

plications of a troublesome rule. He is personally safe, under the protection of Great Britain, mother of autonomies. The young king has had no direct personal connection with the revolt. He is said to be an exemplary young man who, whether as prince or king, has been quite conspicuous for acts of philanthropy, gallantry and devotion. He is a student and a sportsman, an expert billiardist, a good linguist, fond of music, an excellent shot, a fine tennis player and a good fencer. He reads newspapers assiduously and has a strong penchant for travel literature. All of which diversions he has been abundantly able to indulge in on his kingly allowance of a thousand dollars a day—now, alas! much reduced.

The *Temps* newspaper in Paris, however, has its own Republican opinions about Manuel. It says:

"The savage murder of King Carlos and the Crown Prince placed upon the throne a child incapable of individual initiative and judgment—the plaything of men and events in the royal drama—who could not purify the corrupt political atmosphere. Incapable ministers struggled through financial scandals, with the old monarchical framework cracking and falling. This collapse was the Republican opportunity."

The *Temps* wonders whether in the event of the success of the republic Spain will decide on armed intervention to restore the monarchy.

The *Journal des Debats* considers that the real cause of the revolution was anarchy, which, it says, has been destroying the nation for more than a generation. The paper adds:

"Never was a country so deplorably governed. Ministries changed, but the system never. It was always a division of the spoils. It was the same rotation in office and corruption as destroyed Greece. Every economic and financial interest of government was prostituted to serve the personal interests of the reigning group and their clans, who were obliged to feed a crowd of hungry followers."



"Liberdade Avenue," the most beautiful street in Lisbon, and one in which there has been much excitement during the past fortnight.

So Portugal has nothing radically new to add to the story of revolutions; except that mediaevalism could have endured so long without protest.

### Railways in England

SINCE the wreck on Salisbury Plain four years ago there has not been a single fatality on English railroads. In that four years the number of people killed on Canadian and United States railways would populate a fair-sized town. Railways are by no means scarce in England. A man's ordinary chances for getting killed on a British road are easy enough. Seventy miles an hour is a common rate of speed on some of the main lines running into London. But seventy miles on an English road feels no faster than forty on a good average American track. The rails are laid with

much greater care. They are also much heavier than American rails. On one of the main lines in the west of England the rails are said to be of the 145-lb. weight; in spite of the fact that the rolling stock weighs little more than half the American variety. The roadbed is much better. Spread rails are almost an unknown thing on British roads. The method of fastening rails to the ties is different. The work is more thorough.

Grades are easier. In England they know very little about bad grades. Tunnels are frequent, and some of them very long. Land is scarce in England. It is better economy to burrow under a hill and grow crops on top of the tunnel than to cut a gorge with a steam shovel.

Locomotives are easier to tend than in America. Rolling stock generally is simpler; much less expensive and very light in weight. On a good British road the wear and tear is very slight compared to traffic and the rate of deterioration in America. One's first glimpse of an English railway train inclines him to think of toy-land. Yet more people may be carried in an average English train according to length, and very many more relative to weight and cost than in America.

Railway operation in England should be a profitable business. Once the initial cost of a road is overcome the equipment and operation cost is relatively very light. Traffic is heavy. There is a very low percentage of idle road. Wages are lower. The cost of fuel is less. It costs less for raw material to build and equip the road.

And travel on a British road is much less wearisome than in America. The motion is very easy. The scenery has always a variegated charm. There is less than half the noise and jolting of an American train.

First-class sleeping cars in England are a luxury—and something of a rarity. The ordinary Englishman has no conception of travelling while he is asleep, even in a single-compartment berth.

### AN OLD RAILROADER AND A MILE-POST



Last week a notable gathering of Railway Men from all over Canada, did honour to Mr. Robert Kerr, the retiring passenger manager of the C.P.R., who, for forty-five years since he shunted railway cars in Toronto with a horse, has been in the business of transportation.