

LONDON ONCE HAD AN ABHORRENCE FOR ALL KINDS OF WHEELS

And the Whirl of the Taxi there is Refreshment in the thought of the Days in the Sedan Chair When Satirists Ridiculed Speed of Hansom.

HISTORY OF THE LONDON CABBY FULL OF INTEREST

Charles Stuart Tried to Put Cabman Out of Business for the Preferred the Dignified and Sedate Sedou Chair Borne by Human Folk.

London, June 3.—In these days of motor-cars and taxicabs, it is hard for us to realize how the cabby of the nineteenth century was looked upon by the aristocracy. In 1824, when the first cab was introduced, it was regarded as a vehicle for the poor and the lower classes. The cabman was considered a low-down, vulgar creature, and his vehicle was looked upon as a disgrace to the city.

This, however, was the case early in the nineteenth century. Nevertheless, the cabman gradually gained popularity and his vehicle became a recognized mode of transport. In 1824, when the first cab was introduced, it was regarded as a vehicle for the poor and the lower classes. The cabman was considered a low-down, vulgar creature, and his vehicle was looked upon as a disgrace to the city.

Even King Disapproved. Charles I. did not approve of hackney coaches and hoped to put an end to them by giving the Strand to the exclusive right to hire out sedan chairs which were unknown in England. These, instead of lessening its use, increased that they should, added greatly to the congestion of the streets and in 1635 a proclamation was issued "to the multitude and promiscuous use of coaches about London and Westminster."

However, in spite of various efforts at different times to curtail their number and limit their privileges, the hackney coaches continued to be used and to be on hire.

In 1668 we find Will Congreve, the poet, as a commissioner for licensing hackney coaches, at a salary of £100 a year. Early in the eighteenth century, when the reign of George III, regular stands were established for hackney coaches and coachmen were forbidden to wait about the streets for hire.

Watermen were licensed to water the horses and look after them while the coachmen either slept or had their meals. In 1732 hackney coaches were requested to bring lost articles in the office of the registrar of houses and here the owners of the coaches were required to pay a fee for the loss of the coachman.

Hackney coaches lingered on till about the time of the great exhibition of 1851, after this most of the proprietors of the cab were taken to the streets. The cab was an outcome of the cabriolet de place which had been popular for some time in Paris. The abbreviation was considered a vulgarism at first, but was quickly accepted as a convenient name. The cab, which is often mentioned by Dickens, had a hood and carried two people, the driver sitting between the hood and the wheel, which was an improvement on the first wheeler in which the driver sat beside the passenger. The cab proprietors were men of good social position and it was not till 1812 that what was practically a cab monopoly came to an end, enabling the hackney coach proprietors to transfer their licenses to the cabs.

Variety of Styles
Many variations of cab followed, including "that back-door cab," which stood at the back of the driver being perched unsafely on the top. This cab did not have great disadvantage, namely, that the fare could not be paid without the knowledge of the driver.

A story is told by Mr. Moore in his interesting book, "Cognitiveness and Cabs: Their Origin and History," of a man who "hired a cab outside his club and told the cabby to drive him to a certain address at Hammer-smith. Just before he arrived at his destination he got out unobserved, and from a distance watched cabby's surprise and wrath. Disappearing in a twinkling to be empty. After a time the cabman started back for town, and the would-be passenger, seeing his opportunity, re-entered the cab, and shouted almost immediately, in well-assumed anger, "Will you please! Where are you driving me? I told you to take me to Hammer-smith."

The cabman, speechless with astonishment, turned around and made for the door. He was once more, only, however, to discover on arriving there, that the "fare" had disappeared again. He drove back through Kensington, disconcerted suddenly that his fare was sitting calmly in his vehicle as if nothing had happened. Cabby did not utter a word, but drove to the club where he had booked up his fare as quickly as possible. There the young peer alighted, and without the slightest explanation, paid the cabman five times his fare, having won his wager that it was an easy matter to "bilk a cabman."

At the end of 1834 Joseph Aloysius Strassman patented a cab of his own design. This was most cumbersome, the driver sitting on a high box in front and the passenger 7 feet 6 inches high and wider than the cab itself. Another cab was registered soon after of which the driver sat on the side so that the fare had to enter through the wheel. Needless to say this latter never came into use.

Mr. Hansom, whose name has been used to designate two-wheeled cabs, was offered £10,000 for the rights of his pattern of cab. This sum he never received, as the company which was formed found his cab impracticable and merely paid him £200 for his services. And it was really J. Chapman who brought out the first hansom more or less as we know it, though the windows were small in those days, only about one foot eight inches square.

At this time the four-wheeler came into vogue and two people and one on the box and was called a "clarence." Later a "growler." Many variations of hansom and cab were put on the

NO AUTOMOBILES FOR THESE GIRLS, THEY PREFER TO TRAVEL ON MULES



Miss Juanita Valentine, daughter of Washington Valentine, owner of a silver mine in Honduras and vast fruit interests in South America, and Miss Edna Dorothy Colledge, daughter of Henry S. Colledge, of Savannah, Ga., have started out on a trip with South America as their destination to explore that country on muleback. They believed this to be a novel way of travelling, and after they had landed from the Thivres, one of the United Fruit Company's boats, at Honduras, from which country they will start, they will continue on the mules. They expect to see the opening of the Panama Canal. The young ladies were chums at the Horace Mann School, in New York, from which they were graduated in 1912.

market from time to time but they did not gain much in popularity. Various disputed points arose at different times and for some years a controversy raged as to whether a cabman's duty included ringing the bell at the house of destination or not, many cases arising therefrom, and although one magistrate decided that it was not part of his duty this did not clinch the matter, and for a long while it was a fiercely contested point, and it was not until 1889 that the cabman finally winning the day.

Another trouble was that cabmen were summoned by the police for leaving their cabs standing in the streets while they were dining in coffee shops. A striking protest was made by a well-dressed cabman called "the king of cabmen," who would pull outside some dining places in a good thoroughfare, spread an immaculate table cloth over the top of his cab and order his dinner to be brought out to him. Sometimes he would dine outside a club with the members who were in sympathy with him and would provide him with his meal.

In 1869 there were 4,300 licensed cabs in London and 200 cabstands, but it was not until 1869 that all cabs were compelled to carry a lighted lamp from sunset to sunrise, and India-rubber tires did not come into vogue until 1890.

Shelters a Boon
The London Cabmen's Mission was started at King's Cross in 1871. This society looks after the moral welfare of the cabmen and also distributes magazines and gifts of mufflers, cuffs, etc. The Hackney Carriage Proprietors' Provident Institution is also an excellent society. Two years after it was formed "The Cabmen's Shelter Fund" was started. The first shelter was opened in Acacia road, St. John's Wood, in the presence of 30 or 40 cabmen in 1875, and by the end of the year 13 shelters had been opened.

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BETTER THAN SPANKING
Spanking will not cure children of wetting the bed, because it is not a habit but a dangerous disease. The C. H. Rowan Drug Co., Dept. 257, Chicago, Ill., have discovered a strictly harmless remedy for this distressing disease and to make known its merits they will send a 50c package securely wrapped and prepaid Absolutely Free to any reader of The Albertan. This remedy also cures frequent desire to urinate and inability to control urine during the night or day in old or young. The C. H. Rowan Drug Co. is an Old Reliable House; write to them today for the free medicine. Cure the afflicted members of your family then tell your neighbors and friends about this remedy.

Heads from Scutari.
Cettigne, June 3.—Montenegro's attitude towards Scutari was fierce enough when A. H. Layard visited the country. Layard asked Prince Danilo II, the then Prince of Montenegro and uncle of Nicholas I, now reigning, whose age was twenty-seven and height nearly 7 1/2 feet—whether, if peaceable relations were established between him and the Turks, he would visit the Pasha of Scutari; and the Prince replied that he would only enter Scutari at the head of 10,000 warriors. While the Prince and Layard were playing billiards, loud shouting and gun-firing were heard. It was the return of a party of Montenegrins from the Scutari district, with a number of Turkish heads to add to the ghastly collection on the round tower before the palace. In those days both sides habitually took such trophies from their slain enemies.

Montreal, June 3.—In an editorial in Le Devoir, Henri Bourassa continues his recital of the "unknown history" of the relations of the Nationalists with both the Liberal and Conservative parties. "Wince of the South African war, the policy of Lord Grey with the naval policy of the government in 1910."

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"His courage for the cause made him often overstep the limits of prudence and discretion. He consulted everyone on the value of all the political men he wanted to enlist for his cause. In this manner he came to compare the relative values of Laurier and Adolphe Turgeon. Lemieux was for a while, dear to his heart, but he understood, after some time, that Lemieux was getting the best of his excellency."

"He was kind enough to loudly applaud my defeat in Belchasse. Like many others, he thought me dead, with the Nationalist movement. After my election in St. James, he again became charming toward me. As no one will doubt, this 'Empire Commissioner' did not neglect the most important of French-Canadians. For him, Sir Wilfrid Laurier became a constant aim. When the premier started for London in 1897 he had already been marked by Imperialist shot, and had it not been for support he had created for himself in 1902 and the influence of the anti-Imperialist group of which Campbell-Bannerman was and head, he would not have maintained his positions."

Played His Trump Card.
"When 1909 came together with the Foster motion, Lord Grey played his trump card. The panic caused by the false declarations of McKenna on the German navy gave him this supreme card. He was successful to have the prime minister and the leader of the opposition accept it at the very same time. He prevailed upon both chiefs to make them accept the Foster proposition and have them make the house accept it in 1899, when the interloping agent of the 'South Africa Chartered company' Allan had Mr. Laurier and Mr. Tupper favor the pretensions of the mine owners in Transvaal, on July 31, 1899. This resolution was taken as a pretext for the sending of Canadian troops into South Africa, as the declaration made on March 29, 1900, was the very source of a naval contribution of \$5,000,000."

Queer Facts About People We Know.
Sir James Whitney calls sleeping on a sofa. Premier Borden may tell a spade, but he calls a bill a "heel." Hon. Robert Rogers is prey to that Hansard-filling phrase, "Now, Mr. Speaker."

Hon. Mr. Lemieux is one of the fastest walkers at Ottawa. Hon. Henry B. Emmer son writes as many personal letters as any other two members of parliament. Judge Barron, of Stratford, insists upon spelling such words as "connection" with an "x."

Many ex-school teachers are in parliament, including Hon. Messrs. Borden, Foster, Graham and Hughes. Mr. Arthur Meighen, who is spoken of as the next minister of the interior, and Mr. William Martin, of Regina, who was one of the heroes of the naval debate. Robert Farr, the novelist, was also a school teacher in Canada prior to 1876.

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DR. PRICE'S CREAM Baking Powder

Purity in food, lower cost of living—these are the demands of the day.

Pure food is health, and health is economy itself. We cannot have health without healthful food.

The most healthful foods are the quickly raised flour foods—biscuit, cake, muffins, crusts and other pastry, when perfectly made from wholesome ingredients.

Dr. PRICE'S baking powder makes these foods in specially attractive, appetizing and wholesome form, and for both economic and hygienic reasons, such food should be more largely substituted for meat in the daily diet.

But bear in mind that alum, or unwholesome baking powder, can never make pure, wholesome food.

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AFTER the wedding comes the problem of furnishing the young bride's home—what to buy? Where to buy? Her home should be furnished in such a manner that she will be proud of it. Proud to invite her friends to visit her, and at the same time, comfort and cost must be taken into consideration. The newly married couple will find that they are called upon to spend money for numerous articles that they had not taken into consideration, but articles that are necessary. In many cases they will find that the means they possess are entirely inadequate to furnish their home in the manner they would like. To such, our liberal credit system will prove a friend in need. You can **furnish your new home here on a small cash payment.** At no other store can you find furniture of better quality, a larger stock to select from or lower prices. We have furnished and made happy hundreds of "newly weds" at this store, and we feel confident that you will be more than satisfied with all your dealings with us. Remember, we are the largest credit furniture store in the west. Our prices are the lowest and our stock as large as any, and all of the stock is of one quality—**the best.** Your home will be comfortable and you will have no worry if you patronize us. Let us explain our system of selling and show you around the store.

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