

THE ILLUSTRATED LONDON ALMANACK FOR 1876.

(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 cumbersome 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 "Woodcock'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. 26, 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.

Sum	£				100 Parts	s.				100 Parts
	£	s.	d.	f.		s.	d.	f.		
1,000,000	2,739	14	6	0	99	900	2	2	2	12
900,000	2,465	15	0	3	29	800	1	3	10	10
800,000	2,191	15	7	1	59	700	1	18	4	11
700,000	1,917	16	1	3	89	600	1	12	10	2
600,000	1,643	16	8	2	19	500	1	7	4	3
500,000	1,369	17	3	0	49	400	0	1	11	0
400,000	1,095	17	9	2	79	300	0	16	5	1
300,000	821	18	4	1	9	200	0	10	11	2
200,000	547	18	10	3	40	100	0	5	5	3
100,000	273	19	5	1	70	90	0	4	11	0
90,000	246	11	6	0	32	80	0	4	4	2
80,000	219	3	6	0	96	70	0	3	10	0
70,000	191	15	7	1	59	60	0	3	3	1
60,000	164	7	8	0	22	50	0	2	8	3
50,000	136	19	8	2	85	40	0	2	2	1
40,000	109	11	9	1	48	30	0	1	7	2
30,000	82	3	10	0	11	20	0	1	1	0
20,000	54	15	10	2	74	10	0	0	6	2
10,000	27	7	11	1	37	9	0	0	5	3
9,000	24	13	1	3	23	8	0	0	5	1
8,000	21	18	4	1	10	7	0	0	4	2
7,000	19	3	6	2	96	6	0	0	3	3
6,000	16	8	9	0	82	5	0	0	3	1
5,000	13	13	11	2	68	4	0	0	2	2
4,000	10	19	2	0	55	3	0	0	1	3
3,000	8	4	4	2	41	2	0	0	1	1
2,000	5	9	7	0	27	1	0	0	0	2
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 33½ 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.