

EXPENCE OF RAILWAY TRAVELLING

The Mercury seldom meets with a contributor, scarcely ever with a condjutor. This is not to be wondered at, considering the dishonesty of that journal, the detestable politics it nine years ago adopted, and {as seen last week in particular} the personalities the Proprietor directs against such conservatives as, by their activity, in the cause they conscientiously support, are presumed by him, to have taken grist from the mill, and thus to have impoverished his pocket. On Saturday last, however, the Mercury found an ally, and where it was to have been least expected, namely, in the attempt to halloo on the Birmingham Railway Company to high prices, rudeness, and extortion. The cause of the Railway Company was advocated in the case we allude to by means of ridicule, attempted to be thrown upon those persons that have suffered and have complained of insult and loss at the hands of the Company. Of that we shall say nothing, convinced as we are, that the facts communicated through this journal to the public, have excited generally a far different feeling from that of contempt, and they have by the publicity given to them, helped to preserve future travellers from similar treatment. There is, however, an assertion at the conclusion of the letter in question, which requires an answer, in order that no one for an instant may suppose it to be correct. It is stated that the Birmingham Railway Carriages convey persons "twice as cheap and three times as fast as any other conveyance." Now, let us enquire how far this statement is borne out of facts. First, as concerns individuals, next carriages, and thirdly horses.

The charge for an *individual* by Railway to London from Roade by the first class train is sixteen shillings. In addition to this you have to pay for coach to Roade {not including coachman's fee} one shilling and sixpence, making all together seventeen shillings and sixpence. This takes you to Euston Square, a place very far from the points in London, which nine travellers out of ten are desirous of reaching. Now, the charge per coach inside from London to Northampton is *fifteen* shillings, which, with two shillings as a gift to the coachman, is sixpence less than the Railway charge. The outside fare by coach, which most gentlemen prefer to the inside, even of those who would take places in the first class train on the Railway, is *eight* shillings ; thus making a journey to London by coach, without the change of conveyance, nine shillings and sixpence less than a journey by Railway. The difference between a first class and a second class place is but five shillings and sixpence, so that an outside place by coach is cheaper than the second class by Railway, even supposing the coachman to receive a gift of two shillings. But a second class place is only to be had four times a day, and the first, and therefore the most convenient conveyances in the morning by Railways, both up and down, are *first* class and not mixed trains. This last consideration brings us to the question of time. It is asserted that the travelling by railway is "*three* times as fast". Now, it is not to

be denied that a journey to London may be quicker by Railway than by Coach, supposing the start by both to take place at the *same time*. We are, however, by the Railway hours that no man desirous of travelling by second class train can start *from* London before nine o'clock in the morning, or arrive at Northampton before one o'clock in the day. Going up to London the hour is still later. In that case, no person, whether by first or second class train, can set off by Railway from Roade till five minutes before ten o'clock, or arrive in London sooner than a quarter- past one. Now, taking this calculation into account, it is really too much to say that a man that cannot reach London or Northampton before one o'clock in the day, can travel by Railway three times as fast as by Coach. So much for individual travelling as to cost and time.

The second question concerns travelling in your *carriage by posting*. Now, *the convenience*, it is obvious, is all in *favor of posting*, seeing that a person in such case may start when he pleases, and halt when he pleases, without the chance of being, as we have before said, kicked and cuffed about whenever, and wherever, a policeman chooses to insult him, or an inspector, or a secretary is ready to aggravate the evil. This answers the question as to time, since no nobleman can by railway arrive in Northampton before twelve or in London sooner than one. As to the cost, the cheapness is actually on the side of posting, as may be shown thus; a carriage travelling post, may be averaged to contain at least three persons inside. {Children above ten years of age are regarded as full grown on the railway} and two servants on the outside. Now the cost of this on the railway from Roade would be as follows: —

RAILWAY				
	£	s.	d.	£. s. d.
Three persons, 1 st class	2	8	0	
Two persons charged as per 2 nd class	1	1	0	
Conveyance of carriage	1	18	0	
Carriage posting to Roade, including				
Post-boy, ostler and turn-pikes	0	13	6	
Euston-square to London residence or hotel; with driver	<u>0</u>	<u>12</u>	<u>0</u>	<u>6</u>
 POSTING				
Sixty-six miles at 1s. 6d.....	4	19	0	
Post-boys at 3d	0	16	6	
Toll Gates	<u>0</u>	<u>10</u>	<u>0</u>	<u>6</u>
 Posting cheaper than Railway	 <u>0</u>	 <u>7</u>	 <u>0</u>	

Thus, so far as being cheaper, the railway is dearer than posting, by seven shillings, to say nothing of the severe injury which it is found that carriages, particularly such as have patent axles, sustain by the jar to which they are subjected on the railway.

The third enquiry relates to the *carriage of horses*. It rarely happens that a single horse is sent to London, or if sent that it should go without a servant. It usually happens, indeed, that at least two are sent at the same time. Now, the expense by railway from Roade to London in addition to the x x x x somewhat from the advantage.

Three horses expenses to London Per
Railway.

	£.	s.	d.
Charge by train	4	19	0
Conveyance of groom.....	0	10	6
One day" s board wages of ditto	0	4	0
	5	13	6
Per Turnpike Road			
	£.	s.	d.
Keep one night.....	0	9	0
Corn two days	0	9	0
Ostlers	0	5	0
Turnpikes	0	7	0
Two days board wages of groom..	0	8	0
	1	18	0

Thus, we have proved that the Railway, so far from being cheaper as a conveyance for man, carriage, or horse, is *dearer in every case*, and in the *last* enormously so. As to *parcels*, the question has never yet been raised, and need not therefore be anticipated. So little confidence is entertained in the Birmingham Railway for the conveyance of parcels, that, except where no other opportunity presents itself, we believe no careful person has yet been induced to prefer it,

or at all events to rely upon it. As to the cost of conveying parcels by Railway, whatever the Company may have professed, the complaints about their high charges has been incessant. Let the public and the Company ponder upon what we have stated, and we shall have been deceived if the former do not leave the Railway in numerous instances till the Directors of the Railway have become not only more civil in their manners but more moderate in their demands.

LONDON AND BIRMINGHAM RAILWAY AGAIN

Railroad Travelling. — A person travelling in his own carriages, with his family and one or two servants, as is usual, will have to pay more for the conveyance of the carriage and its contents by the Railroad than were he, as heretofore, to post the distance. This fact, in the face of the Railroad people increasing their fare, must be some consolation to the Innkeepers, and make it more than probable, that after the novelty has subsided, except for people in a great hurry, the former mode of travelling is not likely to be laid aside. — *Birmingham Advertiser.*