

way communication with the metropolis is both rapid and complete, the trains between Croydon and London being upwards of four hundred, and there being no less than eleven stations in the town and parish. As a proof of the progress made by

scarcely amounted to 800, now there are about 15,000. In 1849 the rateable value of the parish was £80,000; it has now risen to £481,247.

Croydon is still connected with the southern portions of the metropolis by omnibuses, and the



THE TOWN HALL, CROYDON. (See page 176.)

Croydon of late years, it is stated that the sleeping population of the new borough exceeds that of the ancient city of London!

It is stated in the *Penny Magazine* for 1833 that railways for the carriage of coal were adopted in the north in the reign of James I. or Charles I. They were then made of timber, and were very rude of construction, but they economised power by diminishing resistance.

In 1801 the number of houses in Croydon

principal street of the town is traversed by tramways. It is not a little singular that this town and neighbourhood is associated with the very infancy of tramways, for the first iron railroad, or tramway, sanctioned by Parliament (with the exception of a few undertaken by canal companies as small branches to mines) was the Surrey Iron Railway (by horses) from the Thames at Wandsworth to Croydon, for which an Act of Parliament was obtained in 1801. On this railway being com-