

of the toad mug. A moulded figure of a toad was attached to the side of the vessel, so that the drinker as he drained the contents of the mug only became aware that his friends were having a joke at his expense when he had nearly finished his draught. The earthenware reptile, it will be seen, was sufficiently natural to startle and disgust the unhappy person upon whom the hoax had been played. The drawing here given was made from a mug which was lent to us by Mr. R. Sheel, of Low Fell, Gateshead.

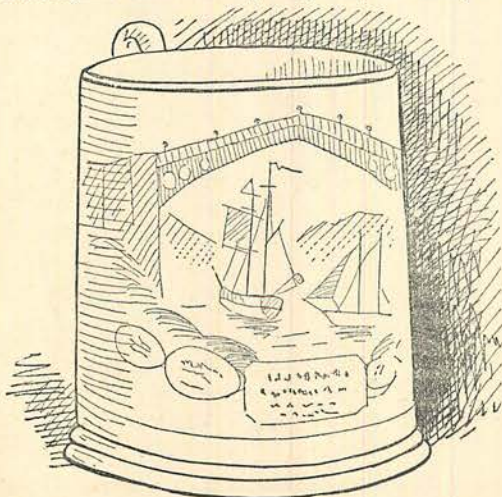
As to the exterior decorations of these singular mugs, the following extract may be quoted from an article on "Curious Old China" which appeared in *All the Year Round* for 1875:—

In a pint mug of coarse ware, coated outside with orange-coloured enamel, appeared two full-length portraits of Lord Rodney, and an oval medallion, with a ship laid on in cream-coloured paste, tinted green. The vessel represented is De Grasse's flagship, *Ville de Paris*, taken by Rodney in 1782. The famous "Rodney jug," made at Derby, is richly ornamented, and, by a quaint fancy, the head of the hero, topped by a mighty three-cocked hat, is made to form the spout. Liverpool, Newcastle, and other English potteries never tired of doing homage to Britannia, the Wave Ruler. Punch bowls were painted with a ship in full sail, and, above it, the rather mildly punning motto, "Success to Friend"; and quart mugs were painted in black, with Duncan's ship, the *Venerable*, towing De Winter's ship, *Vryheid*, and inscribed with the following verse:—

Vain are the Boasts of Belgick's sons,
When faced by British ships and guns—
Tho' de Winter does in Autumn come,
Brave *Duncan* brings his harvest home.

As might have been expected, the gallant Nelson figured on pint and quart mugs, with "Victory," and other mottoes. His glory was also set forth in those curious mixtures of sentiment and fancy, called "frog mugs." The exterior of the Nelson "frog mug" is painted black, with monument and trophies in honour of Lord Nelson, while in the inside lurks a roughly-modelled frog-coloured "proper." The reptile is represented climbing up the inside of the vessel, so that as the liquid is drunk the creature appears to be leaping into the drinker's mouth.

Jokes against tithe-collecting clergymen, Scotchmen, and

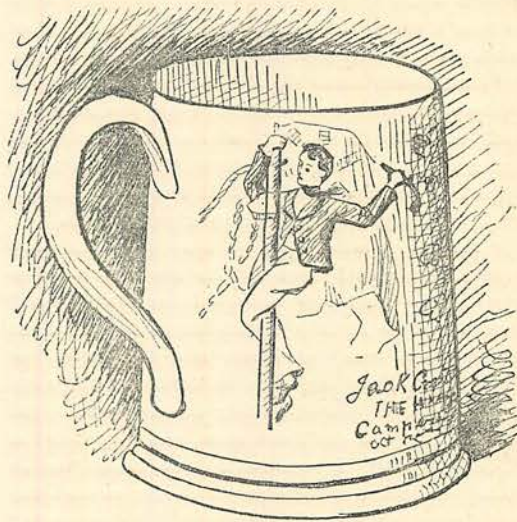


others, were embodied in china and pottery. "Here's to the Maiden of Bashful Fifteen," was straightway

printed on a barrel-shaped pint mug; the construction of the bridge over the Wear at Sunderland was also celebrated in poetry and pottery; the life of the sailor and eke that of the farmer were extolled in the like fashion. But the happiest efforts of the potter were dedicated to events of great national importance. A quart jug in white ware is decorated on one side with a haymaking scene; on the other side is John Bull seated on a column inscribed "The British Constitution," and looking across the Channel at Napoleon weeping at the loss of the flotilla by the aid of which he hoped to invade England. The Emperor cries, "Oh, my poor, crazy gunboats! why did I venture so far from home?" and John Bull replies, "I told you they would be all swamp'd, but you would be so d—d obstinate." The whole is inscribed "Patience on a Monument Smiling at Grief," with the following distich:—

The mighty chief, with fifty thousand men,
March'd to the coast, and march'd back again.
Ha! ha! ha!

The mug figured in our third illustration was manufac-



tured to commemorate the gallant exploit of Jack Crawford, the Sunderland sailor, in nailing the colours to the mast at the Battle of Camperdown.

Pack Horses in the North.

IN the northern parts of Lancashire and Yorkshire, pack horses (galloways) were used as a means of conveying merchandise, such as coal, wool, lime, malt, and corn, until about 1840, when the Lancashire and Yorkshire Railway was opened. A "gang of galloways" consisted of twelve or fourteen horses. They always walked in single file, the first horse wearing a collar of bells, and being known as the "bell horse." They would start on a journey at four o'clock in the morning, each horse with a pack upon its back, secured there by a "wanta"—a broad webbing belt, with ropes and hooks at both ends. First the webbing went under the horse, for ease; then the ropes went over the

pack, under the horse, and fastened to the hooks. When light flag-stones or slates were required to be carried, a "hook seam" was attached to the pack saddle by means of a staple.

After starting, the horses would generally be allowed to eat grass by the roadside, or in the open spaces, as they went along; but when the drivers considered they had had sufficient, they would put on the muzzles, which were like those of dogs, only a little more square. If the bell horse, while grazing, happened to get behind the others, as soon as it was muzzled it knew that the real travelling for the day had commenced, and would bore and push until its own honoured place as leader was gained. The bells that it wore were seven in number—one ordinary shaped bell in the middle, and three round ones on each side. These had a small slit at the bottom, through which a little molten metal had been poured to form a tongue. The bells were fixed to a leather collar, which was fastened to the top of the pack saddle, and hung loosely across the shoulders, so that they rang with every movement of the horse. Occasionally the men would walk a mile ahead in order to have a pipe and pint at some well-known public-house. The "gals" quite understood this proceeding, and (if they were muzzled) would jog along as if the drivers were by their sides.

If the drivers were going on more than one day's journey, they would "put up" for the night at some wayside inn. First they would unfasten the "wantas," throw down the packs in a sheltered yard, take off the muzzles, and turn the horses into the "croft" or "paddock." Next day they would be up and away again very early. The roads they travelled were flagged in the middle with one broad stone, and were known as "Bridle Styles." I have heard them called "saddle roads," on account of the stones becoming so worn that they resembled a saddle, and also "Roman roads," because the Romans laid the long line of single stones for water to run down.

Filling the packs and loading the "gals" was very heavy work; consequently, the farmers selected strong men for drivers. Their meals consisted chiefly of hung beef and fat bacon fried together, with about two quarts of "home-brewed" and thick oat-cakes. While this was being eaten, the farmer's wife would make the "whaff." This was done by putting oatmeal, treacle, and cream into the same pan; after frying a little while, it was rolled into balls, and eaten either hot or cold. The drivers generally dressed in knee breeches and calfskin vests, and always carried a good-sized thick stick. When they were returning from a journey, their wives listened for the tinkling of the bell horse, as a sign to prepare the supper, which would be ready when they arrived home.

A friend, whose father kept pack horses, has given me most of my information. His father's "gals," he told me, generally carried malt, but sometimes they

took coals to the out-of-the-way houses on the hill-sides and on the moors, where horses and carts could not go. Such events were always marked by some little festivity by the farmers, for to have a "gang of coal" was considered quite an event. In the "clipping time" donkeys also were used as carriers, when sometimes as many as forty packs of wool would be carried at once.

S. EMILY LUMB.

Newcastle's First Postman.

JAMES ALEFOUNDER was the first postman ever employed in Newcastle. A lithograph, published in July, 1824, has preserved his dress and features. The postman is there represented to be delivering a letter addressed to H. P. Parker at the



door of the artist in Brunswick Place, where also T. M. Richardson then resided. From this circumstance it is presumed that the drawing was made by Parker. Our