

METROPOLITAN PUBLIC CARRIAGES, HACKNEY AND STAGE COACHES, &c.

Office, No. 3, Princes-street, Storey's Gate, Westminster.

Registrar, H. Wedgewood, Esq.

This Office was established in October, 1838, under the provisions of the Act of 1 and 2 Vict. cap. 79. Every carriage plying for hire within ten miles from the General Post-Office, and not being a stage carriage, is to be considered a "Hackney Carriage;" and every Stage Carriage (except such as every journey go beyond those limits) a "Metropolitan Stage Carriage." Every such carriage is to have the number, and the number of passengers licensed to carry, conspicuously placed inside and outside.

The Act requires all drivers, conductors, and watermen to be licensed; authorises the Registrar to grant licenses on payment of 5s., and requires such persons to wear badges. A magistrate may suspend for two months, and two magistrates may revoke the license. Driver or conductor, by misconduct occasioning damage on highways, being drunk during employment, or abusive, to forfeit not exceeding £3, or be committed for not exceeding two months; and magistrates may order compensation from proprietor to extent of £5. For obstructing road, improperly delaying on journey, or deceiving as to destination or route, or stopping on crossing, a fine not exceeding £1. The Act requires complaints to be made within seven days from offence. The Justices' decision is final. It is important to bear in mind that, if the complainant is the *only witness*, he must, before his evidence is taken, renounce his right to share of penalty, the whole of which thereupon goes to share of police of district; otherwise only half, the other going to the complainant. In all cases with costs. Actions under this statute are to be commenced within three months. The regulations to prevent extortion, which are in force as regards the fares for hackney carriages, apply to these stage carriages also. The regulations as to hackney carriages remain the same as prescribed by Act of 1 and 2 Will. 4, cap. 22, by which the fares are governed. The general control, however, of these public carriages also, is now vested in the Registrar of the Metropolitan Public Carriages. Drivers are compellable to drive to any place within the prescribed limits; to wait, on deposit being made; to obtain hirer's consent before allowing other persons to ride; and to deposit within four days in the Office all property left in carriages. The regulations as to Hackney Carriage Fares are as follows:—

They are regulated by either distance or time; by distance, at the rate of 1s. per mile; by time, 2s per hour, with fractional proportions.

One-horse Carriages, whether Flys or Cabriolets, are entitled to two-thirds of the above sums respectively.

No single fare is less than 1s for Coaches, and 8d for Cabriolets. Every half mile beyond the first mile is 6d for Coaches, 4d for Cabriolets. Every fifteen minutes completed, and part of fifteen minutes beyond the first thirty minutes, 6d.

Back fare payable after eight in the evening, but not after five in the morning, where discharged beyond limits.

REGULATIONS RESPECTING STAGE CARRIAGES, INCLUDING OMNIBUSES.

No stage carriage is to carry passengers otherwise than upon proper seats, allowing sixteen inches in breadth for each passenger; children under five years of age, sitting in the lap, not to be reckoned. The number of passengers is to be painted conspicuously in the inside of every carriage, and on the back outside, under a penalty of £10 against the proprietor. No more than the proper number of passengers are to be carried, under a penalty of £5 each against the driver and conductor respectively. Any constable, peace-officer, or passenger, may measure the seats, under a penalty of £5 against any person refusing or obstructing such measurement. N.B. Rules are laid down respecting the number of outside passengers, limiting it according to the height and size of the carriage, independently of the limitation resulting from the length of the seats. See 5 and 6 Victoria, c. 79, ss. 13-17; and 6 and 7 Victoria, c. 86, adds that a printed Table of Fares shall be placed inside; imposes a penalty of £5 for acting as driver, conductor, &c., without a license; and £10 on the proprietor knowing or permitting such act; also a penalty of £3 for furious driving or wilful misbehaviour; £2 for causing obstructions by loitering, deceiving as to route, stopping at crossings, &c.

HACKNEY CARRIAGE STANDS IN THE METROPOLIS.

By virtue of the authority conferred upon the Commissioners of the Metropolitan Police by an act of last session, they have proceeded to make various alterations with respect to the old stands for hackney carriages, and to appoint others in different localities where the neighbourhood appeared to require such accommodation. Stands for hackney carriages have been appointed, which provide room for 1815 carriages. The chief objects kept in view have been to place them in the immediate neighbourhood where they are wanted, without causing obstruction by their being in the great leading thoroughfares. Regulations are made to prevent the drivers and others standing together on the footways, smoking, drinking, or by any improper behaviour causing obstruction or annoyance there.

The various stands, under this new regulation, are as follow:—

WHITEHALL DIVISION.—Trafalgar-square, one on the east side and another on the west side; Whitehall.

WESTMINSTER DIVISION.—Buckingham-gate; Cadogan-place; Carey-street, Westminster; Commercial-road, Pimlico; Franklin's-row, Chelsea College; Fulham-road; Grosvenor-street; Knightsbridge-green; Knightsbridge-road; Milbank; Milton-row, Vauxhall-bridge-road; Palace-yard, Shaftesbury-terrace, Vauxhall-bridge-road; Sloane-square.

ST. JAMES'S DIVISION.—Broad-street, Golden-square; Conduit-street, Regent-street; Davies-street, Berkeley-square; Dean-street, Soho; two in the Haymarket; Leicester-square; Park-lane, Piccadilly; three in Piccadilly; two in St. James's-street; Woodstock-street, Oxford-street.

MARYLEBONE DIVISION.—Adam-street west, Upper Berkeley-street; Boston-street, Park-road; Great Marylebone-street; Great Quebec-street, New-road; Harrow-road; London-street, Paddington; Maida-hill; Marylebone-lane, Oxford-street; Old Cavendish-street; Oxford-street; Paddington-street; Prædford-street, Edgeware-road; three in the Uxbridge-road; Winchester-place, New-road.

HOLBORN DIVISION.—Berners-street, Oxford-street; Bloomsbury-street, New Oxford-street; Bury-place, Bloomsbury; Castle-street East, Berners-street; Compton-street, Brunswick-square; Duke's-road, New-road; Foley-street, Portland-place; Goodge-street, Tottenham-court-road; Guildford-street, Foundling Hospital; John-street, Oxford-street; King's-road, Gray's-inn; two in the Portland-road; Southampton-row, Bloomsbury; three in Tottenham-court-road.

COVENT GARDEN DIVISION.—Agor-street, Strand; Bedford-street, Strand; Broad-street, St. Giles; Burleigh-street, Strand; Duncannon-street, Strand; two in Holborn; two in the Strand; Upper Wellington-street; Wellington-street, Strand.

FINSBURY DIVISION.—Clerkenwell-green; Cobham-row, Clerkenwell; Goswell-road; Goswell-street; Gray's-inn-road, King's-cross; Old-street, St. Luke's; St. John-street-road; two in Shoreditch.

WHITECHAPEL DIVISION.—Dock-street, Whitechapel; High-street, Whitechapel; Little Thames-street, St. Catherine; Tower-hill (east-side); Tower-hill (west side).

STEPNEY DIVISION.—Epping-place, Mile-end-gate; High-street, Shadwell; St. George's-street, St. George's in the East; White Horse-street, Ratcliff.

LAMBETH DIVISION.—Blackfriars'-road; Kennington-cross; Kennington-green; Lambeth-road; Mount-street; New Bridge-street; Vauxhall; Palace New-road; St. George's Road; Waterloo-road.

SOUTHWARK DIVISION.—Blackfriars-road; Borough-road East; Borough-road West; Dover-road; High-street, Southwark; Old Kent-road; Wellington-street, Southwark.

ISLINGTON DIVISION.—Belinda-Terrace, Canonbury-square, Islington; Canonbury-place, Islington; City-road; Clapton-square, Hackney; Clark's-place, High-street, Islington; two in the Holloway-road; Islington-green; Kingsland-road; London-lane, Hackney; Penton-street, Pentonville; Pitfield-street (near the church), Hoxton; Richmond-road, Islington; Rotherfield, Islington; Great William-street, Maiden-lane, Islington.

CAMBERWELL DIVISION.—Camberwell-lane; High-street, Camberwell; Kennington Church; Manor-place, Walworth-road; Stockwell-place, Brixton.

GREENWICH DIVISION.—Blackheath-village; six in Greenwich; High-street, Woolwich.

HAMPSTEAD DIVISION.—Charles-street, East, Hampstead-road; College-street, Camden-town; Cumberland-market (centre road); Edgware-road; Hampstead-road; High-street, Camden-town; North-street, Portman-market; Ordnance-road, St. John's-Wood; Park-road, St. John's Wood; Seymour-street, Easton-square; Wellington-road, St. John's Wood; Wilstead-street, Somers-town.

KENSINGTON DIVISION.—Broadway, Hammersmith; four in the Great Western-road, Kensington; Great Western-road, Hammersmith; Uxbridge-road, Notting-hill.

WANDSWORTH DIVISION.—Great George-street, Richmond; Kew-road, Richmond; two in the King's-road, Chelsea; New-road, water side, Chelsea; Richmond green; Richmond-hill.

PORTERAGE.

The Rates of Porterage are regulated by Act of 39 Geo. 4, cap. 58.

For any parcel not weighing more than 50 lb, and when the distance does not exceed a quarter of a mile, 3d.; for a mile, 4d.; for a mile, 6d.; for a mile and a half, 8d.; for two miles, 10d.; and 3d. for every additional half-mile. Porters exacting more, to be fined not exceeding 20s.; misbehaving, 20s to 10s. A ticket to be sent with every parcel; charge for carriage and portage marked on it, under a penalty of 40s. or not less than 5s. Parcels are to be delivered at any place within half a mile of the carriage pavement in six hours after arrival, under a penalty of 20s. or not less than 10s. Parcels arriving between four in the evening and seven in the morning to be delivered in six hours from the latter period, under the like penalty. Informations under Act to be laid within fourteen days, with appeal to Quarter Sessions.

The business of the London and Metropolitan Parcels Conveyance Company, on the plan of the London local post, continues to be conducted with cheapness and punctuality, and to be successful and useful. Chief station, Rolls Buildings, Fetter-lane, and there are upwards of 700 receiving-houses.

CARRIERS are not responsible for loss of parcel containing property where exceeding value of £10, unless same delivered as such and accordingly insured, for which insurance a receipt to be given. Any one coach proprietor or carrier may be sued. The Act does not relieve carrier, or proprietor, or mail contractor from liability for loss occasioned by servants' acts, or his own neglect or misconduct.

COMPARATIVE VALUE OF EUROPEAN COINS, WEIGHTS, AND MEASURES.

England.	France.	Prussia.	Austria.	Wurtemberg.	Baden.	Hanover.	Saxony.	Hesse.	Brunswick.	Oldenburg.	Mecklenburg.	Switzerland (Bern).
1 acre . . .	{ 0'405 hectare = 38,341 sq feet	{ 1'584 morgen	{ 0'703 jeh.	{ 1'283 morgen	{ 1'124 morgen	{ 1'555 morgen	{ 1'467 morgen	{ 1'618 morgen	{ 1'617 morgen	{ 2'841 juch n. m. . .	{ 0'622 morg	{ 1'177 juchart
1 foot = 12 inches . . .	{ 125'144 par. lines	{ 11'653 zoll.	{ 11'559 zoll.	{ 1'034 foot . .	{ 1'016 foot . .	{ 1'043 foot . .	{ 1'078 foot . .	{ 1'219 foot . .	{ 1'063 foot . .	{ 1'031 foot . .	{ 1'048 foot . .	{ 1'016 foot . .
1 quarter . . .	{ 146'54 36 cub. par. lines	{ 5'288 sch.	{ 4'720 mtzn.	{ 1'934 sch. . .	{ 1'938 malter	{ 1'555 malter	{ 2'34 sch. . .	{ 2'271 malter	{ 4'934 sch.	{ 13'286 sch.	{ 7'475 sch. . .	{ 1'706 mutt.
1 bushel . . .	{ 1831'79 cub. par. lines . .	{ 0'651 sch.	{ 0'591 mtzn.	{ 0'205 sch. . .	{ 0'242 malter	{ 1'167 himten	{ 0'35 sch. . .	{ 0'281 malter	{ 1'167 hrntm.	{ 1'621 sch.	{ 0'934 sch. . .	{ 0'213 mutt.
1 gallon . . .	{ 228'97 cub. par. inch . .	{ 3'395 qt.	{ 0'078 eimer	{ 2'472 maass	{ 3'028 maass	{ 1'165 stubchn.	{ 4'851 kannen	{ 0'028 ohm.	{ 4'819 qt. . .	{ 3'318 kannen	{ 2'504 kannen	{ 0'027 saum.
1 lb. Avoir-dupois . .	{ 0'453 kl. . .	{ 0'969 lb. . .	{ 0'809 lb. . .	{ 0'969 lb. . .	{ 0'907 lb. . .	{ 0'969 lb. . .	{ 0'970 lb. . .	{ 0'907 lb. . .	{ 0'970 lb. . .	{ 0'941 lb. . .	{ 0'937 lb. . .	{ 0'872 lb.
1 sterling . . .	{ 25 33 francs .	{ 6 thr. 2s. gr.	{ 9l. 5s. kr.	{ 11 fl. 58 kr.	{ 11 fl. 58 kr.	{ 6 r. thaler	{ 6 r. thlr. 20 g.	{ 11 fl. 55 kr.	{ 6 r. thlr. 20 g.	{ 6 r. thlr. 6 g. gr.	{ 6 r. thlr. 3 g. gr. gold batz.	{ 17 frans. 7 batz.
1 shilling . . .	{ 1'26 13-20 fr.	{ 10 s. gr. 3pf.	{ 29 3-4 kr. .	{ 35 9-10 kr. .	{ 35 9-10 kr. .	{ 8g. gr. 2-2 5pf.	{ 10hr 2-1 2 pf	{ 35 9-10 kr. .	{ 8g. gr. 2-2 5 pf	{ 22 grot. . .	{ 7g. gr. 4 1-5 pf	{ 17-20 batz.
1 new French foot = 1-3 metro = 147-765 par. line . . .	{ England, 1'062	{ 1'0515	{ 1'161	{ 1'111	{ 1'142	{ 1'177	{ 1'333	{ 1'265	{ 1'126	{ 1'145	{ 1'111	