

## Horse & Carriage Days in Sherlock Holmes' Times

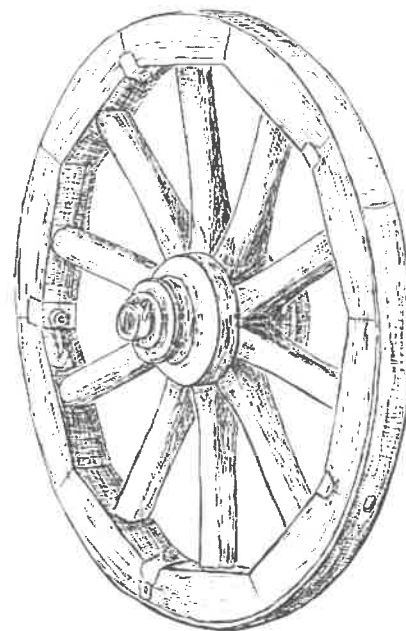
Prepared by Tom Vickstrom for the Nashville 3P Scholars, September 16, 2017

Speed in getting to the scene of a crime is one of the hallmarks of Sherlock Holmes. Sir Arthur Conan Doyle masterfully weaves the dynamic elements of transportation into his stories. In fact, in 1884, three years before the first Holmes story was published, Doyle wrote a collection of short stories called "The Cabman's Story – the Mysteries of a London 'Growler'."

Holmes' style was better suited to the dashing Hansom cab more so than the Growler. The Hansom cab is regularly found in the Holmes' adventures, nearly as characteristic of him as the deerstalker cap and briar pipe. Today we will examine not only the Hansom cab, but also the Growler, the dog-cart, and an occasional Carriage. What were the differences in these vehicles and how did they acquire their names?

First, let us take a short journey in review of England's transportation history to provide some background.

Good roads in England are originally credited to the Romans, who built 56 walled cities and numerous roads in the southern half of England. As civilization marched onwards, seagoing options and inland waterways also benefitted England in providing many routes for transportation. In medieval times water was a primary means of freight transportation. In the country-side, especially the more remote areas, ox-drawn carts and pack-horses were often used. Travelers on horseback could change their tired horses for fresh one at inns. Passenger vehicles are known to have been used in the sixteenth century. Carriers named "long-waggons" were put into service and could hold as many as 25 passengers. The first stage coach ran in 1640. A route from London to Exeter took four days, which today takes under 4 hours by automobile. Travel capabilities gradually improved, especially in the eighteenth century. Better roads, lighter carriages, improved suspension, and innovations such as carriage lights were contributing factors. Owning a carriage became a status symbol. The "golden age of coaching" was between the years of 1780 and 1830. Wealthy aristocrats needed as many as seven or eight carriages, plus servants from stable staff to footmen wearing fancy livery outfits. The gentlemen and ladies riding in the carriages were also on display, in fact, the center of attention, adorned with top hats or parasols. Carriages, along with their carefully selected and trained and groomed horses, the harnesses, and the total ensemble were works of art, including the side panel of the carriage with family crest or coat of arms painted in colorful detail. While coaches phased out gradually, private carriages of all kinds in the 19th century went from 60,000 in 1814 to 250,000 by 1860 to an estimated 500,000 by 1901 when many of the middle class found them important to own. Some individuals and many businesses hired their horse and carriage on a yearly contract from a jobmaster, i.e. renting rather than owning.



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Stage coach days became obsolete when railways became widespread across England in the mid-nineteenth century. However, train stations were a perfect opportunity for horse drawn cabs to flourish. Transporting of passengers and their luggage was accomplished with depot hacks and British estate cars which also evolved in the U.S as the “station wagon.”

### Transportation in London

Congestion in London was severe. London Bridge, for example, even by the 1860s had as many as 20,000 vehicles crossing daily and 100,000 on foot. Being the world’s most populated city in Holmes’s time, it had grown from a population of about 1.3 million in 1835 to over seven million by the 1910s with the city stretching some seventeen miles across. One way to ease the congestion on bridges was to go under the river. In 1824 the Thames Tunnel Company was formed and a 1,200 foot tunnel was built that was supposed to take 3 years but took 18, however brilliant the engineering and innovation construction methods employed. The London Underground opened in 1863 with gas-lit teak wood carriages hauled by steam locomotives. The City & South London Railway tube opened in 1890 with electric locomotives hauling carriages. Above ground, in 1829 the first commercial line of horse drawn coaches in London was established, modeled after one in Paris. The needs of independent carriages for hire was obvious in London and was legislated in 1832. By 1835 nearly 800 carriages were in operation, some replaced by sleighs in winter months with snowy weather. By the 1860s urban tramways (steam powered) became possible with the patent of the crescent rail, which was sunk flush with the road surface. Horse drawn trams that were pulled along rails were also widespread in London starting 1870. Two horses could pull a 60 passenger car along a track. The horse-drawn Omnibus was the common man’s alternative to a cab or carriage, being more affordable, but also packed with passengers. By 1901 the London General Omnibus Company was reported to have carried over 100 million passengers at an average cost of a penny per mile.

A dizzying array of carriages, coaches, carts, waggons, and various other vehicle were in use in Victorian England. Carriages included some fancy carriages, the Barouche, especially and Berlin, Curricule, Gig, Landau, Phaeton, Victoria, and Brougham.

Back to our main topic - the horse & buggy era – its run was from about 1850 until 1910, what some called the golden age of the horse-drawn transportation. At the turn of the century in London there were approximately 3,600 cab proprietors and more than 10,000 cab licenses.

### Terminology and descriptions of vehicles

Hack, commonly used term for the work Hackney, refers to any carriage for hire. The word Hackney was said to come from the French word haquenee, originally used to describe a medium sized rambling nag recommended for lady drivers, however, some current opinion is that it is derived from a village name Hackney (now part of London). The United Kingdom still today uses the term Hackney Carriage, meaning licensed carriage or cab.

The word Cab, is derived from the French Cabriolet. Cabs were two wheeled horse-drawn vehicles. They were fitted with a hood that could be folded partway or entirely over the passenger seating area. They were introduced into England in the 1820s from France. It became a favored vehicle for “men about town”. “Cabriolet” the word, comes from the French word “cabrioler” (“leap, caper”), from Italian “capriolare” (“to jump”), from Latin “capreolus” (“roebuck”, “wild goat”).



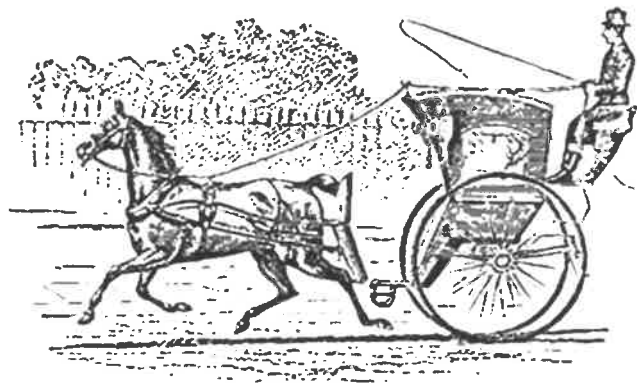
The word “taxicab” was a newcomer, arriving into use towards end of nineteenth century. The taxicabs of Paris were equipped with the first meters beginning in 1898, and soon adapted in London, and also came into use in New York City in 1907.

“Taxicab” is a compound word formed from contractions of “taximeter” and “cabriolet”.

“Taximeter” is an adaptation of the German word taxameter, which was itself a variant of the earlier German word, “Taxanom.” “Taxe” (pronounced, tax-eh), a German word meaning “tax,” “charge,” or “scale of charges.”

### Hansom Cab

These were two-wheel vehicles and eventually replaced Cabriolet cabs. Hansom cabs were fast and light enough to be pulled by a single horse (making the journey cheaper than travelling in a larger four-wheel coach). They were agile enough to steer around other horse-drawn vehicles in the notorious traffic jams of nineteenth-century London and had a low centre of gravity for safe cornering. By 1900 there were approximately 11,000 hansom cabs operating in London.



Joseph Hansom, who was architect for the Birmingham Town Hall, invented the Hansom cab and patented it in 1834. It had two wheels, originally seven feet in diameter. An associate, John Chapman took over the project and renamed the company. Chapman made design improvements that included relocating the driver’s seat behind the cab and took out a new patent. However, by 1836 fifty vehicles were on the streets of London with the name Hansom painted on the side and the name stuck. The Hansom Cab became hugely popular. It was also widely imitated with variations of design.

The distinctive feature of this low, stylish carriage was the elevated driver’s seat at the rear. The cabs afforded snug privacy inside and included padded leather seats, upholstered half-doors and windows blinds. The passenger compartment sat between the two large wheels. The driver had a small trapdoor on the roof of the passenger compartment for communication with the occupants, and a lever to open the passenger doors after the fare had been paid. Hansoms were not favored by older folks, portly gentlemen or stout ladies because an eighteen inch step up was required. The driver managed the horse by use of long reins that stretched over the

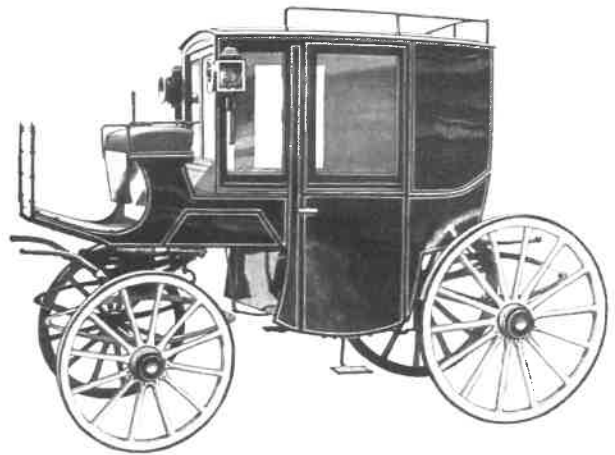
roof. The cabbie could only see the top of the horse's head, but the high seat and years of experience made most cabbies skillful drivers who could spot a gap from afar to maneuver it to within an inch, and could better keep their horse on its feet even on the most slippery surface. By the 1890s, tires were rubber, helping to make the ride smoother.

### Growler

The Growler was a four wheeled cab, and came into popular use about the same time as Hansom cabs. These were heavy duty use vehicles suitable for carrying luggage, trunks and various packages atop its roof. The term "Growler" came about due to the loud noise the wheels made on macadam and other hard-surfaced roads. The railroads licensed the privilege of a select number of growlers to be based at the railway terminals, although any vehicle could drop off there. Growlers were sometimes nicknamed "station flies."

Broughams and Clarences were four-wheeled carriages first designed in 1838 and 1842 with glass windows in the passenger compartment. Older vehicles of these types often became "Growlers." The brougham (pronounced "broom" or "brohm.") had an enclosed body with two doors, like the rear section of a coach.

Broughams sat two, sometimes with an extra pair of fold-away seats in the front corners, and with a box seat in front for the driver and a footman or passenger. Unlike a coach, the carriage had a glazed front window, so that the occupants could see forward. A Clarence was similar, but larger and held four passengers. The vehicle name was popularized by King William IV, who had used a similar coach while the Duke of Clarence.



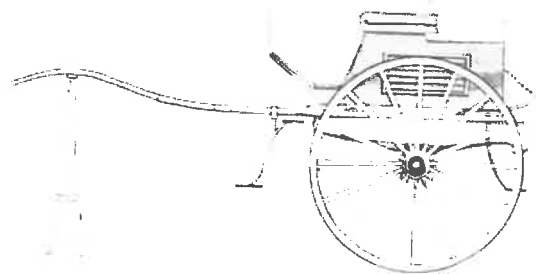
51 British Brougham. One of the earliest two-wheeled horse-drawn carriages taking its name from the first duke of Clarence.

Over the years their designs were improved upon, including well engineered axles, suspension springs, and later with lever brakes. Some had door lights that could be raised and lowered by leather straps. These were somewhat elegant vehicles and very durable but became beat up by heavy use.

### Dog Cart

The dog cart was originally designed as a carriage for conveying sporting dogs. Some varieties were four-wheeled, some two-wheeled. Dog carts had a short wheelbase and were well suited for the more confined spaces of the city and was also lightweight and rugged enough for all purpose use in the country and for fast trotting. Square lamps were typical. The dog cart was part of the family of gigs, first built in 1791.

Of the many varieties of gigs, the American buggy is a four-wheel variety. Both the English and American buggy carried two passengers and an inclined driver's seat. Buggies were later run on rubber tires. A Trap was a light, two-wheeled carriage pulled by a horse or pony. The gig or trap was



52 British Dog Cart. Short wheelbase design ideal for transporting hunting dogs.

an extremely hardy conveyance for a small party, capable of easy use. "Trap" appears several times in the Canon, as does "Dog Cart."

### Omnibus & Tram

Its name was derived from Omni meaning "all", the omnibus was a passenger vehicle of the people, especially the common folk. This was the original English double-decker bus. Men always rose on the top level. At the turn of the century an omnibus carried 28 passengers. Its sides were typically filled with advertisements. Colors were painted on the sides, each color assigned to a particular route.

### Automobiles

In 1896 cars could only be driven in London if someone walked ahead of it holding a red flag as a warning, and speed limited to 4 mph in cities & towns. A similar law had been in use for steam engines; also requiring a red lantern be carried ahead at night. Like carriages of ages past, the automobile was at first considered a novelty of the rich.

### Waggons, Carts and Drays

Similar vehicles in this category were also named vans, lurrys, rulleys, and trolleys. All were robustly constructed to carry heavy loads. Railroads made extensive use of them as did breweries, coal mines, flour mills, timbering and many other industries. Two and four-wheeled Floats were a type of van with lower floors used as market carts, cattle carts, some even delivering ice.

### Cab Drivers ("Cabbies")

*This section is primary quoted from "Carriages at Eight" by author Frank E. Huggett.* London cabbies were a special breed of men, independent, proud, quick-witted, disputatious, and who were almost permanently engaged in a long war of attrition with proprietors, parliament, the police, railways companies and the middle classes who were their main customers. Most of them were London-born. Most had a wide general knowledge acquired through hours of newspaper reading and long discussion while they were waiting for a fare, and with an inherited gift of Cockney wit and repartee (conversation or speech characterized by quick, witty comments or replies.) Doyle himself wrote "It has always seemed to me that a London cabman is about the shrewdest of the human race."

A small number of cabbies were owner-drivers, but the majority hired their horses and cabs by the day or the night from small proprietors owning from two to five hansoms. The cabby had to pay up to twenty-five shillings a day in the season and up to fifteen shillings at other times of the year to hire the cab. He also had to provide his own oil for the lamps, decorative flowers and bells for his horse, and sometimes a mat for the passenger compartment. In addition, he had to give the horse keeper in the proprietor's yard and a three penny tip if he wanted to get a well-groomed, good looking horse, and a similar amount to the washer who cleaned the outside of the cab, for they, no less than he, depended on tips to supplement their income in that low-wage era.

Fares were regulated by parliament. Although the middle classes want to step into a cab directly when they wanted one, nobody desired cabs to be parked outside their door day and night, with their red-nosed, potbellied drivers. As a result, cab stands were banished to the

middle of streets or situated to out of the way place by blank walls. Through the opposition of households and shopkeepers, there were far fewer cab stands in central London than were needed, so that the cabmen were forced to “crawl” along the streets in search of fares, adding considerably to the traffic congestions. Cabmen, not unnaturally, became highly indignant when they were prosecuted by the police for crawling, as there was often no alternative but to go off on other streets, miles away, where they might be unable to find a fare. Another grievance arose from the “privileged cab” system, under which only those cabbies who paid a fee from two to five shillings a week were allowed to wait for fares at railway stations.

The cabby’s existence was not an easy one. To make sufficient money to pay the hiring fee, a man might have to drive up to fifty miles a day before he could pocket some of the fares himself. Some cabbies, known as long-day men, changed horse after a first shift and continued until late at night, and sometimes turned the reigns over to an unlicensed driver, referred to as a “buck.”

Some cab drivers rented their horse and carriage from an owner. Small operators who owned their own vehicle usually needed three horses, for rotation and in case of sickness. Some hired additional drivers during the fair weather months, and these drivers were given the nickname of “butterflies.” Many cab drivers had other equestrian businesses such as omnibuses, hearses, and a variety of private carriages for hire. All had to be licensed, but it was not until 1896 that the Metropolitan Police introduced a driving test for horse-cabmen. Previously, all had to pass a “knowledge test” that was said to be difficult. Cab men lived a hard life, often exposed to the elements, low pay, long hours, and other hardships. London drivers were famous for their witty conversation.

### Horses

At the end of Queen Victoria’s reign there were about four million horses in Great Britain, and the majority were working in harness. Working horses in London were estimated to number more than 300,000 at their zenith. Two popular breeds for light harness work were the Cleveland Bay, renowned as strong, long-backed horses also useful as saddle mounts and the Hackneys, known for their high-stepping, stylish action. Hackneys had been cross-bred with Arabian stallions and could trot for miles and miles. They were prized for their stamina, soundness and intelligence. Other popular breeds were the Norfolk Trotter, the Welsh and Irish Cobs, and the Yorkshire Coach horse. When two horses were needed, selecting two of matching temperament was most important. Matching by color for a distinctive look was also important.

A trot was the easiest gait for a horse in harness and the most comfortable for the driver. Six or eight miles an hour was about the limit for horsed vehicles. The average life of a cab horse was only about 2 – 4 years, due to stress, inclement weather, and accidents.

### Supporting Industries

#### Carriage Makers

Demand for vehicles brought about a major industry of carriage-making. An area of London called Long Acre became the nation’s center for skilled manufacture of coaches, private carriages, carts and gigs. Carriage building businesses had their own methods of mass production, but were also later affected by the United States industries where, for example,

the mass production of wheel spokes was perfected and exported en masse. Quality hardwood was also a factor, as England's wood supply was limited.

A typical small sized shop might employ about fifty-five men; fifteen in the blacksmith shop, fifteen woodworkers, five trimmers, and about twenty in the paint shop and varnishing and finishing rooms. Hardwoods used were hickory, oak, ash, elm, locust, beech, gum, cherry and black walnut. Softwoods, in order of importance, were whitewood, basswood, and pine. Tools, techniques, and the craft of building quality vehicles was a complex task and a highly skilled trade.

### Harness-makers and Saddlers

These enterprises produced as well as repaired saddles, collars; harnesses, bridles, blinkers, and sometimes sold whips, bits, horse clothing, brushes & combs, bridles, various riding clothing, sleigh bells, trunks, etc. Careful hand-stitching was a mark of quality workmanship, as defective harness could mean trouble- a broken harness going downhill could spell disaster. The old saying "A Stitch in Time Saves Nine" has its origins in England, by the way. Well-made and maintained harnesses and the accoutrements were essential because serious accidents could result if broken while the horse and carriage were in motion.

### Blacksmiths

Horse nails manufactured from Swedish steel rods were preferred for their strength and durability. There were well over one hundred varieties of horse shoes to choose from. A skilled horseshoer was valued for his skill. "For want of a nail the shoe was lost, for want of a shoe the horse was lost, for the want of a horse the rider was lost, for want of a rider the battle was lost, for the want of a battle the kingdom was lost - all for the want of a horseshoe nail.

*Ben Franklin*

### Livery Stables

Sometime operated in connection with hotels, taverns, and inns, livery stables provided "room and board" for a horse. "Food and shelter for man and beast" was a common sign along well traveled cross country routes in the early days. Livery services included watering and feeding (oats, hay), grooming and stabling, as well as the washing of the owner's carriage or business wagon. Buying and selling of horses at livery stables was a routine practice as well. A livery operator knew how to buy a sickly horse and nurse it back to health, and then sell for profit. Rentals were sometimes available at livery stables - particularly popular with young men who took their girls for a ride.

The smell of a livery stable was pungent - a mix of damp straw, ammonia and manure, although the smell of a well-kept clean stable was pleasantly agreeable to those accustomed and distinctly different from a poorly maintained place. Liverymen were a rough lot, living a hard-scrabble life unless employed by the higher classes or nobility. Some liverymen lived on the second floor. Stables were plagued with flies, and oftentimes with rats. Fist fights and cockfights were not unheard of in some livery stables. As a side note, the English sparrow was plentiful around stables. They never suffered as wild birds do from the seasons, since their food and water supply was never cut off.

## Research “Rabbit Trails” and supplemental information

### Tiger

“Men about Town” in the early days of Cabriolets had a diminutive groom known as a “tiger”. This was a servant who performed such tasks as knocking on a household door to announce the master’s carriage arrival. It was said that no smart turn-out was complete without a tiger. The name “tiger” derives from the yellow and black striped waist coat worn by these grooms.

### Horsewhips

The old English whip style was comprised of a straight length of holly with a long lash that could be detached and replaced when worn out. This drooping lash style was called “drop top” and came in various styles for carriages, cabs, and coaches. Over 90 percent of the world’s whip supply came from an industry located in one Massachusetts town, manufactured at a rate of 10,000 per day in peak years. The rawhide was mainly of water buffalo leather imported India. An enterprising American saw rattan being discarded that had been used as a packing material on ships unloading from the Far East and realized its strength and flexibility would be perfect for a whip. American-made whips were comprised of a strong core of rawhide and rattan, then rubber-coated, given an iron butt for a handle, then covered with a tight weave of cotton or silk done by a plaiting machine, then varnished and various decorative mounting applied to the handle. A snap or snapper was attached to the end. In carriage driving a whip was used only as a touch to communicate with horses.

### Runaways

A sudden loud noise was the biggest reason a horse might bolt. Domesticated horses were generally credited with being prudent and sensible. Of the term “horse sense” W.C. Fields said “horse sense is the thing a horse has which keeps it from betting on people.” Some runaway horses, in the Nineties may have been attributed to reckless driving when the safety bicycle became the rage. The police were on the watch for bicycle racers or “scorchers” before the automobile became popular, and with the automobile, a new dilemma. A runaway horse could bolt through a window, gallop onto the sidewalk or crash into a building; a life threatening event. It was said that a horse who ran once would likely run again, and it had to either be destroyed or retrained.

### Horse Manure

Excerpts from <http://www.historic-uk.com/HistoryUK/HistoryofBritain/Great-Horse-Manure-Crisis-of-1894/> by Ben Johnson

50,000 horses transported people around the city of London each day. To add to this, there were yet more horse-drawn carts and drays delivering goods around what was then the largest city in the world. On average a horse will produce between 15 and 35 pounds of manure per day, creating a problem of large proportions. The manure on London’s streets also attracted huge numbers of flies which then spread typhoid fever and other diseases. Each horse also produced around 2 pints of urine per day. To make things worse, the average life expectancy for a working horse was only around 3 years. Horse carcasses therefore also had to be removed from the streets. The bodies were often left to putrefy so the corpses could be more easily sawn into pieces for removal. This problem came to a head when in 1894, The Times newspaper predicted... “In 50 years, every street in London will be buried under nine feet of manure.” This became known as the ‘Great Horse Manure Crisis of 1894’. The terrible situation was debated in 1898 at the world’s first international urban planning conference in New York, but no solution could be found. The invention of the automobile saved the day.



### Licensed cab drivers today

According to Wikipedia, hackney-carriage drivers in London today have to pass a test called The Knowledge to demonstrate an intimate knowledge of the geography of London streets, important buildings, etc. Learning The Knowledge allows the driver to become a member of the Worshipful Company of Hackney Carriage Drivers. There are two types of badges, a yellow one for the suburban areas and a green one for all of London. Obtaining the green badge is considered far more difficult. Drivers who own their cabs as opposed to renting from a garage are known as "mushers" and those who have just passed the "knowledge" are known as "butter boys". Today, there are around 21,000 black cabs in London, licensed by the Public Carriage Office.

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Sally Mitchell, "Victorian Britain (Routledge Revivals): An Encyclopedia, Rutledge, 2012

M.T. Richardson, "Practical Carriage Building", The Astragal Press, 1892

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### Hansom Cabs in Popular Culture – as posted by Wikipedia

[https://en.wikipedia.org/wiki/Hansom\\_cab](https://en.wikipedia.org/wiki/Hansom_cab)

- Black Beauty by Anna Sewell - the central section has an evocative account of life as a Hansom cab driver in Victorian London, even though it is written from the point of view of the horse.
- Sir Arthur Conan Doyle's Sherlock Holmes stories make frequent mention of hansom cabs.
- "The Adventure of the Hansom Cab" is the third and final story in Robert Louis Stevenson's The Suicide Club cycle (1878). Retired British soldier Lieutenant Brackenbury Rich is beckoned into the back of an elegantly appointed hansom by a mysterious cabman who whisks him off to a party. Also, hansom cabs are often mentioned in his best horror work: "The Strange Case of Dr Jekyll and Mr Hyde".
- In 1886, Fergus Hume published his novel The Mystery of a Hansom Cab, set in post-Gold Rush era Melbourne, Australia. The story was filmed in Australia in 1911, under the same title. A movie was made for TV in 2012.
- The 1889 film Leisurely Pedestrians, Open Topped Buses and Hansom Cabs with Trotting Horses, photographed by William Friese-Greene, shows Londoners walking along Apsley Gate, Hyde Park, with horse-drawn conveyances passing by.
- The 1955 book "The Magician's Nephew" written by C.S. Lewis features a Hansom cab being used by Jadis while in England.
- In the 1956 movie Around the World in 80 Days, Phileas Fogg (David Niven) and Passepartout hired a Hansom cab to very fast reach Reform Club before the finishing deadline.

- The book Farewell Victoria (1933) by T. H. White has the protagonist ending his days as a hansom cab operator in its fading years, which is part of the sustained metaphor brought out in the title.
- In the comic series Scarlet Traces Britain has developed advanced mechanical hansoms based on reverse-engineered Martian technology.
- "New York and Turkey" is the second episode of the second season of Laff-A-Lympics, the eighteenth episode overall. The contestants have a Hansom cab race and a "crown the Statue of Liberty" contest in New York; then a unicycle race and a swimming relay race in Turkey.
- In the book, The Picture of Dorian Gray, the main mode of transport for the characters is by the use of Hansom cabs.
- In the book, Tales of Three Hemispheres, by Lord Dunsany, first published in 1919, in the story "East and West", a hansom cab with a glass door is followed by three others, in North China.
- In an episode of Seinfeld, Kramer works driving a Hansom cab while its owner is on vacation. Kramer feeds the horse "Beefarino" prior to giving a romantic ride to George's future in-laws, causing the entire party to be assaulted by the horse's flatulence.

A Partial List of Vehicles – see “All Drawn by Horses” pages 7-8  
(A United States publication, not entirely applicable to England)

Barouche  
 Brougham  
 Cabriolet  
 Coach  
 Coupe  
 Depot Wagon  
 Dog Cart  
 Hack  
 Hansom  
 Ladies' Phaeton  
 Landaulet  
 Landau  
 One-man Wagon  
 Canopy-top Phaeton  
 Physicians' Phaeton  
 Pony Phaeton  
 Road Wagon  
 Rocket  
 Rumble Phaeton  
 Skeleton Wagon  
 Sulkie  
 T Cart  
 Taly-ho Coaches  
 Village Cart  
 Vis-à-vis  
 Victoria

Wagonette

Extension-top Phaeton

Characteristically American

Buggy – displaced the 2-wheeled Chaise after the Civil War

Surrey

Rockaway

Coup Rockaway

Light Rockaway

## Horse-drawn transportation - Quoted Excerpts from the Canon

### The Hound of the Baskervilles

The train pulled up at a small wayside station and we all descended. Outside, beyond the low, white fence, a wagonette with a pair of cobs was waiting. Our coming was evidently a great event, for station-master and porters clustered round us to carry out our luggage. It was a sweet, simple country spot, but I was surprised to observe that by the gate there stood two soldierly men in dark uniforms, who leaned upon their short rifles and glanced keenly at us as we passed.

He quickened his pace until we had decreased the distance which divided us by about half. Then, still keeping a hundred yards behind, we followed into Oxford Street and so down Regent Street. Once our friends stopped and stared into a shop window, upon which Holmes did the same. An instant afterwards he gave a little cry of satisfaction, and, following the direction of his eager eyes, I saw that a hansom cab with a man inside which had halted on the other side of the street was now proceeding slowly onward again. "There's our man, Watson! Come along! We'll have a good look at him, if we can do no more." At that instant I was aware of a bushy black beard and a pair of piercing eyes turned upon us through the side window of the cab. Instantly the trapdoor at the top flew up, something was screamed to the driver, and the cab flew madly off down Regent Street. Holmes looked eagerly round for another, but no empty one was in sight.

*Cabman, No. 2704 interview: ... "He mentioned his name." Holmes cast a swift glance of triumph at me. "Oh, he mentioned his name, did he? That was imprudent. What was the name that he mentioned?" "His name," said the cabman, "was Mr. Sherlock Holmes." Never have I seen my friend more completely taken aback than by the cabman's reply. For an instant he sat in silent amazement. Then he burst into a hearty laugh.*

and ... As I walked back I was overtaken by Dr. Mortimer driving in his dog-cart over a rough moorland track which led from the outlying farmhouse of Foulmire. He has been very attentive to us, and hardly a day has passed that he has not called at the Hall to see how we were getting on. He insisted upon my climbing into his dog-cart, and he gave me a lift homeward. I found him much troubled over the disappearance of his little spaniel. It had wandered on to the moor and had never come back.

### The Sign of the Four

At first I had some idea as to the direction in which we were driving; but soon, what with our pace, the fog, and my own limited knowledge of London, I lost my bearings, and knew nothing, save that we seemed to be going a very long way. Sherlock Holmes was never at fault, however, and he muttered the names as the cab rattled through squares and in and out by tortuous by-streets. "Rochester Row," said he. "Now Vincent Square. Now we come out on the Vauxhall Bridge Road. We are making for the Surrey side, apparently. Yes, I thought so. Now we are on the bridge. You can catch glimpses of the river." We did indeed bet a fleeting view of a stretch of the Thames with the lamps shining upon the broad, silent water; but our cab dashed on, and was soon involved in a labyrinth of streets upon the other side. "Wordsworth Road," said my companion. "Priory Road. Lark Hall Lane. Stockwell Place. Robert Street. Cold Harbor Lane. Our quest does not appear to take us to very fashionable regions."

### A Study in Scarlet

"You amaze me, Holmes," said I. "Surely you are not as sure as you pretend to be of all those particulars which you gave." "There's no room for a mistake," he answered. "The very first thing which I observed on arriving there was that a cab had made two ruts with its wheels close to the curb. Now, up to last night, we have had no rain for a week, so that those wheels

which left such a deep impression must have been there during the night. There were the marks of the horse's hoofs, too, the outline of one of which was far more clearly cut than that of the other three, showing that that was a new shoe. Since the cab was there after the rain began, and was not there at any time during the morning—I have Gregson's word for that—it follows that it must have been there during the night, and, therefore, that it brought those two individuals to the house."

later...

"Very good, very good," said Holmes, smiling. "The cabman may as well help me with my boxes. Just ask him to step up, Wiggins." I was surprised to find my companion speaking as though he were about to set out on a journey, since he had not said anything to me about it. There was a small portmanteau in the room, and this he pulled out and began to strap. He was busily engaged at it when the cabman entered the room. "Just give me a help with this buckle, cabman," he said, kneeling over his task, and never turning his head. The fellow came forward with a somewhat sullen, defiant air, and put down his hands to assist. At that instant there was a sharp click, the jangling of metal, and Sherlock Holmes sprang to his feet again. "Gentlemen," he cried, with flashing eyes, "let me introduce you to Mr. Jefferson Hope, the murderer of Enoch Drebber and of Joseph Stangerson."

"She hailed a fourwheeler which was passing. I managed to be close to her so as to hear the address, but I need not have been so anxious, for she sang it out loud enough to be heard at the other side of the street, 'Drive to 13, Duncan Street, Houndsditch,' she cried. This begins to look genuine, I thought, and having seen her safely inside, I perched myself behind. That's an art which every detective should be an expert at. Well, away we rattled, and never drew rein until we reached the street in question. I hopped off before we came to the door, and strolled down the street in an easy, lounging way. I saw the cab pull up. The driver jumped down, and I saw him open the door and stand expectantly. Nothing came out though. When I reached him he was groping about frantically in the empty cab, and giving vent to the finest assorted collection of oaths that ever I listened to. There was no sign or trace of his passenger..."

### **A Case of Identity**

"Ha! That was unfortunate. Your wedding was arranged, then, for the Friday. Was it to be in church?" "Yes, sir, but very quietly. It was to be at St. Saviour's, near King's Cross, and we were to have breakfast afterwards at the St. Pancras Hotel. Hosmer came for us in a hansom, but as there were two of us he put us both into it and stepped himself into a four-wheeler, which happened to be the only other cab in the street. We got to the church first, and when the four-wheeler drove up we waited for him to step out, but he never did, and when the cabman got down from the box and looked there was no one there! The cabman said that he could not imagine what had become of him, for he had seen him get in with his own eyes. That was last Friday, Mr. Holmes, and I have never seen or heard anything since then to throw any light upon what became of him."

### **The Adventure of the Cardboard Box**

There was a cab passing as we came out, and Holmes hailed it. "How far to Wallington?" he asked. "Only about a mile, sir." "Very good. Jump in, Watson. We must strike while the iron is hot. Simple as the case is, there have been one or two very instructive details in connection with it. Just pull up at a telegraph office as you pass, cabby." Holmes sent off a short wire and for the rest of the drive lay back in the cab, with his hat tilted over his nose to keep the sun from his face. Our drive pulled up at a house which was not unlike the one which we had just quitted. My companion ordered him to wait, and had his hand upon the knocker, when the door opened and a grave young gentleman in black, with a very shiny hat, appeared on the step. "Is Miss Cushing at home?" asked Holmes.

"Miss Sarah Cushing is extremely ill," said he. "She has been suffering since yesterday from brain symptoms of great severity. As her medical adviser, I cannot possibly take the responsibility of allowing anyone to see her. I should recommend you to call again in ten days." He drew on his gloves, closed the door, and marched off down the street. "Well, if we can't we can't," said Holmes, cheerfully. "Perhaps she could not or would not have told you much." "I did not wish her to tell me anything. I only wanted to look at her. However, I think that I have got all that I want. Drive us to some decent hotel, cabby, where we may have some lunch, and afterwards we shall drop down upon friend Lestrade at the police-station."

### **Sign of the Four**

"Take this hansom, drive home, have some breakfast, and get an hour's sleep. It is quite on the cards that we may be afoot to-night again. Stop at a telegraph-office, cabby! We will keep Toby, for he may be of use to us yet." We pulled up at the Great Peter Street post office, and Holmes dispatched his wire.

### **The Man With The Twisted Lip**

And so in ten minutes I had left my armchair and cheery sitting-room behind me, and was speeding eastward in a hansom on a strange errand, as it seemed to me at the time, though the future only could show how strange it was to be. But there was no great difficulty in the first stage of my adventure. Upper Swandam Lane is a vile alley lurking behind the high wharves which line the north side of the river to the east of London Bridge. Between a slop-shop and a gin-shop, approached by a steep flight of steps leading down to a black gap like the mouth of a cave, I found the den of which I was in search. Ordering my cab to wait, I passed down the steps, worn hollow in the centre by the ceaseless tread of drunken feet; and by the light of a flickering oil-lamp above the door I found the latch and made my way into a long, low room, thick and heavy with the brown opium smoke, and terraced with wooden berths, like the fore-castle of an emigrant ship. Through the gloom one could dimly catch a glimpse of ...

... I should recommend you also to send a note by the cabman to your wife to say that you have thrown in your lot with me. If you will wait outside, I shall be with you in five minutes." It was difficult to refuse any of Sherlock Holmes' requests, for they were always so exceedingly definite, and put forward with such a quiet air of mastery.

*Later ...* He put his two forefingers between his teeth and whistled shrilly—a signal which was answered by a similar whistle from the distance, followed shortly by the rattle of wheels and the clink of horses' hoofs. "Now, Watson," said Holmes, as a tall dog-cart dashed up through the gloom, throwing out two golden tunnels of yellow light from its side lanterns. "You'll come with me, won't you?"

and ... "Now, Watson," said Holmes, as a tall dog-cart dashed up through the gloom, throwing out two golden tunnels of yellow light from its side lanterns. "You'll come with me, won't you?" "If I can be of use." "Oh, a trusty comrade is always of use; and a chronicler still more so.

### **The Adventure of the Blue Carbuncle**

Sherlock Holmes hailed a four-wheeler which was passing. "In that case we had better discuss it in a cosy room rather than in this wind-swept market-place," said he. "But pray tell me, before we go farther, who it is that I have the pleasure of assisting." The man hesitated for an instant. "My name is John Robinson," he answered with a sidelong glance. "No, no; the real name," said Holmes sweetly. "It is always awkward doing business with an alias." A flush sprang to the white cheeks of the stranger. "Well then," said he, "my real name is James Ryder."

... The little man stood glancing from one to the other of us with half-frightened, half-hopeful eyes, as one who is not sure whether he is on the verge of a windfall or of a catastrophe. Then

he stepped into the cab, and in half an hour we were back in the sitting-room at Baker Street. Nothing had been said during our drive, but the high, thin breathing of our new companion, and the claspings and unclaspings of his hands, spoke of the nervous tension within him. "Here we are!"

### **A Scandal in Bohemia**

And here he comes, if I am not mistaken, to resolve all our doubts."

As he spoke there was the sharp sound of horses' hoofs and grating wheels against the curb, followed by a sharp pull at the bell. Holmes whistled. "A pair, by the sound," said he. "Yes," he continued, glancing out of the window. "A nice little brougham and a pair of beauties. A hundred and 124 fifty guineas apiece. There's money in this case, Watson, if there is nothing else."

*and more ...*

Holmes took a note of it. "One other question," said he. "Was the photograph a cabinet?" "It was."

"Then, good-night, your Majesty, and I trust that we shall soon have some good news for you. And good-night, Watson," he added, as the wheels of the royal brougham rolled down the street. "If you will be good enough to call to-morrow afternoon at three o'clock I should like to chat this little matter over with you."

### **A Study in Scarlet**

"Oh, she has turned all the men's heads down in that part. She is the daintiest thing under a bonnet on this planet. So say the Serpentine-mews, to a man. She lives quietly, sings at concerts, drives out at five every day, and returns at seven sharp for dinner. Seldom goes out at other times, except when she sings. Has only one male visitor, but a good deal of him. He is dark, handsome, and dashing, never calls less than once a day, and often twice. He is a Mr. Godfrey Norton, of the Inner Temple. See the advantages of a cabman as a confidant. They had driven him home a dozen times from Serpentine-mews, and knew all about him. When I had listened to all they had to tell, I began to walk up and down near Briony Lodge once more, and to think over my plan of campaign.

"I was still balancing the matter in my mind when a hansom cab drove up to Briony Lodge, and a gentleman sprang out. He was a remarkably handsome man, dark, aquiline, and moustached - evidently the man of whom I had heard. He appeared to be in a great hurry, shouted to the cabman to wait, and brushed past the maid who opened the door with the air of a man who was thoroughly at home. ... Presently he emerged, looking even more flurried than before. As he stepped up to the cab, he pulled a gold watch from his pocket and looked at it earnestly, 'Drive like the devil,' he shouted... "My cabby drove fast. I don't think I ever drove faster, but the others were there before us. The cab and the landau with their steaming horses were in front of the door when I arrived....

### **The Red-Headed League**

Sherlock Holmes was not very communicative during the long drive and lay back in the cab humming the tunes which he had heard in the afternoon. We rattled through an endless labyrinth of gas-lit streets until we emerged into Farrington Street.

*Some use of the Paddy Wagon....*

"All right," said Jones with a stare and a snigger. "Well, would you please, sir, march upstairs, where we can get a cab to carry your Highness to the police-station?" "That is better," said John Clay serenely. He made a sweeping bow to the three of us and walked quietly off in the custody of the detective.

### **The Boscombe Valley Mystery**

Shortly after my return I heard the wheels of his trap in the yard, and, looking out of my window, I saw him get out and walk rapidly out of the yard, though I was not aware in which direction he was going. I then took my gun and strolled out in the direction of the Boscombe Pool, with the intention of visiting the rabbit warren which is upon the other side.

### **The Adventure of the Engineer's Thumb**

At last, however, the bumping of the road was exchanged for the crisp smoothness of a gravel drive, and the carriage came to a stand. Colonel Lysander Stark sprang out, and, as I followed after him, pulled me swiftly into a porch which gaped in front of us. We stepped, as it were, right out of the carriage and into the hall, so that I failed to catch the most fleeting glance of the front of the house. The instant that I had crossed the threshold the door slammed heavily behind us, and I heard faintly the rattle of the wheels as the carriage drove away. "It was pitch dark inside the house...."

### **The Stock-Broker's Clerk**

"I am afraid that I rather give myself away when I explain," said he. "Results without causes are much more impressive. You are ready to come to Birmingham, then?" "Certainly. What is the case?" "You shall hear it all in the train. My client is outside in a four-wheeler. Can you come at once?" "In an instant." I scribbled a note to my neighbor, rushed upstairs to explain the matter to my wife, and joined Holmes upon the door-step. "Your neighbor is a doctor," said he, nodding ...

### **The Greek Interpreter**

He gave me to understand that his house was some little distance off, in Kensington, and he seemed to be in a great hurry, bustling me rapidly into the cab when we had descended to the street. "I say into the cab, but I soon became doubtful as to whether it was not a carriage in which I found myself. It was certainly more roomy than the ordinary four-wheeled disgrace to London, and the fittings, though frayed, were of rich quality. Mr. Latimer seated himself opposite to me and we started off through Charing Cross and up the Shaftesbury Avenue. We had come out upon Oxford Street and I had ventured some remark as to this being a roundabout way to Kensington, when my words were arrested by the extraordinary conduct of my companion. "He began by drawing a most formidable looking bludgeon loaded with lead from his pocket, and switching it backward and forward several times, as if to test its weight and strength. Then he placed it without a word upon the seat beside him. Having done this, he drew up the windows on each side, and I found to my astonishment that they were covered with paper so as to prevent my seeing through them. "I am sorry to cut off your view, Mr. Melas," said he. "The fact is that I have no intention that you should see what the place is to which we are driving. It might possibly be inconvenient to me if you could find your way there again." "As you can imagine, I was utterly taken aback by such an address. My companion was a powerful, broad-shouldered young fellow, and, apart from the weapon, I should not have had the slightest chance in a struggle with him. "This is very extraordinary conduct, Mr. Latimer," I stammered. "You must be aware that what you are doing is quite illegal." "

### **The Adventure of the Priory School**

"I will order a four-wheeler. In a quarter of an hour we shall be at your service. If you are telegraphing home, Mr. Huxtable, it would be well to allow the people in your neighbourhood to imagine that the inquiry is still going on in Liverpool, or 469 The Adventure of the Priory School wherever else that red herring led your pack. In the meantime I will do a little quiet work at your own doors, and perhaps the scent is not so cold but that two old hounds like Watson and myself may get a sniff of it."



*Later ...* Then in the gloom we saw the two side-lamps of a trap light up in the stable yard of the inn, and shortly afterwards heard the rattle of hoofs, as it wheeled out into the road and tore off at a furious pace in the direction of Chesterfield. "What do you make of that, Watson?" Holmes whispered. "It looks like a flight." "A single man in a dog-cart, so far as I could see. Well, it certainly was not Mr. James Wilder, for there he is at the door."

### **The Adventure of the Six Napoleons**

I was not surprised when Holmes suggested that I should take my revolver with me. He had himself picked up the loaded hunting-crop which was his favourite weapon. A four-wheeler was at the door at eleven, and in it we drove to a spot at the other side of Hammersmith Bridge. Here the cabman was directed to wait. A short walk brought us to a secluded road fringed with pleasant houses, each standing in its own grounds. In the light of a street lamp we read "Laburnum Villa" upon the gate-post of one of them.

### **A Study In Scarlet** (more)

I approached the house, as you know, on foot, and with my mind entirely free from all impressions. I naturally began by examining the roadway, and there, as I have already explained to you, I saw clearly the marks of a cab, which, I ascertained by inquiry, must have been there during the night. I satisfied myself that it was a cab and not a private carriage by the narrow gauge of the wheels. The ordinary London growler is considerably less wide than a gentleman's brougham. "This was the first point gain

### **The "Gloria Scott"**

"He met me with the dog-cart at the station, and I saw at a glance that the last two months had been very trying ones for him. He had grown thin and careworn, and had lost the loud, cheery manner for which he had been remarkable. " 'The governor is dying,' were the first words he said. " 'Impossible!' I cried. "What is the matter?"

### **The Adventure of the Solitary Cyclist**

I saw him throw up his hand with a gesture of grief and despair. At the same instant an empty dog-cart, the horse cantering, the reins trailing, appeared round the curve of the road and rattled swiftly towards us. "Too late, Watson; too late!" cried Holmes, as I ran panting to his side. "Fool that I was not to allow for that earlier train! It's abduction, Watson—abduction! Murder! Heaven knows what! Block the road! Stop the horse! That's right. Now, jump in, and let us see if I can repair the consequences of my own blunder." We had sprung into the dog-cart, and Holmes, after turning the horse, gave it a sharp cut with the whip, and we flew back along the road. As we turned the curve the whole stretch of road between the Hall and the heath was opened up. I grasped Holmes's arm. "That's the man!" I gasped. A solitary cyclist was coming towards us. His head was down and his shoulders rounded as he put every ounce of energy that he possessed on to the pedals. He was flying like a racer. Suddenly he raised his bearded face, saw us close to him, and pulled up, springing from his machine. That coalblack beard was in singular contrast to the pallor of his face, and his eyes were as bright as if he had a fever. He stared at us and at the dog-cart. Then a look of amazement came over his face.

### **Valley of Fear**

At three in the morning the chief Sussex detective, obeying the urgent call from Sergeant Wilson of Birlstone, arrived from headquarters in a light dog-cart behind a breathless trotter. By the five forty train in the morning he had sent his message to Scotland Yard,

### **The Adventure of the Devil's Foot**

I was shaving at my window in the morning when I heard the rattle of hoofs and, looking up, saw a dog-cart coming at a gallop down the road. It pulled up at our door, and our friend, the vicar, sprang from it and rushed up our garden path. Holmes was already dressed, and we hastened down to meet him. Our visitor was so excited that he could hardly articulate, but at

last in gasps and bursts his tragic story came out of him. "We are devil-ridden .... Holmes sprang to his feet, all energy in an instant. "Can you fit us both into your dog-cart?" "Yes, I can." "Then, Watson, we will postpone our breakfast....

### **The Adventure of the Speckled Band**

No, but I observe the second half of a return ticket in the palm of your left glove. You must have started early, and yet you had a good drive in a dog-cart, along heavy roads, before you reached the station." The lady gave a violent start and stared in bewilderment at my companion. "There is no mystery, my dear madam," said he, smiling. "The left arm of your jacket is spattered with mud in no less than seven places. The marks are perfectly fresh. There is no vehicle save a dog-cart which throws up mud in that way, and then only when you sit on the left-hand side of the driver."