GODEY'S

Lady's Book and Magazine.

PHILADELPHIA, JULY, 1860.

SOME ACCOUNT OF MODERN COACHES.

Fig. 1.

The modern form of coach may be traced back to the days of Elizabeth, and Stow, in his Chronicles, thus relates the history of its introduction; he says: "In the year 1564, Guilliam Boonen, a Dutchman, became the Queen's coachman, and was the first that brought the use of coaches into England. After a while, divers great ladies, with as great jealousie of the Queen's displeasure, made them coaches, and rid in them up and down the country, to the great admiration of all the beholders; but then, by little and little, they grew usuall among the nobilitie and others of sort, and, within twenty years, became a great trade of coach-making." The date of this latter trade he also gives, by which it appears to have been immediately taken up by our own manufacturers: "This year (1564), Walter Rippon made a *coche* for the Earl of Rutland, which was the first *coche* that was ever made in England." Hoefnagle, in his curious view of the famous Palace of Nonsuch, dated 1582, has represented Elizabeth and her attendants in their coaches, looking on at a hunting got up for their amusement. This old print is particularly curious, as the first engraved representation of an English coach; it forms Fig. 1 of the illustrations to this article. It reminds us more of the triumphant chariots used in stage plays, with its canopy and feathers, than a sober aid to locomotion. The body is low and heavy, and there is a clumsiness about the whole construction that we shall find common to all coaches until a comparatively modern period. The coachman, perhaps William Boonen himself, sits with Dutch solemnity in front, driving, or rather walking his horses, by staid and solemn steps on their road, the whole looking about as active as a modern hearse. The Queen's attendants sit in another coach, Fig. 2, the sides of which are perfectly open; but it is less fanciful in form, having the back and front closed,

Fig. 2.

and an oblong canopy above, at each corner of which balls surmounted by spikes are placed as ornaments; and a similar decoration on the summit of the raised centre. In the middle of each side of the carriage is a projection capable of holding a single person, who thus sat with his back to the carriage, and which was termed *the boot;* it was an inconvenient and uncomfortable situation, and is often alluded to as such. Unlike the Queen's charioteer, the driver here sits upon one of the horses. This coach, with less of pretension, has a more commodious and social look than the theatrical affair in which the illustrious lady sits in solitary state.

When royalty and the nobility moved from place to place at this period of our history, the army of attendants and the quantity of carriages used for conveying household stuff and other things rivalled the appearance of an Eastern caravan. Harrison, in his Description of Britain, prefixed to "Holinshead's Chronicle," says: "Our princes and the nobilitie have their carriage commonly made by carts, whereby it cometh to passe, that when the Queen's majesty doth remove from place to place there are usually 400 care-wares, which amount to the sum of 2,400 horses, appointed out of the countries adjoining, whereby her carriage is conveyed safely unto the appointed place." Henry, fifth Earl of Northumberland, when on a journey, appears from his household book to have been accompanied by no less than seventeen carriages, filled with every needful article of household furniture, and by thirty-six horsemen. It was usual at this time to carry from place to place articles that now are always kept as part of the necessary furniture of a residence, which no one thinks of changing. When the nobility moved from London to the country, they unfurnished the town house to make the country one habitable, and *vice versa.* Not only were beds and furniture of the better kind taken, tapestry from the walls, and plate from the court-cupboard, but pots, and pans, and kitchen utensils were packed up and brought at the fag-end of the procession, along with the scullions and turnspits, who found a seat among them where they could; and, from their unwashed faces and hands, and the watch they kept on the rear, were jocularly termed *the black-guards,* a name which has since been applied to others of the community, who, boasting cleaner faces, have a moral blackness less readily removed than the more innocent taint of the original holders of that name, since become odious. The slovenliness of ancient houses rendered these removals necessary, and even during a residence in them, censers or fire-pans, in which coarse perfumes were burnt, were most necessary utensils, and always to be seen. Lodge tells us that Lord Paget's house was so small that "after one month it would *wax unsavoury* for hym to contynue in it;" and in a letter of the Earl of Shrewsbury, respecting his prisoner, Mary Queen of Scots, we read "that her majesty was to be removed for five or six days, to cleanse her chamber, being kept *very unclenly.*"

As to the etymology of the term *coach,* some uncertainty appears to exist. Beckman, in his "History of Inventions," has devoted some space to the question, and to that work I must refer the reader who is curious on that point. He inclines to think it a term of Hungarian extraction, and to have been derived from the word *Gutsche,* which formerly signified a couch or sofa, a curious coincidence with the early *wheel-bed* of the Saxons. He, however, adds: "M. Cornides has lately endeavored to prove that the word coach is of Hungarian extraction, and that it had its rise from a village in the

Province of Wieselburg, which at present is called *Kitsee*, but was known formerly by the name of *Kotsee*, and that this travelling machine was there first invented."

The great rapidity with which the use of coaches spread in the latter end of the reign of Elizabeth became the subject of remark with the satirist, and ultimately with the legislature. Massinger has noticed them in his "City Madam," as furnished with their full amount of attendants, even when used by the richer Londoners. His Anne Frugal demands of her courtly admirer—

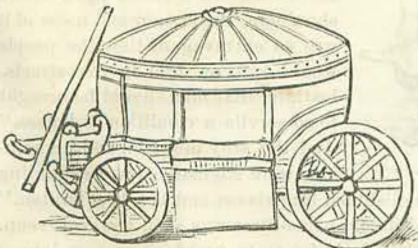
> "My caroch
> Drawn by six Flanders mares, my coachman, groom,
> Postilion, and footman."

And Bishop Hall asks, in one of his Satires :—

> "Is't not a shame to see each homely groome
> Sit perched in an idle chariot roome,
> That were not meet some panel to bestride,
> Sursingled to a galled hackney's hide?"

Parliamentary interference was asked for and obtained; but when "the Bill to restrain the excessive use of Coaches within this realm of England, was read on the 7th of Nov. 1601, it was rejected," and the attorney-general was only directed to look to a due consideration of the statutes touching the breed and maintenance of horses, "and that some fit bill be drawn and preferred to the house touching the same, and concerning the use of coaches." Great clamor at this time was raised against them; it was alleged that they endangered life in the streets, that they encouraged idleness and luxury, impoverished the poor, and destroyed the trade of a very industrious class, the London watermen. "So rapid was their increase in the early part of the seventeenth century," says Mr. Markland, in his curious paper in the "Archæologia," "that in 1639 upwards of 6,000 coaches appear to have been kept in London and the neighborhood." Their appearance at this

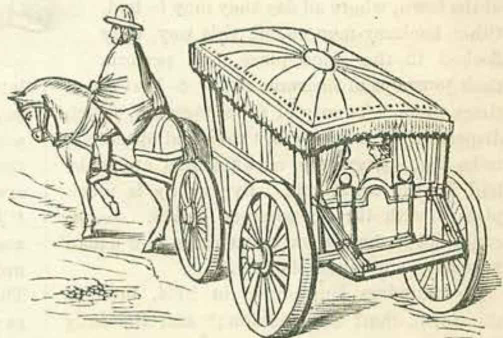
Fig. 3.



time may be seen in Fig. 3, copied by Mr. Markland from a very rare and curious tract, entitled "Coach and Sedan pleasantly disputing for place and precedence; the Brewer's Cart being Moderator. Lond. 1636." From this print it appears that the coach was closed on all sides, and that the windows were furnished with cushions and leathern blinds to close them, which rendered them liable to all sorts of evil imputations; the "sin-guilty coach" being one; but the most popular and enduring was the coarse term, "hell-cart," a word probably first coined for them by John Taylor, the Water Poet, a name he obtained from having originally been a Thames waterman, and whose rancor against coaches was sharpened by the remembrance of his early career, and found vent in a satirical pamphlet, published in 1623, with the quaint title of "The World runnes on Wheeles; or, Odds betwixt Carts and Coaches," and which is adorned with a most ungallant woodcut of the world dragged along on coach wheels by the devil and a fashionable lady.

The coach of 1616 may be seen in Fig. 4, copied from Visscher's curious view of London,

Fig. 4.



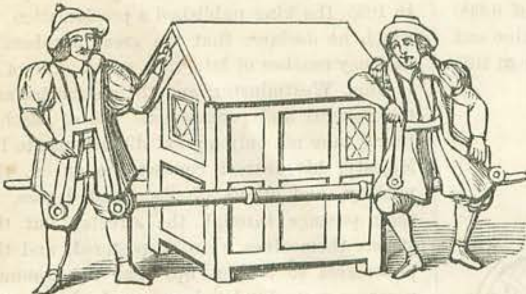
which was published at Antwerp in that year. In 1635, the king published a proclamation, in which he declares that the great numbers of hackney coaches of late time seen and kept in London, Westminster, and their suburbs, and the general and promiscuous use of coaches there, were not only a great disturbance to his Majesty, his dearest consort the queen, the nobility, and others of place and degree, in their passage through the streets; but the streets themselves were so pestered, and the pavements so broken up, that the common passages were hindered and made dangerous, and, besides, the prices of hay and provender made exceedingly dear. "Wherefore," concludes the proclamation, "we expressly command and forbid that no hackney or hired coaches be used or suffered in London, West-

minster, or the suburbs thereof, except they be to travel at least three miles out of the same. And also that no person shall go in a coach in the said streets, except the owner of the coach shall constantly keep up four able horses for our service when required." Such an edict as this, so insolent in its tone, so arbitrary and absurd in its exactions, enables us to measure the distance between the sixteenth and the nineteenth centuries—between English freedom as it existed before the civil wars, and as it now exists.

In 1634, the first hackney-coach *stand* was established in London. Garrard thus describes it in a letter to Strafford: "I cannot omit to mention any new thing that comes up amongst us, though ever so trivial. 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 May-pole, in the Strand, giving them instructions at what rates 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 their 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 by the water-side. Everybody is much pleased with it; for whereas before, coaches could not be had but at great rates, now a man may have one much cheaper."

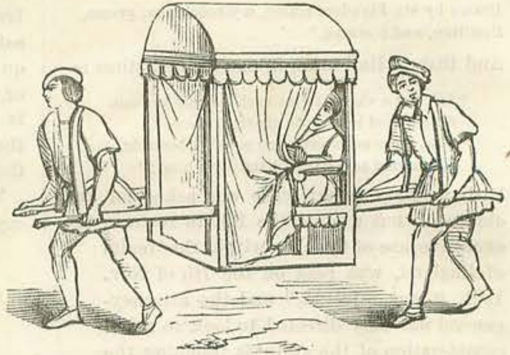
Sir Saunders Duncombe, in 1634, brought the Sedan-chair into fashion;* and the king

Fig. 5.



granted him the privilege of letting them to hire for fourteen years, the patent declaring that the lives and limbs of his Majesty's subjects being greatly endangered by the multitude of coaches in London and Westminster, these conveyances would be a proper substitute. The Sedan of 1636 is represented in Fig. 5, from the tract called "Coach and Sedan," already mentioned. It is a square, ugly box, with a window in front and on each side, with a sloping roof, looking altogether like the child's "Noah's Ark," in a toy-shop window. These clumsy contrivances were stated to be imitations of those "used beyond sea;" but that the

Fig. 6.



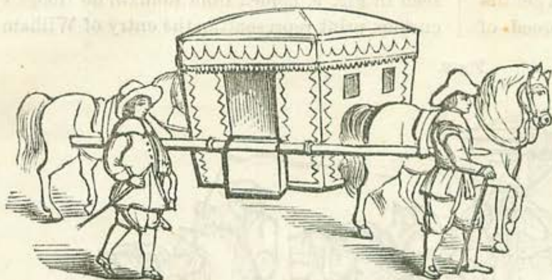
latter were much superior things may be seen in Fig. 6, copied from "Sandys' Travels," 1615, probably one of the earliest representations of these conveyances. He calls them *sedges*, and speaking of Naples, where he saw them, says: "The number of carosses is incredible that are kept in this city, as of the sedges not unlike to horse litters, but carried by men. These wait for fares at the corners of the streetes, as water-men do at our wharfes, wherein those that will not foote it in the heat are borne (if they please, unseene) about the city." But sedans became, if anything, more unpopular than coaches, and we are told—"When Buckingham came to be carried about the streets in a chair, upon men's shoulders, the clamor and noise of it was so extravagant that the people would rail on him in the streets, loathing that men should be brought to so servile a condition as horses." And the silly monarch and his minions were stigmatized as "degrading Englishmen into slaves and beasts of burden."

The old horse-litter was still, however, seen, particularly for state occasions, and as late as 1638, we find it in use, and delineated in La Serre's curious print, representing the proces-

* That article obtained its name from the town of Sedan, in France, where they were first invented and used.

sion down Cheapside of the Queen Mother, Mary de Medicis, when she visited London, to see her daughter, Henrietta Maria, the wife of Charles I., Fig. 7. Its uncomfortable accommodation is ludicrously described in a bitter attack on the republicans of the Commonwealth in 1680: "Can we forget that horrid accident, when Major-General Skippon came in a horse-litter, wounded, to London? When he passed the brew-house near St. John's Street, a mastiff flew, as at a bear, at one of his horses, and held him so fast that the horse grew mad as a mad dog; the soldiers so amazed that none had the wit to shoot the mastiff; but the horse-litter, borne between two horses, tossed the major-general like a dog in a blanket."

Fig. 7.



The popular clamor against coaches still continued among the lower classes, and Mr. Collier, in his curious "Book of Roxborough Ballads," has printed one called "The Coaches' Overthrow," in which it is declared:—

> "Coach-makers may use many trades,
> And get enough of meanes;
> And coach-men may turne off their jades
> And help to drain the fens.
> Heigh doune, derry, derry doune,
> With the hackney coaches doune!
> The sythe and flail,
> Cart and plow tail
> Doe want them out of toune."

The author views sedans with especial favor, and thus he sings of them:—

> "I love Sedans, cause they do plod
> And amble every where,
> Which prancers are with leather shod,
> And ne'er disturb the eare.
> Heigh doune, derry, derry doune,
> With the hackney coaches doune!
> Their jumpings make
> *The pavement shake,*
> Their noise doth mad the toune."

Notwithstanding all this, they continued to increase, and were made narrower, to suit the streets. The hackney-coachmen of the Restoration may be seen in Fig. 8, from a curious print in the Museum; he wears a long cassock, and his boots are so well ruffled that his trade would appear to be a thriving one. The coach of the time of Charles II. is described by D'Avenant as "uneasily hung, and so narrow that I took them for sedans on wheels." The streets were widened after the fire, and coaches again became broader, and were closed all round, and covered with leather, ornamented with bright nails and red wheels. The coachman took his seat on the box, covered with a hammer cloth. This seat was really a box, and a thing for necessary use, for in it were carried hammer, nails, pincers, rope, and other articles wherewith to repair the coach in case of accident; and the hammer-cloth was devised to conceal these necessary, but unsightly, remedies for broken wheels and shivered panels; accidents common in days of bad paving and worse lighting; when sewers were left open when undergoing repairs, with no light but a farthing candle in a dirty lantern to give notice of danger to the hurrying charioteer.

Fig. 8.

The establishment of hackney-coaches led to that of stage-coaches, and Mr. Markland, in his valuable paper in the "Archæologia," notices, from the Diary of Mr. William Dugdale, that they were in use as early as 1659, for, under May 2d in that year, Sir William writes: "I set forwards towards London by Coventry coach;" he also notes various other journeys performed by the same means up to 1680; and from the Diary of a Yorkshire Clergyman, also quoted by the same author, we find that in the winter of 1682 a journey from Nottingham to London, in a stage-coach, occupied four whole days! Wood tells us that the journey between Oxford and London occupied two days; but a conveyance, Mr. Markland tells us, was afterwards invented, called the Flying Coach, which completed the same journey in thirteen successive hours. The old-fashioned objection to these conveyances still continued, and a writer in the Harleian Miscellany, vol. 8, declares that "these coaches and caravans are one of the greatest mischiefs that hath happened of late

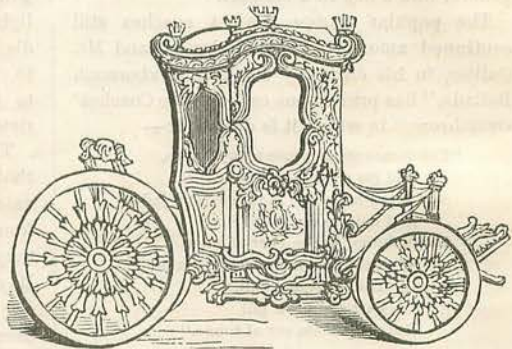
years to the kingdom, mischievous to the public, destructive to trade, and prejudicial to lands. First, by destroying the breed of good horses, the strength of the nation, and making men careless of attaining to good horsemanship, a thing so useful and commendable in a gentleman. Secondly, by hindering the breed of watermen, who are the nursery for seamen, and they the bulwark for the kingdom. Thirdly, by lessening his majesty's revenues."

The carriage in use by the upper classes, at the period of the Revolution of 1688, may be seen in Fig. 9, copied from Romain de Hooge's curious print representing the entry of William III. to the royal palace at Whitehall. It is drawn by six horses, a postilion sits on the fore horse, the coachman on the box. The coach is still clumsy, but unlike those of the days of Elizabeth, inasmuch as it has springs, so that the uncomfortable jolting of the passengers was saved, as they passed over the rudely paved streets of London. It is provided on each side with a boot; and in one of them sits a lady, much in the style of those seated in the carriage of the Elizabethan period, already engraved. These boots are often alluded to by the satirists; thus Taylor says of the coach: "Like a perpetuall cheater, it wears two boots and no spurs, sometimes having two pair of legs in one boot, and oftentimes, against nature most preposterously, it makes fair ladies wear the boot; and, if you note, they are carried back to back, like people surprised by pyrats, to be tied in that miserable manner, and thrown overboard into the sea."

Fig. 9.

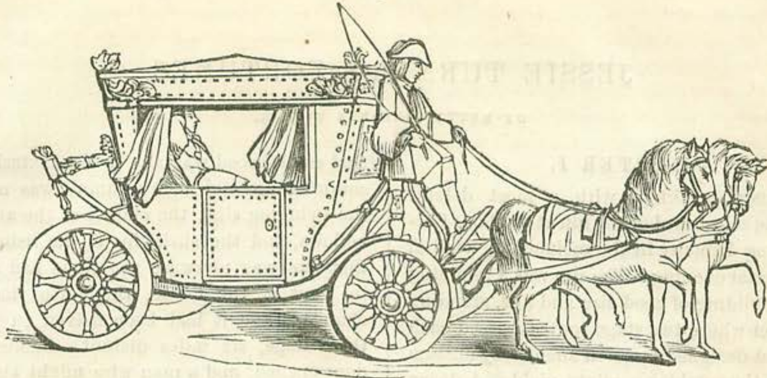
The small, narrow carriage, "like a sedan," mentioned by D'Avenant, of a better class, and constructed for state occasions, may be seen in Fig. 10. It is preserved in the stables at Penshurst, in Kent, where it is absurdly shown as the carriage given by Mary Queen of Scots to Lord Darnley! It is certainly not older than the latter half of the seventeenth century, but it is a good example of the sort of carriage then used by the nobility. Nothing can exceed the finish and beauty of the decorations; the hinges have projecting ornaments, terminating in busts of the Roman emperors; and the carving and other ornaments have a finish that could not be excelled. Although an improvement in shape and size is here visible, there is an overruling clumsiness about the whole thing which contrasts very forcibly with the more modern coach.

Fig. 10.



At the end of the century, these conveyances took the form exhibited in Fig. 11, copied from a well-executed engraving on copper in the print-room of the British Museum, which is dated 1696. The coachman is seated on a narrow bar in front; the carriage is slung easily upon straps, and its shape is certainly less square and heavy-looking than before. Curtains draw before the windows. The edges are

Fig. 11.



decorated with brass nails ; the canopy is ornamented at the angles with gilded foliations, above which are decorative knobs, the body being covered with dark leather. There is a sobriety about the whole thing that accords marvellously well with the heavy cuffed, deep skirted coat and jack boots of the driver, and the equally heavy full-bottomed wig of the gentleman within. The dignified, heavy, Dutch formality of English life in the reign of William III. befitted these conveyances, and would tolerate no other.

ON THE RONDOUT.*

BY H. L. ABBEY.

Brightly each glowing moonbeam falls
Upon thy cheek, O beauteous stream!
While Naiads from their wat'ry halls
Come up to drink the midnight dream,
And peeping forth their sparkling eyes—
Glist'ning like amethystine dew—
They cause the tiny swells which rise
To seem like stars reflected through.

As in this drifting bark I sit,
And float me slowly on the tide—
Watching the shadows as they flit
From off the shores on either side—
I picture, in my fancy free,
An old, old story o'er again ;
But rustling zephyrs, wafting me,
Bear off the mem'ry from my brain.

High loom the hills on every side,
As floating past their feet I go,
With nothing, save the breeze, to guide
My tiny shallop, 'mid the flow
Of rolling waters, coursing on
To swell the billows of the sea ;
But now those waters, hushed and calm,
Seem sleeping in tranquillity.
'Tis so with many a human heart,
Which often throbs so low and still,
That from its light exterior part
It seems to flow unloosed from will ;
But ah ! beneath that shad'wy gauze,
Wild thoughts and passions often roll,
Which know no bound'ries, save the laws
That sway the ocean of the soul.

And now, as past the hills I drift,
And gaze upon their frontlets high—
Which seem like genii as they lift
Their frowning shapes against the sky—
I picture to myself the thought
That I am floating down life's stream ;
While all the hills seem sorrows brought
To mar the beauty of its dream.

And slowly now I drift, and gaze
Upon the rocky moonlit shore,
Where Indian maids in other days
Oft sat and dreamed their weird thoughts o'er ;
Or leaned perchance their bronzéd brows
Upon their warrior lovers' breast—
Pledging, in accents low, the vows
Which they alone could know the best.

And still I flow adown thy cheek
Like some lost tear, O beauteous stream!
As fancy strives in vain to seek
A tide more lovely than ye seem.
O stream! when in my boyhood's days
I saw my portrayed face in thee,
There came no cloud to dim my gaze,
But all was sweet simplicity.

But now the face which looketh down
Is traced with many a line of care,
And sorrows which we cannot drown
Have penned their names out plainly there.
Now fading fast is every dream,
But would, O God! my life had been,
For me, as calm as this loved stream—
I'd mourn no days departed then.

* Huntington's celebrated painting.

GODEY'S

Lady's Book and Magazine.

PHILADELPHIA, AUGUST, 1860.

SOME ACCOUNT OF MODERN COACHES.

Fig. 12.

At the commencement of the eighteenth century, the inconvenience of travelling continued unabated by improvements; and to this annoyance all were obliged to submit. Mr. Markland, in his interesting paper, published in the twentieth volume of the "Archæologia," has given an extraordinary instance of this. He says: "In December, 1703, Charles, King of Spain, slept at Petworth, on his way from Portsmouth to Windsor, and Prince George of Denmark went to meet him there. We set out (as one of the attendants relates) at six o'clock in the morning, to go for Petworth, and did not get out of the coaches (save only when we were overturned or stuck fast in the mire) till we arrived at our journey's end. 'Twas hard service for the Prince to sit fourteen hours in the coach that day without eating anything, and passing through the worst ways that I ever saw in my life. We were thrown but once, indeed, in going, but both our coach (which was the leading one) and his highness's body-coach would have suffered very often, if the nimble boors of Sussex had not frequently poised it, or supported it with their shoulders, from Godalmin almost to Petworth; and the nearer we approached to the duke's house the more unaccessible it seemed to be. The last nine miles of the way cost us six hours' time to conquer them, and indeed we had never done it if our good master had not several times lent us a pair of horses out of his own coach, whereby we were enabled to trace out the way for him. They made us believe that the several grounds we crost, and his grace's park, would alleviate the fatigue; but I protest I could hardly perceive any difference between them and the common roads.

"In the time of Charles, surnamed the proud Duke of Somerset, who died in 1748, the roads in Sussex were in so bad a state (as I am informed by an intelligent correspondent) that, in order to arrive at Guildford from Petworth, persons were obliged to make for the nearest point of the great road leading from Portsmouth to London. This was a work of so much difficulty as to occupy the whole day, and the duke had a house at Guildford, which was regularly occupied as

a resting-place for the night by any part of his family travelling to London. A MS. letter from a servant of the duke's, dated from London, and addressed to another at Petworth, acquaints the latter that his grace intended to go from London thither on a certain day, and directs that 'the keepers and persons who knew the holes and the sloughs, must come to meet his grace with lanthorns and long poles to help him on his way.'"

Thus far Mr. Markland. It would be no difficult matter to add other instances of the inconveniences and delays of travel at this period. The whole "appliances and means to boot" used for locomotion at this period were equally bad. The coaches were as heavy to move as the roads were difficult to pass over. Fig. 12 illustrates the ordinary fashion of the carriage of the time, when stateliness was chiefly considered, and as many footmen carried behind as could be conveniently borne; two, three, and four of these useless incumbrances generally appeared, while on state occasions the absurd number of six hung on behind, clasping each other's waists; an uncomfortable mob, and a living satire on the pride which hired and supported such cumbrous adjuncts.

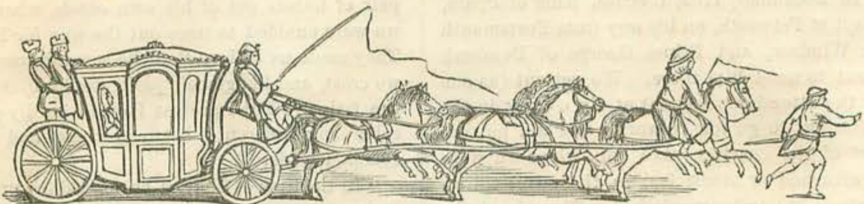
From the same print which has furnished us with this example of the pomposity of high life in the reign of Anne, we borrow another and more curious example. The print represents the procession of both Houses of Parliament to Saint Paul's Cathedral, July 7, 1713, to return public thanksgiving for the Peace of Utrecht.

Fig. 13.

Fig. 13 is still more remarkable than the first for the quantity of useless footmen about it, and for the ingenious and dangerous manner in which a fifth is added to the four who are so uncomfortably crammed behind, and who is seated in a most uneasy and tottering position upon the axletree in front. This procession exhibits several carriages similarly constructed, and thrown back upon the hind wheels, probably that the indolence of their occupants might be accommodated by the angle at which they were hung.

The sort of carriages used for travelling by the nobility in the reign of George I. and II. may be seen in Fig. 14. It still retains the old form, carries two footmen and a coachman, has

Fig. 14.



six horses, the foremost of which is ridden by a postilion, with heavy jack-boots and spurs, and is preceded by a running footman carrying a gold-headed cane. These latter attendants on aristocracy were derived from the East, and kept before the horses on the pretence of clearing the way. They were gayly attired in clothes of value; and an amusing story is related of a sharper who tricked the Duke of Queensberry, by applying to him for such a situation, dressing himself in a costly suit, and satisfying his unsuspecting grace of his fitness for the situation by running up Piccadilly until he fairly outstripped the horses, and decamped with the clothes he wore. These men may, however, be generally considered to have filled the place of

the modern coach-dog, being about as useful, and not quite so ornamental. They disappeared in the reign of George III.

The heavy clumsiness of the coaches used by country gentlemen is often alluded to by the novelists and other writers of this period. They remained in a family for an age, and were new covered from time to time. Browne Willis, the eccentric antiquary, had one thus described: "The chariot of Mr. Willis was so singular that from it he was called himself *the old chariot*. It was his wedding chariot, and had his arms on brass plates about it, not unlike a coffin, painted black." His acquaintance, Dr. Darrell, humorously satirized it in one stanza of "an excellent ballad to the tune of Chevy Chase," intended as a good-natured joke on Willis, and which runs thus:—

> "His car himself he did provide
> To stand in double stead:
> That it should carry him alive,
> And bury him when dead."

A lighter kind of conveyance was now introduced, capable of being drawn by one horse, as delineated in Fig. 15, and carrying generally

Fig. 15.

one person, or, at most, two, with a squeeze. The body of this carriage had a reclining slope, like that in use in Anne's reign, as already exhibited in Fig. 13; but it must have been a miserable conveyance, without springs, and pulled only by a single horse, upon which the driver sits, in order to save the weight of a box-seat. Such was the carriage in use by the middle classes on ordinary occasions.

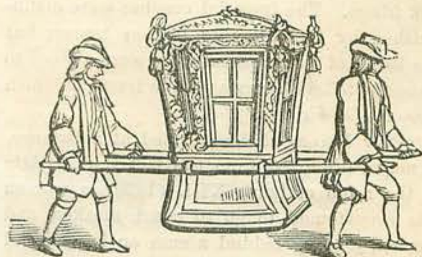
The Sedan Chair still was used by the nobility and gentry, particularly in London, on such occasions as visits to theatres or public places, or the levees at St. James's, etc. For this purpose they were constantly kept in very general demand although the inconvenience produced by a mob of chairmen was great, and disputes for precedence occasionally violent. There is a curious paragraph in "Mist's Journal" of Saturday, July 8, 1721, which would read uncommonly curious in a modern paper, and which forcibly depicts the great change of manners a century and a quarter has produced. We are told—"On Thursday sen'night, the Right Honorable the Lord Cartaret, one of Majestie's principal Secretaries of State, passing through St. James's Square in a chair, was met by the Lady Harley in another; when, a dispute arising between the footmen about giving the way, they immediately came to blows, and, the chairmen and footmen being engaged with their poles and sticks, one of them struck his lordship as he was getting out of his chair, but whether accidentally or designedly we know not. In the mean time, that person is committed to Newgate, and three of his brethren are bound over to the next session."

A chair of the better kind, as used about 1750, is given in Fig. 16. It is richly decorated with brass chasing and bunches of tassels. It realizes the description of Swift:—

> "Box'd in his chair, the beau impatient sits,
> While spouts run clattering o'er the roof by fits;
> And ever and anon, with frightful din,
> The leather sounds—he trembles from within!"

These private chairs were furnished with crimson velvet cushions and damask curtains, and the chairmen, generally sturdy Milesians, were gayly adorned in aristocratic liveries. The public sedans were of plain leather, with brass nails, as seen in Hogarth's plate of "The Rake's Progress," exhibiting his hero going to a levee at St. James's. "The hackney-chairmen exerted the power of the strong arm, and were often daring enough, as a body, to influence the fate of Westminster and Middlesex elections, in the terror which they produced with fist and bludgeon. But they are gone. No Belinda now may be proud of 'two pages and a chair.' They glide

Fig. 16.



not amongst the chariot-wheels at levee or drawing-room; the clubs want them not. They have retired to Bath and Oxford. We believe there is one chair still lingering about May Fair, but the chairmen must be starving.

The Society of Antiquaries ought to buy the relic."

The coach of 1750 may be seen in Fig. 17, and it may be considered as the last and most approved of the old fashion, for modern necessities soon afterwards drove out these clumsy

Fig. 17.

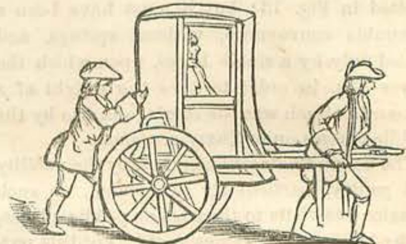
formalities, and introduced lighter vehicles, under various names—an improvement which made slower marches on the Continent than in this country.

Mr. W. B. Adams, in his excellent "History of Pleasure Carriages," has noted the clumsiness and inconvenience of early continental ones in these words: "In 1631, Mary, Infanta of Spain, rode in Carinthia in a glass carriage, in which no more than two persons could sit. The wedding carriage of the first wife of the Emperor Leopold (1658), who was also a Spanish princess, cost, together with the harness, 38,000 florins. The carriages of the Emperor himself are thus described by Kirk: 'In the imperial coaches no great magnificence was to be seen; they were covered over with red cloth and black nails. The harness was black, and in the whole work there was no gold. The panels were of glass, and on this account they were called the imperial glass coaches. On festivals, the harness was ornamented with silk fringe. The imperial coaches were distinguished by their having leather traces; but the ladies of the imperial suite were obliged to be contented with carriages the traces of which were made of ropes.'

"Poor France still continued at a distance, as may be inferred from the fact that, as late as the reign of Louis XIII. (1620), a woman was accustomed to go to court masked and hooded, jogging behind a man on horseback! The first attempt at a common usage of covered wheel-carriages among the Parisian citizens occurred at this time, in the introduction of a vehicle called *Brouette*, or *Roulette*. The body of this was like a sedan chair placed upon two wheels, and was dragged by men. The proprietors of sedans interfered to have them prohibited. For a while they were forbidden, but were permitted in 1669, and in 1671 they were in general usage amongst the people. Dupin, the inventor of these *Brouettes*, found means to contrive them so that their motion was tolerably easy; and his ingenuity concealed his art so well, or, rather, the Parisian mechanics of that time had so little of enterprise and curiosity, that he was the only one who made them."

These *Brouettes*, *Roulettes*, or, as they were sometimes termed, by way of derision, *Vinaigrettes*, were introduced in this country, and occasionally usurped the place of sedans. They were originally without springs, but were ultimately improved, and their appearance about 1760 may be seen in Fig. 18. The man in front

Fig. 18.



supports the poles by a leather strap, and two uprights support them when he ceases to hold. The machine is steadied and propelled by a man behind. In one or two London parishes a similar contrivance is used to remove sick paupers.

GODEY'S

Lady's Book and Magazine.

PHILADELPHIA, SEPTEMBER, 1860.

SOME ACCOUNT OF MODERN COACHES.

ABOUT 1750, great improvements were made in carriages, and a more commodious, airy, and comfortable summer coach appeared. This was the barouche, the upper portion of which could be turned down at pleasure, a fashion combining free circulation of air and unconfined vision with lightness of construction. It met with immediate adoption, and its form in 1767 may be seen in Fig. 19, copied from a print which satirizes the follies of the day, among which

Fig. 19.

this convenient mode of riding is classed, after the ordinary fashion of moralists, who generally contrive to be on the safe side by condemning every new thing. This group is declared to represent "British nobility *disguised.*"

With regard to public conveyances for hire, whether hackney or stage-coaches, a great disregard to comfort and economy of time was shown; added to which, the number of street robberies at the commencement of this century was so great as to render them dangerous. The "Postman" of October 19, 1728, observes: "The persons authorized by Government to employ men to drive hackney-coaches have made great complaints for the want of trade, occasioned by the increase of street-robbers, so that people, especially of an evening, choose rather to walk than ride in a coach, on account that they are in a readier posture to defend themselves, or call out for help, if attacked." There were other dangers also to apprehend from those who hired chaises, which were looked at with fear and trembling by the proprietors of the heavy hackney-coaches, as may be seen by the following curious passage in "Malcolm's Anecdotes of the Manners and Customs of London," quoted from "The Weekly Register" of December 8, 1733: "Those honest city tradesmen and others who so lovingly carry their wives and mistresses to the neighboring villages in chaises, to regale them, on a Sunday, are seldom sensible of the great inconveniences and dangers they are exposed to, for, besides the common accidents of the road, there is a set of regular rogues kept constantly in pay to incommode them in their passage; and there are the drivers of what are called waiting jobs, and other hackney travelling coaches, with sets of horses, who are commissioned by their masters to annoy, sink, and destroy all the single and double horse chaises they can conveniently meet or overtake in their way, without regard to the lives or limbs of the persons who travel in them. What havoc these industrious sons of blood and wounds have made within twenty miles of London, in the compass of a summer's season, is best known by the articles of accidents in the newspapers, the miserable shrieks

of women and children not being sufficient to deter the villains from doing what they call their duty to their masters; for, besides their daily or weekly wages, they have an extraordinary stated allowance for every chaise they can reverse, ditch, or *bring by the road*, as the term or phrase is." The writer adds: "I have been credibly informed that many of the coachmen and postilions belonging to the gentry are seduced by the masters of the travelling-coaches to involve themselves in the guilt of this monstrous iniquity, and have certain fees for dismounting persons on single horses and overturning chaises, when it shall suit with their convenience to do it with safety—that is, within the verge of the law; and, in case of an action or indictment, if the master or mistress will not stand by their servant, and believe the mischief was merely accidental, the offender is then defended by a general contribution from all the stage-coach masters within the bills of mortality." Such a state of things as this can scarcely be credited in the present day, when a more effective system of police is in operation; but similar insolences from persons who professed to *accommodate* the public were submitted to a century ago.

The streets, too, were occasionally left in a state of disgraceful neglect; vaults and sewers were opened, and notice of danger only given by a wretched rushlight, frequently blown out, and the coach and passengers engulfed, as thus described by Gay:—

"Where a dim gleam the paly lanthorn throws,
O'er the mud pavement, heapy rubbish grows,
Or arched vaults their gapy jaws extend,
Or the dark caves to common shores descend;
Oft by the winds extinct the signal lies,
Or, smother'd in the glimmering socket, dies,
Ere night has half rolled round her ebon throne.
In the wide gulf the shattered coach o'erthrown
Sinks with the snorting steeds; the reins are broke,
And from the crackling axle flies the spoke."

The old clumsy stage-coach, with its heavy lading, may be seen in Hogarth's "Country Inn Yard," and we give a copy of another (Fig. 20) from a print of 1750, which still more clearly

Fig. 20.

depicts this "leathern convenience." The heavy boot in front, and the equally clumsy coachman, buried beneath his coat and apron; the overloaded top, upon which the cheap traveller reclines in as precarious a position as possible; the basket behind, in which travellers sit as they best can, and which would make a fat farmer look like Falstaff in a buck basket, and from which hang trunks and packages of every form and size—render the stories of slow travelling perfectly credible, however monstrous they appear now to us. Forty years ago, six miles an hour was reckoned fair speed for a stage-coach; and gentry sometimes even rode in the wagon, which had also a place for travellers, and the many adventures there met with are among the most amusing scenes in the novels of Smollett and Fielding. When M. Sorbeire, a Frenchman of letters, came to England in the reign of Charles II., for the purpose of being introduced to the King, and visiting our most distinguished literary and scientific characters, he says: "That I might not take post, or be obliged to use the stage-coach, I went from Dover to London in a wagon. It was drawn by six horses, one before another, and driven by a wagoner, who walked by the side of it. He was clothed in black, and appointed in all things like another St. George; he had a brave mounteror on his head, and was a merry fellow, fancied he made a figure, and seemed mightily pleased with himself." Mr. W. B. Adams, in his already quoted "History of Pleasure Carriages," has given some curious particulars of early stage-coaches, as follows:—

A gentleman writing to his father, in 1673,

says: "I got to London on Saturday last. My journey was noe ways pleasant, being forced to ride in the boote all the way; ye company yt came up with me were persons of great quality, as knights and ladies. My journey's expense was 30*s*. This travel hath so indisposed mee, yt I am resolved never to ride up again in ye coach." Mr. Adams, who quotes this passage from the "Archæologia," adds: "It may be inferred from the foregoing extract that the journey from Lancashire required some days for its performance; but even this rate of travelling had its impeders amongst the objectives." The writer of a tract in the "Harleian Miscellany," 1673, deprecates "the multitude of stage-coaches and carriages now travelling on the roads," and advises Parliament to interfere to suppress them, "especially those within fifty or sixty miles of London." He recommends the others being obliged to travel with one set of horses, and to be limited to thirty miles in summer, and twenty-five in winter, *per diem*. Although the legislature was too wise to adopt the recommendation of this "slow coach," locomotive conveyance made for some time only a tortoise-like progression. So formidable an affair was the undertaking a journey reckoned, that even from Birmingham to London, a departure was a signal for making a will followed by a solemn farewell of wife, children, and household! Slow travelling, and a correspondent tardiness of other arrangements, continued to a much later period than might be imagined; and we read advertisements for "that remarkable swift travelling coach, the Fly, which leaves Birmingham on Mondays, and reaches London on the Thursday following."

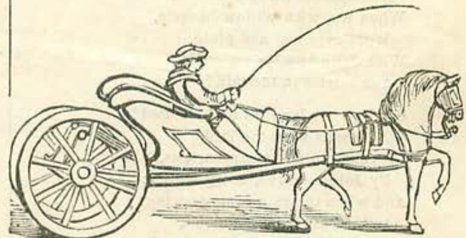
Towards the end of the seventeenth century, improvements began to take place. In "Wood's Diary," mention is made of a machine which completed the journey between Oxford and London in thirteen hours! The outcry lessened, and the imperfect vehicles and bad roads were left to passengers unmolested. What the latter were may be imagined from the fact already alluded to, that when Charles III. of Spain visited England, and Prince George of Denmark went out to meet him, both princes were so impeded by the badness of the roads, that their carriages were obliged to be borne on the shoulders of the peasantry, and they were six hours in performing the last nine miles of their journey!

During the eighteenth century, improvements were very gradually made in carriages, and but little progress in the rate of travelling. So late as 1760, a journey from Edinburgh to London occupied eighteen days, a part of the roads being only accessible by pack-horses.

The insolence and dishonesty of the people employed in the management of these conveyances far outdid the doings of modern cabmen. In 1733, a writer quoted by Malcolm, declares that "those Hackney gentlemen have by their overgrown insolence obliged the government to take notice of them, and make laws for their regulation. The particular saucy, impudent behavior of the coachmen in demanding the other *twelver* or *tester* above their fare, has been the occasion of innumerable quarrels, fighting, and abuses; affronting gentlemen, frightening and insulting women; and such rudenesses, that no civil government will, or indeed ought to, suffer; and above all, has been the occasion of killing several coachmen, by gentlemen that have been provoked by the villanous tongues of those fellows beyond the extent of their patience. Their intolerable behavior has rendered them so contemptible and odious in the eyes of all degrees of people whatever, that there is more joy seen for one Hackney-coachman going to the gallows, than for a dozen highwaymen and street-robbers."

It will not be within the province of our remarks to notice the many varieties of carriages that were invented or modified from older inventions towards the close of the last century; the more particularly as prints or drawings of such are to be easily obtained. The coach and chariot were the same in principle; the original one-horse gig of 1754 is seen in Fig. 21, which

Fig. 21.



soon underwent changes both of form and name, and was called Tilbury, Stanhope, Whiskey, Dennett, and Buggy, as the case might be. The French *Désobligeant*, immortalized by Sterne, in his "Sentimental Journey," carried one person only, and was like the fourth of our illustrations. The American *Sulkies* are of the same construction. The original Barouche we have engraved, the Landau was only a variety, and the Landaulet still smaller.

The original Phaeton is too remarkable a monstrosity to pass over without cut or com-

ment. Fig. 22 depicts its form. It came into use in 1760, and enjoyed great popularity with sporting young men, and "high-flyers." Mr.

Fig. 22.

Adams says of it: "To sit on such a seat when the horses were going at much speed, would require as much skill as is evinced by a rope-dancer at the theatre. None but an extremely robust constitution could stand the violent jolting of such a vehicle over the stones of a paved street." The same writer comments on its ugliness and bad construction very severely. The height and insecurity of the springs, the ugly box in front, and the unsightly open one for servants behind, the tottering danger of the seatholders, who reached their elevation by means of a ladder, which was, in some instances, permanently fixed to the side; all rendered it inconvenient and dangerous. It was still received with much favor among the "bucks and bloods" who loved display, and thought the risk of a neck nothing in comparison with a dashing equipage, calculated to make the groundlings stare. It came into fashion under the highest auspices, and was the favorite driving carriage of the Prince of Wales, afterwards King George IV. When the novelty of the thing had ceased, and common sense returned, it was gradually lowered, until the Phaeton assumed the form we now see.

PICKING BERRIES IN THE RAIN.

BY N. W.

Do you remember, Kitty,
One misty afternoon,
Of a sweet, blue, laughing summer
That passed away too soon,
When we, with willow baskets,
Went over hill and plain
With John and his umbrella
For berries in the rain?

Oh, how we laughed and shouted!
As free as were the birds,
Provoked to mirth, uproarious,
By John's grave, witty words;
And when the rain came pouring
In torrents from the cloud,
Crouched 'neath the old umbrella,
We woke the echoes loud.

And when the sun was setting,
And glory lit the hill,
And clouds and mists were fleeing,
We picked the berries still;
And piled them high, and higher,
Beneath the golden light,
And watched the twilight armies
Draw up the car of night.

And when, with baskets laden,
We wandered, homeward bound,
We heard in shadowy places
The Katydid's weird sound;
And saw the dusky fire-flies
Flash in the summer dark,
And talked of Eastern glowworms,
So like their tiny spark.

Ah, Kitty! blue-eyed Kitty!
That day lies far away,
And much of mirth has left us,
Deny it as we may;
But womanhood has brought us
A something better far—
That was the fire-fly's flashes,
This is the glowworm's star.

I know not in what distant land
Gay Johnnie rests his head,
Or if with him as pleasantly
The chequered years have sped;
But, from his proud, young manhood,
Has he e'er turned again,
To pick in dreams the berries
Beneath the summer rain?

I watch the golden sunsets,
When mist and clouds depart,
Then memory lifts the pictures
I 've treasured in my heart;
And brightest of these pictures,
And one that brings no pain,
Is a gay group picking berries
Beneath the summer rain.