

# THE Railway Review

A Weekly Newspaper for the Railway Service.

EDITED BY JAMES GREENWOOD.

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## OUR INTRODUCTION.

WE present our compliments to the Railway Service, and declare our sincere wish that the introduction of to-day may be the beginning of a long and pleasant acquaintance. We are convinced that there is before us a career of usefulness to the men of the Railway Service, whose cause we readily espouse, and whose interests and well-being it will be our duty and pleasure to promote and foster. Free from the influence of any dominant section of the Service, we may fairly and without reserve chronicle and review the important events transpiring on all the lines, and, should occasion require, criticise the management of them, or the conduct of boards of directors equally with that of the officers and servants. Our voice will be most often heard on the side of the rank and file of the Service, because, though they be the most numerous they are also the least considered in the great systems, are the furthest removed from independence, and stand most in need of an organ which shall give the assistance of publicity to their views and aspirations. Mechanics, shopmen, and clerks are of the rank and file, no less than the engine-driver, the guard, and the signalmen; our object is to include all grades of the Service in the category of those on whose behalf the RAILWAY REVIEW is established and will be maintained. The higher officers of the Service who happily may not need special advocacy, will find in the columns of the RAILWAY REVIEW much that will extend even their experience of the industrial world they move in, and we hope much also that will enlarge their sympathies for the humbler fellow workers whose labours they direct and control. The many associations and institutions for provident, benevolent, and protection purposes established among railway servants are welcome to the use of the journal to record their proceedings and to promulgate their views; so also is the inventor and others who can make publicity serve useful purposes. In brief, the RAILWAY REVIEW will be The Newspaper for the Railway Service; the medium of communication between it and the outer world, and of intercommunication between the many departments of all the railways of the three kingdoms; an instructor and a friend.

The progress of the railway system as a national industry since the year 1825 has been of a most marvellous character. It is in some senses the most important industry in this country, if indeed it is not the most important in the world. Outside Bank Top Station at Darlington there stands an engine which, to our modern gaze, is a diminutive, curiously-shaped, and clumsily constructed machine. Yet old "Locomotion" marks a greater departure in the world's history and in human advancement than does any monument we know of. It marks the beginning of an industry which in Great Britain and Ireland gives direct employment to

280,000 persons, and indirectly to twice as many more; an industry wherein seven hundred millions sterling of accumulated wealth or capital finds a remunerative employment, which calls forth the efforts of the brightest genius, and wins to its service the highest administrative ability, and the most intelligent and sturdy of Britain's sons of toil; and, we may add, one to which the happiness and comfort of every person is in some degree due. The railway industry differs from many others, inasmuch as those engaged in it come in frequent contact with those they serve, and there is a widespread feeling that the Railway Service is in truth a public service. Such an industry as we have described demands the entire devotion of a special organ of publicity and intercommunication in its own behalf, and in so devoting the services of the RAILWAY REVIEW we have a worthy field in which to labour, and confidently hope that our efforts will receive the approval and the hearty co-operation of all railwaymen. Great as has been the development and progress of railways, there still remains ample scope for further and varied improvements. We cannot stand still, but must go onward. Progress never rests on its laurels; it is constantly pressing forward to new fields of peaceful conquests. Within the Service itself this is so, and a cry for reform and for adjustment is stifling to make itself heard. We come to give utterance far and near to that cry, and enter on our labours with Reform, Progress, and Justice for our watchwords.

## EMPLOYERS' LIABILITY BILL.

THE present Government has not lost any time in calling attention to the law on the liability of employers to make compensation for personal injuries suffered by workmen. The Bill on this subject, introduced into the House of Commons by Mr. Dodson, is one which Mr. Gladstone declared on Monday the Government intended to press to an issue in the current session of Parliament. Notwithstanding the active and demonstrative opposition of the railway, mining, and manufacturing interests so strongly represented in the House, the Government are assured by the large majority which supported the Bill in a recent test division that Parliament is wishful to legislate without delay in the direction of Mr. Dodson's Bill. By a rule of law which was first recorded in 1837 an employer is exempt from liability for an accident occasioned to a workman from default or neglect of a fellow workman; following this rule the law courts have laid it down that responsible agents and managers are the fellow servants of the workmen engaged under them, and they are said to be in a common employment with them. A master's liability to a servant is thus narrowed to his own personal acts, and none other. It follows that if the employer be a company or other corporate body there cannot be any personal act of negligence or personal default by the employer, and there is no remedy in law for the injured workman who suffers from an accident occasioned by gross mismanagement, or bad plant, or defective machinery, or other cause for which the company is morally responsible. A company is bound from the nature of things to depute its executive authority

to managers and agents, and these, as we have said, are by law held to be the fellow servants of all engaged under them. Again, the individual master who loves ease, or is engaged in numerous undertakings, evades all liability for injury to his workmen by the simple process of deputing his authority to a manager or agent, or by dividing the management of his business into several departments, each department controlled by a manager who stands to the workmen in the relation of the employer. On the other hand, the small employer, who personally manages and superintends his business, is, from this fact, in a position where his neglect or default may render him liable to make legal compensation for injury suffered by a workman. The small employer thus must bear a liability and disadvantage from which the great employer or corporate body is exempt by the rule of law promulgated by Lord Arbinger in the case of *Priestly v. Fowler* in 1837. This state of the law is an admitted grievance, bearing with considerable harshness in the case of railway servants. The grievance has been felt more keenly, inasmuch as railway companies have never failed to avail themselves of the defence of common employment in evading the claims of their servants to compensation. Sheltered by the iniquity of the law, the great companies have shown no consideration, and have repudiated any moral obligation to the workmen injured, or the families of those killed in their service. Like "Shylock" they have insisted on their pound of flesh. Perhaps it is impossible that a corporate body could feel the sympathy and obligation which individual employers exhibit: there is, therefore, the stronger reason why the liability of companies should be determined by statute law. Sheridan, speaking in the House of Commons, declared that corporations neither had souls to be saved nor bodies to be kicked. Without reflecting on the humanity of individual directors, we cannot help remarking that the past treatment of railway servants who have been the victims of the dangers of the service has been coldly cruel, and with hardly an instance of generosity or of kindness to relieve or mitigate its inhuman harshness. The Bill of the Government would impose on railway companies, and on all other employers, a liability to compensate a servant who is injured by reason of any remediable defect in plant, stock, works, and machinery, or by reason of the negligence of any servant entrusted with authority, or by reason of obedience to defective rules or instructions to which the injured servant was bound to conform; in brief, for all such negligences as now render the small employer amenable to an action at law, who directs and controls the details of his business, and does not delegate any part of his authority to others. At the same time, the Bill places a limit on the liability of the employer, guards him against deferred actions, and restricts in other ways the application of the principle of its enactment clause. Notwithstanding these concessions made by the Government in their favour, the representatives of railways, mines, and other great industrial enterprises manifest intense hostility to the measure. Phantom evils are raised up to affright the Legislature, obstruction similar to that exercised by certain Irish members is practised in the House, impossible proposals of insurance are suggested, and a regard for the poor workman is uttered which, if true in fact and in past practice, would have rendered the Bill before Parliament quite unnecessary. Truth is, the employers are determined to evade the liability the Bill would impose on them by the aid of any available shift. Hitherto the ratepayer has borne the burden of maintaining those who have become dependent by reason of accidents in works and manufacture through the operation of the Poor Law. For the future some, at least, of this burden is to be borne by employers who profit by the labour of the workmen. Insurance has come in favour with the employers since the advent of the Government Bill. Are they so blind as not to be aware that for years past the ratepayer has been paying to insure workmen and their families against the after consequences of accidents? Equity demands that the cost of such insurance should be borne by the money derived from the work or manufacture in which the accidents occur, and not by the ratepayer, who has no direct interest in them. Thus, families made dependent by railway accidents or mine accidents should be maintained from the receipts of the railway or the mine, not from the pockets of ratepayers uncon-

nected with either. If the employers honestly want an insurance against all accidents to their workmen, it is their duty, as it is in their power, to provide it. To insure the workman by taxing the ratepayer or by taxing the workman's earnings is to pay the employers' liabilities from some one else's pockets; and while doubtless this is more acceptable to the employers than bearing the liability rightly pertaining to their concerns, it is not to be expected that an arrangement manifestly unjust can be continued or sanctioned by new legislation. Insurance against accidents to workmen may be equitably arranged, and the cost thereof be a charge on the article manufactured. To effect such an insurance recourse must be had to legislation and statute law. The defence of common employment would need to be entirely abolished. Then the employer must be made to insure every workman in his employ, paying the premium to the State, which would become the insurance agent. Each injured workman could prove his title to compensation by a process not difficult of establishment, and be paid from the State fund on an order, say of a magistrate or county court judge. But the State should have power to prosecute and recover from an employer the amount paid from the State fund as compensation for every accident occasioned by remediable defects or negligences in the employers' works or operations. Such an insurance would not only provide compensation to all injured workmen, but constitute a guarantee that every reasonable precaution was adopted by the employer for the personal safety of the men engaged in his business. It would have this additional advantage, that compensation to workmen, except to such as were injured by reason of the employers' neglect, would be a charge on the consumer or user of the article produced. There is little hope that the employers would consent to insurance on such terms, and the most practical remedy for the existing injustice of the law will be found in legislation in the direction of the Government Bill. Workmen have political power entrusted to them. They will be faithless to themselves and to their families unless they now use that power to insist on an alteration of the law which shall equitably define the liability to themselves of their employers when they are sufferers by accidents on duty. We are not surprised at the efforts made by employers to avert an increase of their liability, but we shall be much surprised should they succeed.

FRED W. EVANS.

A Parliamentary paper has been issued containing reports on the laws in force in France and Germany with regard to the insurance of persons employed in mines, &c., and the legal liability of employers. The reports are three—one from Consul-General Crowe to Lord Odo Russell, another from the same Mr. Crowe to Lord Granville (both dealing with the German law), and a third from Lord Lyons to Lord Granville enclosing a memorandum from M. Treitt, the legal adviser of the British Embassy at Paris, on the French law on the subject.

A circular was issued on Wednesday night by the Mining Association of Great Britain, stating that the Government have intimated their willingness to assent to the following clause, providing for permissive insurance, which Mr. Knowles is to move in committee on the Employers' Liability (Re-committed) Bill:—"Provided that where an employer shall have contributed one-third of the premium or subscription to any sufficient fund for providing against personal or bodily injury in favour of a workman against accident of every kind in the course of his employment, and such workman, or his personal representatives in case the injury results in death, shall have received, or shall be entitled to receive, out of such fund, or in respect of any penalty payable by such employer under any statute, a sum equal to the amount of compensation which he or they would be entitled to receive under this Act, such workmen or his personal representatives shall not be entitled to maintain any action for recovery of such compensation or to recover any costs of such action unless such action shall, in the opinion of the Judge, have been necessary to fix or ascertain the amount of compensation; and any sum which such workman or his representatives shall have received, or be entitled to receive, out of such fund, or in respect of any penalty as aforesaid, which shall

be less than the amount of compensation which he or his representatives shall be entitled to under this Act shall be a set-off *pro tanto* against such compensation, and it shall be lawful for any employer and workman to mutually contract for the insurance of such workman against such personal or bodily injury, and for such employer to deduct the proportion of premium payable by the workman in respect of such insurance from his wages."

A conference of members of the House of Commons, representatives of the trades organisations and capitalists, has been arranged for the purpose of considering, with a view to the Employers' Liability Bill becoming law, a scheme of mutual assurance by employers and employed for accidents of all sorts arising out of employment. Dr. Farr has prepared a set of tables in elaboration of the scheme, which it is intended to commit to the charge of a national organisation which it is proposed to form.—*The Times*.

### NORTH LONDON SERVANTS.

IN 1862 the locomotive staff of the North London line were favoured by the directors with an agreement which defined the rate of wages, the hours of duty, and scale of promotion of men in the department, and was generally regarded with satisfaction.

During the kindly superintendency of Mr. Adams, who is now on the London and South-Western, the agreement was fairly administered, and the pay, promotion, and hours of drivers and firemen were such as produced contentment and concord. We need not point out that a line so ordered as to ensure the hearty co-operation of the servants in all its operations is one in which the safety of the public is greatest, and on which their convenience is most studied. Since Mr. Adams has been succeeded by Mr. Parks, his brother-in-law, changes have been made which are not interpretations of the agreement, and these bear sometimes hardly on the men. Firemen, scarcely attained to manhood, are promoted to drivers, and may frequently be seen on the footplates of express and other passenger engines. These young drivers receive 5s. and 5s. 6d. wages per day for doing work which once on a time entitled the performer to 7s. and 7s. 6d. per day. Their right to increased pay is withheld; and if complaint is made by any of them about it, the foreman, Mr. Donnelly, soon finds it convenient to remove them to another job, or on some fault to put them back firing.

Now, we have been led to believe that railway companies always entrusted the care of passengers—especially in express trains—to old or experienced drivers, men whose fitness for important charges had been proved, and who were paid the maximum wages in consequence. Assuming, as we have a right to assume, that the high rate of 7s. 6d. per day is paid to drivers because of their experience and competency for the most important class of work, we may conclude that those receiving 5s. or 5s. 6d. per day are not fully experienced or competent for such work.

The North London, therefore, are either trusting the lives of their passengers to the care of inexperienced drivers, or, on the other hand, they are not doing so, but are unfairly withholding from experienced drivers their just payment in wages.

*Après* of the youth of some of these drivers. A passenger out of curiosity asked the guard of a train at the platform, "Which of the two is the driver?" "I really don't know, sir," replied the guard. The united ages of the driver and the fireman was not forty-three summers.

Mr. Parks's efforts to economise in fuel are praiseworthy from the shareholders' point of view, but some other way than establishing a competition among the drivers, whose engines must vary in consumption, is certainly desirable. We would also add that whilst it is judicious by a system of inspection to insist that the drivers shall pay attention to the machinery of their engines, it is equally judicious that a similar system of inspection shall ensure for the engines the repairs which the drivers report to be requisite.

Some clever writer asserts that there is a skeleton in every household. We extend the area within which skeletons may be found to "every railway" also. There are one or more skeletons on the North London Railway, which we now purpose bringing out of their cupboards. Railways have enlisted into their service men of all grades and professions in life. A distiller in Ireland was enlisted into the service of an Irish line. Thereon he found employment as a wheel-keyer, the least of scientific fitting work. By and by he distinguished himself in promoting a testimonial to the door superintendent of engines, or the running superintendent of this Irish line. The superintendent receives a call to an

appointment in England; to be, in fact, locomotive superintendent and engineer of the North London. Not ungrateful to the wheel-fitter, he sends for him to be his deputy, or foreman; and thus the latter transfers his services from an Irish to an English railway. This gentleman has an eye to artistic effect, and it struck him that if instead of drivers on the line dressing as each one pleased, they were all clothed in uniform, set off with brass buttons, their appearance would be improved and rendered more picturesque. It also suggested itself to his mind that as the directors had not been consulted, the men would have to purchase the clothes, and there was, therefore, a field open for an enterprising tailor's agent. It was soon made known that drivers were expected to come on duty in uniform. Nay, more, it began to be rumoured that young men who did not patronise the uniform were not as likely to be promoted as those who did. Orders for suits poured in, and the tailor's agent did a capital business. Some drivers among the *old-uns*, however, were peculiar in their views. They insisted that if the directors wished the men to be in uniform, the directors would, as in other departments, provide the uniform at the company's expense. They, therefore, declined to don the buttons at their own cost, and in a deputation to Mr. Parks protested against the indirect pressure brought to bear on them. One result of the deputation was that a servant of the company became the tailor's commission agent. The practice introduced has led to a system very like truck, in the establishment of a clothes club and a portrait club. The dependent position of railway servants is a strong reason why directors should prohibit their officers from trading with the men, and we, therefore, hope that the "skeletons" we have brought to light may move the North London directors to interfere and stop the practices alluded to in this notice of their line.

### NEW TYPE OF FIRST-CLASS CARRIAGE IN FRANCE.

A TYPE of first-class carriage has been introduced and adopted upon the Western Railway of France for express and sleeping service, which has some new and peculiar features. The carriage has four compartments, the two central ones carrying eight passengers each, while the two end *coupés* carry each four passengers, or each contains one bed when used as a sleeping compartment. The underframe of the carriage has soles of channel iron and headstocks and transverse bearers of wood, a composite type of construction much used on the Western Railway. Indiarubber pads are interposed between the underframe and body, while the spring links also are fitted with indiarubber rings to check the transmission of vibration. The arrangement of buffers and draw springs is the same as on other rolling stock for the Western Railway, there being a separate buffer spring for each end, and the central portions of these two springs being coupled to form the draw spring. The draw bar is thus discontinuous, an arrangement the defects of which become very prominent when powerful continuous brakes are used. The two springs are so coupled as to have an initial strain upon them of 2.06 tons, while the tension is increased to 2.4 tons by four turns of the screw couplings. The body has a double floor and roof, the space between the inner and outer boarding being in each case packed with dry seaweed. The body has no corner pillars, properly so-called, the ends being curved, and the corners rounded. There are four windows at each end; those at the sides being curved to suit the shape of the carriage, and thus giving a very clear look-out for passengers in the *coupé*. The central end windows are movable, and all the end windows are fitted with movable shutters padded on the inside. The seat in each *coupé* draws out and turns up at one end so as to form a pillow. The opposite end of the seat conceals a water closet, freedom of access to this closet, and the liberty of adjusting the seat to form a bed being given by the opening of a single lock which is operated upon by the guard when the *coupé* is let as a sleeping compartment. Each *coupé* is also fitted with two tables and two foot-rests. The compartments are well lit by large lamps, and the general fittings are exceedingly comfortable, the great width of the carriage giving ample accommodation for four passengers per seat. The cost of the carriage is £608, including the Westinghouse brake, and its total weight empty is nine and a half tons.

ARTHUR BALLARD, in the employ of the Manchester, Sheffield and Lincolnshire Company, at New Holland, has been discharged without notice, for the alleged offence of conveying drink on to the premises. Ballard, who denies the truth of the allegation, has summoned the company to the County Court for payment of a week's wages. A solicitor, at Barton, has been engaged at the instance of a Mr. Harford, an officer connected with the men's society.

## GENERAL NOTES.

THE annual general meeting of the Amalgamated Society of Railway Servants will this year be held at the Cardiff Arms Assembly Rooms, Cardiff, from Tuesday, October 6th, to Friday, October 9th. In addition to Mr. P. S. Macliver, M.P., the president of the Society, there is reason to believe that Mr. Reed, M.P. for Cardiff, and Mr. Cohen, M.P. for Southwark, will attend on one of the days, or at an evening meeting to be held on one of the days the conference sits.

THE two branches of the Amalgamated Society at Wolverhampton have joined forces for the purpose of carrying out a grand *fete* and gala in aid of the Society's Orphan Fund.

AN Art Union drawing is being promoted at Cardiff, the profits derived from which are to be applied to the benefit of Mrs. Street and her eight young children. Mr. Street was a popular railway servant of the locality, and died recently after a long and painful illness. Mr. J. Lacey, of 54, Woodville-terrace, Cathays, Cardiff, is secretary of the drawing, and will gladly supply books of tickets for sale to railway servants who wish to assist in this deserving case.

AN engine-driver, named H. Phenna, has been dismissed by the Lancashire and Yorkshire Company under the following circumstances. Phenna on leaving work was booked to run a short train from Liverpool the next day. He came on duty to perform this task, when the foreman intimated to him that it was changed, and that Phenna must take a train to Colne and back. To this Phenna demurred, as he was unprovided with food for a long journey, inasmuch as he had come only prepared for the shorter one which he had been informed would be his duty that day. The foreman sent him home and ultimately discharged him. Phenna, through his Society's solicitor, claims wages in lieu of notice. His mates regard his treatment as harsh, and are much incensed against the foreman for his high-handed conduct.

ON the 21st inst. the case of Bryson v. the North British Railway will be tried at Edinburgh. It is a claim for wages by an engine-driver, who was suspended and afterwards discharged the service, for an accident which on Bryson's side it is alleged was occasioned by wrong direction of a signalman. The case creates great interest in the neighbourhood.

A NEW branch of the Amalgamated Society of Railway Servants was established at Burntisland, Scotland, last Sunday. The secretary of Leith branch attended the meeting held as a deputation from the parent society. Some railway servants from Ladybank, who were present, expressed a hope that the deputation would also visit their station and endeavour to form a branch. Several men at Dundee sent word to say that they would join the Burntisland branch.

THE CREWE HOSPITAL.—At the instance of the leading officers of the London and North-Western Company at Crewe Works, the whole of the workmen employed, numbering 6,000, consented to establish and support a hospital for the treatment of persons injured in the service of the company. The necessary buildings were erected by the company, and staff and dispensary are maintained by a weekly subscription of one halfpenny per man deducted from their wages by the officials. The hospital is of great service to the workmen, while it also relieves the company from the reproach of not providing skilled surgical advice and appliances for their injured workmen. The manner of the main-

tenance of this institution should encourage those who are anxious to teach the working classes that by forethought, thrift, and prudent organisation they can place themselves superior to the help of the numerous charities in the country. An institution of the same nature known there as the Cottage Hospital has also been established at Swindon Works of the Great Western Railway. Dispensary and medical clubs might, with advantage, be established in all districts where any number of workmen reside. The small payment of twopence per week would provide medical attendance and medicine for each man and his family, and the inconvenience of paying long doctors' bills would thus be averted.

RAILWAY UP THE SCHNEEKOPPE.—The Swiss company which constructed the Rigi Railway, contemplate making a toothed-wheel railway up the Schneekoppe from Schmiedeburg, in connection with the Bohemian Railway. This is the highest peak of North Germany (5,394 ft.), and thought to be the chief source of the Elbe. The German Imperial Office of Railways has published an interesting table giving a numerical comparison of the various railway lines in the country as to safety. It is based on the ratio of accidents to length of rails travelled over (*Deutsche Ind. Zeit.*, No. 24). A new electric brake, said to stop trains more quickly than any brakes in existence, has been invented by Herr Sawiezski, and lately tried at Vienna. The electric generator used is a Gramme machine driven by the wheels, and a Planté battery is also used (*La Lumière Electrique*, 15th June). Twenty-four towns of Italy now have tramways, with a total length of 514 kilometres, of which 352 are worked with the aid of engines and the remaining 162 with horses; 144 kilometres of line in addition are being constructed, and more than 1,057 kilometres are projected. On nearly the whole of the latter steam-engine or other mechanical means will be used. According to a curious calculation (*Deutsche Allg. Pol. Zeit.*, Nov. 24), a sum of 576,720 marks must have been saved to the Berliners in shoe-leather by use of the great tram line in that city in 1879. (It is remarkable that the use of cabs and omnibusses had not decreased, but increased.) In the dynograph car, which is being tested on the Boston and Albany Railway, the amount of motive power used in drawing a train is recorded by transmission of the force imparted by the car's draw-bar to a piston working in a cylinder filled with oil, to a pen, which draws a diagram of the train's resistance on a roll of paper. Other pens record the distance travelled, the revolutions of the driving wheels, the mile-post passed, the curves and straight lines of the track, the water used, and each shovelful of coal put on the fire, every escapement of black smoke from the chimney, and the tale of an anemometer at the top of the car.

THE TEN DRIVERS OF THE NORTH-WESTERN.—Mr. Moon, chairman of the London and North-Western, recently entertained to a day's holiday at Crewe ten of the oldest drivers on the line. The worthy veterans of the iron road well deserved whatever enjoyment or compliment Mr. Moon regaled them with. Their long and faithful career cannot be contemplated without feeling admiration for their steady consistent life, and of some wonder that the dangers they have come through unhurt. We admire them as fathers of a noble calling, but we cannot say we accept *bona fide* the invitation of the company or the speeches made to them by the chairman. We have read in one of Dickens's works of a certain noble candidate for Parliamentary honours, who as agent in an election contest had arranged a little scene by which to win over the support of certain poor but independent electors. The poor man's baby, after well washing, and when arrayed in clean clothes, was to be kissed by the noble candidate during canvass, and thus demonstrate to the whole neighbourhood the estimation with which the rich man regarded the poor of his would-be constituents. Mr. Moon's entertainment of the ten drivers is a parallel arrangement to the one of kissing the baby. The age

the North-Western case desired to win the temporary goodwill of the men, not for electoral but political purposes. The Employers' Liability Bill is before Parliament, and the episode of feting the old drivers was, doubtless, intended to impress the whole service with the generosity of the company at a time when the company desired the men to express disapproval of the Employers' Liability Bill. We would venture to make this suggestion to Mr. Moon and to Mr. Webb:—That the company should entertain all the old men who, when in failing health and strength, have been turned adrift from the service to starve or to die in the workhouses, all the maimed and cripples made so in the service who have been discharged unpensioned, all the widows and orphans of men killed in the service who have been refused help by the company, all those of good character and long service who have been discharged for asking the officials to remedy grievances, or because of defective sight or deficient stature, together with all those who have been promoted for tale-bearing, or doing menial work detrimental to the wellbeing of the great majority on the service. We fear no building at Crewe would hold them. The expense of the entertainment would not be a small item in the accounts even of the London and North-Western.

A RAILWAY servant, who was proud if poor, has been added to the list of victims who die by accidents on railways. Mr. J. Pettit, of Wakefield, was till recently a guard on the Lancashire and Yorkshire Railway. He was discharged ostensibly for a doubtful fault, but in reality because he had been an active leader in a movement for appealing against a reduction in wages. He was many months out of work, and suffered much hardship. He eventually got employment as a porter at 18s. per week at the Great Northern Railway Station, where last week he was crushed between the buffers, dying from the injuries he received. His distress made him shun his late fellows, and the family already wanting food had recourse to the Union authorities to bury him, rather than publish to the man's comrades their poverty. On Monday the fact and manner of his death came to the knowledge of his old mates, who are members of the Amalgamated Society of Railway Servants. Great was their sorrow that he had proudly hid from them his circumstances. These worthy men at once determined in committee that their comrade should not rest in a pauper's grave, and they have taken steps to remove his body to another resting-place. This instance of brotherly sentiment among railway servants is a credit to their manliness.

MR. ROTHERY, one of the Court of Inquiry into the Tay Bridge disaster, is plainspoken to an unusual degree. He tells the world that his colleagues did not wish some facts that have come out in the inquiry to be mentioned, but that he differed from them, and, therefore, publishes the facts. Mr. Rothery's colleagues did not think it their duty to say with whom the responsibility for the casualty rests. He again differed from them, and bluntly declares that if the Court thought that blame attaches to any one, it was their duty to say so, and to say also to whom it applies. His colleagues, with himself, think that the chief blame for the casualty rests with Sir Thomas Bouch. They only *think* so, but Mr. Rothery *says* so. Perhaps it is better for the public interest, and as well for the unfortunate Sir Thomas, that one of the Court of Inquiry has spoken out the whole truth.

On Saturday the Euston Scotch express ran into a light engine near Kilburn Station. On Sunday night a Chalk-farm train, on the North London Railway, came into collision with a light engine between Bow and Dalston Stations. In the latter collision several passengers were injured. Without, in either case, attempting to determine on whom the blame rests, we agree with a North London driver when he says that the want of a turn-table at Bow was the primary cause of the North London casualty. We fear that there is some laxity about signalling light engines not timed to run at regular intervals, though the same care, if not more care, should therefore be exercised in controlling their

movements. It is fortunate that damage to stock is the most serious results of the two misfortunes. Continuous brakes availed much in averting loss of life and serious personal injury.

Some time since a statement went the rounds of the Press, in which it was said that the Midland Company had increased the wages of their goods guards to the same rate as the men received prior to the reduction made in January of last year. The statement was an unfounded one. We notice with pleasure the substantial increase in the traffic returns published from week to week by the Midland and every other company. It is a sure indication of reviving industry, and of an enhanced prosperity, in which the directors and shareholders of railways largely participate. Will this prosperity reach so far down as to benefit the workers on railways, who have felt the past depression in no small degree? We trust it will.

## SCIENCE ON RAILWAYS.

**LIGHTING RAILWAY CARRIAGES.**—One of the subjects reported upon at the technical convention of the German Railroad Union in 1878 was the lighting of cars. Reports were asked from the several companies with regard to the improvements effected in the illumination of passenger cars, particularly with gas, and the costs of applying, keeping in order, and running the different systems. Forty-five reports were rendered. Six corporations, representing 17·7 per cent. of the passenger coaches owned by the roads reporting, used gas, chiefly prepared on the Pintsch system; in one instance no other form of light was used on the road, and all expressed satisfaction and an intention to extend its use on account of the cleanliness, saving of labour, and superiority of lighting power. Five roads employed stearin candles in closed lamps, and 44·8 per cent. of the cars are lighted by oil-lamps, the majority burning the commonest vegetable oil with Argand burners in the first and second-class carriages, and common flat wicks in the lower classes. Some of them employed lamps with the oil reservoir above the flame to prevent the oil getting too thick to burn in cold weather; the supply of oil carried is sufficient for a ten hours' journey. On three roads American mineral oil was used in closed lamps with much better effect.

A NEW STATION INDICATOR for railroad cars has been described by an American. The face of this indicator is about a foot square, and presents a level surface. Its upper half is stationary, and has in large letters "The Next Station is," the lower half on which the stations are shown being movable. The apparatus is intended to be placed in the car, on the right-hand side of the door facing the passengers; and when the train leaves a station the conductor or brakeman touches a button. This causes a bell to ring immediately, attracting attention to the indicator. In Germany the station name boards are placed transversely to the platform, and thus passengers can see them plainly before and after passing them, and no station indicator is wanted.

**THE HUDSON RIVER TUNNEL.**—An important work is now being actively pushed forward at New York. This is the tunnel under the Hudson river, which, when finished, will connect Jersey City and New York. The length of the tunnel under the river will be 5,500 ft., and that of the land approaches 3,800 ft. It is being made double, so as to form two galleries, each 16 ft. wide and 18 ft. high in the clear, and along which will run two single pairs of rails. The material passed through is favourable to the operations, being a very tenacious silt, which becomes semi-fluid when plentifully combined with water. A somewhat novel method of proceeding has been adopted. A shaft was first sunk, built on a timber curb, and as soon as it was lowered to the desired depth, the bottom was made good with concrete, and an air lock was fixed in the shaft. An iron cylinder, 6 ft. 4 in. in diameter and 8 ft. long, was then put in at right angles to the shaft, and beyond these a series of other rings were added, each increasing in diameter by 18 in. over the one behind it, but arranged so that they are ranged on the top. As soon as the size was sufficiently increased, this temporary work was lined with concrete, and the permanent structure was pushed forward from it. Each gallery is built within a circular iron cylinder, made up of rings 30 in. wide. These rings are composed of 14 plates. As a rule five such rings are put into place at the same time, as the silt through which the tunnel passes is sufficiently tough under the pneumatic pressure to be excavated with ease and without danger. As the work advances the rings to the rear are completed, the forward ones near the face of the excavation being less advanced. The ironwork is lined with bricks, this part of the work following that of getting the rings into place. The average rate of advance is now 4 ft. per day, four times as much as when the operation of driving the tunnel was commenced in February last.

## ACCIDENTS.

**ACCIDENT AT CARLISLE.**—An alarming collision occurred near the Citadel Station, Carlisle, on Wednesday evening. A train for Silloth, which left Carlisle Station at eight o'clock, was turned upon the wrong line by a pointsman about a quarter of a mile north of the place of departure. While on the wrong road it was run into by an ordinary Glasgow and South-Western train. The Silloth driver had reversed his engine on finding he was on the wrong line, but the collision could not then be avoided. The engines met buffer to buffer; some carriages were thrown off the rails and several passengers were injured.

The Midland express from Manchester at 4.50 p.m. on Saturday met with an accident near Market Harborough. The train, a heavy one with two engines, struck a bullock which is supposed to have cleared the railway fence, and the engines with three carriages passed over the carcass, but the Pullman car, in which were several Manchester passengers, was thrown off the rails, and travelled over the sleepers some hundred yards. The train was fitted with the "Westinghouse brake," the application of which brought it to a stand just in time to prevent the overturning of the Pullman car.

An accident, which might have had a much more fatal result, occurred on Sunday night near the Dalston Junction of the North London Railway. It appears that a train, heavily laden with passengers, which left Broad-street for Chalk Farm shortly after ten o'clock, was approaching the junction at 10.23 p.m., steam having been shut off from the engine, and, taking turning points, met an engine which was just leaving the station, and about to shunt on to another line. Both the engine of the train and that with which it came into collision were not proceeding at a rapid pace, but sufficiently so to cause the carriage next the engine of the train to be severely damaged, and the passengers in it to be severely shaken, and many of them to be bruised and cut, chiefly about the face and head. The whole available railway staff were sent to get the wounded people out of the damaged carriage. When this had been accomplished, it was found that eighteen persons were more or less injured, one man named Peter Ward, living at New Cross, very seriously, his ribs having been broken from his having been thrown violently from one side of a compartment to the other, his side coming in contact with the edge of the opposite seat. All the passengers, in a great state of alarm, left the train, and the wounded were conveyed to the waiting-room. Fortunately two surgeons living close at hand—Drs. Jones and Barlow—were quickly in attendance; and when Inspector Hammond, of the N Division of Police, brought down with him a number of constables to render assistance he at once sent for Dr. Jackson, the divisional police surgeon, so that in a remarkably short time three medical men were hard at work binding up the wounds of passengers and otherwise alleviating their pains. The case of Peter Ward was considered so bad that, after he had been medically attended to, a clerk from the superintendent's office, Broad-street, had him conveyed to a cab, and went home in it with him. The names and addresses of the more seriously injured were ascertained to be:—Margaret Thompson, Junction-road, Holloway; she was badly bruised and cut about the face; attended to by Dr. Jackson, the divisional surgeon, and sent home in a cab; John Bowden, 6, Seymour-street, Deptford, a badly-cut face; Sarah Burton, 5, Wellington-street, Camden-town, contusions and shock; Mr. and Mrs. Golding, 17, Rendlesham-road, Clapton, both badly cut on the head; Charles Foot, 1, Laburnum-street, Kingsland, contused wounds; Alfred Marman, Seven Sisters-road, cuts about the face; Mr. Death, 70, Ballspend-road, severe contusions. Besides these there were three women who did not give their names, whose faces were also badly cut. The hats of all the male passengers in the damaged carriage, and that next to it were completely smashed by the owners being thrown off their seats against the partitions of the compartments. Inspector Hammond and the men under him, with the assistance of the railway staff, got the injured people into vehicles hired by the

railway authorities to convey them home, for, although the German Hospital is close to the station, the wounded persons all preferred to be taken home. Amongst those who, somewhat shaken, received no actual injuries, there was great excitement, as many of them wanted to proceed to Chalk Farm, Willesden, and other places at a distance; but as all the cabs in the neighbourhood had been engaged to carry the injured, and the tramcars had ceased running, these people ran wildly about the station asking the stationmaster how they could get to their homes. All traffic on the line was suspended about half an hour, the railway officials being worked hard to clear it in that time. The stationmaster, as soon as the line was cleared, put on extra trains, which conveyed the distracted people over the best part of their journey homeward, far earlier than they had expected. Crowds surrounded the Dalston Station, composed largely of those who wished to travel by the line, but could not, through the obstruction. Up to the present no case has assumed a fatal aspect.

At Brighton as a goods train was approaching Kemp-town on Wednesday evening, between seven and eight o'clock, the driver of the engine was unable, from some cause or other, to shut off steam, and the engine ran into some trucks standing at the station, doing a considerable amount of damage to the rolling stock and the building itself. Neither the driver nor fireman sustained any injury.

On Tuesday morning, as a goods train was passing through Oudham station on the Wellington and Market Drayton Railway, Charles Wood, the driver, fell on to the opposite line, and before he had time to recover himself he was run over by another goods train and killed.

A FOREMAN platelayer named Ramm was on Tuesday evening crushed to death at the Rochdale station between two wagons which were being shunted.

**KILLED ON THE RAILWAY.**—A terrible accident took place at the Cheshunt station of the Great Eastern Railway on Friday evening last. A young lady, about 20 years of age, who had been on a visit in the neighbourhood, was at the station about eight o'clock, and was in the act of crossing from the down to the up platform at the time the express train returning from Newmarket Races was approaching. The driver, seeing her, whistled loudly; but the unfortunate lady was struck by the engine, pushed along for some distance, and killed.

**SERIOUS COLLISION ON THE LONDON AND NORTH-WESTERN RAILWAY.**—On Saturday morning the nine o'clock express from Easton came into collision with an empty engine just outside Primrose-hill tunnel. The empty engine had preceded the express by two or three minutes, and contrary to the usual practice the signalman at Chalk-farm turned it on to the fast instead of the slow down road. When emerging from Primrose-hill tunnel the engine became disabled by the breaking down of the gear of one side. The fireman at once proceeded to the signal-box near Kilburn to request the signalman to ask the man at Chalk-farm to let the express on by the slow road. He replied that he had just signalled to have it come on the section. The fireman had just returned to the engine when the express, with two engines and eighteen carriages, dashed into it. Whether the driver of the express had disregarded the signals, or the signalman had lowered the signal for the express when the line was not clear, is a matter which only investigation will clear up. The six locomotive men, and the signalmen concerned, have been suspended, pending inquiry into the circumstances. One of the drivers was seriously injured, but the passengers escaped any injury beyond the shaking. The three engines were partly telescoped; at least their headstocks and buffers were smashed and scattered about the line about a hundred yards behind the spot where the train came to a definite stop. The tank engine was pushed that distance ahead by the train. None of the three engines nor the carriages left the rails, but the train had parted in two, probably in consequence of the rear guard putting on the powerful "emergency" brake. Two engines were able slowly to proceed to Willesden, and the train was also taken on to that station by the third engine, which had lost its buffers. Another account says:—An alarming accident happened on the London and North-Western Railway. A gentleman, who sends an account of the

occurrence to the *Daily News*, was watching from his garden for the Scotch express, which he heard approach through Primrose-tunnel, to come round the curve between London-road and Kilburn station on its way to Willesden, when suddenly he heard the danger whistle and a great crash. On rushing to the spot he found that the Scotch train, composed of eighteen vehicles and drawn by two engines, had dashed into a tank engine, which had either broken down or was proceeding slowly in front of the train on the same pair of rails.

## If Railways, why not other Matters

The Government is asked to do something towards regulating railway freight charges, with a view to protecting the public from the effects of unfair discrimination and from loss, and the newspapers are unsparing in their denunciation of the managers of the roads, and advocate stringent legal enactments to compel them to deal evenly and justly with their patrons.

Now there is another great interest, the proper and safe conduct of which is also of the very utmost importance to the public, but by which, through reckless management and unfair as well as unbusiness-like discrimination great insecurity is caused to the people, and occasionally irreparable loss to individuals. Moreover, this insecurity and loss result from similar causes to the injuries claimed to be inflicted by railway management—competition, or its absence, secret contracts, rebates, and the like. We allude to the business of fire insurance. Now why should not the Government step in here and regulate rates? There appears to be no other power competent to control the matter. It is safe to say that the rates of the strongest and best managed fire insurance companies in the country are more or less influenced by those of the weakest and worst managed, greatly to the insecurity, and frequently to the loss of the people. This is a thing that should not be permitted in the public interest. There is no chance of any relief from the "Tariff Association of New York City Underwriters"—all the companies will not combine, and the result will be precisely similar to that of all such combinations. The disintegrating influence of competition will knock the whole concern into "smithereens" in a short time. The associated companies will not submit to see their business cut into by piratical outsiders, and the old condition of affairs will result, only more so. Therefore, we say the Government should step in and see justice done in this matter, and a much needed security afforded the community.

The railways and insurance companies having been cared for by the Government in the interests of the people, there would be some hope for a similar relief from the terrible impositions of the gas companies, under which the public "grunt and sweat," and we fear in many instances do much worse in a moral point of view. Next would come the plumbing interest, the regulation of which by some competent authority is sadly needed. In point of fact, we see little use in having a Government at all unless it can afford protection to the citizens of this great republic from imposition and fraud in one thing as well as another. If it does not it is fairly chargeable with "unfair discrimination," and should be held accountable accordingly.—*New York Daily Indicator.*

THE Founders' Company offer several prizes for brass or bronze figures, for ornamental bells, for repoussé brasswork of lock and hinge furniture, for brass hanging lamp, and for the best essay on the history and art of founding in brass, copper, and bronze. The articles gaining the first prizes are to remain the property of the company. The objects must be delivered at Founders' Hall, St. Swithin's-lane, E.C., during the week ending October 25, 1880, and the particulars can be had of the Master of the Company, Mr. M. H. Walker, at the hall, as above.

POINTS.

The islands of Japan are now connected by submarine cables. A cable is now being laid to the island of Loo Choo.

An elevated railway system is proposed for Montreal to connect various scattered lines with a central depôt in the heart of the city.

A railway, on the rack and pinion system, similar to the Righi Railway, is to be constructed for the ascent from Schmiedeberg of the Schneekoppe in Silesia.

The percentage of passengers killed, compared with the passenger journeys made, has been given as—Russia, 1 to 446,000; Prussia, 1 to 1,367,000; Italy, 1 to 539,000; France, 1 to 2,490,000; Belgium, 1 in 933,000.

The telephone has been successfully laid down from Childwall Church, Liverpool, to the house of a lady half a mile off who is unable to go out; the chants, hymns, and lessons are distinctly heard, but only fragmentary sentences of the sermon can be caught.

A remarkable instance of telephony is exciting considerable interest throughout South Australia and amongst the scientific world in particular. By means of an improved telephone the Adelaide Post Office chimes have been clearly heard at Port Augusta, a distance of 240 miles.

Some 50 miles of the second 100 miles of the Canadian Pacific Railway, west of Winnipeg, are to be in running order by June 1, 1881, and the whole distance is to be ready for the passing of trains by December 31, 1881. The ballasting and other works are to be completed by October 1, 1882. The contractors are Messrs. Bowie and McNaughton, and the amount to be paid them for the 100 miles, exclusive of the rails, is 438,914 dols. The opening of the 200 miles of road west of Winnipeg at such an early date will be of great advantage in promoting the rapid settlement of this part of the Dominion.

A log tramway has been introduced by a Truckee (Nevada) lumber mill. Logs ten inches or a foot in diameter are hewn round and smooth, and their ends are coupled together by iron bands. These logs, laid side by side upon graded ground for a distance of perhaps three miles, form the track. Of course the road looks quite like an ordinary railway track, except that logs are used instead of rails, and that the ties are at much greater intervals. The wheels of the engine and the cars are concave on their outer surface and fit the curve of the logs.

The new Central Station at Manchester was opened for traffic on Thursday, all the trains on the Cheshire lines system to Liverpool and Chester being despatched from it. It need only be added to what has already been stated with regard to the new station, that the single span iron and glass roof presents a very light and elegant appearance, and the covered space is divided into three bays, separated from each other by platforms, and each furnished with three sets of rails, one of the bays being further divided from the rest by a cab-drive extending nearly the full length of the station, whilst beyond the eastern wall of the station is a subsidiary platform which will afford facility in the times of pressure for the despatch of excursion traffic.

American railroad progress is shown by the following statistics:—California, in 1866, had only 308 miles of railway; in 1878, 2,165 miles; Colorado, in 1870, had 157 miles; in 1879, 1,305 miles. The four mineral-producing states and eight territories in 1866 had 325 miles of railway; and in 1879, 6,770 miles. Westward of the Mississippi the total railroad mileage in 1866 was 1,572 miles; in 1879, 11,235 miles. "Of this grand total," says Colonel Hinton, "two-thirds may be set down directly to the influence of mining industry."

During the month of May there were on American railways 46 accidents, whereby 30 persons were killed and 107 injured. Eight accidents caused the death of one or more persons; 11 caused injury but not death, leaving 27, or 58·7 per cent. of the whole number in which there was no injury serious enough for record. A general classification given by the

*Railroad Gazette* shows 13 accidents traced directly to defect or failure of road or equipment; 4 caused by the elements or the weather; 1 by unforeseen and accidental obstructions; 16 by carelessness or defects in management; 3 were maliciously caused, and 9 are unexplained. There were 27 accidents in daylight, and 14 in darkness. The averages per day for the month were 1·48 accidents, 0·97 killed, and 3·45 injured; for the year ending May they were 2·37 accidents, 0·56 killed, and 2·00 injured. The average casualties per accident were, for the month, 0·652 killed, and 2·326 wounded; for the year, 0·236 killed, and 0·841 injured. The casualties for the month are very much above the yearly average.

Eurasian Guards.

THE consulting engineer to Government for guaranteed railways has addressed the following letter to the secretary, Eurasian and Anglo-Indian Association, with reference to a paragraph anent Eurasian guards on the East Indian Railway, which appeared in our issue of the 10th instant:—

"SIR,—In case there should be any misunderstanding respecting my letter No. 4977, dated 30th December, I beg further to inform the Eurasian and Anglo-Indian Association that, since the year 1876, European and East Indian Guards have been borne on separate lists in the Establishment Rolls of the East Indian Railway, which are submitted half-yearly to Government for sanction; the maximum salaries of the two classes being respectively Rs. 135 and Rs. 120. I have no reason to suppose that any feeling of discontent has been caused thereby."

In publishing this letter the *Anglo-Indian Guardian*, which is for all practical purposes the organ of the Association, remarks:—"The misrepresentation which appears to have been deliberately circulated regarding the railway authorities is discreditable to its authors." We are at a loss to determine whether this extraordinary language is to be ascribed to impudence or ignorance, but we do not care to waste many words on the subject. If the consulting engineer wished to act in a straightforward manner, he should have published the "traffic order" to which he referred, and he should not have attempted to discredit our statement by alluding to a matter of comparatively minor importance. We stated in as many words that an order had recently been passed directing that Europeans only were to be appointed as guards in future, and then only after deliberation; further, that in consequence of this order, which was carried out strictly, two robust Englishmen, whose skins were tanned by a long residence in this country, were refused employment at a time when guards were required and told that "half-castes" were not wanted. The consulting engineer replied that some "traffic order" (which has not been published) was referred to, and that "Eurasians will still be appointed as heretofore to Class B." In the first paragraph of the letter with which the sentence we have quoted closed, he had said "two classes of men are employed as guards, Europeans and Eurasians." The impression which the consulting engineer wished to convey was that Eurasians had always been employed as Class B guards, and would continue to be appointed as such. We rejoined that Eurasians have been appointed to Class A, and that there are now Eurasian guards in the employ of the company in Class A. The consulting engineer does not attempt to deny this statement, which if true, as we maintain it is, proves him guilty of a quibble; he does not deny that in consequence of the order to which we alluded, applicants for employment as guards were told that half-castes were not wanted; he does not publish the order itself, and, if necessary, state that it has been misconstrued; but he takes his stand on a mistake we were led into by the writing of the order fixing maximum salaries as "the latest" one. It must be clear, even to an ordinary intellect,

what the main point at issue is; and that the consulting engineer has studiously avoided.

We need hardly assure those of our readers who have had good reason to believe in the correctness of statements made in these columns that we have found no mare's nest. Of two inaccuracies we plead guilty. We stated that Eurasians were not to be taken on except as gunner guards; the consulting engineer says, and we accept his statement, that they are to be taken on as Class B guards only. We referred to the order regarding maximum salaries as the "latest" one; but it is not an order of a very recent date. But we reiterate that an order has been passed very lately with regard to guards, and this the Government will not or cannot publish. Even if it does not explicitly declare "no half-castes need apply," it has undoubtedly been construed so to mean. And we must presume that it will bear this construction from the fact that the consulting engineer goes out of his way, and is at some pains to give an authoritative denial to minor matters, while he admits that, in future, Eurasians will be appointed to Class B only, it being a notorious fact that Eurasians are at present in Class A.

As public journalists we are of opinion that the course adopted by the railway authorities is both unwise and unjust. We will gladly give an impartial consideration to any arguments that may be advanced against the employment of Eurasians as superior guards, and support the authorities if we can conscientiously do so. At present, as far as we can see, Eurasians have reasonable ground to complain; and while it is no part of our duty to fight the battles of the Eurasian and Anglo-Indian Association, we may be permitted to express our regret that it should be represented by an organ whose affected cynicism and pedantry change suddenly into obsequiousness when a high official condescends to be a trifle "courteous" and "civil." And the fact that this obsequiousness does not prevent it calumniating those to whom it should be thankful, is hardly a circumstance which will tend to improve the condition of Eurasians by the action taken by it on their behalf.—*Ind. Rail. Gaz.*

**RAILWAY SERVANTS' FETE AT KENSAL GREEN.**—On Monday a great fete and gala was held in the grounds of the William the Fourth, Kensal Green, in aid of the Orphan Fund of the Amalgamated Society of Railway Servants. The sports and amusements were of the usual character, and the weather being fine many thousands availed themselves of them to make a pleasant holiday. The Hammersmith Volunteer and Great Western Railway Bands were in attendance, and discoursed sweet music at intervals, the visitors occasionally utilising the strains of the band to lead them in dancing. Although held at Kensal Green the entertainment was organised by the men at Willesden Junction, who for some years past have worthily laboured to assist by this means some good object. Mr. Greenfield, a solicitor residing at Harlesden, gave away the prizes, and made a powerful oration in favour of the objects benefited by the fete, and of the union established among the men. The prizes, which consisted of some very beautiful articles in the shape of a silver cup, cruet-stand, timepiece, &c., &c., were presented to the successful competitors by B. E. Greenfield, Esq., of Stonebridge Park, who, in a very nice and rather humorous speech, spoke upon the great advantages to be obtained by joining a society having for its object the accomplishment of so much good, and strongly urging upon all present to try their best to help it on in its useful work. His remarks were received with approbation, as the frequent cheers proved, and at the conclusion he was loudly applauded. Mr. Greenfield has (as he has deserved) the gratitude of the entire management for this valuable mark of patronage, and the honour he has done the cause by his presence and purse will ever be thankfully remembered. There were the usual attractions of shows, swings, cocoanut-shies, &c., &c., and the whole day's proceedings were much to the honour and credit of the committee, whose energetic labours have been rewarded with signal success.

## TO CORRESPONDENTS.

The Office of the RAILWAY REVIEW is 5, Castle-street, Holborn, London, E.C.

All communications should be sent there. Those relating to advertisements or to matters connected with the Publishing Department should be addressed to the Publisher. Letters to the Editor, reports of meetings, information, &c., should be addressed to the Editor of the RAILWAY REVIEW.

The Editor will be glad to receive communications from all interested in Railway matters. The name and address of the sender must in each case be sent, not necessarily for publication, but as a guarantee of good faith. No notice whatever will be taken of anonymous publications.

We cannot undertake to return rejected communications.

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## THE RAILWAY REVIEW.

FRIDAY, JULY 16, 1880.

## THE BATTLE OF BREAD.

BY THE EDITOR.

THE tap-room of the Last and Crown is situated in Spital-fields—a house of call for weavers, the various branches of the cabinet-making trade, and others who by the sweat of the brow earn their bread. The said resort of working men of evenings and dinner times was likewise much affected by a class that, having a mortal aversion for industrial perspiration, are, by a paradox, termed “loafers.” “Which I meantersay,” remarked one of the company, who had knotted hands and blunt nails, and whose tattered, rolled-up shirt sleeves and shoulders were thickly powdered with mahogany sawdust, giving him the appearance of having been liberally nutmegged for some confectionery purpose, “which I meantersay that ejection is a jolly good thing for the masses, and the man who ses it aint, aint no man at all.” On which his beer-bronzed nose turning ash colour, a dirty-looking fellow, of weaverish aspect, exclaimed to a neighbour falteringly, “What did he say? Edication was good for who?” “For the masses.” The out-o'-work weaver expressed the relief he experienced in a short laugh, as he replied, “I thought he said that edication would be a good thing for the missus. Cus it all, you know! Don't go a piling it up too high. It's enough to have your home ruined by being 'bliged to send your working boys and girls to school; but if it come to edgercating the missus as well, why it 'ud mean wurkus for such as me, and nothing but it.” “And why such as you,” I asked him; “you are a working man, and pretty strong, I should say.” “Ah, I looks it, but I aint,” replied the lazy rascal, with a sigh, as, helping himself from my tobacco pouch, he craftily squeezed into the bowl of his dirty pipe at least three times as much as might be smoked with any satisfaction. “There is something wrong with my in'ards, so the doctors say, and when I set about a job, after an hour or so I get that faint I'm 'bliged to knock off and have a rest and 'arf a pint of beer or something.” “That must make it bad for your family, if you have one?” “Bless you, it do. It makes it awful hard on me, too—this ere edgercating, I mean, doēs. We could get on all right if it wasn't for them wisiting worriers. Look at me.” I did, and discovered that somehow he had extracted all the tobacco from his pipe and concealed it, and was again helping himself.

“Look at me. Now I've got as willin' a three little workers—the youngest being ten and a gal—as any father would wish

to have. My gal, when they let her, works at the lucifer match-box making, and being one of these cheerful little creeters as doesn't mind what time she gets to bed, or how early she gets up, I've known her to earn—ah! sevenpence-ha'penny or eightpence a day. Then there's my two boys—one of them eleven and the other twelve and a 'arf, and both of 'em at the milk carrying when the worriers will let 'em. One can earn four shillings a week, and the other five. Make a reckoning of it,” he continued, holding up a hand of dirty fingers; “three-and-three, say, for the little gal, and four, and five—there's twelve-and-three. Then there's the little bit my health will let me pick up—not much more though, really and truly, than pays for my revivers when them faints come over me, but p'raps it might make a pound altogether. We could do proper then; but what's the consequence now that it has come to threatening to send a inwalead like I am to prison for a month if the boys and the gal stays away from school ever again? Why, the old woman—the missus, I mean—she has to turn out and go a-washing. It wrings my art, it do, to know that she's got to do it, with that there cough she's got; but we can't starve. And s'pose we did? S'pose I did? what would the coroner bring it in? ‘Died of the worriers?’ Not him; he'd find some crackjaw name for my going off, and the parish would find me a deal suit, and there'd be an end of me.”

No one who has not been at the pains to make personal inquiry into the matter can form an adequate idea of the enormous number of boys, of from fourteen say to sixteen, that London provides employment for.

They should be seen trooping over any of the metropolitan bridges and going Cityward to their daily employment. Blackfriars is as good a bridge as any, because it is by way of it the thousands of boys living at Lambeth, and Walworth, and Camberwell come. Six o'clock in the morning is not a bit too early to be on the look-out for them. It is not an exhilarating spectacle should the morning be very cold, or, still worse, very wet. They crowd the pavement, and as it grows towards seven o'clock there are so many of them they brim over into the road, where the icy mud lies thick; and terribly bad it must be for small feet, the blue toes of which peep out at gaping upper-leathers.

They are but scantily clad, these poor little chaps, and not one in ten is possessed of an overcoat. They turn up the collars of their jackets, and, with a dilapidated old comforter wisped round their throat, hurry through the rain or snow, delightfully ignorant of how miserable they ought to be—chattering, laughing, and larking on the way, as though they were doing it for the mere fun of the thing, and could fall out of the ranks and return to homes and cosy comfort whenever they pleased.

But the most noticeable feature is a painful one, and one that gives rise to the saddest of sad reflections. It is evident at a glance that in far the majority of cases these willing little labourers are ill-fed. There is no false delicacy about them. Each one carries in a stuff bag, or simply wrapped in a piece of paper, his provisions for the day—for breakfast (they have not yet breakfasted, remember), for dinner, and tea.

Be not misled to false conclusions grounded on the bulk of the bundles and bags to be seen on a Monday morning. That day is a happy exception to the rule, and furnishes proof, if any were required, that poor mother at home does the best she can for them. There is meat for dinner on Sunday, and if it can anyhow be managed, baked potatoes and pudding as well; and, whoever else may go without, it is a sacred institution in poor families that enough must be saved for the boy or boys to take with them for Monday's dinner.

But from Monday, looking Saturdayward, bundles and bags grow leaner. Take a dozen of them promiscuously—say on a Thursday—and you will find ten of the number to contain nothing but a few slices of dry bread—six usually: two for breakfast, dinner, and tea—and the entire bundle, placed in a scale, will not weigh a pound.

Nor is it exclusively amongst boys bred in decent poverty that



your "True Little Britons" may be discovered for the seeking. It was no longer since than a week before Christmas, and during the horribly cold and slushy weather that then prevailed, I made the acquaintance of a small hero with a heart as big as that of Napoleon Bonaparte at its best, though it beat beneath as tattered an old jacket as ever was seen covering a pair of human shoulders, young or old. It was in the neighbourhood of King's-cross, and I was taking advantage of a crossing swept in the half-melted snow, selfishly pondering the while whether it was worth while to unbutton my overcoat to get a penny for the little sweeper, whose post was at the further end, when another boy, who was near him, called out, "D'ye hear, Squeaker, here's your old woman with the mock turtle."

As he pointed in my direction, I looked back, and found, close behind me, a little girl, who might have been twelve years old, and whose wizened mite of a face was overhung with a bonnet large enough for a grandmother, while an apron of coarse canvas, and with a bib to it, reached from her chin to her ankles. That was the "old woman" to whose coming the other youth had drawn "Squeaker's" attention, I could have no doubt, for there was the "mock turtle" in proof of it. It was contained in a three-pint publican's can, and was evidently piping hot from the soup-kitchen. It was unmistakable that "Squeaker" was the crossing-sweeper boy. He sniffed the savoury soup afar off, and hailed it with a hooray and a flourish of his old stump of a broom.

"You're a reg'lar good sort, you are, Poll; there's no mistake about that," he exclaimed, gratefully; "soup a Wens'day, soup a Thursday, and now agin a Saturday! Jiggered if it aint almost worth while to come out and be friz to be thawed agin with this sort o' stuff; and such a whacking lot, too! Come on, Poll, and hev some while it's hot."

But Poll of the matronly bonnet and the charwoman's apron, though she licked her lips, and the steam of the soup made her eyes blink with pleasure, was not to be beguiled from a duty that evidently was part of the purpose of her visit.

"You get on with it, Charley," said she, giving him the can and fishing a spoon from the interior of her apron bib; "if there's a drop left I can have it. I've got the crossing to mind, don't you know—which it's time," she continued, as she whipped up the bottom of the apron and girt it about her waist, to give herself more freedom of action.

It certainly was time, if the rights of property were to be preserved. While the soup was changing hands, the young gentleman who had announced the advent of the "mock turtle" had seized on the unoccupied broom, and, on the strength of it, begged a copper from an old lady who had taken to the crossing. Poll was after him in a twinkling, but the mean rascal diverted the chase by flinging the broom into the middle of the road, and by the time she had recovered it he was out of sight.

"All right, Porkey, old son," remarked Charley, *alias* Squeaker, and who, anchored to the soup can, was for the moment helpless; "it's only borrowed, Porky. I'll wait on you."

Then he carried his dinner to the least muddy step of an empty house near at hand, and proceeded to thaw himself at the rate of two spoonfuls a second. I waited until half the soup had vanished, and he had paused for breath, and then I inquired what it was the boy had run away with. As at the time I inserted a hand in my pocket, he must have known perfectly well what it meant, but he honestly replied, "On'y a ha'penny, sir. It's alwis a ha'penny with that old gal." And having squared that small account, with a trifling interest besides, Charley and I got on conversational terms.

"What did the boy mean when he said, 'It was your old woman that was coming?'"

Charley (I won't call him Squeaker) looked up and half-laughed through his mud splashes as he replied, "Why, so she is my old woman—meaning mother, don't you know. We aint got no other, so she must be."

"'We,' did you say?"

"Ah! me and the two kids—my young brother and sister,

which she's my sister as well, as you might tell by her lightness." (He meant her likeness to him; but really it was as true one way as the other.)

"Then you haven't a mother?"

"She's the mother, don't I tell you."

"And have you got a father?"

"I'm the father," returned Charley, grinning, at the same time stuffing his old cap into the mouth of the can to keep warm a little of the soup he had left for Poll. "She's the mother and I'm the father, don't you see? and the kids is ourn to look after, and we keep them atween us."

"But where are your parents?"

"Lord knows," says Charley, with a hopeless look up the Marylebone-road. "They hooked it at the hopping time, and they aint come back yet."

"And how old are the two younger children?"

"Five one is, and the other nigh about two."

"And you and your sister work for them?"

"Certiny we do; and keep the rent paid—two-and-nine a week. We're going to keep everything right and 'spectable till mother comes back again, and if she don't come, nor father neither, why——"

"Why, what then?" I asked, as Charley paused.

"Why, then, we're going to keep everything right and 'spectable, don't I tell you."

"And do you always sweep a crossing?"

"N-no; I'm general, I am," returned Charley, with the air of an elderly man. "I goes in for anything that shows a opening. This kind of weather shows a opening for crossings, and so I'm at it. But you daren't leave your crossing a minute, or somebody 'll come and prig it. That's why Poll brings my grub instead of me going home to it. She minds the crossing, don't you see?"

"And what else do you turn your hand to?"

"Any mortal thing. Of mornings I'm papers—that's from about seven to ten; then I'm cigar lights till the evening 'uns come out; then I'm papers again till eight or so; then I'm lights again."

"Till what time, pray?"

"Eleven in general; earlier if it's wery wet; later when it's fine."

"And your sister—she stays at home and minds the little ones, eh?"

"Oh, no, she don't though," replied Charley, with an emphatic wag of his aged head. "Lor' bless you, no. Poll earns more'n I do. She's a 'ouse-step cleaner. She's out o' mornings about eight, and home again at twelve; and while she's gone young Bill minds the baby."

"Now you must tell me one thing more," said I—and my heart and interest so warmed towards Charley that I took out my notebook to make sure.

"What's that?"

"Tell me where you live; it may be worth your while."

Charley eyed me and the book in my hand, and it was painfully plain that a sudden alarm had seized on him. He rose from the steps, and, unstoppering the soup-can, replaced his old cap on his head. Then, without a word, he darted into the road and joined Poll, and while he hurriedly addressed her with his mouth as close to her ear as the enormous bonnet would admit, she looked across at me in a startled and defiant manner. Then she shouldered the old broom, and, Charley carrying the soup-can, they fled in different directions, and I lost them.

It needed but a moment's reflection to account for this sudden and unexpected proceeding. My "Where do you live?" the production of my book—and there I stood before Charley, aged only eleven, that most terrible of officials, a School Board visitor.

The next day, and the day after that, having business that way, I looked out for the brave little pair, but they had been effectually scared.

## INSIDE NEWGATE.

BY OUR LOOK-OUT MAN.

MY guide was an elderly and experienced warder, and by way possibly of making known to me in as polite a manner as possible that if I had gained admittance under false pretences and with sinister intentions I should find that I had made a serious mistake, he led the way to an apartment, and opened a cupboard where the fetters were kept—a bright, shining row of the modern pattern, with a few examples of the ancient “darbies,” such as, I suppose, were used at a time when the art of breaking out as well as getting into Newgate was a branch of the “professional’s” education—monstrous things, some of them—and unhitched a pair of wrist-irons from the hook; and they weighed at least a quarter of a hundredweight, and the leg-irons to match were even more massive. In the same receptacle, and evidently preserved as precious mementoes of the past, were the anvil and hammer with which at the last moment the cruel blacksmith struck off the galling incumbrance, together with several other interesting relics of the good old time. The irons, I was informed, were seldom or never used now, except when prisoners were in course of removal from one prison to another. I came on many other things that used to be the pride and glory of Newgate, but which had been abandoned since the renowned criminal stronghold had mended its manners. For instance, a prison uniform is now unknown at Newgate, and no manner of compulsory labour is performed by the incarcerated. I certainly saw a goodly dose of oakum, but this, I imagine, was for the light amusement of the well-behaved, who found idleness irksome. I saw, too, the black hole—half a dozen black holes, indeed—but no one was ever placed in them. Another Newgate institution, observed from time immemorial, is now obsolete—the condemned sermon. I ascertained this from my conductor as we stood in the prison chapel. As of old, to the left and to the right there are spaces in which the criminal congregation is accommodated, railed off from the rest of the sacred chamber by spiked bars of iron, stout enough to secure the most ferocious creatures of prey ever exhibited at a menagerie; and there too was the doomed one’s chair (I always understood that he sat in a pew), a stiff and straight-backed black chair which, when occupied, was placed apart from any other seat, and in fair view of the parson in the pulpit. But he now participates in the sermon in common with the rest, and is never specially preached at. But if there is no condemned sermon, Newgate is still faithful to its condemned cell. Except for its terrible associations, and for the fact that hundreds of miserable wretches have sat at that table and lain on that bedstead, counting the rapid hours that seemed so hungrily anxious to eat up their dwindling remnant of existence, there is nothing dreadful about the condemned cell. It is about the size of an ordinary underground back-kitchen, and about as well-lighted. There is a little shelf, on which repose the dying man’s plate and his pannikin, and his hymn-book and Testament, and his Bible, unnecessarily branded “Newgate” on the leaves. There is a very small deal table and a little form, and these last-mentioned articles of furniture, as well as the floor-boards, are scrubbed white, and the vaulted ceiling is white, and the walls. There is many a cell in which a poor man with his family is condemned to live and pay several shillings a week for, in the shape of rent, that is not nearly so desirable a place of abode as regards cleanliness and good ventilation.

But there is one feature of Newgate’s interior, a recollection of which will probably abide in the memory of the man who sets eyes on it, long after all else connected with the grim prison is forgotten—the murderers’ burying-ground. When one reads that “the body of the malefactor was the same afternoon buried within the precincts of the gaol,” the natural inference is that there is a graveyard, that there is a spot at the rear of the chapel, very likely, set apart for the interment of those who are sacrificed to the law’s just vengeance, and that, though the unhallowed hillocks are devoid of head or footstone, there is a registry kept, by which the authorities can tell whose disgraced remains they cover. This, however, is by no means the system adopted. The guide, unlocking a door, discovers a narrow paved alley, between two very tall, rough-hewn walls, which are adorned with whitewash. The alley is, perhaps, five-and-twenty yards long, and not so wide but that two men joining hands could easily touch the sides of it, and at the end there is a grated gate. “This,” remarks the civil warder, “is where we bury ’em,” and you naturally conclude that he alludes to a space beyond the gate, and that he is about to traverse the alley, and open it. Instead of this, barely has he stepped over the threshold than he points to the letter “S,” dimly visible on the wall’s surface, and, says he,

“Slitwizen, who was hanged for murdering his wife and burning her body,” and before your breath, suspended by the startling announcement, is restored to you, he lays his forefinger on another letter a few inches off. “Ketchcalf, who cut the throat of his fellow servant; Brambleby, who split his father’s skull with a garden spade; Greenacre, who murdered Hannah Brown and afterwards cut up her body;” and so, as he keeps shifting barely a foot at a time along the face of the whitened wall, he goes on adding to the horrible list, while the ghastly fact dawns on you that every letter denotes a body cut down from the gallows, and that the pavement you are walking on is bedded in the remains of who shall say how many male and female murderers? We are comparatively moderate in modern times in the use of the hempen cord as a remedy against man-slaying; but this was nearly a generation since, when business was exceedingly brisk in that line, and a hanging was looked for in the Old Bailey on a Monday almost as much as a matter of course as the cattle-market in Smithfield on a Friday. Then, as now, the dreadful little lane between the high walls was the only place of sepulchre for those who passed out to death through the Debtor’s door. The very paving-stones bear witness to the many times they have been roughly forced up by unskilled hands that a hole may be dug for the reception of the poor confined wretches who wear quicklime for a shroud. There is not a whole paving-stone the length of the alley, and they are patched and cobbled and mended with dabs of mortar in the most unhandsome way. “A very large number must have been buried here at one time and another,” I remarked. “Bless you, yes, sir,” replied the Newgate warder of long service, “you can’t see half the letters. They used to be all over the other wall as well, but, being whitened every year, the letters at last got filled up.” It was not a pleasant idea, and I believe that the cracked and unstable condition of the paving-stones suggested it, but it came into my mind as I scanned the walls and made out scores and scores of ancient letters, showing ghostlike through the obliterating whitewash, what a hideous crowd it would make if those to whom the initials applied could all in a moment be recalled to life. The narrow alley would not hold them all. There would ensue such a ferocious crushing and striving for escape that there would be murder done over again, and such work for Mr. Marwood that he would be striking for extra pay.

## THE TAY BRIDGE.

At a meeting of the directors of the North British Railway Company, held in the offices, No. 4, Princes-street, Edinburgh, the official report of the court of inquiry in regard to the circumstances attending the fall of the Tay Bridge was laid on the table. Notwithstanding statements that have been made to the contrary, the directors intend to proceed with the Bill for the reconstruction of the Tay Bridge, and to fight out any opposition that may be offered by the indirect agents of other and rival railway companies. In Dundee it is well understood that the owners of the smacks who wished the bridge made high enough for the passage of large vessels under it have been encouraged by other than shipping interests in their past opposition to Sir T. Bouch’s original and safe design.

In Parliament, on the motion for the second reading of the Tay Bridge Bill, Mr. Anderson, the member for Glasgow, moved its rejection on the grounds that Sir T. Bouch was again employed as the chief engineer in the reconstruction of the bridge. Mr. Anderson quoted the report of the commissioners to prove that Sir Thomas was mainly responsible for the defects in the design, construction, and maintenance of the former ill-fated bridge, and that therefore it was not to the interest of public safety that the proposed new bridge should be entrusted to his care.

Mr. Chamberlain then moved that the Bill be referred to a Select Committee of seven members, four to be nominated by the House, and three by the Committee of Selection; that it be an instruction to the committee that they have power to inquire and report as to whether the Tay Bridge should be rebuilt in its present position, or whether there is any other situation more suitable, having due regard to the safety of the travelling public and the convenience of the locality; that their special attention be directed to the interests of the navigation, and that the height of the bridge shall be so fixed as not injuriously to interfere with the river navigation; that they shall consider generally in what way any bridge that may be authorised should be constructed so as to secure its permanent safety. In the course of his remarks the right hon. gentleman stated that the plans for the reconstruction of the bridge had been submitted to other engineers than Sir Thomas Bouch, and that Sir Thomas would not have anything to do either with its design or construction.

Mr. Chamberlain’s motion was adopted.

The recent storms have affected considerably the traffic on railways. A landslip occurred in Harbury Cutting, on the Great Western line, which blocked the up rails until ten o’clock yesterday morning. On the Rugby branch of the North-Western Railway, near Birdingbury, a temporary stoppage of the traffic occurred from the like cause, and a more serious slip occurred on the old Birmingham and London line, near Brandon, blocking both metals a considerable time.

## Brutal Assaults by a Railway Porter.

ON Wednesday, at the Clerkenwell Police-court, Thomas Jarratt, 25, a porter at the Barnsbury Station of the North London Railway, giving his address as 4, Goldsmith's-place, Highbury, was charged with assaulting John Thomas Hollis, Benjamin Cave, Margaret Cave, and Harriet Tubball, at the Barnsbury Railway Station.

According to the evidence, it appeared that on the previous evening the four complainants went to the Barnsbury Railway Station, and whilst waiting for a train Mr. Cave left the others. After waiting for a few minutes, Mr. Hollis, thinking that a train was coming into the station, called out several times for Mr. Cave, upon which the prisoner went up to him, and asked him if he was calling him, and said that if he called out again he would "punch his nose." Mr. Hollis did call out for Mr. Cave again, on which the prisoner struck him a violent blow in the mouth, and another in the eye. Mr. Hollis got up from his seat, and then the prisoner struck him a second time in the face, knocking him down. Mr. Hollis went to get a police-constable, and when the prisoner became aware of this he said that some one would have to pay for it, and turning round he struck Mr. Cave, who had just arrived on the scene, in the face, knocking him down, and whilst on the ground the prisoner kicked him. Mrs. Cave, seeing her husband being so treated, went to his assistance, when the prisoner struck her in the neck, after which he turned round and struck Miss Harriet Tubball with such violence as to fell her to the ground. Police-constable Charles Lewis, 66 Y, coming up, the prisoner, who had been drinking, but who must have perfectly well known what he was about, was taken into custody.

The prisoner, in answer to the charge, stated that he had been insulted during the evening, and he must have thought the prosecutor was insulting him.

Mr. Barstow said that he thought at first that the prisoner must have received some provocation to knock four persons down as he was shown to have done; but that was not so. He would have to be imprisoned for one month with hard labour.

The prisoner was removed, and some surprise was caused by the light sentence passed upon him.

## The Whims of an Engine.

SPEAKING of one of the engines upon the Central Pacific Railroad, one of the drivers said to a reporter, "It's a queer thing. There's my engine in perfect order, and one of the best in the State. She's only twelve years old, and able to run or pull with the best of them. A month ago I hadn't the least bit of trouble in making time, no matter how the track was or the weight of the train. She was ready at the word, held her steam beautifully, and she seemed to understand every word I said. To-day she is down in the roundhouse, growling and sputtering, and acting as if she wanted to pick a fuss with a gravel pit."

"Anything out of gear?"

"Not a thing. She's been looked over twice, and we can't find the least excuse for her conduct. She is simply sulking, the same as a child or a woman. But I know what started it. Three weeks ago, while on my run out with the night express, she just wanted to light out for all she was worth. She took the bit like a running horse, and if I hadn't choked her off she'd have beaten the schedule time by twenty minutes. She acted mad right away, and in running twenty miles she gave me more trouble than I ever had with her in a run of three hundred. She lost steam, tried to foam over, choked her pipes, and when I wanted more steam she'd slide on her drivers. She went right back on me that night, and has been sulking ever since."

"All locomotives do not do that, I guess," said an engineer of the New York, Lake Erie, and Western Railroad, to whom the above conversation was repeated. "I have heard these freaks of locomotives, but most of them are Mother Goose stories. I have run on our road thirty-eight years, and if a locomotive does not run two days alike it is easily accounted for.

The fault lies always in the character of the labour to which it is allotted. The locomotive is as perfect to-day as yesterday, but one day she may be fed with good fuel, while at others it may be adulterated; one day the cars will be in good running order, no wind, and light load; another day, heavy load, head winds, some new cars or new wheels under the cars, or it may be new brake shoes rubbing against the wheels, all of which will cause a change in the motion of the locomotive. An engine that has a regular man who takes care of his engine never finds her in the sulks. But let a new hand jump into the cab, and his trouble begins almost immediately. He does not get the manner of pumping her at once, and gets her a little too full of water, cuts the valves; the extra amount of friction being more than the set screws in the eccentrics can stand, they stiffen; then the engine becomes three-legged, or lame, as it is called. The fact of the valves being cut causes a leakage of steam, which makes the engine blow, very much resembling a wheezy horse. An engine, to do good service, should be in the care of the same engineer continually, and a locomotive will demand as faithful daily service to ensure uniform behaviour, as is necessary to preserve a first-class trotting horse."

An English engineer of Toronto, on being asked what mileage a locomotive could make without repairs, said that he knew of one running 163,661 miles in five years. But the endurance of an engine is something wonderful. One man for several years rode 176 miles per day, or 1,056 miles per week, or 4,576 for a month of twenty-six working days, or a total of 55,088 miles for one year of 313 working days.

As to the responsibilities of a passenger engineer, another said those of the American have been increased tenfold in the past few years by the adoption of the air brake. Now he can depend on no one in time of trouble, nor can he lay blame on any one. The entire train is under his control, and he has often, unknown to the passengers, averted a serious accident by the quick appliance of the brakes.

## Running over a Horse.

"Telling of going through this drove of sheep at the crossing," continued Jackey, "calls to mind—indeed, I can never forget it—the time I run into that horse and wagon with a man and two ladies in it, at the crossing between Greycourt and Oxford. It was the most harrowing spectacle I ever witnessed on the road, and God forbid that I should ever witness another one. I was westward bound down Oxford grade, one of the worst on the road, with a full train of empties, and going like the d—l. All of a sudden my eyes lit on the man trying to get his horse over before I reached him. I blew and tooted and rang the bell, and as I neared him my heart went up. The horse balked, or was frightened, I don't know which, and for once I lost my balance. My nerves completely left me, and I was as helpless as a child. I knew I couldn't stop the big train I had behind, but I called for brakes, and reversed with the hopes of averting a calamity, but 'twas no use. I was certain I was going to kill every one in the wagon, and the horse too, and when I hit them I swooned. 'Twas the most terrible experience I have ever had since I run an engine. The two ladies seemed as if charmed, and were perfectly unconscious of their great danger, while the man was beating the animal in a fearful way to get him to pull across out of the way. They all had their eyes rivetted on the train, and although it was running them down every second faster and faster, not one of them made a move to jump from the wagon. When I struck them they had not moved a step from the spot where I first saw them. When the train stopped I got settled, but could hardly recall what I had just seen. My fireman says, 'Let's go back and see if they are killed;' but I couldn't stand it, and didn't go back. It turned out happily that the only one killed was the horse who had balked. When the engine hit him he was directly between the two rails, and being struck with such force, broke loose from the wagon, and was sent

twenty feet in the air, landing in a culvert with his neck broken and mutilated in a horrible manner. The man and the two ladies were more frightened, like myself, than hurt. They were all pitched with the wagon into the gutter on the side of the track, and beyond being roughly handled and receiving several scratches and bruises, nothing serious befell them. Oh, yes, I forgot the man's arm was broken. The nearest house was opened to them, and we went on, I being unstrung and hardly capable of running the rest of the trip. I tell you I will never forget that experience, and several times since it happened the horrible sight has come to me in my dreams."—*Homesdale (Pa.) Herald.*

## The Sale of Return Halves.

Most of us have found people at railroad stations who are anxious to sell their return halves of tickets. A story is told of a French traveller who was very much taken in.

At Havre the other day, X, arrived at the window just as it closed. "By Jove," he said, "and I must get to Rouen to-day."

A gentleman approached and addressed him: "Pardon me, sir, but I have a ticket for Rouen which I cannot use. I will be delighted to let you have it for what it cost me."

"Is it for the first-class?"

"No, for the second."

"Very well; let me have it. Much obliged," and X put himself full tilt for the gate, and got there, but with not a second to spare.

At the first stopping place the guard appeared to verify the tickets. X handed out his ticket. The guard examined it and said:

"Now your own, if you please."

"My own? Why, you have it."

"Have you perchance an idea of travelling on this ticket?"

"Certainly. Why not?"

"It is a ticket for a dog."

Whereby it appears that the branch of industry known as ticket-scalping is not unknown in France.

## Going to Church, from a Railway Point of View.

THE railway system of the United States differs considerably from that we are used to on this side of the Atlantic. The carriages are all what we call Pullman, and the whole train is in charge of a conductor, each carriage being in charge of a brakeman. Some of these brakemen are very odd specimens of humanity. They see a great deal of life and character, and as the open cars allow them to mix freely with the passengers, there is not a brakeman that is not able and willing to spin a yarn in the interval of his duties. A traveller sends to the *Burlington Hawk-eye*, a Missouri paper, the following conversation he had with a "brakeman" on going to church, in which the technical expressions of railway life are made to convey his opinions of the various sects. The names of these sects are sufficiently understood in this country to make the description given very diverting. It should be said that the fares are collected during the progress of the train, as on our tramway lines:—

"I went to church yesterday," said the brakeman.

"Yes?" I said, with that interested inflection that asks for more. "And what church did you attend?"

"Which do you guess?" he asked.

"Some Union Mission church?" I hazarded.

"No," he said; "I don't like to run on these branch roads very much. I don't often go to church, and when I do I want to run on the main line, where your run is regular, and you go on schedule time, and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, "all palace cars and 2 dols. extra for a seat, fast time and only stop at big stations. Nice line but too exhaustive for a brakeman. All train men in uniform, conductor's punch and lantern silver-plated, and no train boys allowed. Then the passengers are allowed to talk back at the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars.

Rich road though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman; "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in 50 miles. Stops at flag stations and won't run into anything but a union depot. No smoking car on the train. Train orders are rather vague though, and the train men don't get along well with the passengers. No, I don't go to the Universalist, though I know some awfully good men who run on that road."

"Presbyterian?" I asked.

"Narrow gauge, eh?" said the brakeman, "pretty track, straight as a rule; tunnel right through a mountain rather than go round it; spirit-level grade; passengers have to show their ticket before they get on the train. Mighty strict road, but the cars are a little narrow; have to sit one in a seat, and no room in the aisle to dance. Then there is no stop over tickets allowed; got to go straight through to the station you're ticketed for, or you can't get on at all. When the car's full no extra coaches; cars built at the shops to hold just so many, and nobody else allowed on. But you don't often hear of an accident on that road. It's run right up to the rules."

"Maybe you joined the Free Thinkers?" I said.

"Scrub road," said the brakeman; "dirt road bed and no ballast; no time card and no train dispatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of a go-as-you-please road. Too many side tracks, and every switch wide open all the time, with the switchman sound asleep and the signal-lamp dead out. Get on as you please and get off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass, but I don't like the line. I don't like to travel on a road that has no terminus. Do you know, sir, I asked a division superintendent where that road ran to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe that they had a general superintendent, and if they had, he didn't know anything more about the road than the passengers. I asked him who he reported to, and he said, 'Nobody.' I asked a conductor who he got his orders from, and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer who he got his orders from he said he'd like to see anybody give him orders; he'd run that train to suit himself, or he'd run it into the ditch. Now you see, sir, I'm a railroad man, and don't care to run on a road that has no time, makes no connections, runs nowhere, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Maybe you went to the Congregational Church?" I said.

"Popular road," said the brakeman, "an old road, too—one of the very oldest in this country. Good road-bed and comfortable cars. Well-managed road, too; directors don't interfere with division superintendents and train orders. Road's mighty popular, but it's pretty independent, too. Yes, didn't one of the division superintendents down east discontinue one of the oldest stations on this line two or three years ago? But it's a mighty pleasant road to travel on; always has such a pleasant class of passengers."

"Did you try the Methodist?" I said.

"Now you're shouting," he said, with some enthusiasm. "Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it; steam-gauge shows a hundred and enough all the time. Lively road; when the conductor shouts 'All aboard!' you can hear him to the next station. Every train light shines like a headlight. Stop-over checks are given on all through tickets; passenger can drop off the train as often as he likes, do the station two or three days, and hop on the next revival train that comes thundering along. Good, whole-souled companionable conductors; ain't a road in the country where the passengers feel more at home. No passes; every passenger pays full traffic rates for his ticket. Wesleyanhouse air brake on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah, ah," said the brakeman, "she's a daisy, isn't she? River road; beautiful curves, sweep around anything to keep close to the river, but it's all steel rail and rock ballast, single track all the way, and not a side track from the round house to the terminus. Takes a heap of water to run it through, double tracks at every station, and there isn't an engine in the shops that can pull a pound or run a mile with less than two gauges. But it runs through a lovely country; these river roads always do; river on one side and hills on the other, and it's a steady climb up the grade all the way till the run ends where the fountain-head of the river begins. Yes, sir, I'll take the river road every time for a lovely trip, sure connections and good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me, but I paid my fare like a little man—25 cents for an hour's run and a little concert by the passengers thrown in. I tell you, pilgrim, you take the river road when you want—"

"But just here the long whistle from the engine announced a station, and the brakeman hurried to the door shouting:

"'Zionsville! The train makes no stop between here and Indianapolis!'"

### "The Times" on Employers' Liability.

THE LEADING JOURNAL, on Thursday, favours its readers with the following article on the liability of employers to compensate workmen. It is interesting, inasmuch as it constitutes the sixth change of opinion experienced by *The Times*, in as many articles recently devoted to the subject.

There are no less than ten pages of amendments to be proposed in committee on the Government measure for regulating the liability of employers. The Bill itself occupies only two and a half pages, and the proportion between the measure and the amendments may be taken as indicating the keen interest felt in the subject by members of the House of Commons. The fact is that the whole question is one of extreme perplexity. Employers naturally take one view of it, and workmen as naturally take another. To an employer, who has hitherto been sheltered under the convenient principle of "common employment," the prospect of having his liability to his workmen assimilated more or less to that which he already incurs towards the general public must seem little short of disastrous. To a workman, on the other hand, the wide extension which has been given by judicial interpretation to the principle of common employment, must present itself as something like the quintessence of legal pendency and substantial injustice. There is, indeed, some excuse for the workmen if they are bold enough to lay hands on the very ark of the law, and to declare that the principle of common employment is in itself mischievous and untenable. It is said that no such principle is to be found in any Continental system of jurisprudence, and certainly there is not much to be said for such an application of it as excepts servants of a public company, even when they are wholly innocent, irresponsible, and powerless to help themselves, from a claim for compensation which is fully sustained on behalf of other persons injured on the same occasion. If, for instance, the Chartered Gas Company were held to be responsible for injury done to life and property in the late explosion, and were able to plead common employment as a bar to the compensation of their own workmen who were injured, there is no one but would feel that such an application of the law had resulted in a manifest injustice. Yet this is precisely what may happen at any moment under the existing law. A railway collision may be caused by the negligence of a signalman or pointsman; the company is liable for the act of its servant to all the passengers injured, but the guard, who in most cases is just as much a passenger as any who have paid for their seats, is entirely deprived of compensation for any injury he may have sustained. No legal ingenuity can hide the substantial injustice of such a case; and as the wrong is one which vitally affects large classes of the community, it is inevitable that some determined effort should be made to remedy it. The law as it stands at present embodies a working principle which decidedly makes for the interest of employers. It is acceptable to employers on that account, and to

lawyers in general, because the principle exists and is capable of indefinite and most ingenious application. But it is repudiated by workmen for that very reason, and because in practice it results in very substantial injustice. It is difficult to disallow the principle altogether, but it is not less difficult, perhaps, to subject it to such statutable limitations as shall establish an equitable adjustment between the extreme claims of parties whose interests are almost necessarily divergent.

It cannot, of course, be denied that there is a great deal to be said for the employers' view of the matter. There might in many cases be as much hardship in rendering a coalowner liable for all the effects of an accident due to the negligence of a workman whom he had never seen as there is in depriving a railway servant of his just claim for compensation because his mishap was caused by the fault of a fellow servant over whom he had no control. There is, indeed, a manifest evil to be remedied, though there is also a corresponding danger of creating a greater evil by an unwise and hasty application of the proposed remedy. It may fairly be conceded that the risks of certain employments, acknowledged to be hazardous, are more or less considered in the general rate of wages which rule in such employments. A pitman knows the risks he runs, and the sense of a common danger affects the rate of wages demanded by pitmen in general. Hence, argue the employers, the high rate of wages which rules in hazardous employments is itself a compensation for contingent injuries. But the argument proves a little too much. If the general risks are diminished by law, and if those risks had previously been allowed for in the current rate of wages, it is manifest that the rate of wages will in time be reduced in direct proportion to the reduction in the risks incurred. Another argument, not without some weight, on the employers' side of the question, is that the proper mode of dealing with the whole difficulty lies in the establishment of systems of insurance, to which employers and employed should alike contribute. We have already pointed out that the question of the equitable extent of the employers' liability is entirely different from that of meeting such liability, whatever it may be, by a system of common insurance. If such a system can be founded by voluntary effort, however, there is not a little to be said for treating the proceeds of insurance as a set-off to the total liability incurred by the employer. This is the principle of an amendment proposed by Mr. Knowles, to which it is understood that the Government will not be unwilling to assent. A similar principle is recognised in the German law on the subject, and a proposition to somewhat the same effect has recently been made in the French Legislature. In Germany, as appears from a report lately made to Lord Granville, by Consul-General Crowe, the liability of employers, with certain obvious and reasonable exceptions, is fully recognised by the law; but the proceeds of insurance go in reduction of the total amount awarded for damages, provided that the employer has subscribed to the insurance fund not less than a third of the total contribution. In France the law is even more stringent in favour of the workman. The principle of the civil liability of employers has no limit; and whereas the *onus probandi* in case of injury at present rests with the workman, a proposal is now before the French Legislature to transfer even this responsibility to the employer—that is, to hold the latter liable in all cases unless he can rebut the claim. It is true that this principle is also recognised in the German law, which declares in regard to railways, at any rate, that the employer is liable to damages for injury, "so far as he cannot prove that such injury was caused by a higher power or by default of the person killed or injured;" but in Germany the liability is limited, as we have already explained, by the provisions relating to insurance, whereas in France, at present, no such limitation is recognised.

In view of the law which prevails on this subject both in France and Germany, we cannot but think that the apprehensions entertained by some employers of the ruinous effects of the Government proposals are to a very great extent exaggerated. It is not found in practice that trade is hampered, or its profits unduly diminished, either in Germany or France, and it is quite certain that the working classes of the country will not be satisfied until they have been relieved of what they consider, and what must be admitted to be, a very serious grievance. We are not concerned either to defend or attack the principle of common employment in

the abstract. It may have been both logical and equitable when it was first laid down and in the circumstance which originally gave birth to it, and there may be in many cases sufficient difference between a workman and an outsider to justify its theoretical retention. But the injustice it is capable of working becomes almost intolerable when it is applied to the extreme case of great corporate proprietors, employing thousands of workmen in different parts of the country. What is needed to satisfy the workmen is not so much a cut-and-dried principle as an equitable modification of the law adapted to the circumstances of the present organisation of labour. The measure proposed by the Government seems to afford, or, at any rate, may easily be made to afford such modification. It will still be open to any employer to plead common employment, though his plea will be strictly limited by the exceptions established in the various clauses of the Bill. On the other hand, the measure stops, rightly as it appears to us, a good deal short of the broad, not to say crude, principle of the French law, which allows no limit to the civil liability of employers. A case is on record under that law in which a cabman shot a passenger with whom he had had a dispute concerning his fare. The cabman was convicted of murder, and his employer was compelled to pay 20,000 francs damages to the widow of the murdered man. It is evident from such a case that the naked principle of employers' liability needs careful limitation in practice, unless it is to be productive of more flagrant injustice than the most rigorous application of the principle of common employment. Between the two it ought to be possible to steer a middle course of reasonable compromise; nor can we discern any serious objection to making such a system of permissive insurance, as is proposed by Mr. Knowles, a part of the general measure. To turn the Bill into a scheme of compulsory insurance while leaving the admitted grievance of the workmen substantially unredressed would obviously be both inexpedient and impracticable. It would involve at least as many difficulties as the measure now presents, together with the grave additional one of failing to fulfil the reasonable demands of those who are most interested in it. But there is nothing inequitable in making the proceeds of common insurance a set-off against an admitted claim for compensation. To do so would be to establish a salutary partnership and common interest between employers and employed, and this would probably act as a check on needless litigation. A compromise which renders the Bill more acceptable to employers without impairing its capacity to satisfy the legitimate requirements of workmen is obviously desirable in the best interests of both parties.

**GENEROUS HELP TO A DISCHARGED GREAT WESTERN RAILWAY FIREMAN.**—George Pope, a fireman of Paddington, has been recently discharged by Mr. Thirtley. The immediate cause assigned for his dismissal was coming on duty late one morning; but the men attribute it to a very different cause. Pope was a prominent member of the Amalgamated Society of Railway Servants, and at a recent meeting of the Great Western Railway Enginemens' and Firemen's Mutual Insurance and Provident Society he took exception to a resolution passed by the committee—under some official pressure, it is presumed—expressing satisfaction with the company's treatment and the conditions of service in the locomotive department. It is remarkable that such a resolution should have been passed at a time when the men were protesting loudly against the unfairness of their treatment. Pope also contended for the registration of the Great Western Railway Society under the Friendly Societies Act. Although this appears to us a reasonable and sensible contention, it is one which the company and Mr. Thirtley, the secretary to the society, will not listen to. Mr. Thirtley's opposition is both bitter and uncompromising, and it is assumed that Pope's conduct was therefore displeasing to him. Hence his discharge for a trivial omission. A subscription to assist Pope was started, and the handsome sum of £60 contributed by the enginemens and firemen of the Great Western system. With this capital Pope begins life anew as a tradesman in Camberwell. We heartily wish him success in his venture.

## General News.

AMONG the applicants to Mr. Partridge on taking his seat at the Westminster Police-court was a railway porter, named Tice, who stated that he lived at Ebury-buildings, Pimlico. On the 5th inst. his little girl, Rose Tice, eleven years of age, was sent to school, but she never returned, nor had she been seen since. The child spent her school money in sweets, and was sent home by the teacher at half-past twelve on the day in question. He (applicant) had made inquiries of the police, at the workhouses, and at the hospitals, but could hear nothing of his child.—Inspector Adams, B division, said the police had made every inquiry, but they could find no clue.—Mr. Partridge had no doubt that the police would continue their inquiries, and that the Press would help the applicant.—The missing girl is described as fair, and tall for her age, with long, fair hair. She had on, when she left home, a brown holland dress, a black straw hat with a red rose in front, lace-up boots, and coloured stockings.

THE ordinary monthly, and fifty-fourth half-yearly meeting of members of the London Association of Foreman Engineers and Draughtsmen took place at the Cannon-street Hotel, on Saturday, the 3rd instant, Mr. J. Newton, President, in the chair. Owing to the unfortunate illness of the secretary (Mr. W. H. Aubrey), the balance sheet presentation, and that of the auditors' report, had to be postponed; so had also the election of new members. The promised paper, however, of Mr. James J. Pike (of Messrs. Whitbread's brewery) was forthcoming. This referred to, and was descriptive of, "Nutt's Improvements in Boiler Furnaces and Flues." The first portion of the reading was devoted to the question of heat generally, and its phenomena. Afterwards, it was explained that the main features of the improvements in question consisted of the introduction of diaphragms, of fire-brick or metal, into the tubes of Cornish and Lancashire boilers, whereby combustion chambers were created without checking the draught. Thus, fuel was said to be largely economised, and smoke absolutely prevented. It was further stated that one of the boilers at the Western Sewage Pumping Station, Pimlico, had been altered on the Nutt principle with very great advantage, and that the Metropolitan Board of Works meditated introducing it at all their stations. A large model of the arrangement was exhibited at the meeting, and this may now be seen at 5, Southampton-buildings, Chancery-lane. Votes of thanks were accorded to Mr. Nutt and Mr. Pike at the close of the proceedings on Saturday.

WHAT is being looked upon in South Yorkshire as a novel and at the same time highly important application has been made during the week to Sir F. Peel, Mr. H. Price, and Mr. A. E. Miller, Q.C., the Railway Commissioners sitting at Westminster. The application was made at the instance of the Denaby Main Coal Company, who ask for an order to restrain the Manchester, Sheffield, and Lincolnshire Railway Company from charging rates which it was alleged gave an undue advantage to other collieries over that of the applicants. Apart from what has been published, it may be stated that the Denaby Main Colliery is the deepest pit in Yorkshire working the Barnsley seam. It is sunk near the ridge which indicates the great magnesian limestone formation, and is consequently only about eight miles at the most from the Hexthorp Junction near Doncaster, to which point the Manchester, Sheffield, and Lincolnshire Railway Company convey the coal for the Great Northern. Many years ago the company fixed a uniform rate of 1s. 4d. per ton for collecting the coal at the pits and taking it to Doncaster. At that time there were only one or two collieries between Wombwell and Doncaster, a distance of twelve miles, whilst now there are Manvers Main, Wath Main, Corton Wood, and Denaby Main and others. The company complains that it is charged the same rate as collieries nearer Barnsley, some five or six miles further from Doncaster. The owners further complain that the company gives an undue preference to collieries in the Sheffield and Rotherham districts by conveying their coal to Grimsby and New Holland at a lower rate than they carry its coal; and further, that the Manchester, Sheffield, and Lincolnshire Railway Company being in possession of the Don Navigation and Dearne and Dove Canal, charges excessive rates. The question is an important one, and as the matter was adjourned at the close of the first day's sitting,

considerable interest is being attached to the proceedings.

**THE IMPRISONED ENGINE-DRIVER MACCULLOCH.**—Our readers will be glad to learn that MacCulloch, whose sentence of four months' imprisonment for causing a collision at Rutherglen, on the Caledonian Railway, was reduced to two months' imprisonment on the representations of Mr. F. W. Evans, and other railwaymen's friends, has been liberated from Perth Prison, and has been reinstated in his employment. Though not now engaged on express trains, he will be the driver of trains on the branch line between Lockerbie and Dumfries.

**INHUMANITY.**—A kind-hearted lady thus writes in the *Daily News* of Tuesday last:—Sir, I am a constant visitor to the infirmary of the union for a large number of parishes. Recently men have been brought, mainly navvies, in such an advanced state of disease that they are past human aid. Who is to blame? Surely when railway or other works are in course of construction some more adequate accommodation than overcrowded huts or even more overcrowded farmhouses and cottages ought to be provided by the contractors, and wherever the men are massed together there ought to be at least a bi-weekly medical inspection, in order to ascertain whether there are cases of illness or not, and not to be left to the chance of any one sending for a doctor. I will mention some of the cases:—1. A workman, found in a bed on a landing, suffering from erysipelas and inflammation of the lungs; he died two days after he was admitted to the infirmary, aged 37. 2. A navvy, dying when he came to the infirmary, had no medical order, but in the absence of the governor, the nurse and porter, ignoring red-tapeism, admitted him; he had instant medical attendance, but died in four hours, aged 50. 3rd. A man in the prime of life, aged 32, a navvy of magnificent physique. He came in an advanced stage of heart disease, and died within nine days of admittance. I know in each case all that human aid could do was done, but too late. Surely some one is responsible for such reckless waste of human life? When we consider that these men aid us, forming, as it were, a bridge of their lives to enable us to reach those whom we love, and hear their dying words and receive their last look, we ought to feel bound to succour them, so far as possible, from dying alone and amongst strangers in a workhouse infirmary.—Sarah M. Kingsley Kingsley.—Cuckfield, July 12.

**SERIOUS CHARGE AGAINST A LANCASHIRE AND YORKSHIRE STATION MASTER.**—George Sefton, station-master at Crofton, was brought before the Wakefield bench, on remand, charged with embezzling two sums of 10½d. and one of 9½d., moneys belonging to his employers, the Lancashire and Yorkshire Company. For the prosecution it was alleged that the several sums had been paid to the defendant as excess fares by a detective in the employ of the company, who travelled to the station without tickets on three several occasions. The defendant had not entered the moneys in the "Excess Fare Collecting Book" on the dates on which they were paid to him, nor delivered them over to the company. A man named Priestley, the detective in question, gave evidence to this effect, which was not corroborated by other evidence. For the defendant it was urged that the money had never been received by him. He had been 30 years in the service, whereas the informer had been but four months employed by the company. Testimony of an irreproachable character was tendered on behalf of Sefton. The bench adjudged him guilty, and imposed a fine of £5, including costs, or one month's imprisonment. A gentleman in court immediately paid the fine, remarking that he deserved a pension for good conduct, and net imprisonment.

**ACQUITTAL OF THE CHARGE OF MANSLAUGHTER.**—An engine-driver and shunter in the employ of the Hunsbury Iron Company, near Northampton, named respectively Tipplestone and Mortimer, were committed for trial on the finding of a coroner's jury. By accident, apparently, Tipplestone had bumped his engine very slightly against some wagons standing in a siding. The wagons were not braked, and, as the siding inclined, they ran down it some distance, and occasioned the death of a poor fellow at work on the roadway. It was alleged by one witness that whenever a piece of plank was placed across the metals it was a signal of danger. That on the occasion a plank had been so placed before the empty wagons, but had been removed by

a lad under Mortimer's direction, and the signal disregarded. On this evidence, though refuted by other witnesses, Tipplestone and Mortimer were adjudged guilty of manslaughter by the coroner's jury. Surprise was naturally expressed at the verdict. Since the accident the company have adopted a more efficient plan of signalling, to avoid a recurrence of such a catastrophe. On Friday last the charge was thrown out by the Grand Jury at the Northampton Summer Assize. By refusing to find a true bill the Grand Jury virtually censured the finding of the coroner's jury. The two men have been put to needless legal costs in preparing their defence. The ends of justice would be well served if the law compelled the coroner's jury to refund to the poor men the money so spent, which neither could afford. Over-officious common jurymen, whose self-importance dictates absurd verdicts, would be taught a salutary lesson if they were once made to compensate a person for the loss inflicted on him by their stupid decision. Mr. William Elgood, of 48, Lincoln's-inn-fields, London, was the solicitor employed for the defence, and from this we infer that the men were members of the Amalgamated Society of Railway Servants.

**THE EMPLOYERS' LIABILITY BILL.**—Several members of Parliament and others interested in the Employers' Liability Bill met at the Westminster Palace Hotel, on Saturday afternoon, for the purpose of discussing the provisions of the measure. Lord Lindsay, M.P., presided, and amongst others present were Mr. Knowles, M.P., Mr. Hussey Vivian, M.P., Mr. J. W. Pease, M.P., Mr. Barnes, M.P., and Mr. Robertson. The proceedings were opened by Mr. Campbell, secretary to the Central Association for Dealing with Accidents in Mines, who had, at the request of employers, convened the meeting. In the course of his remarks he explained the operation of the insurance system among miners and railway servants. Mr. Evans, general secretary to the Amalgamated Society of Railway Servants, declared that while everyone was favourable to the principle of insurance, it could not be accepted as an alternative for the liability of the Bill. The railway servants were actuated by a dual motive in supporting the Bill. They wanted a just position before the law, and the legitimate increase of responsibility of employers to remove causes of accidents to workmen. He did not think for a moment that workmen generally would be satisfied with anything short of a law distinctly defining their rights to compensation. Nor would they be justified in sacrificing or compromising that right by the permissive or alternative proposal of insurance proposed to be inserted in the Bill. When the employers' liability was defined, voluntary and mutually arranged insurance would follow. Mr. W. Pickard, of Wigan, spoke in advocacy of the Government Bill as it now stands, and held that measures for insurance should follow the Bill if found necessary, and not be introduced into its provisions. On the other hand, Mr. Vivian, Mr. Barnes, Mr. Knowles, Mr. Pease, and Mr. Robertson urged the introduction of provisions to establish a system of insurance. After a long and animated discussion, it was arranged that a future meeting should be held if convenient. The proceedings closed with thanks to Lord Lindsay for presiding, and to Mr. Campbell for convening the meeting.

A letter in the following terms has been addressed by various bodies of railway servants to their representatives in the House of Commons:—

Sir,—We are directed by Railway Servants in this locality to express to you their regret at the obstruction which is being offered to the passing of the Employers' Liability Bill, and to respectfully request that you will use your best endeavours to secure the passage of the Bill through the House. We beg also to draw your attention and ask your support for certain amendments standing in the names of Messrs. Morley, Cohen, and Inderwick.—We are, sir, your obedient servants,

— Chairman.  
— Secretary.

The American Express Company has issued a circular offering 500 dols. reward for the apprehension of John Kelliger. Until the 15th of this month, Kelliger was the agent of the company at Red Hook, N.Y. On the evening of that day he took the north-bound St. Louis express at Rhinebeck, on the Hudson River Railroad. The reward is offered for his arrest because he is supposed to have taken with him a package entrusted to the express company, containing securities and money

to the amount of 9,846.98 dols. The cash amounted to 4,500 dols., and 5,000 dols. was in United States four per cent. coupon bonds. The remainder of the contents of the package consisted of coupons of the Union Pacific and Lake Shore Railroad Companies; and Newark N.J., and United States coupons. Kelliger is of Irish nationality, modest mannered, and stammers slightly when excited. The company offers an additional reward of 500 dols. for the recovery of the stolen property. The news has occasioned considerable excitement in the neighbourhood of Red Hook, as Kelliger has borne an unblemished reputation, and there are some who assert that he will yet return. Large sums of money have passed through his hands since he has been in the employ of the company, but there has never been any cause for suspicion before.

The employes at Messrs. Allsopp and Sons' breweries at Burton-upon-Trent on Tuesday last presented a congratulatory address and an accompanying service of plate to Sir Henry Allsopp—the head of the firm—upon the occasion of his recent creation as a baronet by Her Majesty. The address was signed by more than 1,600 persons, some of whom had been associated with the house for nearly half a century. The presentation plate consisted of a handsome circular sideboard dish, a helmet-shaped ewer, and a pair of fine pilgrim bottles with chains, all in the style of Queen Anne.

We are informed that the select committee of the House of Commons, in passing the preamble of the Inner Circle Completion Railway Bill, have not restricted the right to compensation to cases where basements are interfered with by the exercise of the powers sought by the bill; nor is there any recommendation made in the report with regard to those powers, but definite restrictions and precautions are imposed on their exercise.

The first railway opened in Japan was that from Yokohama to Tokio, completed in 1875. Since then this line has been extended from Hiozo to Osaka, from Osaka to Tokio, and from Kioto to Otsu. Another railway from Tokio to Myabasia will soon be opened. Telegraph lines run along the railway, and telegraph cables connect the several islands of which the empire is composed.

The authorised locomotive stock of the Great Indian Peninsular Railway Company is as follows: Tank engines, 59; passenger engines, 102; and goods engines, 277; making a total of 438. The total stock actually constructed to the close of June, 1879, was: Tank engines, 49; passenger engines, 102; goods engines, 271; total, 422. Five new goods engines were placed upon the system during the half-year ending December 31, 1879, so that at the close of last year the aggregate constructed stock was 427 engines. The actual number of engines in running order at the close of 1879 did not exceed 314, viz., 34 tank engines, 68 passenger engines, and 212 goods engines. The number of engines repaired during the second half of 1879 was 116. Two engines were also renewed in the same period.

**SAD DEATH OF A GREAT NORTHERN RAILWAY DRIVER.**—Mr. E. Fuller, an engine-driver on the Great Northern Railway, met with a terrible fate. He left his engine at Finsbury-park Station for a natural purpose. Before he could return the signal was lowered, and his fireman, in obedience to it, started the train, Fuller walking along the platform to regain the footplate. In stepping on he missed his footing, rolled between the platform and the guard's van, the motion of the train crushing his body in a fearful manner. The fireman, seeing him fall, put on the vacuum brake, quickly bringing the train to a dead stop. Assistance was at once rendered, but the step of the brake-van had to be cut away to release poor Fuller's body. He was removed to the Royal Free Hospital, but died within fifteen minutes of his admission. On the 8th inst. Fuller was followed to the grave by many of the men from the Great Northern and North London Railways, among whom he was much esteemed. Mr. Fuller was an earnest advocate of the Amalgamated Society of Railway Servants, and was a member of the King's Cross branch. We are not aware whether or not he leaves any family. In the event of any young orphans being left there will be a provision made for them by the Orphan Fund of the society we have named.

**SHEFFIELD DRAYMEN.**—Work without pay is not always agreeable or acceptable work. Messrs.

Thompson McKay, the great carmen, compel the draymen in their employ at Sheffield to attend on duty at five o'clock instead of seven o'clock (the regular hour) three mornings in each week. For this six hours' extra duty thus performed the firm refuse to give extra pay, although the labour given by the men must be a source of additional profit. The Midland Railway Company act more equitably, and pay their men extra wages proportionate to the extra duty. We put it to Messrs. Thompson McKay that if instead of six hours' labour extra from each of a number of poor men, it was six extra sacks of corn from a merchant, would they refuse to pay for the extra corn as they do for the extra labour? Labour is their draymen's marketable commodity, and to take his labour without payment is as immoral as to receive the merchant's corn and refuse payment. A certain drayman named Thomas, for being late on an early morning, was stopped by a foreman named Ellis, and eventually discharged without payment in lieu of notice.

## CORRESPONDENCE.

### ACCIDENT ON THE NORTH LONDON RAILWAY.

SIR,—I was very grateful to receive a notice that the *Railway Review* was to be started. There was a collision at Dalston on Sunday night, between a light engine and a passenger train. As things stand on our line, if you want to turn an engine at Bow you have to run from Bow to Dalston and back round the triangle, thus reversing the position of your engine. The light engine on Sunday night was doing this. The driver had received *right* from the signalman to go on the wrong road when he met the train. The want of a turn-table at Bow was the primary cause of the accident.—I am, your obedient servant,

AN OLD N.L. DRIVER.

Bow, July 13.

### POLITICS AT CREWE.

SIR,—It is remarkable that a Tory at Crewe may shout loudly his opinions, whereas a Liberal must be discreet and *sing low*. It would be an evil to the country if the great monopolies of railways and other schemes sanctioned by the authority of Parliament were made political engines for party purposes. There is a danger that this is so at Crewe, and those who value freedom from undue influence will do well to carefully note the use made of the insurance and other societies connected with the London and North-Western Railway. Mr. F. W. Webb, the chief man here, exhorts us to express our opinions freely, and no harm shall reach us. To all appearance he is a sincere friend to the improvement of the moral and intellectual tone of the workmen, and it is somewhat perplexing to understand who it is that creates the political bias of which I write. Mr. Teasdale was a prominent Radical when at Crewe, and was removed to Willesden as foreman. Then Mr. John Bailey, the secretary of the south ward of the Liberal Association, was removed to Rugby. The treasurer of the insurance society left the line some years ago, retaining his office, however, which he filled with great satisfaction. During the recent municipal and general elections he displayed the Liberal candidate's placards in his shop window. It was then discovered that he had left the service, and therefore not eligible to hold office as treasurer of the insurance fund. The societies here connected with the company advertised for estimates of printing. The committee decided to accept the lowest tender. When the estimates were opened it was found that a Liberal printer was the lowest. The committee declared that the Liberal's name would not be accepted in the general offices, and he lost the contract. Every one here reads the *Standard*, and you never cease hearing how able and clever are the writings in the *Standard*, and how thoroughly they fit everybody's views. Mr. Webb and Mr. Whale, by a strange coincidence, also read and extol the *Standard*. One enthusiastic Tory, but recently converted, declared that if men would only turn Tory, they would be all right and well looked after. This gentleman was an inspector. He was so well looked after that he was discharged for bad conduct. Yet, in justification of his faith, it should be said that professing Conservatives who attend certain churches and chapels are invariably selected for promotion.

ERECTING SIGN.

# AMALGAMATED SOCIETY OF RAILWAY SERVANTS OF ENGLAND, IRELAND, SCOTLAND & WALES.

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Its objects are as follows:—

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To obtain shorter hours of labour, a more equitable payment for duties performed, and compensation for loss occasioned by injury through accident.

To provide monetary assistance to members out of employment, legal assistance when necessary, and superannuation for members disabled by accident or by reason of old age.

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For further information apply to the Branch Secretaries, or to the General Secretary, at the Head Offices,

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