying a peculiar emphasis on the mister), the informer, was set to work, and he soon ferreted

out the foul plates, and there was a few summonses about them at first; but it's managed different now. Suppose I had a foul plate in my place here, though in course I wouldn't, but suppose I had, Mister — would drop in some day and look about him, and say little or nothing, but it's known what he's up to. In a day or two comes Mister — No. 2, he's Mister — No. 1's friend; and he'll look about and say, 'Oh, Mister —, I see you've got so-and-so—it's a foul plate. I'll call on you for 2s. in a day or two. He calls sure enough; and he calls for the same money, perhaps, every three months. Some pays him 5s. a-year regular; and if he only gets that on 1000 plates, he makes a good living of it—only 250l. a-year, 5l. a-week, that's all. In course Mister — No. 1 has nothing to do with Mister — No. 2, not he: it's always Mister — No. 2 what's paid, and never Mister — No. 1. But if Mister — No. 2 ain't paid, then Mister — No. 1 looks in, and lets you know there may be a hearing about the foul plate; and so he goes on."

This same Mister — No. 1, I am informed by another cab proprietor, is employed by the Excise to see after the duty, which has to be paid every month. Should the proprietor be behind with the 10s. a-week, the informer is furnished with a warrant for the month's money; and this he requires a fee of from 10s. to 1l. (according to the circumstances of the proprietor), to hold over for a short time. It is difficult to estimate how many fees are obtained in this way every month; but I am assured that they must amount to something considerable in the course of the year.

It is proper that I should add that my informants in this and other matters refer to the systems with which they had been long familiar. The new regulations when I was engaged in this inquiry, had been so recently in force, that the cab proprietors said they could not yet judge of their effect; but it was believed that they would be beneficial. An experienced man complained to me that the clashing of the magistrates' decisions, especially when the police were mixed up with the complaints against cabmen, was an evil. My informant also pointed out a clause in the 2d and 3d Victoria, cap. 71, enacting that magistrates should meet once a quarter, each furnishing a report of his proceedings as respects the "Act for regulating the Police Courts in the Metropolis." Such a meeting, and a comparison of the reports, might tend to a uniformity in decisions; but the clause, I am told, is a dead letter, no such meeting taking place. Another cab proprietor said it would be a great improvement if an authorised officer of the police, or a government officer, had the fixing of plates on carriages, together with the inspection and superintendence of them afterwards. These plates, it was further suggested to me, should be metallic seals, and easily perceptible inside or out. Some of the cab proprietors complain of the stands in

Oxford-street (the best in all London, they say), being removed to out-of-the-way places.

Among the matters I heard complained of, that of privileged cabs was much dwelt upon. These are the cabs which are privileged to stand within a railway terminus, waiting to be hired on the arrival of the trains. For this privilege 2s. a-week is paid by the cabmen to some of the railway companies, and as much as 5s. a-week to others. The cabmen complain of this as a monopoly established to their disadvantage, and with no benefit to the public, but merely to the railway companies; for there are cab-stands adjacent to all the railway stations, at which the public would be supplied with conveyances in the ordinary way. The horses in the cabs at the railway stations are, I am informed, amongst the hardest-worked of any in London; the following case being put to me:—"Suppose a man takes a fare of four persons and heavy luggage from the Great Western Terminus to Mile End, which is near upon seven miles, he must then hurry back again all the way, because he plies only at the railway. Now, if he didn't, he would go to the highest cab-stand, and his horse would be far sooner relieved. Then, perhaps, he gets another fare to Finsbury, and must hurry back again; and then another below Brompton; and he may live at Whitechapel, and have to go home after all; so that his poor horse gets 'bashed' to bits."

Another cab proprietor furnished me with the following statement in writing of his personal experience and observation concerning the working of the 23d clause in the Hackney Carriage Act, or that concerning the signing before alluded to. "A master is in want of drivers. A, B, and C apply. The only questions asked are, 'Are you a driver? Where is your license? Well! here, sign this paper; my money is so much.' In very few large establishments is more caution used as to real character of the driver than this; the effect of which is, that a man with a really good character has no better claim to employment than one of the worst. Then, as to the feeling of a man who has placed himself under such a contract. 'I must get my money,' he says, 'I will do anything to obtain it; and as a gaol hangs over my head, what matters about my breaking the law?' and so every unfair trick is resorted to: and the means used are 'gagging,' that is to say, driving about and loitering in the thoroughfares for jobs. It is known that some men very seldom put on the ranks at all. Some masters have told their drivers not to go on the stand, as they well know that the money is not to be obtained by what is termed 'ranking it.' Now, the effect of this is, that the thoroughfares are troubled with empty cabs. It has also this effect: it causes great cruelty and overdriving to the horses; and drivers under such circumstances frequently agree to go for very much less than the fare, and then, as they

term it, take it out by insulting and bullying their customers. It may be said that the law in force is sufficient to counteract this; but it may not be known that a great many protection-clubs exist, by contributions from cabmen, and which clubs are, in fact, premiums for breaking the law; for by them a man is borne harmless of the consequences of being fined. Now, these clubs exist sometimes at public-houses, but in many cases in the proprietors' yards, the proprietors themselves being treasurers, and so becoming agents to induce their servants to infringe the law, for the purpose of obtaining for themselves a large return. The moral consequence of all this is, that men being dealt with and made to suffer as criminals, that is to say, being sent to gaol to experience the same treatment, save indignity, as convicted felons, and all this for what they after all believe to be a debt, a simple contract between man and man; the consequence, I repeat, is, that the driver having served his time, as it is called, in prison, returns to the trade a degraded character and a far worse man. Be it observed, also, that the fact of a driver having been imprisoned is no barrier to his being employed again if he will but sign—that's the test."

ACCOUNT OF CRIME AMONGST CABMEN.

I HAVE now but to add a comparative statement of the criminality of the London coach and cabmen in relation to that of other callings.

The metropolitan criminal returns show us that crime among this class has been on the decline since 1840. In that year the number taken into custody by the London police was 1319; from which time until 1843 there was a gradual decrease, when the number of coach and cabmen taken into custody was 820. After this the numbers fluctuated slightly; till, in 1848, there were 972 individuals arrested for various infractions of the law.

For the chief offences given in the police returns, I find, upon taking the average for the last ten years, that the criminality of the London coach and cabmen stands as follows: For murder there has been annually 1 individual in every 29,710 of this body taken into custody; for manslaughter, 1 in every 2829; for rape, 1 in 8488; for common assaults, 1 in 40; for simple larceny, 1 in 92; for wilful damage, 1 in 285; for uttering counterfeit coin, 1 in 612; for drunkenness, 1 in 46; for vagrancy, 1 in 278; for the whole of the offences mentioned in the returns, 1 in every 5 of their number. On comparing these results with the criminality of other classes, we arrive at the following conclusions:—The tendency of the metropolitan coach and cabmen for murder is less than that of the weavers (who appear to have the greatest propensity of all classes to commit this crime), as well as sailors (who are the next criminal in this

respect), and labourers, sawyers, and carpenters. On the other hand, however, the coach and cabmen would seem to be more inclined to this species of atrocity than the turners, coachmakers, shoemakers, and tailors; the latter, according to the metropolitan police returns for the last ten years, being the least murderous of all classes. For manslaughter, the coach and cabmen have a stronger predisposition than any other class that I have yet estimated. The average crime in this respect for ten years is 1 in 29,000 individuals of the entire population of London; whereas the average for the same period among the London coach and cabmen has been as high as 1 in every 2800 of their trade. In rape they rank less criminal than the labourers, carpenters, and weavers, but still much higher than the general average, and considerably above the tailors, sawyers, turners, shoemakers, or coachmakers. In the matter of common assaults they stand the highest of all; even the labourers being less pugnacious than they. Their honesty seems, nevertheless, to be greater than common report gives them credit for; they being, according to the same returns, less disposed to commit simple larceny than either labourers, sailors, or weavers, though far more dishonest than the generality of the London population. Nor are they so intemperate as, from the nature of their calling, we should be led to imagine. The sailors (who seem to form the most drunken of all trades, there being 1 in every 13 of that body arrested for this offence), and the labourers (who come next), are both much more addicted to intoxication than the coach and cabmen; although the latter class appear to be nearly twice as intemperate as the rest of the people, the general average being 1 drunkard in every 81 of the entire residents of the metropolis, and 1 in every 46 of the London coach and cabmen. Hence it may be said, that the great vices of the class at present under consideration are a tendency to manslaughter and assault.

The cause of this predisposition to violence against the person on the part of the London coach and cabmen I leave others to explain.

CARMEN AND PORTERS.

HAVING dealt with the social condition of the conductors and drivers of the London omnibuses and cabs, I now, in due order, proceed to treat of the number, state, and income of the men connected with the job and glass-coaches, as well as the flies for the conveyance of persons, and the waggons, carts, vans, drays, &c., for the conveyance of goods from one part of the metropolis to another; also of the porters engaged in conveyance by hand.

The metropolitan carriages, engaged in the conveyance of passengers are of two classes,—ticketed and unticketed; that is to say, those who ply for passengers in the public streets,

carry a plate inscribed with a certain number, by which the drivers and owners of them may be readily known. Whereas those who do not ply in public, but are let out at certain yards or stables, have no badge affixed to them, and are, in many cases, scarcely distinguishable from private vehicles. The ticketed carriages include the stage and hackney-coaches, or, in modern parlance, the 'busses and cabs of London. The unticketed carriages, on the other hand, comprise the glass-coaches and flies that, for a small premium, may be converted into one's own carriage for the time being. But besides these there is another large class of hired conveyances, such as the job-carriages, which differ from the glass-coaches principally in the length of time for which they are engaged. The term of lease for the glass-coach rarely exceeds a day; while the fly is often taken by the hour; the job-carriage, however, is more commonly engaged by the month, and not unfrequently by the year. Hence the latter class of conveyances may be said to partake of the attributes of both public and private carriages. They are public, in so far as they are let to hire for a certain term; and private, inasmuch as they are often used by the same party, and by them only, for several years.

The tradesmen who supply carriage-horses (and occasionally carriages) by the day, week, month, or year, to all requiring such temporary or continuous accommodation, are termed job-masters, of whom, according to the Post-office Directory, there are 154 located in London; 51 being also cab proprietors, and 28 the owners of omnibuses. They boast, and doubtlessly with perfect truth, that in their stables are the major part of the finest carriage horses in the world. The powerful animals which are seen to dash proudly along the streets, a pair of them drawing a large carriage with the most manifest ease, are, in nine cases out of ten, not the property of the nobleman whose silver crest may adorn the glittering harness, but of the job-master. One of those masters has now 400 horses, some of which are worth 120 guineas, and the value is not less than 60% per horse, or 24,000% in all. The premises of some of the job-masters are remarkable for their extent, their ventilation, and their scrupulous cleanliness. All those in a large way of business have establishments in the country as well as in town, and at the latter are received the horses that are lame, that require rest, or that are turned out to grass. The young horses that are brought up from the country fairs, or have been purchased of the country breeders (for job-masters or their agents attend at Horncastle, Northallerton, and all the great horse-fairs in Yorkshire and Lincolnshire), are generally conducted in the first instance to the country establishment of the town master, which may be at Barnet or any place of a like distance. These agents have what is called the pick of the

market, not unfrequently visiting the premises of the country horse dealer and there completing purchases without subjecting the farmer (for country horse-breeders and dealers are nearly all farmers) to the trouble and expense of sending his cattle to the fair; and it is thus that the London dealers secure the best stock in the kingdom. Until within twenty or thirty years ago some of the wealthier of the nobility or gentry, as I have previously intimated, would vie with each other during the London season in the display of their most perfect Cleveland bays, or other description of carriage-horses. The animals were at that period walked to London under the care of the coachman and his subordinates, the family travelling post to town. Such a procedure is now never resorted to. Very few noblemen at present bring their carriage-horses to town, even if within a short railway distance; they nearly all job, as it is invariably called: that is, they hire carriage-horses by the month at from twenty to thirty guineas a pair, the job-master keeping the animals by sending the quantity of provender to his customer's premises, and they are groomed by his own servants. "Why sir," said a job-master to me, "everybody jobs now. A few bishops do, and lords, and dukes, and judges. Lord D— jobs, and lots of parsons and physicians; yes lots, sir. The royal family job, all but the Queen herself. The Duchess of Kent jobs. The late Duke of C— jobbed, and no doubt the present duke will. The Queen Dowager jobbed regularly. It's a cheaper and better plan for those that must have good horses and handsome carriages. I dare say all the gentlemen in the Albany job, for I know a many that do. By jobbing, rich people can always secure the best horses in the world." I may add, that any of the masters of whom I have spoken will job a carriage duly emblazoned (if ordered to provide one); he will job harness, too, with the proper armorial bearings about it, and job coachmen and grooms as well. For the use of a first-class carriage 80 guineas a year is paid. A brougham with one horse and a driver is jobbed at 16s. a-day. But these vehicles are usually supplied by jobbing coach-masters: but the jobbing in carriages is not so common as in horses, gentlemen preferring to have their own chariots or broughams, while the jobbing in servants is confined principally to bachelors or gentlemen keeping no establishments.

The job trade I am assured has increased fivefold since the general establishment of railways. In this trade there is no "slop" supply. Even the smaller masters supply horses worth the money; for to furnish bad horses would be at once to lose custom. "Gentlemen are too good judges of horse-flesh," a small job-master said to me, "to put up with poor cattle, even though they may wear slop coats themselves, and rig their servants out in slop liveries. Nothing shows a gentleman

more than his horse; and they can't get first-rate horses in the country as they can in London, because they're bought up for the metropolis."

The men employed in the job-masters' yards do not live in the yards, except a few of the higher servants, to whom can be entrusted the care of the premises and of the costly animals kept there. Nearly all the men in these yards have been brought up as grooms, and must, in stable phraseology, "know a horse well." None of them in the better yards receive less than 20s. a-week in wages; nor will any master permit his horses to be abused in any manner. Cruelty to a horse is certain dismissal if detected, and is now, I am glad to be informed on good authority, very rare. I may here mention the rather amusing reply of a rough old groom out of place to my remark that Mr. — would not allow any of his horses to be in any way abused. "Abused!" said my respondent, confining the meaning of the word to one signification: "Abused! you mayn't so much as swear at them." Another rough-spoken person, who was for a time a foreman to a job-master, told me that he had never, or rarely, any difficulty in making a bargain with gentlemen who were judges of horses; "but," said he, "ladies who set up for judges are dreadful hard to please, and talk dreadful nonsense. What do they know about the points of a horse? But of all of 'em, a— is the worst to please in a horse or a carriage; she is the very devil, sir."

The people employed by the job-masters are strong, healthy-looking men, with no lack of grey hairs—always a good sign among them. Their amusements, I am told, are confined to an odd visit to the play, more especially to Astley's, and to skittle-playing. These enjoyments, however, are rare, as the groom cannot leave his labours for a day and then return to it as a mechanic may. Horses must be tended day and night, Sunday and work-day, so that it is only "by leave" that they can enjoy any recreation. Nearly all of them, however, take great interest in horse-races, steeple-chases, and trotting-matches. Many of them dabble in the Derby and St. Leger lotteries, and some "make a book," risking from two or three half-crowns to 5*l.*, and sometimes more than they can pay. These parties, however, belong as much to the class of servants as they do to the labourers engaged in connexion with the transit of the metropolis.

I am informed that each of the 150 job-masters resident in London may be said to employ six or seven men in their yards or stables, some having at least double that number in their service, and others, again, only two or three; the latter, however, is the exception rather than the rule. According to this estimate there must be from 900 to 1000 individuals engaged in the job business of London. Their number is made up of stablemen, washers, ostlers, job-coachmen, and glass-

coachmen or flymen, besides a few grooms for the job cabriolets. The stableman attends only to the horses in the stables, and gets 2*s.* 6*d.* a-day, or 17*s.* 6*d.* a-week, standing wages. The washer has from 18*s.* to 1*l.* a-week, and is employed to clean the carriages only in the best yards, for those of a second-rate character the stableman washes the carriages himself. The ostler attends to the yard, and seldom or never works in the stables. He answers all the rings at the yard bell, and takes the horses and gigs, &c. round to the door. He is, as it were, the foreman or superintendent of the establishment. He usually receives 1*l.* 1*s.* a-week standing wages at the best yards, while at those of a lower character only 15*s.* is given. The job-coachman is distinct from the glass-coachman or flyman. "He often goes away from the yard on a job," to use the words of my informant, "for three or six months at a stretch." He is paid by the job-master, and gets 30*s.* a-week standing wages. He has to drive and attend to his horses in the stable. The glass-coachman or flyman goes out merely by the day or by the hour. He gets 9*s.* a-week from the job-master, and whatever the customers think proper to give him. Some persons give 6*d.* an hour to the glass-coachman, and others 5*s.* a-day for a pair of horses, and from 3*s.* to 3*s.* 6*d.* a-day for one horse. A glass coach, it may be as well to observe, is a carriage and pair hired by the day, and a fly a one-horse carriage hired in a similar manner. The job-coachman and the glass-coachman have for the most part been gentlemen's servants, and have come to the yard while seeking for another situation. They are mostly married men, having generally wedded either the housemaid, nurse, or cook, in some family in which they have lived. "The lady's maid," to quote from my informant, "is a touch above them. The cooks are in general the coachman's favourite, in regard of getting a little bit of lunch out of her."

The job-coachman's is usually a much better berth than that of the glass-coachman or flyman. The gentlefolks who engage the glass-coaches and flies are, I am told, very near, and the flies still nearer than the glass-coaches. The fly people, as the customers were termed to me, generally live about Gower-street and Burton-crescent, Woburn-place, Tavistock-square, Upper Baker-street, and other "shabby-genteel" districts. The great majority of the persons using flies, however, live in the suburbs, and are mostly citizens and lawyers. The chief occasions for the engagement of a fly are visits to the theatre, opera, or parties at night, or else when the wives of the above-named gentry are going out a-shopping; and then the directions, I am told, are generally to draw two or three doors away from the shops, so that the shopmen may not see them drive up in a carriage and charge accordingly. A number of flies are engaged to carry the re-

ligious gentry in the suburbs to Exeter Hall during the May meetings; and it is they, I am assured, who are celebrated for over-crowding the vehicles. "Bless you," said one man whom I saw, "them folks never think there can be too many behind a boss—six is nothing for them,—and it is them who is the meanest of all to the coachman; for he never, by no chance, receives a glass at their door." The great treat of the glass-coachman or flyman, however, is a wedding; then they mostly look for 5*s.*; "but," said my informant, "brides and bridegrooms is getting so stingy that now they seldom gets more than three." Formerly, I am assured, they used to get a glass of wine to drink the health of the happy pair; but now the wine has declined to gin, "and even this," said one man to me, "we has to bow and scrape for before we gits it out of 'em." There is but little call for glass-coaches compared with flies now. Since the introduction of the broughams and clarences, the glass-coaches have been almost all put on one side, and they are now seldom used for anything but taking a party with a quantity of luggage from the suburbs to the railway. They were continued at weddings till a short time back, but now the people don't like them. "They have got out of date," said a flyman; "besides, a clarence or brougham, even with a pair of horses, is one-third cheaper." There are no glass-coaches now kept in the yards, if they are wanted they are hired at the coachmaker's. Take one job-master with another, I am informed that they keep on an average six flies each, so that the total number of hack clarences and broughams in the metropolis may be said to be near upon 1000. Postboys are almost entirely discontinued. The majority of them, I am told, have become cabmen. The number of job-horses kept for chance-work in the metropolis may be estimated at about 1000, in addition to the cab and omnibus horses, many of which frequently go out in flies. One lady omnibus proprietor at Islington keeps, I am told, a large number of flies, and so do many of the large cab-proprietors.

According to the Government returns, the total number of carriages throughout Great Britain, in 1848, was 149,000 and odd, which is in the proportion of 1 carriage to every 33 males of the entire population above twenty years of age. Of these carriages upwards of 97,000 were charged with duty, and yielded a revenue of more than 434,000*l.* while 52,000 were exempt from taxation. Those charged with duty consisted of 67,000 four-wheeled carriages, (of which 26,000 were private conveyances, and 41,000 let to hire,) and 30,000 two-wheeled carriages, of which 24,500 were for private use, and 5,500 for the use of the public:—

The 41,000 four-wheeled carriages let to hire were subdivided in round numbers as follows:—

Four-wheeled carriages, let to hire without horses	500
Pony-phaetons, &c. drawn by a pair	2,000
Broughams, flies, &c. drawn by one horse	30,000
Hearses	1,700
Post-chaises	5,550
Carriers' conveyances	1,250
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	41,000

Of the 52,000 carriages exempt from taxation there was the following distribution:—

Private pony-phaetons	7,000
Ditto pony-chaises	4,500
Chaise-carts	39,000
Conveyances for paupers and criminals	1,500
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	52,000

The owners of four-wheeled private carriages were, it appears from the same returns, 20,739: of whom,

16,349 persons kept 1 carriage.	
3,685 " 2 "	
495 " 3 "	
116 " 4 "	
58 " 5 "	
19 " 6 "	
6 " 7 "	
11 " 8 and upwards.	

Now the total number of persons returned as of independent means, at the time of taking the last census, was 500,000 and odd: of these very nearly 490,000 were twenty years of age and upwards. Hence it would appear that only 1 person in every 23 of those who are independent keep their carriage.

Such are the statistics of carriages, both public and private, of Great Britain. What proportion of the vehicles above enumerated belong to the metropolis I have no means of ascertaining with any accuracy.

The number of horses throughout the country is equally curious. In 1847 there were no less than 800,000 horses in Great Britain, which is in the proportion of five horses to each carriage, and of one horse to every six males of the entire population of twenty years of age and upwards. Of these 800,000 horses, upwards of 320,000 were charged with duty, while nearly 500,000 were exempt from it. Among the 320,000 horses charged with duty were comprised—

Private riding and carriage-horses	143,000
Draught-horses used in trade	147,000
Ponies	22,000
Butchers' horses	4,750
Job horses	1,750
Race-horses	1,500
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	320,000

The horses not charged with duty were in round numbers as under:—

Horses used in husbandry	330,500
" belonging to small farmers	61,000
" belonging to poor clergymen	1,250
" belonging to poor traders	10,500
" belonging to volunteers	13,000
" used in untaxed carriages	15,000
" used by waggoners for their own riding	2,000
" used by bailiffs, shepherds, &c.	1,000
" used by masters, ditto	3,700
" used by market-gardeners	2,000
" in conveying paupers and criminals	250
" kept for sale	7,000
" kept for breeding	4,500
Colts not used	16,000
Post-horses	8,500
Stage-coach horses	9,600
London hackney-coach horses	3,600
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	496,000

The owners of the 140,000 private riding and carriage-horses were 100,000 in number, and of these,

78,335 persons kept	1
17,358 "	2
4,080 "	3
1,624 "	4
622 "	5
380 "	6
328 "	7 to 8
81 "	9
107 "	10 to 12
54 "	13 to 16
6 "	17
8 "	18
6 "	19
67 "	20
	<hr/>
	And upwards.

From this it will appear, that two persons in every seven of those who are of independent means keep a riding or carriage-horse. The increase and decrease in the number of carriages and horses, within the last ten years, is a remarkable sign of the times. Since 1840, the number of all kinds of horses throughout Great Britain has decreased 43,000. But while some have declined, others have increased in number. Of private riding and carriage-horses (where only one is kept) there has been a decrease of 12,000, and of ponies, 700. Stage-coach horses have declined 4000; post-horses, 2500; horses used in husbandry, 57,000; breeding mares, 1300; colts, 7000; and horses kept for sale, 500. The London hackney-coach horses, on the other hand, have increased in the same space of time no less than 2000, and so have the draught-horses used in trade, to the extent of 17,000; while those kept by small farmers are 13,000 more, and the race-horses 400 more, than they were in 1840.

Of carriages, those having two wheels, and drawn by one horse (gigs, &c.), have decreased 15,000, and the post-chaises 700;

whereas the four-wheel carriages, drawn by one horse, and let to hire (broughams, clarences, &c.), have increased 6000, the pony-phaetons 3000, pony-chaises 2000, and the chaise-carts 19,000.

The total revenue derived from the transit of this country, by means of carriages and horses, amounted in 1848 to upwards of 1,190,000*l*. This sum is made up of the following items:—

Duty on carriages	£434,334
" horses	395,041
" horses let to hire	155,721
" stage-carriages	96,218
" hackney-coaches	28,926
Licenses to let horses to hire	6,968
" stage-coaches	9,606
" hackney-carriages	435
	<hr/>
	£1,127,249

From the foregoing accounts, then, it would appear, that the number of carriages and horses for the use of the public throughout Great Britain, two years ago, was as follows:

Job carriages	500
Broughams, clarences, flies, &c. drawn by one horse	30,000
Pony-phaetons and pair	2,000
Post-chaises	5,500
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Total carriages let to hire	38,000
Job horses	1,750
Post horses	8,500
Stage-coach horses	9,600
London hackney-coach horses	3,600
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Total horses for public carriages	23,450

THE CARRYING TRADE.

THE next part of the subject that presents itself is the conveyance of goods from one part of the metropolis to another. This, as I have before said, is chiefly effected by vans, waggons, carts, drays, &c. It has already been shown that the number of carriers' waggons, throughout Great Britain, in 1848, was 1,250, while the carriers' carts were no less than 17,000 odd, or very nearly 3000 in all. This was 800 more than they were in 1840.

Of the number of horses engaged in the "carrying trade," or rather that particular branch of it which concerns the removal of goods, there are no returns, unless it be that there were 2000 horses under 13 hands high ridden by the waggoners of this kingdom.

The number of carriers, carters, and waggoners throughout Great Britain, at the time of taking the last census, was 34,296, of whom 25,411 were located in England, 7802 in Scotland, 940 in Wales, and 143 in the British Isles. Of the 34,296 carriers, carters, and waggoners, throughout Great Britain, in 1841, 30,972 were males of 20 years of age and upwards, while, in 1831, the number was only 18,859, or upwards of 10,000 less; so that

between these two periods the trade must have increased at the rate of 1000 per annum at least. I am informed, however, that the next returns will show quite as large a decrease in the trade, owing to the conveyance of goods having been mainly transferred from the road to the rail since the last-mentioned period. The number of carriers, carters, and waggoners engaged in the metropolis in 1841 was 3899, of whom 3667 were males of twenty years of age and upwards. In 1831 there were but 871 individuals of the same age pursuing the same occupation; and I am assured, that owing to the increased facilities for the conveyance of goods from the country to London, the trade has increased at even a greater rate since the last enumeration of the people. The London carriers, carters, and waggoners, may safely be said to be now nearer 8000 than 4000 in number.

THE LONDON CARMEN

ARE of two kinds, public and private. The private carmen approximate so closely to the character of servants, that I purpose dealing at present more particularly with the public conveyers of goods from one part of the metropolis to another. The metropolitan public master-carmen are 207 in number, of whom fifteen are licensed to ply on the stands in the city. The carmen here enumerated must be considered more in the light of the owners of vans and other vehicles for the removing of goods than working men. It is true that some drive their own vehicles; but many are large proprietors, and belong to the class of employers rather than operatives.

I shall begin my account of the London carmen with those appertaining to the unlicensed class, or those not resident in the city. The modern spring van is, as it were, the landau, or travelling carriage of the working classes. These carriages came into general use between twenty and thirty years ago, but were then chiefly employed by the great carriers for the more rapid delivery of the lighter bales of goods, especially of drapery and glass goods and of parcels. They came into more general use for the removal of furniture in 1830, or thereabouts; and a year or two after were fitted up for the conveyance of pleasure-parties. The van is usually painted yellow, but some are a light brown or a dark blue picked out with red. They are fourteen feet in length on the average, and four and a half feet in breadth, and usually made so as, by the adjustment of the shafts, to be suitable for the employment of one, two, three, or four horses,—the third horse, when three are used, being yoked in advance of the pair in the shafts. The seats are generally removable, and are ranged along the sides of the vehicle, across the top, and at the two corners at the end, as the extremity of the van from the horses is called, the entrance being at the end, usually

by means of iron steps, and through a kind of gate which is secured by a strong latch. The driver sits on a box in front, and on some vans seems perched fearfully high. A wooden framework surmounts the body of the carriage, and over it is spread an awning, sometimes of strong chintz patterned, sometimes of plain whity-brown calico—the side portions being made to draw like curtains, so as to admit the air and exclude the sun and rain at pleasure. If there be a man in attendance besides the driver, he usually sits at the end of the vehicle close to the gate, or rides on the step or on a projection fixed behind. A new van costs from 50*l.* to 80*l.* The average price of a good van-horse is from 16*l.* to 18*l.* The harness, new and good, costs from 5*l.* to 5*l.* 10*s.* for two horses. The furniture-van of the latter end of the week is the pleasure-van of the Sunday, Monday, and Tuesday—those being the days devoted to excursions, unless in the case of a club or society making their “annual excursion,” and then any day of the week is selected except Sunday; but Sunday on the whole is the principal day. The removal of the seats and of the apparatus for the awning converts the pleasure into the furniture-van. The uses to which the same vehicle is put are thus many a time sadly in contrast. On the Saturday the van may have been used to convey to the brokers or the auctioneers the furniture seized in some wretched man's dwelling, leaving behind bare walls and a wailing family; and on the Sunday it rings with the merriment of pleasure-seekers, who loudly proclaim that they have left their cares behind them.

The owners usually, perhaps, I might say always, unite some other calling along with the business of van-proprietorship; they are for the most part greengrocers, hay and corn-dealers, brokers, beer-shop-keepers, chandlers, rag- and -bottle shopkeepers, or dairymen. Five-sixths of them, however, are greengrocers, or connected with that trade. It is not unusual for these persons to announce that, besides their immediate calling of a greengrocer, they keep a furniture-van, go pleasure-excursions, beat carpets (if in the suburbs), and attend evening parties. Many of them have been gentlemen's servants. They are nearly all married men or widowers with families, and are as a body not unprosperous. Their tastes are inexpensive, though some drink pretty freely; and their early rising necessitates early going to bed, so there is little evening expenditure. I am told their chief enjoyments are a visit to Astley's, and to the neighbouring horse-races. Their enjoyment of the turf, however, is generally made conducive to their profits, as they convey vans full to Hampton, Egham, and Epsom races. A few van-men, however, go rather further in turf-business, and bet a little; but these, I am assured, are the exceptions. The excursions are more frequently to Hampton Court than to any other place. The other favourite resorts

are High Beach, Epping Forest, and Rye House, Hertfordshire. Windsor is but occasionally visited; and the shorter distances, such as Richmond, are hardly ever visited in pleasure-vans. Indeed the superior cheapness of the railway or the steamboat has confined the pleasure-excursions I am speaking of to the longer distances, and to places not so easily accessible by other means.

The van will hold from twenty to thirty grown persons. “Twenty, you see, sir,” I was told, “is a very comfortable number, not reckoning a few little 'uns over; but thirty, oh, thirty's quite the other way.” The usual charge per head for “a comfortable conveyance to Hampton Court and back,” including all charges connected with the conveyance, is 2*s.* (children going for nothing, unless they are too big for knees, and then sometimes half price). Instead of 2*s.* perhaps the weekly-payment speculator receives 2*s.* 6*d.* or 2*s.* 3*d.*; and if he can engage a low-priced van he may clear 9*d.* or 1*s.* per head, or about 1*l.* in all. On this subject and on that of under-selling, as it was described to me, I give the statement of a very intelligent man, a prosperous van-proprietor, who had the excellent characteristic of being proud of the kindly treatment, good feeding, and continued care of his horses, which are among the best employed in vans.

The behaviour of these excursionists is, from the concurrent testimony of the many van-proprietors and drivers whom I saw, most exemplary, and perhaps I shall best show this by at once giving the following statement from a very trustworthy man:—

“I have been in the van-trade for twenty years, and have gone excursions for sixteen years. Hampton Court has the call for excursions in vans, because of free-trade in the palace: there's nothing to pay for admission. A party makes up an excursion, and one of them bargains with me, say for 2*l.* It shouldn't be a farthing less with such cattle as mine, and everything in agreement with it. Since I've known the trade, vans have increased greatly. I should say there's five now where there was one sixteen years ago, and more. There's a recommendable and a respectable behaviour amongst those that goes excursions. But now on an excursion there's hardly any drunkenness, or if there is, it's through the accident of a bad stomach, or something that way. The excursionists generally carry a fiddler with them, sometimes a trumpeter, or else some of them is master of an instrument as goes down. They generally sing, too, such songs as; ‘There's a Good Time coming,’ and, ‘The Brave Old Oak.’ Sometimes a nigger-thing, but not so often. They carry always, I think, their own eatables and drinkables; and they take them on the grass very often. Last Whit-Monday I counted fifty vans at Hampton, and didn't see anybody drunk there. I reckoned them earlyish, and perhaps ten came after, at least; and every van would

have twenty and more.” Sixty vans would, at this moderate computation, convey 1200 persons. “They walk through the Palace at Hampton, and sometimes dance on the grass after that, but not for long. It soon tires, dancing on the grass. A school often goes, or a club, or a society, or any party. I generally do Hampton Court in three hours with two horses. I reckon it's fourteen miles, or near that, from my place. If I go to High Beach there's the swings for the young ones, and the other merry-makings. At Rye House it's country enjoyment—mere looking about the real country. The Derby day's a great vandy. I'm sure I couldn't guess to one hundred—not, perhaps, to twice that—how many pleasure-vans go to the Derby. It's extra charge—3*l.* 10*s.* for the van to Epsom and back. It's a long distance; but the Derby has a wonderful draw. I've taken all sorts of excursions, but it's working-people that's our great support. They often smoke as they come back, though it's against my rules. They often takes a barrel of beer with them.”

It is not easy to ascertain the number of vans used for pleasure-excursions, but the following is the best information to be obtained on the subject. There is not more than one-sixth of the greengrocers who have their own vans: some keep two vans and carts, besides two or three trucks; others, three vans and carts and trucks. These vans, carts, and trucks are principally used in the private transactions of their business. Sometimes they are employed in the removal of furniture. The number of vans employed in the metropolis is as follows:—

Those kept by greengrocers, about	450
By others for excursions	1000
	—
Total	1450

The season for the excursion trips commences on Whit-Monday, and continues till the latter end of September.

Table showing the average number of pleasure-vans hired each week throughout the season, and the decrease since railway excursions.

	Before the Railway. Excursion trips.	Since the Railway, Excursion trips.
Hampton Court, Sunday	. 50	10
” Monday	. 80	30
” Tuesday	. 20	10
Rye House, weekly	. 35	12
High Beach ”	. 40	20
	—	—
	225	82

From this it appears that before the railway trips there were 225 pleasure-excursions by vans every week during five months of the year (or 4500 such excursions in the course of the twelve months), and only 1040 since that time.

This is exclusive of those to Epsom-races, at which there were nearly 200 more.

When employed in the removal of furniture the average weight carried by these vans is about two tons, and they usually obtain about two loads on an average per week. The party engaged to take charge of the van is generally a man employed by the owner, in the capacity of a servant. The average weekly salary of these servants is about 18*s.* Some van-proprietors will employ one man, and some as many as nine or ten. These men look after the horses and stables of their employers. A van proprietor takes out a post-horse license, which is 7*s.* 6*d.* a-year; and for excursions he is also obliged to take out a stage-carriage license for each van that goes out with pleasure-parties. Such license costs 3*l.* 3*s.* per year; and besides this they have to pay to the excise 1½*d.* per mile for each excursion they take. The van-horses number about three to each van, so that for the whole 1450 vans as many as 4350 horses are kept.

Calculating the pleasure-excursions by van in the course of the year at from 1500 to 2000—and that twenty persons is the complement carried on each occasion—we have a pleasure-excursion party of between 30,000 and 40,000 persons annually: and supposing that each excursionist spends 3*s.* 6*d.*, the sum spent every year by the working-classes in pleasure-excursions by spring-vans alone will amount to very nearly 7000*l.*

The above account relates only to the conveyance of persons by means of the London vans. Concerning the removal of goods by the same means, I obtained the following information from the most trustworthy and experienced members of the trade.

“The charge for the use of spring-vans for the conveyance of furniture and other damageable commodities is 1*s.* 6*d.* an hour, when one man is employed assisting in packing, unpacking, conveying the furniture into its place of destination, and sometimes helping to fix it. If two men are employed in this labour, 2*s.* an hour is the charge. If the furniture is conveyed a considerable distance the carman's employer may at his option pay 6*d.* a mile instead of 1*s.* 6*d.* an hour, but the engagement by the hour ensues in nine cases out of ten.”

The conveyance of people on pleasure excursions and the removal of furniture constitute the principal business of the west-end and suburb carmen. The city carmen, however, constitute a distinct class. They are the licensed carmen, and none others are allowed by the city authorities to take up in the precincts of the city of London, though any one can put down therein; that is to say, the unlicensed carman may convey a houseful of furniture from the Strand to Fleet-street, but he may not legally carry an empty box from Fleet-street to the Strand. The city carmen, as I have said, must be licensed, and the law sanctions the following rates of payment for carriage.

"By order of Quarter Sessions, held at Guildhall, Midsummer, 49th George III., all goods, wares, and merchandise whatsoever, weighing 14 cwt. or under, shall be deemed half a load; and from 14 cwt. to 26 cwt. shall be deemed a load; from any part of the city of London the rates for carrying thereof shall be as follow. For any place within and to the extension of half a mile, for half a load and under, 2s. 7d.; above half a load and not exceeding a load, 4s. 2d.; from half a mile to a mile, for half a load or under, 3s. 4d.; for above half a load and not exceeding a load, 5s. 2d.; a mile, to one mile and a half, for half a load or under, 4s. 2d.; for above half a load and not exceeding a load, 5s. 11d.; and so on, according to distance."

The other distances and weights are in relative proportion. These regulations, however, are altogether disregarded; as are those which limit the cartage for hire within the city to the carmen licensed by the city, who must be freemen of the Carmen's Company, the only company in London whose members are all of the trade incorporated. Instead of the prices I have cited, the matter is now one of bargain. Average charges are 1s. 6d. an hour for vans, and 1s. for carts, or 4s. and 4s. 6d. per ton from the West India Docks to any part of the city; and in like proportion from the other docks and localities. The infringers of the city carmen's privileges are sometimes called pirates; but within these three or four years no strenuous attempts have been made to check them. One carman told me that he had complained to the City Chamberlain, who told him to punish the offenders; but as it was left to individual efforts nothing was done, and the privileges, except as regards standings, are almost or altogether a dead letter. Fourteen years ago it cost 100*l.* to become free of the Carmen's Company. Ten years ago it cost 32*l.* odd; and within these five years the cost has been reduced to 11*l.* The carmen who resort to the stands pay 5s. yearly for that privilege. The others are not required to do so; but every year they have to register the names of their servants, with a bond of security, who are employed on goods "under bond;" and it is customary on these occasions to give the toll-keeper 5s., which is equal to a renewal of the license. Until ten years ago there were only 400 of these conveyances licensed in the city. The figures called "carroons" ran from 1 to 400; and were sold by their possessors, on a disposal of their property and privilege, as if freehold property, being worth about 100*l.* a carroon. No compensation was accorded when the restriction as to numbers was abolished. The principal standings are in Coleman-street, Bread-street, Bishopsgate-street, Dowgate-hill, Thames-street, and St. Mary Axe. The charges do not differ from those I have given; but some of the employers of these carmen drive very hard bargains.

A car of the best build costs from 60*l.* to 70*l.* The best horses cost 40*l.*; the average price being 20*l.* at the least. The wages of the carmen's servants vary from 16s. to 21s. a week, under the best masters; and from 12s. to 14s. under the inferior. These men are for the most part from the country.

THE PORTERS, &c.

I now approach the only remaining part of this subject, viz. the conveyance of goods and communications by means of the porters, messengers, and errand-boys of the metropolis. The number of individuals belonging to this class throughout Great Britain in 1841 amounted to 27,552, of whom 24,092 were located in England; 3,296 in Scotland; 113 in Wales; and 51 in the British isles. Of the 27,500 porters, messengers, and errand-boys in Great Britain, very nearly one-fifth, or 4,965, were lads under 20 years of age. The number of individuals engaged in the same occupation in the metropolis was, in 1841, no less than 13,103, or very nearly half the number of porters, &c. throughout Great Britain. Of this number 2,726, or more than a fifth of the class, may be considered to represent the errand-boys, these being lads under 20 years of age.

At present, however, I purpose dealing solely with the public porters of the metropolis. Those belonging to private individuals appear to partake (as I said of the carmen's assistants) more of the character of servants paid out of the profits of the trade than labourers whose wages form an integral portion of the prime cost of a commodity.

The metropolitan porters are, like the carmen, of two classes; the ticketed, and unticketed. I shall begin with the former.

The privileged porters of the city of London were at one period, and until within these twenty years, a numerous, important, and tolerably prosperous class. Prescriptive right, and the laws and by-laws of the corporation of the city of London, have given to them the sole privilege of portage of every description, provided it be carried on in the precincts of the city. The only exception to this exclusive right is, that any freeman may employ his own servants in the portage of his own goods, and even that has been disputed. The first mention of the privileged porters is in the early part of the 16th century.

It is almost impossible to classify the especial functions of the different classes of porters; for they seem to have become especial functions through custom and prescriptive right, and they are not defined precisely in any legitimate or municipal enactment. Even at the present time, what constitutes the business of a fellowship-porter, what of a ticket-porter, and on what an unprivileged porter (known as a foreigner, because a non-freeman) may be employed, are matters of dispute.

A reference to city enactments, and the aid of a highly intelligent member of the fraternity of ticket-porters, enables me to give the following account, which is the more interesting, as it relates to a class of labourers whose numbers, with the exception of the fellowship-porters, have been limited since 1838, and who must necessarily die out from want of renewal. In the earliest common council enactments (June 27, 1606) on the subject of portage, the distinctions given, or rather intimated incidentally, are—"Tackle-house porter, porter-packer of the gooddes of English merchants, streete-porter, or porter to the packer for the said citie for strangers' goods." As regards the term ticket-porter, not mentioned in this enumeration, I have to observe that all porters are necessarily ticket-porters, which means that they can produce a ticket or a document, showing that they are duly qualified, and have been "admitted and allowed to use the feate of a porter," by being freemen of the city and members of a porter's company or fellowship. In some of the older city documents tackle and ticket-porters are mentioned as if constituting one class; and they did constitute one class when their labour was identical, as to a great extent it was. In 1712 they are mentioned or indicated as one body, although the first clause of the common council enactment sets out that several controversies and quarrels have lately arisen between the tackle-house porters and the ticket-porters touching the labour or work to them respectively belonging, notwithstanding the several acts of this court heretofore made. As these acts were vague and contradictory, the controversies were a natural consequence.

The tackle-porters were employed in the weighing of goods for any purpose of shipping, duty, or sale, which was formerly carried on in public in the city. But there was a city officer known as the master-weigher, styled "Mr. Weigher," in the old acts, and the profits of the weighing thus carried on publicly in the city went to the hospitals. In 1607 it was enacted (I give the old orthography, with its many contractions), "that no p'son or p'sons usinge the feate of a porter, or being a forreynor, inholder, wharfinger, or key-keeper, where any merchaunts' gooddes are to bee landed or laidd, or such-like, shall at any time after the making and publishing of this acte, have, use, keepe, or use within the said citie or l'b'ties thereof, any manner triangle, with beams, scales, and weightes, or any other balance, in any sorte, to weigh any the goods, wares, or merchandize, of any merchant or merchants, p'son or p'sons whatsoever, within the said citie or lib'ties thereof, whereby the proffyte cominge and growinge to the hospitals of the said cytie, by weighing at the weigh-house, or the proffytes of the Mr. Weigher and porters of the same weigh-

house, may in anywise be impeached, hindered, or diminished." The privilege of "weighinge" fell gradually into desuetude; but there is no record of the precise periods. However, a vestige of it still remains; as I shall show in my account of the markets, as it properly comes under that head. There were 24 tackle-porters appointed; each of the 12 great city companies appointing two. These 12 companies are—the Mercers', Grocers', Drapers', Fishmongers', Goldsmiths', Skinners', Ironmongers', Vintners', and Clothworkers'. The 24 appointed porters were known, it appears, as "maister-porters;" but as it was impossible that they could do all the work required, they called to them the aid of "fellowes," freemen of the city, and members of their society, who in time seem to have been known simply as ticket-porters. If a sufficiency of these fellows, or ticket-porters, could not be made available on any emergency, the maisters could employ any "foreign porter not free of this cytie, using the feate of a porter-packer of the goods of English merchants, or the feate of a streete-porter, at the tyme of the making of this acte (1607), and which at this present is commemorante in the same citie or suburbs thereof, charged with famiye, or, being a single man, bringing a good certificate in the wryting, under the handes of the churchwardens of the parish where he is resident, or other substantiall neighbours, to the number of fower, of his good conversacon and demeanor." This employment, however, was not to be to the prejudice of the privileged porters; and that the employment of foreigners was resorted to jealously, and only through actual necessity, is sufficiently shown by the whole tenor of the enactments on the subject. The very act which I have just cited, as permitting the employment of foreigners, contains a complaint in its preamble that the toleration of these men caused many "of badd and lewde condition daylie to resorte from the most parte of this realme to the said cytie, suburbs and places adjoining, procuring themselves small habytacons, namely, one chamber-roome for a poor foreignere and his famiye in a small cottage, with some other as poore as himself, to the great increase and pestringe of this cyttie with poor people; many of them provinge shifters, lvinge by cozeninge, stealinge and imbeazellinge men's goods, as opportunity may serve them." A somewhat curious precedent as regards the character of the dwellings, being in "one chamber-roome," &c., for the abodes of the workmen, for the slop-tailors and others in our day, as I have shown in my previous letters.

The ticket-porters in 1846 are described as 3000 persons and upwards, which sufficiently shows their importance; and in 1712 a Common Council enactment provides that they shall have and enjoy the work or labour of

unshipping, landing, carrying and housing of pitch, tar, soap, ashes, clapboards, wainscot, fir-poles, masts, deals, oars, chests, tables, flax and hemp, brought hither from Dantzic, Melvyn, or any other part or place of the countries commonly called the east countries. Also of the imports from Ireland, "from any of the plantations belonging to Great Britain, and of all manner of coast-goods, (except lead)." The tackle-house porters were, by the same enactment, to "have and enjoy the work and labour of the shipping and all goods imported and belonging to the South Sea Company, or to the Company of Merchants trading to the East Indies, and of all other goods and merchandizes coming from other ports not before mentioned. The functions of the tackle-house and ticket-porters are by this regulation in 1712 made identical as to labour, with merely the distinction as to the place from which the goods were received: and as the number of tackle-house porters was properly 24, with them must be included, I presume, all such ticket-porters, but not to the full number; nor is it likely that they will be renewed in case of death. The tackle-house porters that are still in existence, I was told, are gentlemen. One is a wharfinger, and claims and enjoys the monopoly of labour on his own wharf. "The tackle-house porters, or most of them, were labourers within these twenty years." The tackle-house and ticket-porters still enjoy, by law, the right to man the work, wherever portage is required; or, in other words, to execute the labour themselves, or to engage men to do it, no matter whether the work relate to shipping, to the markets, or to mere street-portage, such as the conveyance of parcels for hire by men's labour. The number of the ticket-porters was, 20 years ago, about 600. At that time to become free of the company, which has no hall but assembles at Guildhall, cost upwards of 40*l.*, but soon afterwards the expense was reduced to 6*l.* 3*s.* 4*d.* By a resolution of the Common Council, no new ticket-porters have been appointed since 1838. Previously to becoming a ticket-porter a man must have taken up his freedom, no matter in what character, and must produce certificates of good character and security of two freemen, householders of good credit, each in 100*l.*, so that the owner of any articles entrusted to the ticket-porter may be indemnified in case of loss. The ticket-porters are not the mere labourers people generally imagine they are, but are, or were, for their number does now not exceed 100, decayed tradesmen, who resorted to this means of livelihood when others had failed. They are also the sons of ticket-porters. Any freeman of the city, by becoming a member of the Tackle-House and Ticket-Porters' Company, was entitled to act as a ticket-porter. They are still recognised at the markets and the wharfs, but their privileges are constantly, and more and more infringed.

From a highly intelligent member of their body I had the following statement:—

"It may be true, or it may not, that ticket-porters are not wanted now; but 15 or 16 years ago a committee of the Common Council, the Market Committee I believe it was, resolved that the ticket-porters ought to be upheld, and that 50*l.* should be awarded to us; but we never got it, it was stopped by some after-resolution. Put it this way, sir. To get bread for myself and my children I became a ticket-porter, having incurred great expense in taking up my freedom and all that. Well, for this expense I enjoyed certain privileges, and enjoy them still to some extent; but that's only because I'm well known, and have had great experience in portage, and quickness, as it is as much art as strength. But, supposing that railways have changed the whole business of the times, are the privileges I have secured with my own money, and under the sanction of all the old laws of the city, to be taken from me? If the privileges, though they may not be many, of the rich city companies are not to be touched, why are mine? Every day they are infringed. A railway-waggon, for instance, carries a load of meat to Newgate Market. Ticket-porters have the undoubted right to unload the meat and carry it to its place of sale; but the railway servants do that, though only freemen employ their own servants in portage, and that only with their own goods, or goods they are concerned in. I fancy that railway companies are not freemen, and don't carry their own property to market for sale. If we complain to the authorities, we are recommended to take the law of the offenders, and we can only take it of the person committing the actual offence. And so we may sue a beggar, whom his employers may send down their line an hour after to Hull or Halifax, as the saying is. If we are of no further use, don't sacrifice, but compensate us, and let us make the best of it, though we are none of us so young as we were; some are very old, and none are under 40, because no new members have been made for some years. If a man's house be a hindrance to public business, he must be paid a proper price for it before it can be removed, and so ought we. The Palace Court people were compensated, and ought not we, who work hard for an honest living, and have bought the right to work in our portering, according to the laws of the city, that secure the goldsmiths in their right of assaying, and all the rich companies in possession of their lands and possessions? and so it ought to be with our labour."

The porter-packers have been unknown in the business of the city for some years; their avocation "in the packinge and shippinge of strangers' gooddes," having barely survived the expiring of the East India Company's charter in 1834.

The street porters, or men who occupy, or

rather did occupy (for they are not now always to be found there,) the principal business parts of the city, are of course ticket-porters, and by the law have exclusive right of all portage by hire from "aliens or foreigners" in the streets, (a freeman may employ his own servant), even to the carrying of a parcel of the burden of which any one may wish to relieve himself. They usually, but not always, wear white aprons, and display their tickets as badges. They do not confine themselves to the streets, but resort to the wharfs in the fruit or any busy season, and to the meat and fish-markets, whenever they think there is the chance of a job, and the preference, as is not unfrequently the case, likely to fall to them, for they are known to be trusty and experienced men. This shifting of labour from one place to another renders it impossible to give the number of ticket-porters working in any particular locality.

The fellowship-porters seem to have sprung into existence in consequence of the misunderstandings of the tackle and ticket-porters, and in this way, fellowships, or gangs of porters, were confined, or confined themselves, to the portage of coal, corn, malt and indeed, all grain, salt, fruit, and wet fish (conceded to them after many disputes by the ticket-porters of Billingsgate), and their privileges are not infringed to any such extent as those of the ticket-porters.

The payments of ticket-porters were settled in 1799.

To or from any of the quays, wharfs, stairs, lanes, or alleys at the waterside, between the Tower and London Bridge to any part of Lower Thames-street, Beer-lane, Water-lane, Harp-lane, St. Dunstan's-hill, St. Mary-hill, Love-lane, Botolph-lane, Pudding-lane, and Fish-street-hill:

For any load or parcel by knot or hand—

Not exceeding $\frac{1}{2}$ cwt.	. . .	Os. 4 <i>d.</i>
" 1 "	. . .	0 6
" $1\frac{1}{2}$ "	. . .	0 9
" 2 "	. . .	1 0

For the like weights, and not exceeding Poplar, Bow-church, Bishop Bonner's Farm, Kingsland-turnpike, Highbury-place, (Old) Pancras-church, Portman-square, Grosvenor-square, Hyde-park-corner, Buckingham-gate, Westminster Infirmery, Tothill-fields Bride-well, Strutton-ground, Horseferry, Vauxhall, Walworth-turnpike, and places of the like distance—

Not exceeding $\frac{1}{2}$ cwt.	. . .	2 <i>s.</i> 9 <i>d.</i>
" 1 "	. . .	3 3
" $1\frac{1}{2}$ "	. . .	3 9
" 2 "	. . .	5 0

I cite these regulations to show the distances to which porters were sent half a century ago, and the charges. These charges, however, were not always paid, as the persons employing parties often made bargains with them, and some twenty years ago the legalised charges were reduced 1*d.* in every 3*d.* The street-porters complain that any one may now, or at all events does now, ply for hire in the city, and get higher prices than them.

All ticket-porters pay 8*s.* yearly towards the funds of their society, which is called quarter-age. Out of this a few small pensions are granted to old women, the widows of ticket-porters.

The difference of the functions of the ticket and fellowship-porters seems to be this—that the ticket-porters carry dry goods, or those classed by weight or bulk, the fellowship-porters carry measured goods.