choicest beauties and treasures of our native flora, this homely creeper deserves no small regard. As for its fruit, when gathered perfectly ripe, if it be combined with slices of apple in a tart, the result is highly agreeable. There is but one thing better—the mixture of raspberries and red currants, in tart or pie, which affords to the healthy palate of childhood a rapture of surpassing joy. It would indeed be ungrateful to refrain from mentioning these particular gifts and graces of the honest British bramble and unsophisticated blackberry, to which, as Dick Swiveller would say, "the minions of fashionable luxury are strangers." No such plea is needed for giving a place of honour to the strawberry, which is everybody's favourite eating in summer—how soon it is gone from among us!—and the leaf of which has been chosen by heraldic invention for the symbolic ornament of a lofty rank in the aristocracy of this realm. It has also a pretty blossom, which nobody will, indeed, be so foolish as to gather, in preference to waiting for the promised fruit. Once more reverting to the points of botanical analogy, it is worthy of remark that the seeds of the strawberry are placed on the outside of the succulent receptacle which supports them, the enlarged growing point of the flower. This is a different constitution from any of those before noticed.

The nettle tribe are by no means so popular, and children often pursue this weed with vengeful execrations, for the stings it has inflicted upon their tender skins; but it is a herb of some beneficent properties. The medicinal virtues of its juice and seeds in the case of disagreeable swellings and tumours have been attested by physicians of repute; and many an old woman has a word of praise for nettle-tea, or nettle-broth. The stalk-fibres make good cord—indeed, hemp is a kind of nettle. The poison which stings in the nasty nettle is contained in tiny bags at the roots of the hairs, or bristles, which grow upon every leaf. This is the *Urtica*, or true nettle; but the plant shown in our Coloured Illustration is a *Lamium*, one of several different species of a stingless plant, which has foliage similar in appearance to that of the stinging nettle. They are called dead nettles, because they do not sting. The red dead nettle has flowers of a reddish purple hue, and its leaves are dull green, but slightly tinged with purple. There is a nettle-tree in Australia which grows 150 ft. high, and your hand is paralysed if you only pluck a leaf. Yet the same botanical family includes such agreeable plants as the fig, the mulberry, and the breadfruit-tree. Some of the most beautiful of our summer butterflies are constant visitors to the nettle, which supplies their chief food.

OLD MODES OF LOCOMOTION.

ANCIENT BRITONS IN THEIR CORACLES.

From the accounts given us by the Romans we learn that the Britons excelled in basketwork. They constructed canoes of osier, covered with skins of animals, and in these they paddled about the rivers, creeks, and fens of their country. Such vessels are still used by Welsh fishermen. The *cwrwgyl* is probably identical with the portable boats used by the Picts and Scots in crossing the rivers to invade England.

COACH OF THE TIME OF ELIZABETH.

During the whole of the early times of English history, through the Middle Ages till the end of the reign of the Tudors, and even to the beginning of the eighteenth century, riding on horseback was the only mode of land travelling generally available for long distances. Chaucer describes the Canterbury Pilgrims, of both sexes, as performing the journey in the saddle. Stow tells us in his "Chronicle" that coaches were first introduced into England in 1564. They were merely covered waggons, laid upon the axles without springs, and, even at a funeral pace, must have jolted most abominably. The Elizabethan coach could only with great difficulty traverse the streets of London, considering that these were described in a Paving Act of the period as "very foul and full of pits and sloughs, very perilous and noyous." Whenever these clumsy machines ventured into the open country, except in the driest weather, they almost invariably came to grief.

RIDING ON A PILLION.

Whilst stage-coach conveyance was only available along a very limited number of roads, and during that still earlier period when such roads as really existed were impassable for wheeled carriages, women were accustomed to ride behind one of the ruder sex on what was called a pillion (from pillow). This is defined by Johnson as a soft saddle set behind a horseman for a woman to sit on. Even Queens, on long journeys, preferred a seat on a pillion behind one of their officers to any other mode of conveyance. When Katharine of Spain came over, in 1501, to marry Arthur, son of Henry VII., she rode on a horse from the Tower to St. Paul's "with the pillion behind a lord named by the King." A similar method of riding is not obsolete even in the present day in remote country districts, if we may trust to certain representations of weddings in North Wales, where the bride and bridegroom are depicted as galloping furiously from a church, the former keeping her seat in a manner that we should conceive impossible to any but a professional circus-rider.

THE SEDAN-CHAIR.

Sedan-chairs were first seen in England when Charles, son of James I., on his return from Spain, brought with him three specimens of a peculiar character, somewhat resembling the Indian palankeen in the manner in which they were carried. The favourite, Buckingham, being in the habit of travelling about London in one of these, was abused by the populace for turning men into "slaves and beasts of burden." In spite, however, of popular clamour and the furious opposition of coach-drivers, this new and handy method of travelling steadily grew into favour. The frontispiece of a tract published in 1636, and entitled "Coach and Sedan Pleasantly Disputing for Place and Precedence," represents the form of the sedan and its bearers touting for custom. The mode of carrying was the same as that adopted in the later sedans. In the eighteenth century we find that the sedan, though considerably altered in form from the original type, had become a universal mode of conveyance for the higher and middle classes of society. The state of the pavement in the metropolis and the chief cities of Great Britain caused the sedan to be preferred, both for comfort and safety, to every description of coach. As there were no footpaths, and only a line of posts in the principal streets to protect pedestrians, none would even walk any distance who could afford to hire a sedan. The London chairmen were a numerous and influential body. Those who were in the service of the aristocracy had their gorgeous liveries, epaulettes, and cocked-hats. The hackney chairmen pervaded the neighbourhood of tavern doors, where they waited to be hired. They were chiefly Irishmen, and were distinguished by their muscular development, especially in the calves of their legs. That they were popularly believed to be somewhat given to insolence may be gathered from an incident in one of Smollett's novels, where, in retaliation for the hero having been insulted by two chairmen, the man who acts as his servant and trusty henchman conceals a number of heavy weights about his person, and hires the delinquents to carry him a certain distance. Staggering under the unusual load, each chairman suspects his comrade of not taking his fair share of the burden, and begins to abuse him accordingly. The strife waxing hotter, the two belligerents ultimately set down both box and passenger, in order to settle the dispute with their fists; whilst the real author of the quarrel quietly slips away, having deposited his weights in the chair for the subsequent enlightenment and consolation of the mutually-battered disputants.

THE OLD STAGE-COACH.

The stage-coach of the eighteenth century had very little in common with the mail-coach of the nineteenth. In Hogarth's Country Inn Yard we have a representation of these vehicles, which explains the fact that no one with the smallest power of bestriding a horse would ever have thought of making use of them. From the "Tales of an Antiquary," published in 1828, we obtain a description of the stage-coach of Hogarth's time." The roofs of the coaches, in most cases, rose into a swelling curve, which was sometimes surrounded by a high iron guard. The coachman and the guard, who always held his carbine ready cocked upon his knee, then sat together; not, as at present, upon a close, compact, varnished seat, but over a very long and narrow boot, which passed under a large spreading hammer-cloth. Behind the coach was the immense basket, stretching far and wide beyond the body, to which it was attached by long iron bars or supports passing beneath it. The wheels of these old carriages were large, massive, ill-formed, and usually of a red colour; and the three horses which were affixed to the whole machine—the foremost of which was helped onward by carrying a huge, long-legged elf of a postillion, dressed in a cocked-hat, with a large green and gold riding-coat—were all so far parted from it by the great length of their traces that it was with no little difficulty that the poor animals dragged their unwieldy burden along the road. It groaned and creaked at every fresh tug which they gave it, as a ship rocking or beating up through a heavy sea strains all her timbers, with a low moaning sound, as she drives over the contending waves." To this very cheerful picture of the delights of the road at this epoch we may add that the unfortunate passengers might expect the monotony of their journey to be broken at any moment by the appearance upon the scene of the regulation highwayman of the period, the supposed valour of the guard, with his formidable-looking blunderbuss, turning out to be a snare and a delusion, and vanishing at once before the threatening pistol of the Claude Duval or Dick Turpin of the hour, when a compulsory handing out of purses would immediately ensue.

THE PACK-HORSE TRAIN.

In McCulloch's account of the British Empire we read that "It was not till after the Peace of Paris, in 1763, that turnpike roads began to be extended to all parts of the kingdom." It is not surprising, therefore, that the old method of transporting goods on the backs of horses should have been practised up to a comparatively recent period. Passengers also frequently availed themselves of this primitive mode of travelling. Smollett's Roderick Random is described as riding from Scotland to Newcastle-on-Tyne, sitting upon a pack-saddle between two baskets, one of which contained his goods in a knapsack. The pack-horses travelled in gangs of thirty or forty, walking in a single file. The leading and most experienced horse carried a number of bells as a guide for those

(*Continued on page* 16.)

(*Continued from page* 13.)

which followed him and also as a warning to travellers coming in an opposite direction, who were expected to step off the narrow causeway until the whole train had passed. When two strings of pack-horses met in this way a quarrel between the drivers of the respective gangs must have been all but inevitable, and, as these worthies had a much greater acquaintance with the *fortiter in re* than with the *suaviter in modo*, a free fight was the ordinary wind up of the controversy.

THE OLD LONDON WATERMAN.

Formerly the Thames was the great highway for metropolitan locomotion: its banks were lined with the mansions of the great, the nobles kept their own barges, and the old London waterman and his wherry were the general and universal medium of conveyance: what the cabmen is to the Londoner of the present day, the waterman was to the general public of his own time. But with the advent of coaches, the improvement of the streets (whereby the use of them became more of a possibility), the extensive employment of sedan-chairs, the increase of bridges, and, above all, the introduction of steam-boats, a slow but steady decline of the waterman's trade commenced, and continued in an ever-accelerating pace; they themselves gradually dwindling away in numbers and importance. Dibdin's "jolly young waterman," who was "always first oars with the fine City ladies," belongs to the past; practically, both he and his "trim-built wherry" have disappeared from the "silent highway;" and the champion sculler of England is now most frequently a brawny Tyneside ironworker, or some other landsman from north or south, who at first took to rowing as an amusement——anyone, in short, but a Thames waterman.

GENTLEMAN'S CARRIAGE OF THE EIGHTEENTH CENTURY.

This was a cumbrous and gaudy piece of architecture, somewhat resembling the Lord Mayor's coach of modern times. Glass windows were first added to coaches at the beginning of the seventeenth century, and springs about forty years later; so that in the time of Anne and the first two Georges the gentleman's carriage, though still a heavy barbaric concern, was an improvement on the jolting waggons dignified by the name of coaches in the days of Queen Bess. Under the seat of the coachman was carried a box (hence the name of coach-box) for containing the hammer and other tools that might be wanted to repair damages. This was concealed by the hammer-cloth, which name is still retained in carriages of the present day, though no modern Jehu is expected to be an accomplished carpenter and wheelwright as well as an experienced charioteer. Nor was this all unnecessary. The travellers in coaches had many perils to encounter from collisions with reckless carmen by day and from dimly-lighted holes and pits in the road by night, to which the modern Londoner is a stranger.

THE PASSENGER HOY.

Before the appearance of the now familiar steam-boats, the passenger traffic down the River Thames was carried on not only by means of the watermen's wherries, but also in barges and what were called *tilt* boats—that is, undecked vessels provided with an awning. These were superseded by the *hoys*, which were a larger species of craft with a deck, vessels of the sloop order. The name *hoy* is derived from the old French word *hou*, which possibly has some connection with the word *houari* in the same language, signifying a pleasure boat, of which our word *wherry* is an evident corruption. These hoys continued to ply without any competition until the appearance of the first Gravesend steamer in 1816. This latter was a vessel of about 70 tons burden and 14-horse power. As the number of steamers increased, the sailing passage boats gradually declined, and entirely died out in 1834. The old Margate hoy continued to sail long after Margate had risen to the position of a fashionable watering place. She often took two days for the voyage and although, in fine weather and with a favourable wind, this method of reaching the Isle of Thanet might be agreeable enough to all who were proof against sea-sickness, yet, under the influence of contrary winds or a dead calm, such a mode of spending one's time would be anything but cheerful.

BELL'S STEAMER, THE COMET.

Our Illustration, taken from "Woodcroft's Rise and Progress of Steam Navigation," represents the first practical steam-boat that was employed in Great Britain for the conveyance of passengers. In 1812 this vessel, projected by Henry Bell, a tavern-keeper, began regularly to ply on the Clyde between Glasgow and Greenock. This vessel was quickly followed by others of greater power, and in less than five years' time the new idea had been put into practical operation on the Thames also.

STEPHENSON'S LOCOMOTIVE, THE "ROCKET."

George and his son Robert Stephenson were the founders of modern railway travelling. Their locomotive called the "Rocket" won a £500 prize offered by the directors of the Liverpool and Manchester Railway in 1829, and it was the first that ran upon the new line. Compared to a modern locomotive the Rocket was but an infant. It only cost about £550; weighed, with its tender, between seven and eight tons; and its greatest speed was about twenty-four miles an hour. Some modern engines cost £2000 or more; weigh, with their tenders, forty-five tons; and have the power of attaining a speed of more than sixty miles an hour.

J. J.

SOVEREIGNS OF EUROPE,

WITH THEIR AGE AND DATE OF ACCESSION.

Country.	Name.	Birth.	Acc.*
Great Britain	Victoria	May 24, 1819	1837.
Austria	Francis Joseph ...	Aug. 18, 1830	1848.
Baden	Frederick	Sept. 9, 1826	1856.
Bavaria	Louis II.	Aug. 25, 1845	1864.
Belgium	Leopold II.	April 9, 1835	1865.
Denmark	Christian IX.	April 8, 1818	1863.
France (Republic)	Mar. MacMahon, Pres.	1807	1873.
Germany	William	Mar. 22, 1797	1861.
Greece	George	Dec. 24, 1845	1863.
Hesse Darmstadt	Louis III.	June 9, 1806	1848.
Italy	Victor Emmanuel ...	Mar. 14, 1820	1862.
Mecklenburg Schwerin ...	Frederick Francis ...	Feb. 28, 1823	1842.
Mecklenburg Strelitz ...	Frederick Charles ...	Oct. 17, 1819	1860.
Netherlands	William III.	Feb. 19, 1817	1849.
Oldenburg	Nicolas	July 8, 1826	1853.
Portugal	Louis I.	Oct. 31, 1838	1861.
Rome	Pope Pius IX. ...	May 13, 1792	1846
Russia	Alexander II.	Apr. 29, 1818	1855.
Saxe Coburg and Gotha ...	Ernest II.	June 21, 1818	1844.
Saxe-Meiningen	George	April 2, 1826	1866.
Saxe-Weimar	Charles Alexander ...	June 24, 1818	1853.
Saxony	Frederick Aug. Albert	April 23, 1828	1873.
Spain	Alphonso I.	Mar. 1, 1875	1875.
Sweden and Norway ...	Oscar II.	Jan. 21, 1829	1872.
Turkey	Abdul Aziz	Feb. 9, 1830	1861.
Wurtemberg	Charles Frederick ...	Mar. 6, 1823	1864.

TABLE OF INTEREST,

Showing the Interest of any Sum, from a Million to a Pound, for any Number of Days, at any rate of Interest.

	£	s.	d.	f.	100 Parts		£ 2	s.	d.	f.	100 Parts
1,000,000	2,739	14	6	0	99	900	2	9	3	3	12
900,000	2,465	15	0	3	29	800	1	3	10	0	11
800,000	2,191	15	7	1	59	700	1	18	4	1	10
700,000	1,917	16	1	3	89	600	1	12	10	2	8
600,000	1,643	16	8	2	19	500	1	7	4	3	7
500,000	1,369	17	3	0	49	400	0	1	11	0	5
400,000	1,095	17	9	2	79	300	0	16	5	1	4
300,000	821	18	4	1	9	200	0	10	11	2	3
200,000	547	18	10	3	40	100	0	5	5	3	1
100,000	273	19	5	1	70	90	0	4	11	0	71
90,000	246	11	6	0	32	80	0	4	4	2	41
80,000	219	3	6	0	96	70	0	3	10	0	11
70,000	191	15	7	1	59	60	0	3	3	1	81
60,000	164	7	8	0	22	50	0	2	8	3	51
50,000	136	19	8	2	85	40	0	2	2	1	21
40,000	109	11	9	1	48	30	0	1	7	2	90
30,000	82	3	10	0	11	20	0	1	1	0	60
20,000	54	15	10	2	74	10	0	0	6	2	30
10,000	27	7	11	1	37	9	0	0	5	3	67
9,000	24	13	1	3	23	8	0	0	5	1	4
8,000	21	18	4	1	10	7	0	0	4	2	15
7,000	19	3	6	2	96	6	0	0	3	3	12
6,000	16	8	9	0	82	5	0	0	3	1	84
5,000	13	13	11	2	68	4	0	0	2	2	52
4,000	10	19	2	0	55	3	0	0	1	3	89
3,000	8	4	4	2	41	2	0	0	1	1	26
2,000	5	9	7	0	27	1	0	0	0	2	3
1,000	2	14	9	2	14						

THE RULE.—Multiply the Sum by the number of Days and the Product by the Rate of Interest, then separate the two last Figures to the Right hand, and the rest you will find in the Table.

RAILWAY ACCIDENTS.—The return of the railway accidents in the United Kingdom in 1874 shows 87 passengers killed and 1622 injured from causes beyond their own control, and 125 passengers killed and 368 injured through their own misconduct or want of caution. All four numbers are, we believe, larger than in any previous year. The totals are 212 passengers killed and 1990 injured. There were 80 passengers killed in accidents occurring to trains, 9 by falling out of railway carriages while travelling, 22 by falls while getting into or out of trains, 49 by falling between carriages and platforms, 33 while crossing the line at stations, 2 by falling down stairs at stations, and 17 by other accidents. Including servants of the companies and of contractors, and also trespassers, suicides, people passing over level crossings, &c., there were in all 1425 persons killed and 5050 injured by railway accidents in 1874.

STATISTICS OF HUMAN LIFE.—The total number of human beings on the earth is now upwards of 1,000,000,000. They speak 3064 tongues, in which upwards of 1100 religions are preached. The average duration of life is 33¼ years. One fourth of those born die before the seventh and one half before the seventeenth year. Out of 100 persons only 6 reach the age of 60 and upwards, while only 1 in 1000 arrives at 100. Out of 500 only 1 attains 80 years. Of the 1,000,000,000 living persons 333,000,000 die annually, 91,000 daily, 3730 every hour, 60 every minute, consequently 1 every second. The loss is, however, balanced by the gain in new births. Marriages are in proportion to single life (bachelors and spinsters) as 100 to 75. Both births and deaths are more frequent in the night than in the day. One fourth of men are capable of bearing arms, but not 1 in 1000 is by nature inclined for the profession.