

lights at night. Any infraction of the rules was punishable by fines and imprisonment. The price of a "lift" varied according to distance from a shilling, upwards. The tariff for a chair by the day was 7/6 for a single person; a double lift was double fare, and for night work 6d per hour additional. The Sedan chair gradually fell into disuse soon after the advent of the light two wheeled "fly," an improved Sedan on wheels, which in turn gave way to the one-horse four-wheeled cab, known in Glasgow as the "Noddy."

The post-chaise was also a notable institution. Up to the railway era it was the recognized mode of travelling by the 'upper ten' Most people of consequence kept a private carriage. When a long journey was contemplated, the family chaise was fitted up for the occasion with a variety of leathern portmanteaus made to fit the construction of the carriage. The capacious "dickey" was beneath the driver's box: the "rumble" was fastened on behind: another receptacle was slung beneath the body of the machine, while large baskets lashed on the roof received the overflow of the travelling outfit. At home, the rumble was unshipped and in its place the 'flunky' stood on a small platform in powdered wig and livery, holding on to straps fastened to the back of the chaise. A journey to London by this conveyance would occupy from two to four weeks, relays of horses having been previously arranged for at successive stages of perhaps ten miles apart, the horses being invariably guided by postillions in the saddle—*a la militaire*. For those who had not a chaise of their own there was an abundant supply in every village and town in the Kingdom. It goes without saying that the posting business was a very extensive and lucrative one, giving employment to a vast number of men and horses. And it brought grist to every hotel on the road. It need scarcely be added that the hotel 'tap-room,' with its buxom bar-maid was at this time at the zenith of its prosperity. The convivial code had universal sway and the quantities of malt, port wine and claret that were consumed by individual toppers would scarcely be credited now-a-days. But there was far less drinking of whiskey and brandy than at a later period.