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IRISH.

Belfast and Ballymena	41.46	..	41.12
Belfast and County Down	42.60	..	41.30
Cork and Bandon	54.64	..	55.93
Cork and Passage	67.38	..	42.57
Dublin and Belfast	36.24	..	35.38
Dublin and Drogheda	39.21	..	38.18
Dublin and Wicklow	57.27	..	50.18
Dundalk and Enniskillen	48.67	..	49.44
Great Southern and Western	35.00	..	34.17
Killarney	43.76	..	35.34
Londonderry and Enniskillen	61.38	..	52.29
Midland Great Western	34.58	..	33.89
Newry and Enniskillen	71.26	..	109.65
Newry and Rostrevor	38.10	..	62.24
Ulster	62.49	..	36.18
Waterford and Kilkenny	79.39	..	58.80
Waterford and Limerick	52.57	..	49.19
Waterford and Tramore	62.21	..	62.91

EASTERN COUNTIES—SEASON TICKETS.

A meeting of season ticket holders on the Woodford and Loughton branch, was held on Tuesday, at the Blackwall Railway Tavern; Frederick Arrow, Esq., in the chair, to consider the steps to be taken in order to compel the directors to provide proper accommodation for the passengers upon the branch.

The Chairman said—Gentlemen, I must draw your attention to what has occurred in reference to the subject upon which we are met. Most of you, I believe, were present at an interview which was had with the directors of the Eastern Counties, at which the treatment we received from some parties was not that due to gentlemen. In consequence of the manner in which our case was treated, we thought it right to have a legal opinion, as every argument had been exhausted. We spoke to the directors, as men having a large trust to fulfil; but they spoke only of the shareholders, and it appeared the public had nothing to expect from them. It is now for you to determine whether you will enforce your claim legally, and we ask for the expression of your opinion on this point. We have called you together to determine whether you will take those steps which may be necessary to bring the directors to book. We have taken the opinion of a gentleman of professional eminence, which leads us to think we have high ground to go upon. If you think that opinion will justify us in going into court, you can unite together, or you can proceed in one gentleman's name. The process will not be very expensive, and a trifle from each gentleman will enable us to proceed. We are persuaded that there has been a gross breach of faith on the part of the directors, because when it was proposed by the North-West London to make a similar line, the directors represented to the committee of the House of Commons, as a reason for granting this branch, that they would run what they called "omnibus trains" every half-hour at a uniform rate of one shilling from Loughton up to Fenchurch-street. Now, it is evident that we must take steps to establish a claim in law, even though the law be uncertain. Possibly, the giving publicity to the facts may act upon the directors. I will not take up your time longer, as everybody present knows what he is doing. I hope gentlemen will express their opinions, because that will determine whether we shall adopt measures to enforce our rights.

Mr. Masterman having briefly explained to the meeting the view taken by counsel upon the rights of the season-ticket-holders and of the public generally, Mr. H. Johnson remarked that he had been one of the best customers on the line, having paid 110*l.* for one year; and he had been most abominably treated. He took out tickets from 1st January, and half he found he was deprived of the convenience of now the number of trains running to and from Fenchurch-street when he applied for the tickets. Since then, in the case of daily tickets to and from Fenchurch-street, an additional fare was charged to Stratford, although the distance from Shoreditch was less than from Fenchurch-street, and the station more inconvenient.

The Chairman observed, that when the season-tickets had expired they did not know what further annoyance they might have to encounter.

Mr. Masterman said it appeared that there was not reasonable public accommodation afforded.

One of the gentlemen present suggested that the best course would be to raise a sum of money to meet expenses to carry on the matter, and Mr. Johnson said he would most gladly contribute his mite.

The Chairman said, if the question was raised before Parliament he believed the directors would be too

127-1	ENGLISH.	1875.	1886.
Birkenhead		46.10	.. 45.11
Blackburn		45.40	.. 48.02
Blythe and Tyne		51.80	.. 56.93
Bristol and Exeter		46.15	.. 45.67
Cockermouth and Workington ..		46.81	.. 57.59
Eastern Counties		44.58	.. 47.91
East Lancashire		45.69	.. 44.51
Furness		50.75	.. 42.86
Great Northern		49.68	.. 47.76
Great Western		39.24	.. 36.55
Hull and Holderness		55.02	.. 59.77
Kendal and Windermere		39.00	.. 48.11
Lancashire and Yorkshire		39.53	.. 38.05
Lancaster and Carlisle		42.71	.. 40.82
Llanelli		68.24	.. 66.04
Llynvi Valley		26.62	.. 20.13
London and Blackwall		38.02	.. 35.98
London and Brighton		39.51	.. 39.21
London and North-Western		42.99	.. 41.06
London and South-Western		38.40	.. 38.07
Manchester and Sheffield		53.19	.. 45.35
Maryport and Carlisle		52.54	.. 46.29
Midland		43.84	.. 43.62
Monmouthshire		61.52	.. 60.35
Newcastle and Carlisle		41.69	.. 41.02
Newport and Hereford		61.12	.. 52.09
North-Eastern		45.65	.. 44.15
North London		46.12	.. 40.87
North Staffordshire		43.00	.. 43.35
North and S.-Western Junction.		34.10	.. 33.80
Oxford, Worcester, and Woly. ...		57.93	.. 57.25
St. Helens		45.81	.. 46.21
South Devon		55.90	.. 48.63
South-Eastern		45.70	.. 43.64
South Wales		55.51	.. 55.81
South Yorkshire		40.49	.. 46.39
Stockton and Darlington		54.13	.. 53.38
Taff Vale		52.38	.. 52.94
Vale of Neath		49.66	.. 49.43
West Cornwall		60.37	.. 53.11
Whitehaven		55.01	.. 50.82
Whitehaven and Furness		62.93	.. 51.31
SCOTCH.			
Caledonian		45.49	.. 45.07
Caledonian and Dumbartonshire.		40.83	.. 41.18
Deeside		40.69	.. 38.93
Dundee and Arbroath		49.60	.. 50.25
Dundee, Perth, and Aberdeen ..		40.55	.. 37.71
Edinburgh and Glasgow		49.75	.. 43.74
Edinburgh, Perth, and Dundee ..		50.13	.. 46.67
Glasgow and South-Western		41.58	.. 41.41
Great North of Scotland		38.09	.. 38.53
Monkland		37.40	.. 38.47
Morayshire		63.27	.. 59.21
North British		62.09	.. 42.29
Scottish Central		37.27	.. 42.53
Scottish North-Eastern, viz. :—			
Aberdeen		48.73	.. 47.08
Scottish Midland		47.80	.. 47.08

RAILWAY ACCIDENTS.

TO THE EDITOR OF THE TIMES.

Sir,—On my arrival in England my attention was called to a leader in your journal of the 10th of last month on the subject of railway accidents in this country, and I was forcibly struck by your remarks that, although the average of those accidents has been of late much reduced, it still remains too large, inasmuch as its height is raised by preventable causes. In Germany, especially in Prussia, the system of working railways is very different, and far preferable to that adopted by the English directors.

I was for some years one of the chief officers of the Cologne and Minden Company, extending over about 200 miles, and it has the reputation of being one of the best conducted lines on the Continent.

By proper regulations, the average of accidents on that line has been reduced as nearly as possible to a minimum. During a period of six years only two travellers have been injured; the one met with his death in consequence of the train running off the unrail, he being found dead in the carriage without any injury being discovered on his person; the other recklessly jumped out of the carriage while it was in motion and broke his leg.

Although that company is worked with a single line and rail for a long distance, and as many as from 52 to 58 trains per diem pass over it, such a circumstance as one train running into another while stationary, or two meeting each other while in motion, is unheard of. Here, on the contrary, it frequently happens, and it is attributable to a manifest error in the management. In Prussia the administration of railways is under the strong control not only of experienced boards of direction and subordinate officers, but also of commissioners appointed by the Government.

The trains are obliged to start with punctuality, and at regular hours.

From station to station their arrival and departure are announced by the electric and aerial or hand telegraph.

One train is not permitted to follow another at a less distance than one English mile.

At convenient posts, so as to be in sight of each other, there are stationed certain signalmen called *bahnwärter*, whose duty it is to set in motion the aerial or hand telegraph by day, and to signal each other with lamps by night. Each of these men is located in a small hut, over which is placed a clock, communicated with by the electric wire, and he has full control of that part of the line which is entrusted to his care or look out. When unemployed in the above-mentioned manner his time is occupied in plate laying, and it is a part of his business to keep his portion of the road in perfect good order as well as to arrange the points.

With respect to the trains the greatest care and precaution are taken. Each of them is under the superintendence of a chief guard (*zugführer*), in whom is vested full discretionary powers the moment it leaves the station; under him are sub-guards (*schaftner*), who attend the travellers, collect the tickets, see that the doors of the carriages are closed and not opened while the train is in motion, &c. Two carriages are assigned to the guardianship of each of these men. Every alternate carriage is fitted with a break, and on its roof sits a breakman, who works it according to the signals given by the driver.

These breaks, so arranged, are of the greatest importance with respect to safety, because the indefinite increase of the length of the train does not, as is the case in England, indefinitely increase the weight which a limited and stationary break-power has to overcome, but every additional weight brings with it the necessary controlling force. When danger is apprehended the whistle is sounded and the breaks are rapidly and simultaneously applied, the consequence of which is that by means of their enormous collective power a stoppage is effected in from 80 to 100 yards in ordinary, and from 150 to 200 yards on express trains. This latter limit, however, does not require the exercise of the full power of the breaks, which is put on in cases of sudden and peculiar emergency. As another precaution, the main guard is provided with a portable battery, instruments, and a ladder, so that he can in case of a breakdown communicate instantaneously with the next station by putting his battery in union with the main wire. In the stationmaster is vested a discretion to prevent any train from starting when he has received a notification of danger on any part of the line.

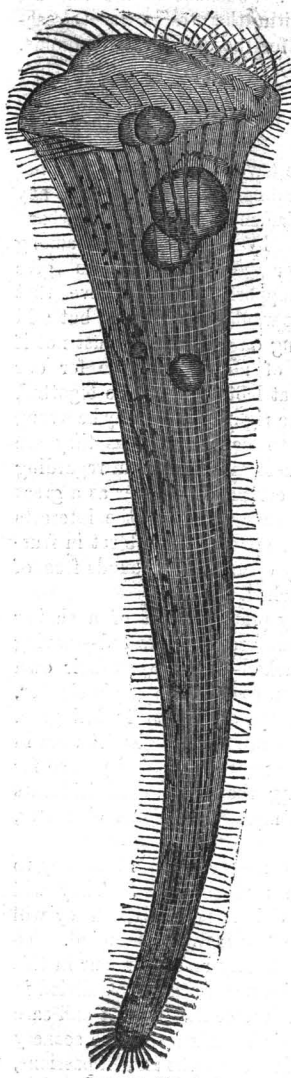
In submitting to the public through your widely-circulated journal these observations, the result of practical experience, I am quite aware that the adoption in this country of the Prussian (principally the Cologne and Minden) system of working would involve an increase of expenditure by the augmentation of the necessary staff; the dividends, however, of the Prussian railways, notwithstanding this outlay, pay on an average from 8 to 9 per cent. per annum; some of them yield from 9 to 12, and a few as much as 15 per cent.

This lucrative result, in comparison with the English dividends, is, in my opinion, traceable rather to the non-existence of duplicate and competing lines abroad than to the lesser cost of construction and working expenses.

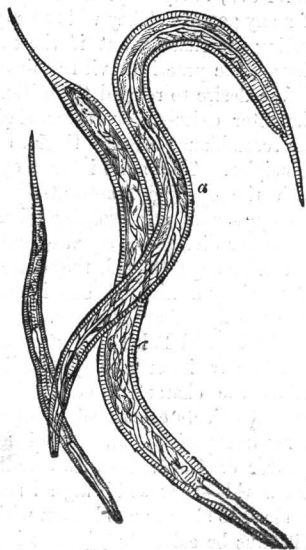
I am, Sir, your obedient servant,
 JULIUS WINTZ, FITZGERALD.
 1, Blomfield-gardens, Upper Westbourne-terrace,
 May 2.

We have seen a report on microscopical examinations of the Thames and other waters supplied to the metropolis, which might alone induce all mankind to boil their water before using, or to form an anti-water-drinking association. "His drink the pearly stream," was always a bad line, by reason of a bad adjective, but it can have no reference to a London eremite, if any person of that class exists here. "Pure as the crystal" can only be intelligible to the inhabitants of large cities by allocating the stream to "gin palaces," an idea in which they would be confirmed by the employment of "real crystal" in the service of "the stream." "His drink the crystal stream," a strange coincidence with the "pearly" before said, was the description of a sober man; yet see how a bad water company may murder a poet's meaning; and in course of ages, critics and lexicographers might arise to prove that "hermit" meant a person of intemperate habits,

as is sufficiently evinced by his habitual drink—namely, the "crystal stream," in other words, "blue ruin." "Flow on, flow on fair fable's happy stream," may be very appropriately applied to the West Thames, New River, South Lambeth, and many another stream apparently perfectly "fabulous," as respects their pretensions to be pure water, and containing per gallon many "happy families." Here is a portrait of one of those beings of the deep for which the public pay. This is the *Stentor Mülleri*, somewhat larger than life—magnified, indeed, by 150 diameters, but an ugly affair under any circumstances, and a horrid Nimrod among the animalcules. We place beside *M. Mülleri* the *Vibrio fluvialis*, magnified in the same proportion, because



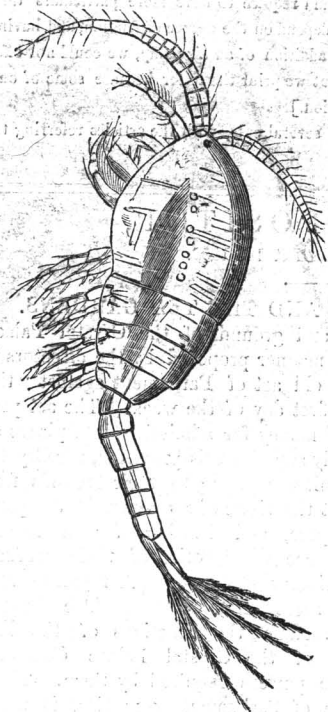
STENTOR MÜLLERI.



VIBRIO FLUVIALIS.

it was found very general among all the London waters. The *Vibrio fluvialis* is suspected of a preference to being swallowed. It is thought that the apparently fatal leap is a mere transfer in his case to superior pasture. The *Vibrio*, according to the reporter, Edwin Lankester, M.D., closely resembles the Entozoa, or worms inhabiting man's body. The animal itself, in its juvenile state, or its eggs, may be introduced in dozens, from a single tumblerful of water.

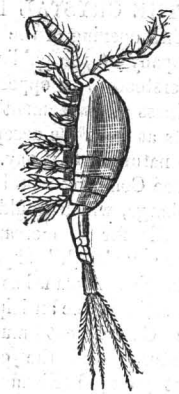
"Take water from the spring," and it is very good of Mr. George Cruickshank and others to tell us so, while we act strictly on their advice when that is possible, but are we also to take "Vibrios" from the pipes? A water-drinker knoweth not the extent of insect immigration that may be going into him when he drinks, and it is provoking enough to have a stomach turned into a menagerie of worms, with the certainty of its next becoming a medicine chest; to maintain dividends, and the value of money sunk in pipes for the supply of water on the intermittent principle. The *Vibrio* in this woodcut is magnified only 100 times, and is a loathsome beast; but we add a very pretty animalcule, although not one that would be entirely agreeable to swallow.



THE CYCLOPS QUADRICORNIS (Female).



CYCLOPS (Young).



CYCLOPS QUADRICORNIS (Male).

This species, the *Cyclops quadricornis* is extremely common in London waters. The *Cyclops* belongs to the Amazon or the Bloomer genus—the larger and stronger animalcule being the female. The male is a small and weak animalcule; and if the female be a vixen, the life of the male *Cyclops* is not to be envied. The smaller figure is that of one of their rising family, and the three are only magnified by 50.

(Continued at page 520.)