

against \$6,170 per mile. British railways are operated more economically than American, for of the gross receipts of the United States railways 70.30 per cent. were absorbed in expenses, while in Great Britain the expenses are 56 per cent. of the receipts. About a quarter of the revenue of the United States railways is derived from passenger traffic, while the passenger

ran 150 special trains into Blackpool alone, yet not a mishap was reported, and the regular service went on with nearly its usual regularity. Within a comparatively short time, on that day, the booking clerks (ticket agents) of the L. & N.-W., at Liverpool, made change for 9,219 passengers and took in £2,449; while at Birmingham, the same day, they sold 24,978 tickets, and took in £6,608. On the day before this, at Euston Station, London, the sum of £8,414—say, \$42,070—was received for passengers' tickets. To supply all these tickets, give the correct change instantly, as they must do, to keep account of the cash, and answer enquiries, implies a combination of alertness and coolness which seems almost supernatural to the lay mind. Yet the same trained intelligence is required in the engineer, the signalman, and the other employees who have to cope with work requiring such lightning-like activity, and who have so many thousand lives dependent on them.

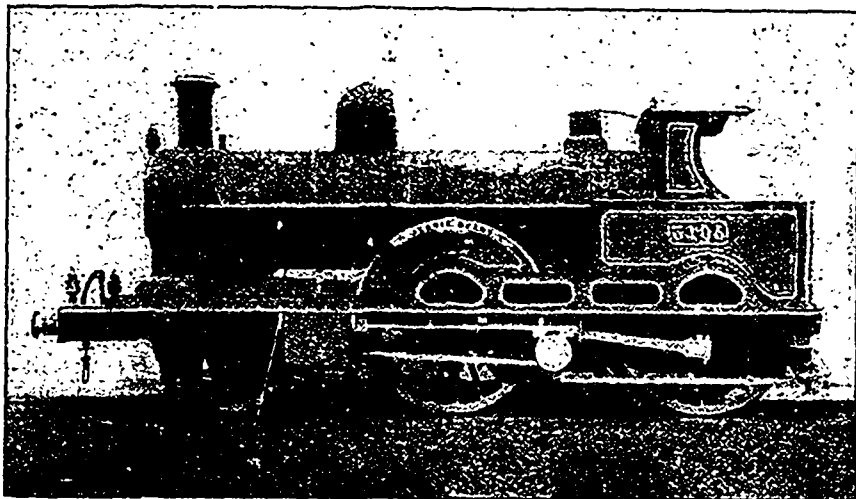


INTERIOR OF SALOON CAR, LONDON AND NORTH-WESTERN RAILWAY.

traffic of Great Britain is 46 per cent. of the whole. The total freight handled in the United States, in 1895, was 763,750,000 tons, while Great Britain, with one-ninth of the mileage, handled 334,000,000 tons. In the last ten years \$72,500,000 were spent on new railways and improvements in Britain, there being 1,842 miles built in that time; and the total capital now invested in the railways of these islands is £5,005,000,000. The average annual increase in the passenger traffic is 23,000,000 passengers, though the increase in 1895 was only 19,750,000. The enormous amount of passenger traffic handled in England, and the admirable order with which the vast crowds are carried on special occasions, such as holidays, is one of the marvels of British railway traffic. In Yorkshire and Lancashire, the factory population hold what are called

"wakes," the annual summer holidays, when thousands upon thousands swarm to the seaside or mountains, having saved up by means of "going away clubs," sufficient for the festive occasion. Last summer, in the town of Oldham alone, a total of \$750,000 was drawn from the funds of the "going away" clubs, and half of this big total was spent at Blackpool, the popular seaside resort of Lancashire. This attractively situated seaside town is reached by the London and N.-W., and on the occasion of the last Oldham "wakes," no less than twenty special trains were required to convey the holiday-seekers of that town to Blackpool. On the last bank holiday, twenty-seven special trains had to be provided to take holiday seekers from Liverpool to Southport—another seaside resort of Lancashire fed by the L. & N.-W. Though this was nearly double the number that had been calculated on, the extra traffic was provided for without hitch or accident. Altogether, on that single day, the L. & N.-W.

Two samples of London and North-Western express engines are given in this letter, these being of the class that will carry the tourist from Liverpool to London—a distance of 100½ miles, in less than four hours and a-half; and they can easily run over a mile a minute. The L. & N. W. have over 3,000 engines, all built at their workshops at Crewe (which will be referred to in another letter), and the value of these engines is over \$25,000,000. One of them, the old *Cornwall*, having a drive-wheel 8 feet 6 inches in diameter, has just been laid off after 50 years of service. Every five days a new engine is turned out from these shops, and 2,000 come in each year for overhauling, there being an average of 330 in hand at a time. The "Jeanie Deans" compound express engine, which hauls the Scotch express from Euston, frequently takes 18 to 20 cars, including the heavy dining-cars. The "Greater Britain," another recent engine built at Crewe,



"THE JEANIE DEANS."

is perhaps the most powerful locomotive in existence. Though heavier than any other on the line, it does not put any more steam on the permanent ways or bridges, owing to having an extra pair of small wheels underneath the foot plate, these wheels having half an inch of side play. The front wheels have a patent radial axle-box—designed by F. W. Webb, the company's