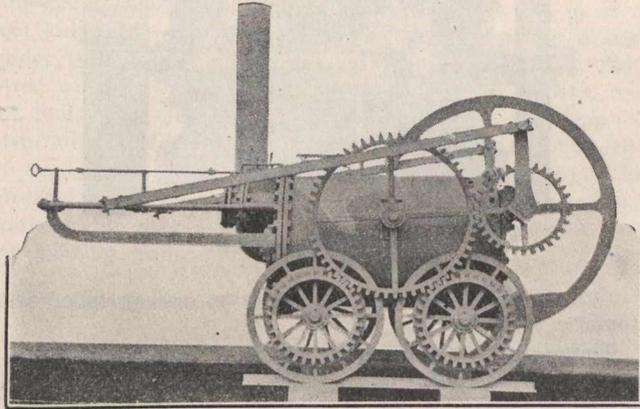


## BRITISH AND CANADIAN RAILWAYS.

(From Our Own Correspondent.)

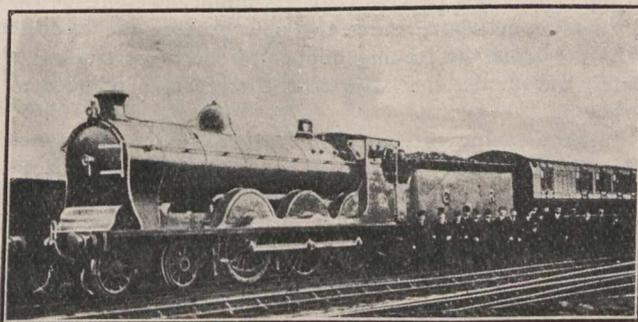
Manchester, April 22nd, 1907.

Ten years ago it could have been said that in two or three important particulars the passenger departments of Canadian and American railway systems were ahead of those of Great Britain. Your correspondent is bound to confess that to-day, in all the essential features that make for safe, regular and comfortable traffic British railways are distinctly superior to Canadian or American systems. I have travelled extensively, for example, on the London and North-Western Railway, which controls the Lancashire and Yorkshire Railway, and which traverses England from south to



Trevithic's Engine, Built in 1803.

north into Scotland, and have marveled at the regularity of the principal trains, the care that is taken for the safety of the passengers and the flexibility of the system from the standpoint of the tourist or pleasure-seeker. At Euston station in London a writing room is provided where travellers may have their correspondence taken by stenographers, or have telegraphic and telephonic service at their disposal, or private rooms reserved for business interviews, with books of reference at their disposal, all for a very modest charge. Dining cars are on the principal fast trains, where meals can be got cheaper than on American railways, and the charges for sleeping cars are also less, and generally speaking the service better. The "West Coast" sleeping cars of the L. and N. W. took the highest awards at the late St. Louis Exhibition. The main line fast trains of all British railways now have corridors and vestibules with lavatories, affording all the advantages of the American system, with the further



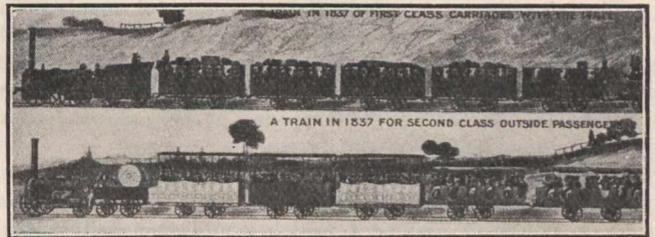
West Coast Corridor Express; Note Rail Chairs.

advantage of dividing the coaches into compartments of different sizes.

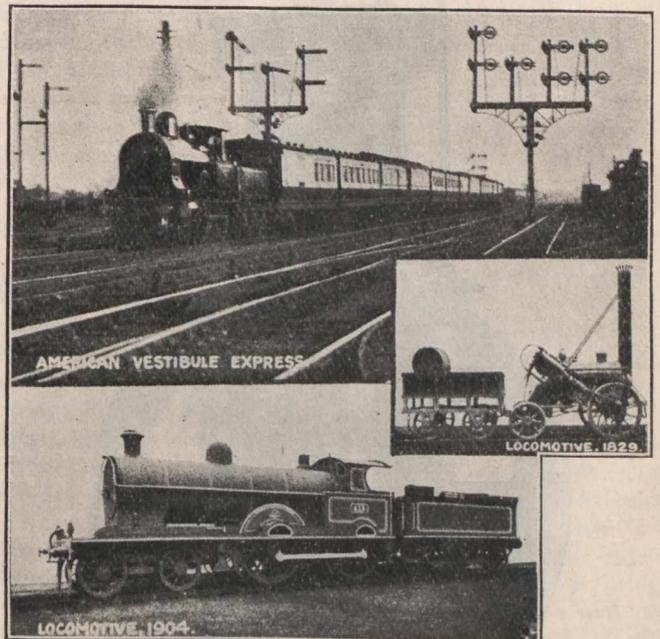
In frequency and cheapness of excursion rates the British railways are in advance of American roads and not only is this the case, but a party of friends who wish to visit a place of interest may engage a coach (car) at very low rates. For example, the L. and N. W. allow return tickets at a fare and a quarter if six or more first-class tickets, or ten or more second or third-class tickets, are bought by one party; or in case of a party with fifty first-class or one hundred second or third-class tickets at a single fare for the round trip. Still greater advantages are given to school children

and Sunday school children, so that cheap excursions are available on much easier terms than in America.

The highest tribute that can be paid to British railways is in the value they place upon human life and the care the directors take to this end, not only in building and equipping roads, but in maintaining them. The first thing that strikes a Canadian when he sets out on a railway journey in England is the substantial character of every bridge and culvert and viaduct, all of which are of stone, iron, concrete or brick. The British railway construction engineer does not attempt to climb a mountain, but goes through or around it, or builds a viaduct across a valley instead of plunging into its depths, wisely estimating that the annual saving in fuel and wear and tear of engines will more than



pay interest on the extra cost. Apart from this, British engines outlast those of Canadian or American make, because they are constructed of more carefully selected material, and are better cared for while on the road. The majority of Canadian and United States engine drivers, where they are free to speak the truth, will tell you that their locomotives are being worked and racked to death and many a hideous wreck is due to the criminal policy of over-working the engines as well as the engineers. In Great Britain they do neither and the result is efficiency on the part of the train hands, and safety to passengers. In a recent year the London and North-Western Railway did not lose the life of a



single passenger on their whole system. When the reader understands that on this system there are twenty express trains per day up and down between Manchester and London and that in its suburban lines about London there are as many as 123 trains per day carrying millions of passengers in the year; while on the Grand Trunk Railway there were 134 people killed and 7 injured, and on the Canadian Pacific Railway 192 killed and 54 injured in the year ending March, 1906, he will realize the contrast between the two countries. The total casualties in railways in Canada in 1906 were 382 killed and 222 injured, and the record of wrecks in the United States is a still bloodier one. The