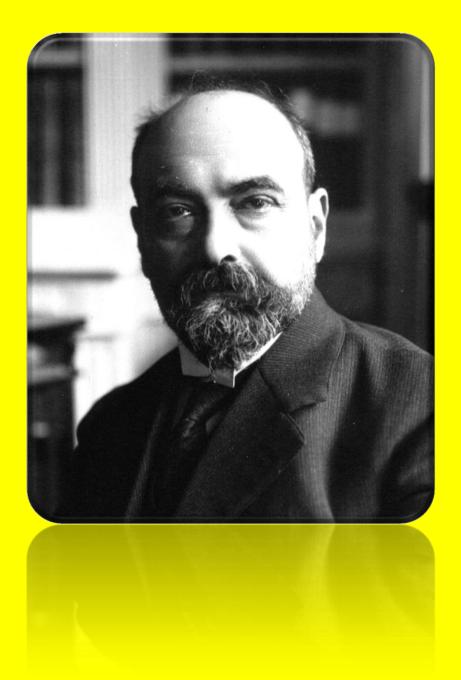
## **TAXIMETER**

## **ANNEX B**

(TO PAGE 8, TFHG @ WWW.HACKNEYMAN.COM)

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Theodore Reinach (1860-1928) who proposed the use of the word "taximeter" in 1904

bove, doyen de la Faculté de médecine, qui était anl'ami personnel du défunt. Gira er-LE TAXAMÈTRE A L'URBAINE. - Le taxamètre vient de path ine déterminer un premier conflit entre l'administration sés i nes et les cochers de l'Urbaine. Ce n'est pas, bien enage clar tendu, le principe du taxamètre qui est en cause : D c'est le mode d'application. de? rem Les cochers reprochent à la compagnie des tergi-versations dans l'établissement d'un modus vivendi ms. accu e. » pour sur avec les conducteurs des voitures munies du nouvel de E appareil : « A la veille des essais de ce compteur, eude c disent-ils en substance, on nous promettait 25 0/0 sur la recette, comme à la Compagnie générale, sans autres conditions. Mais quelques jours après de r des des reve la sortie des premières voitures à taxamètre, on fort nous fit savoir que nous payerions, comme nos ca-Di marades des voitures d'ancien système une moyen-ne fixée par les administrateurs. Cette déci-sion ayant provoqué la défection d'un certain une étail mor nombre d'intéressés, qui préféraient abandon-ner le compteur, la Compagnie nous donna le bert droit d'opter entre la moyenne et le quart de la recette. La plupart d'entre nous choisirent le second Cler PR mode de rétribution. Mais bientôt un revirement se mal inst produisit: les fiacres ordinaires produisant moins que les flacres à taxamètre, la Compagnie nous re-tira le droit de choisir entre les deux systèmes de rémunération et revint à la moyenne. Celle-ci fut imp DOune qui nom colfixée à 16 francs, alors qu'elle n'était que de 14 fr. 50 détr pour les voitures sans taxamètre. Voilà la mesure tués contre laque le nous nous élevens ttre du travail, les cochers protestataires ont décidé de réclamer : 1° 2 francs de salaire fixe et le quart de Th ssimen rieu ne la recette ; 2º l'établissement d'un cahier des charges lant en la n entre natrons et cochers A propos du taxamètre, M. Théodore Reinach estime que ce mot, importé d'Allemagne, constitue adre Mde Dan ime ner un barbarisme. En effet, il dérive étymologiquement à ch du grec taxis (taxe), et metron (mesure). Or, com-ment se forment les mots analogues: en supprieur L mant l's final du premier terme grec. Par exemple, piste lieu avec baros et metron, on a fait baro-mètre; avec hyp-Co-CH sos et metron, on a fait hypso-mètre. On devrait donc que dire taximètre, comme on dit taxidermie, taxinomie. aper Il conviendrait donc de s'accoutumer à dire désormais taximètre. Il conviendrait donc de s'accoutumer à dire désor-THE URBAN TAXAMETER

". ... About the taxameters, Mr. Theodore Reinach believes that this word imported from Germany, constitutes a barbarism. In fact, it derives etymologically from the Greek taxis (tax), and metron (measure). Now analogous words can be forcibly suppressed by suppressing the final s of the first Greek term. For example, with baros and metron, we did baro-meter; with hypsos and metron, we did hypso-meter. So we should say taximeter, as we say taxidermy, taxonomy. It should therefore be accustomed to say now taximeter [sic]."

(GOOGLE TRANSLATE)

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Le Temps 11th September 1904

- 05 of 15 -



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Front Page of Le Temps 11th September 1904 ("The Times" 1861-1942)



"Must we say taxameter? No, says the self-styled voice of Theodore Reinach. It must be taximeter, the expression taxameter is a barbarism. In fact, it derives etymologically from the Greek taxis (tax), and metron (measure). Now analogous words are formed by suppressing the final s of the first Greek term. For example, with baros and metron, we were baro-meter; with hypsos and metron, hypso-meter. So we should say taximeter, as we say taxidermy, taxonomy. It would therefore be advisable to say that you are now talking about taximeter. ... [SIC]."

(GOOGLE TRANSLATE)

RUSSES ET JAPONAIS



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Le Rappel 12th September 1904

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DIRECTEUR POLITIQUE : CHARLES BOS

Rédacteur en Chef : HENRY MARET



HENRY MARET.

### LES ON-DIT



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## LA GRANDE PIROLETTE

Front Page of Le Rappel 12/09/1904 ("The Reminder" 1869-1933)



Parisian Taxmeter Vehicle circa 1905
(Note: no accent on the letter é in the French Word *taxe*)



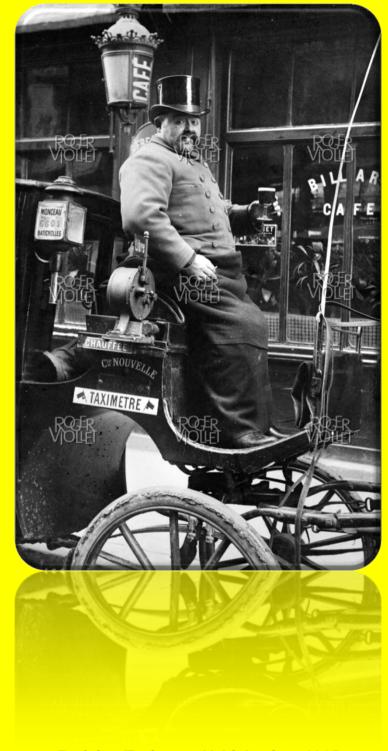
French Taximeter Vehicle circa 1906



Parisian Taximeter Vehicle circa 1907



French Taximeter Vehicle circa 1906



Parisian Taximeter Vehicle circa 1905



# Dear Editor...

I was intrigued by some of Paul Yardley's definitions in 'Hackney > Carriage > Meter.' I would be interested to know from where he found his information on the names Hackney, hackney carriages and taximeters, as he seems to contradict a lot of what is perceived by many to be true.

The name 'Hackney' in relation to the cab trade has long been understood to have originated from the Norman French word, 'hacquenée,' meaning a horse of a particular type, often made available for hire. The Hackney Horse Society, an organisation dedicated to a breed of carriage horse, renowned for its extravagant high knee action cites this as the origins of the breed's name. (www.hackney-horse.org.uk/history.asp) The Hackney Carriage is understood to have derived its name from the hacquenée' horse. The abbreviation 'hack,' much used by American cabmen is a derivative.

On the other hand, the London borough of Hackney owes the origin of its name to Old Norse and it means 'Haaken's Island.' It has nothing to do with horses. As far back as 1720, long after the first licensing of hackney coaches in London, the place now known as Hackney was mapped as open country. (Source - Felix Barker and Peter Jackson, 'History of London in Maps', 1990) The names Battersea and Chelsea have similar origin, dating from the Viking occupation of England of around 1,000 years ago. This definitely predates the Norman invasion, and thus the word 'hacquenée' in English usage by at least a generation. Mare Street, Hackney did not exist as long ago as the 17th century, when hackney coaches first gained popularity, or notoriety, as the case may be. There might well have been a horse fair in the area, but there was, and still is no direct road from there to Smithfield, which in any case was a livestock and meat market. And although Hackney was open country, it was very marshy (hence the existence of an island several miles from the Thames) and not the best of places to graze horses.

To add weight to the origin of the name Hackney as 'Haaken's Island,' consider what happened when a volcanic island suddenly erupted out of the sea off Iceland in 1963. The Icelandic language is far closer to Old Norse than any other Nordic language and the Icelanders named the new island Sertsey, meaning 'the Island of Sertur,' after the ancient Icelandic god of fire.

'Hackney Carriage' is most definitely not a name given to all 'horse powered', or more correctly horse drawn vehicles. It is given specifically to a carriage for public hire. A horse bus, tram, mail coach owner would question the legality of the expression as used in conjunction with his vehicles, the private owner of a gig, a Brougham, a landau or phaeton would be most offended,

whilst a carman or drayman would probably just laugh.

As for the origin of the name taxi or taximeter, I understand that it came from Baron von Thurn und Taxis, a German nobleman who set up a mail service and devised a mechanical device for measuring the distance his delivery vehicles travelled. To say it is derived from 'tax meter' is highly debatable. Although we may feel that most of our earnings go to the government, there is no in-built element of tax in any cab fare, so how can the taximeter be said to be a 'tax-meter?'

Yours sincerely

Bill Munro

London taxi driver, London Taxi Guide and author of 'A Century of London Taxis'.

