

BILLINGSGATE AT FIVE IN THE MORNING.

Sumner or winter, light or dark, rain or shine, it matters not; at the clock strikes five, the bell-ringers and the market opens. The Clerk of the Market, the representative of the Corporation, is there, to act the part of moderator; the vessels are there, hauled to the piers in the river, laden with their silvery cargoes; the porters are there, running to and fro between the ships and the market; the railway vans and carts are there, with fish brought from the several railway stations; the salesmen are there, at their stands or benches; and the buyers are there, ready to buy and pay. As yet all is tolerably clean. There is, of course, that "fish-like smell" which Trinculo speaks of; but Billingsgate dirt and Billingsgate villification have not yet commenced. The street dealers, the costermongers or "costers," have not yet made their appearance; they wait till their "betters," the regular fishmongers, have paid good prices for choice fish; and then they rush in to purchase everything that is left. It is a wonderful scene, even at this early hour. How Thames street can contain all the railway vans that throng it is a marvel. From Paddington, from Camden, from King's Cross, from Shore-ditch, from Finchurch street, from the docks over the water, these vehicles arrive in numbers perfectly bewildering. Every one wants to get the prime of the market; every salesman tells his clients that good prices depend almost as much on early arrival as on the quality; and thus every cargo of fish is pushed out to market with as little delay as need be. Pickford obstructs Chapman and Horne, Macknamara is wretched at Parker, every van is in every other van's way. Fish street hill and Thames street, Paddington lane and Botolph lane, Love lane and Darkhouse lane, all are one jam and muddle, horses entangled in shafts and shafts in wheels. A civilian, a non-fishman, has no business there at such a time; were to his black coat or black hat, if he stands in the path of the porters; he will have a funny sprinkling before he can well look about him; or perhaps the tail of a big fish will flap in his face, or lobster's claws will threaten to grapple him.

It was always thus at Billingsgate, even before the days of railways, and before Mr. Bunting built the present market—a structure not without elegance on the river front; but the street arrangements are becoming more crowded and difficult to manage year by year. In the old days, when the fish and the locomotives were not thought of, nearly all the fish reached Billingsgate by water. The broad-wheeled wagons were too slow to bring up the perishable commodity in good time; while the mud and pavement, even if the passengers had been willing (which they would not) to submit to the odor, could not have brought up any large amount of fish. At an intermediate period, as about 1840, the fish was carried by rail. At an intermediate period, as about 1840, the fish was carried by rail. At an intermediate period, as about 1840, the fish was carried by rail. At an intermediate period, as about 1840, the fish was carried by rail. At an intermediate period, as about 1840, the fish was carried by rail.

deal one with another so much as might be supposed, the one sends to Billingsgate to sell, the other to buy, and each is willing to contribute his little expense for carriage to insure a certain market. Of course the marketing peculiarities depend in some degree on the different kinds of fish obtainable, and each is a fitting comment on the nature and under very varying circumstances. Yarrow-out sends up chiefly herrings—caught by the drift net in deep water, or the seine-net in shallow—sometimes a hundred tons in a night. Turbot, cod, ling, and a large part of the fish landed, consist more largely salmon to the Billingsgate market. These salmon mostly come packed in ice, in boxes, of which the London and North-western and the Great Northern Railway Companies are entrusted with large numbers; or else in well-laden steamers. The south-western is more extensively the line for the mackerel trade; while pilchard find their way upon the coast, and under very varying circumstances. Yarrow-out sends up chiefly herrings—caught by the drift net in deep water, or the seine-net in shallow—sometimes a hundred tons in a night. Turbot, cod, ling, and a large part of the fish landed, consist more largely salmon to the Billingsgate market. These salmon mostly come packed in ice, in boxes, of which the London and North-western and the Great Northern Railway Companies are entrusted with large numbers; or else in well-laden steamers. The south-western is more extensively the line for the mackerel trade; while pilchard find their way upon the coast, and under very varying circumstances.

make a tolerably near approach to those of Mrs. Mayhew, but therefore it may possibly be that the Londoners—men and women, boys, girls, and babies—after supplying country folk, find about two fish each every average day, and not at one end of the series, but spread, periwinkles, and shrimps at the other. Not a little curious is this lighthypothetical estimate. If Mr. Frank Buckland, Mr. Francis, and the other useful men who are endeavoring to improve and increase the artificial rearing of fish, should succeed in their endeavors, we shall, as a matter of course, make an advance as a fishing people. And on this matter we may say that if the fish were to know where to get their fish, well dressed, and well served, he may vend his steps some day to one of the fish ordinaries at Billingsgate, to such hostilities as the "Three Tuns," the "Queen's Head," or the "Antigallean."—London Society for December, 1868.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. Commencing MONDAY, December 21, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows: Express Train at 4:15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Clayton, Wilmington, Newark, Dover, Perth Amboy, Pottsville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chesters, and Stearns. Leave Philadelphia at 8:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Railroad at Wilmington for Crested and intermediate stations. Express Train at 11:15 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Clayton, Wilmington, Newark, Dover, Perth Amboy, Pottsville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chesters, and Stearns. Leave Philadelphia at 6:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at all regular stations. Connecting with the Railroad at Wilmington for Crested and intermediate stations. Express Train at 8:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Clayton, Wilmington, Newark, Dover, Perth Amboy, Pottsville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chesters, and Stearns. Leave Philadelphia at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at all regular stations. Connecting with the Railroad at Wilmington for Crested and intermediate stations.

RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL REGION. WARREN AND FRANKLIN RAILROAD. Trains will run on the following schedule: GOING SOUTH. 7:30 A. M. Through Train, Leaves Irvinston, at Junction of Erie and Erie, at 7:30 A. M. Arrives at Oil City at 10:00 A. M., and at Oil City at 11:00 A. M., connecting with trains for Franklin and other points. 1:10 P. M. Through Train, Leaves Irvinston, stopping at all principal stations, arrives at Oil City at 4:30 P. M. 7:30 A. M. Philo Accommodation, Leaves Oil City, and arrives at Oil City at 8:15 A. M. 9:40 A. M. Philo Accommodation, Leaves Oil City, and arrives at Oil City at 11:00 A. M. 6:00 A. M. Philo Accommodation, Leaves Oil City, and arrives at Oil City at 7:30 A. M. 9:20 A. M. Through Train, Leaves Oil City, stopping at all principal stations, arrives at Irvinston at 11:00 A. M. 12:50 P. M. Through Train, Leaves Oil City, stopping at all principal stations, arrives at Irvinston at 3:00 P. M. 4:40 P. M. Philo Accommodation, Leaves Oil City, and arrives at Oil City at 6:00 P. M. 11:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M. 1:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M. 3:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M. 5:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M. 7:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M. 9:00 P. M. Through Train, Leaves Philadelphia at noon, arrives at Irvinston at 1:00 P. M., and at Oil City at 2:00 P. M.

RAILROAD LINES.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS. WARREN AND FRANKLIN RAILROAD. WINTER ARRANGEMENT. From Thursday, November 25, 1867, to Thursday, November 25, 1868. Philadelphia and Erie Railroad, 300 miles from Philadelphia. Trains leave Oil City as follows: 6:55 A. M. Mail Train arrives at Tidoute at 7:25 A. M. 8:00 A. M. Oil City at 8:15 A. M. 9:00 A. M. Oil City at 9:15 A. M. 10:00 A. M. Oil City at 10:15 A. M. 11:00 A. M. Oil City at 11:15 A. M. 12:00 P. M. Oil City at 12:15 P. M. 1:00 P. M. Oil City at 1:15 P. M. 2:00 P. M. Oil City at 2:15 P. M. 3:00 P. M. Oil City at 3:15 P. M. 4:00 P. M. Oil City at 4:15 P. M. 5:00 P. M. Oil City at 5:15 P. M. 6:00 P. M. Oil City at 6:15 P. M. 7:00 P. M. Oil City at 7:15 P. M. 8:00 P. M. Oil City at 8:15 P. M. 9:00 P. M. Oil City at 9:15 P. M. 10:00 P. M. Oil City at 10:15 P. M. 11:00 P. M. Oil City at 11:15 P. M. 12:00 A. M. Oil City at 12:15 A. M. 1:00 A. M. Oil City at 1:15 A. M. 2:00 A. M. Oil City at 2:15 A. M. 3:00 A. M. 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