

BLEATRE AND STEADY.

Glad Willie sang a merry lay
Whose'er he saved the green sward over,
And his charm'd boy he went to play
Sad harem midst the summer clover;

And Jennie, with her milking pail,
This morn'g sought when the cows were lowing,
And a gay ditty did not fail
To lift aloof whilst onward going;

For glad hearts help the hands when willing,
Of willing hands and glad hearts ever.

R. ENGLISH.

THE UNIONIST PLAN OF CAMPAIGN.

IMPORTANT STATEMENT.

The London correspondent of the Daily Express says—I have reason to know that the Unionist Plan of Campaign as sketched in the Birmingham Post has been agreed upon by the leaders of both sections of the party. The leaders of the Opposition as well as the rank and file are convinced that the country is with them in desiring that the simple issue of Home Rule as embodied in Mr Gladstone's Bill should be submitted as speedily as possible to the verdict of the constituencies.

NOT FOR PUBLICATION.

An official explanation has been sent to the Times this morning of the interview which the Speaker had with Count Spary, and which that nobleman inserted, or permitted to be inserted, in the Post. This kind of thing is becoming a really serious nuisance. The Speaker talks, as a good host naturally does, over his own table, upon the subjects in which his guest appears to be interested. He gives an outline of admitted constitutional principles for the information of an intelligent foreigner, and then finds that the intelligent foreigner has seized the occasion to compose a sort of "Essay on the English Constitution," in which the conversation is "written up" quite in the American style, and the Speaker is dragged into a controversy which it is above all things desirable he should avoid.

THE BEHRING SEA DECISION.

Now that the officials of the State Department have had the opportunity of examining the Behring Sea decision more closely, they do not hesitate to say that America has got the worst of the contention. Publicly these officials will not express any opinion on the matter. Their feelings, however, are well known, and they are highly dissatisfied with the verdict. They maintain that the establishment of a zone round the Pribyloff Islands, and the necessary regulations which they will be required to make and enforce cannot but entail upon the United States much trouble and expense, and operate mainly to the disadvantage of the Americans. This latter view is based on the contention that, while the decision of the Court of Arbitration prevents Americans from sealing it leaves the sea open to Russian and Japanese poachers, and to vessels of all other nations except Great Britain.

THE LOSS OF THE VICTORIA.

At a special meeting of the Royal Humane Society, held in London, Captain Hawes, R.N., presiding, the committee was engaged for several hours in the investigation of a large number of cases of saving life, especially those resulting from the lamentable disaster to H.M.S. Victoria off Tripoli on June 22nd. The undermentioned cases were specially recommended for consideration by Captain the Hon. Maurice Bourke and the Lords Commissioners of the Admiralty, and medals were conferred upon Lieutenant H.D. Farquharson, a young officer of the Royal Marine Light Infantry, for saving Charles Pawsey, secretary to the late Vice-Admiral Sir G. Tryon. The circumstances as detailed in official reports were as follows:—During the fleet manoeuvres H.M.S. Camperdown accidentally collided with H.M.S. Victoria, ramming her on the starboard side, and the latter vessel turned over and sank bottom upwards in fifteen minutes. There was no time to hoist out boats of make any provision for saving life. After the collision Mr Pawsey was standing on

THE LIMERICK CHRONICLE

(ESTABLISHED 1786.)

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THE APPALLING ACCIDENT ON THE SHANNON.

INTERESTING INTERVIEW AT TARBERT.

(FROM OUR REPORTER.)

On visiting Tarbert on Thursday to make inquiries concerning the awful catastrophe which occurred on the Shannon on Tuesday night, our reporter found the little village overshadowed with gloom, and a look of sadness was pictured on every visage. This melancholy occurrence formed the topic of discussion everywhere, and on every lip there were fervent expressions of sympathy for the relatives and friends of the unfortunate victims. Four of the ill-fated party belonged to the village, the remainder residing within a radius of two miles. There was no information to be obtained in Tarbert beyond that conveyed to the public through Thursday morning's papers, but many and varied versions of the occurrence were freely circulated. Of course these were merely surmises. The place where the ill-fated boat is supposed to have capsized is about eight miles from Tarbert, but the exact spot is not known, and nothing yet has been discovered to lead to its identity. Our reporter first sought information at the police barrack, but although the police were inquiring in all directions they were unable to throw any additional light on the sad affair. Through the courtesy of Sergeant Tanner, an interview was had with a girl named Catherine Holly, who was one of the party of excursionists, but who fortunately selected to cross to Kilrush in a different boat from the others. Miss Holly resides at a place called Coolnacoonagh, about two miles from Tarbert, and it was from her the party embarked.

Why did you choose to go by the other boat, inquired your reporter? Miss Holly replied she had private reasons for it, which she would rather not divulge; there were about five in our boat, and seven in the other. You were all friends, I suppose, and the excursion party had been organized amongst yourselves? Yes, the day being a holiday we decided to go on a pleasure party to Killee, crossing by boat to Kilrush, which we all reached safely. Did anything unusual happen at Kilrush when returning, I asked? Well no, replied Miss Holly, but before starting I pressed Miss Scalan, that is the schoolmistress, to come into our boat. At first she was inclined to come, but afterwards changed her mind. Did you refuse to recross in the boat? I came home by the boat I went by, and both boats left Kilrush on their return journey almost simultaneously; the other boat—Murphy's boat—went ahead and appeared to be drifting. When did you first lose sight of her? It was some considerable distance from the shore, and she appeared to be going so rapidly that one of our party remarked that they would reach home before us.

By the way what time did you leave Kilrush? It was about eight o'clock, and we reached home about ten, expecting to hear the other boat had arrived before us. Had the other party musical instruments in the boat? Yes; they had two fiddles. What was the capacity of their boat? Well, I suppose she was seventeen feet long, and I think she would be sufficiently filled with eight or nine persons in her. The boat was lying up for some time. Were any of the party related to you? Yes, I know them all, and my cousin, John Holly, was one of the party. Did you hear any cries, or did anything unusual attract your attention while coming across? No; nothing unusual happened. We heard no cries, but two men on the shore afterwards stated they heard cries. Is the statement accurate that the accident occurred near the scene with which Gerald Griffin's "Colleen Bawn" is associated? Miss Holly replied that the boat was not in that direction, and it was not probable it occurred there. When did you first hear of the occurrence? Our party went home, and after our arrival Mrs Scalan came to my house to inquire after her family, as she thought some of them would come by our boat. When there were no tidings of them at that hour search parties were organized, and several boats set out but without result, and then the neighbourhood was thrown into a state of intense excitement. Of course you can form no idea as to how the catastrophe occurred? No except that the boat was over laden. Would you be able to give me the names of the party and their circumstances? Yes, replied Miss Holly, I knew them all. They were principally farmers' sons and daughters. Miss Holly then supplied the following particulars:—

The boat was owned by Maurice Murphy, and both himself and his son Pat, aged 20, were amongst the party. Murphy was a small farmer residing at Coolnacoonagh, and had a wife and three children depending on him. Mary Scalan, who was the schoolmistress of Bentruck school, was a young lady highly reputed and well liked by everyone who knew her. Her two young sisters, Kate and Bridget, and her brother Michael were also amongst the party. Their parents, who are farmers, reside at Coolnacoonagh. It is unnecessary to say that they are respected and prosperous. The family are very respectable, and the utmost sympathy is felt for the grief-stricken parents. Their case is singularly painful. Patrick Lyndon, aged about 25, son of a farmer living at Kalfedogge, and his sister, Mary Lyndon, aged about 19. Tom and Michael Bovamizer, aged respectively about 21 and 24, sons of a farmer residing at Sallyglen. The Bovamizers are described as young men of fine physical development. Tom Glazier, 20, son of a caretaker employed by Mr Goodman Gentlemen. Willie Naughton, aged 20, residing near Tarbert. Johanna McGrath, aged about 22, daughter of a farmer residing near Glin. Hanora Fitzgerald and Hanora O'Sullivan, residents of Tarbert. Richard Allen, labourer in the employ of Mr Kelly, Tarbert. John Holly, aged 20, Coolnacoonagh, farmer's son.

Miss Holly further stated that the parties, with the exception of the man Murphy, were young, their ages ranging from about 17 to 25. They were all of the ordinary respectable class. In conclusion, Miss Holly expressed her heartfelt grief at the sad affair, and her sympathy for the parents and friends of the ill-fated excursionists. The Shannon is noted for the many accidents which have occurred between Tarbert and Kilrush and for the few bodies ever recovered. In 1839 the schooner George was anchored in Tarbert

CELTIC PETTY SESSIONS—YORKSHIRE.

Before Mr J B Irwin, R.M. (in the chair), Mr Jones, R.M.; Zachary, Miles, Mr G W Bassett, Mr Robert McRobson, Mr W F O'Grady, Alderman Gaffney, Mr John Guinane, Mr Maurice Leishan, Mr James O'Mara.

Private Wm Kennedy, of the Manchester Regt, was charged by Head-Constable McBrien at the suit of the Military authorities with making a false attestation. Sergeant Lambick, of the Manchester, deposed the defendant enlisted under a wrong name and stated he was not married. It has since been ascertained that he is married. Captain Willoughby, Godtha gave the prisoner a good character, adding that the Military authorities did not press for heavy punishment. The accused, in reply to the Bench, stated he enlisted under the circumstances because of want of work, he was circumvented to go for fourteen days.

Thomas Hoare, charged by Sergeant Sherwood, Collooney street, with assaulting Mr Craigh, was remanded in custody, the injured man not being able to attend.

Pat McRihill, Cornwallis street, was charged by Constable McNamara with setting fire to rooms occupied by himself, his wife, and her mother. The accused came into the house drunk and turned out his wife and her mother, when it is alleged he set fire to the house.

Constable Farrell charged a man named White with intimidating the women against prosecuting Malvinah. Sergeant Cully gave evidence of previous records against the prisoner. Both were committed to gaol for two months in default of bail.

Michael Costelloe was charged by Constable Farrell with drunkenness and resisting arrest. Prisoner threw himself on the ground, and some civilians assisted the police in taking him to the lock-up.

Mr Irwin remarked it was very satisfactory to hear that civilians resisted the police. The prisoner—I was stupidly drunk. Alderman Gaffney—That does not excuse you. Sergeant Sheridan—He is a very bad boy. For the assault on the police two months' imprisonment was imposed, and an additional month in default of a fine for drunkenness.

Patrick Ryan was charged by Head-Constable McBrien with the larceny of three hammers, the property of James Kaleigh, nail maker, Nelson street. Mr Connahan appeared for the defendant. Evidence of identification of the hammers was given by Kaleigh and a man named Donovan, who also stated that he saw the defendant in the vicinity of Kaleigh's house on the occasion in question.

Tom O'Halloran, a nailer in the employment of the defendant, swore that one of the hammers produced was the defendant's property, and witness had worked with him for a year and a half. Mr Irwin said the magistrates had a doubt about the matter, and the prisoner was entitled to the benefit of it. They would, therefore, dismiss the case.

Wm Bannahan was charged with the larceny of forty-two bags from the stores of Messrs Bannahan. The accused was employed as a carter by the firm. Head-Constable McBrien presented, and Mr S Hastings, solicitor, defended. Sergeant Hoar deposed that from information obtained he went to Arthur's Quay, where he had reason to believe a sale of bags was to take place. He found the bags on board a turf boat lying at Arthur's Quay, and they were deposited there by the prisoner, who was carrying coal. A turf-boat man named Mulcahy stated that the bags were brought to the boat by the prisoner, who wanted him to buy them, but witness would not.

The accused pleaded guilty to having taken the bags to the boat, but stated he was instigated by another man to take them. Mr Hastings asked the magistrates to deal as leniently as possible with the case. The accused up to this was a man of good character. The majority of the Bench decided to inflict a sentence of fourteen days' imprisonment.

On the application of Mr Jeremiah McCarthy, solicitor, the licence held by Mr P M Sweeney for a house in Mary street, was transferred to Mr J Dineen.

Thomas Brittan, a person of gentlemanly appearance, and described as a representative of Stubbs and Company, an association for the punishment of fraudulent traders, was prosecuted at the instance of Detective-Constable Leavelle, for having a revolver in his possession without a licence. Detective-Constable Leavelle deposed that he was on duty at the Limerick terminus on the evening of the 25th ult; the defendant arrived by the last train from the Junction; from information received witness accosted him and inquired if he had firearms in his possession; he handed him the revolver (produced); witness asked him if he had any authority for carrying it, and defendant replied he had not, that he had got it that morning from his father-in-law in Kilkenny, and was going home to Cork; he asked the defendant if he had any ammunition, and the latter handed him three rounds. He then brought him to William street barrack, and having been brought before Mr Irwin he was discharged to be summoned.

The defendant stated he had only got the revolver that morning, and he was proceeding home to Cork, where he presently resides; he intended taking out a licence in Cork; and he had since got one; he was representing the Mercantile Association; he was aware he should not have carried the revolver, but he did it thoughtlessly.

Mr Jones said he had no doubt as to the defendant's respectability, but that was all the more reason why he should know he was acting wrongly in carrying the revolver. The defendant was fined 20s and costs.

THE BURNING OF MESSRS BOYD'S. The Corporation summoned Messrs Boyd and Co, and Mr Woodhouse, whose premises were recently burned for the purpose of obtaining an order obliging them to take down the walls which were at present dangerous. Mr Holliday stated that a contract had been entered into for the restoration of the premises. Up to the present it was impossible to venture into the place.

Mr Irwin observed that only for Mr Holliday the destruction would have been much greater. Mr Connolly said Mr Holliday's courageous conduct on the occasion was a matter of public notoriety. Mr Holliday said if the oil store had caught fire he would not have been there to-day. Mr Connolly said the Corporation were only doing their duty in asking for the order. The magistrates made the necessary order. The court adjourned.

EMIGRATION TO CANADA. IMPORTANT APPOINTMENT OF A TIPPERARY GENTLEMAN. Sir Charles Tupper, High Commissioner for Canada, at the request of the Canadian Government, is sending out to Canada a number of gen-

KILMALLOCK BOARD OF GUARDIANS.

(FROM OUR CORRESPONDENT.)

The usual weekly meeting of this Board was held on Thursday, Mr John Carroll, V.C. presiding. The other guardians present were—Messrs ECTownsend, J.P., M Miller, J.J O'Sullivan, J.P., P.J Walsh, J.Quade, J.Pender, J.J O'Callaghan, D.McGrath.

STATE OF THE HOUSE. Remaining on Saturday, 7th inst, 363; admitted, 52; died, 1; born, 0; discharged, 50; remaining, 363; corresponding period last year, 338.

FINANCE. Lodged, £100; paid, £145; balance in favour of the guardians, £1,439; weekly cost outdoor relief, £72; general average cost, 2s 7d.

Mr Coll, V.C. reported that a dog apparently suffering from rabies ran through the town, and after a careful examination he came to the conclusion that the animal was mad.

Mr J.J O'Sullivan said that a young man named Johnny Grady behaved very bravely on the occasion. He kept following him from first to last, striking him with stones. The rabid animal would have done harm but for "Johnny," as mentioned in a report of the matter published in the papers. He asked if he was entitled to anything from the board.

Mr Miller, in support of it, voted 5s. It was a brave act of the young man to prevent harm. Mr J.J O'Sullivan concurred. The sum mentioned above was allowed subject to the sanction of the Local Government Board.

THE LATE LABOURERS' ACT INQUIRY. The Local Government Board wrote in reference to the application made by Mr W.F O'Shaughnessy, solicitor, Charleville, for costs in respect of his opposition on behalf of owners and occupiers of land, to portion of improvement schemes made by the Kilmallock Board of Guardians, under the Labourers' Acts. On full consideration of the circumstances of the several cases included in the Bill, the Local Government Board decided not to allow costs against the guardians, except in ten cases, and they amounted to £7 7s.

THE RATE COLLECTORS AND THE SEED RATE. In pursuance of an order of the board asking the collectors to attend before the board to-day, Mr Martin W Carroll, one of the collectors, said he had made several seizures since this day fortnight, and had four men employed. He was successful in a good many cases, but in one case he made a seizure which was a rather a pitiful one. The children in the house were sick in bed, but he had no alternative but to do his duty and seize a cow. He was proffered 10s on account, and asked the guardians' opinion as to taking it by instalments.

Mr Miller—We will leave the matter in your hands, Mr Carroll. Mr M W Carroll (collector)—There is a man on whom I seized for the rate, and he served notice on me that the crops sown are not his. I will sell the property no matter who owns it, and get my money.

Mr Carroll's collector was looked through, and was found satisfactory. His total outstanding poor rate is less than £100. A second collector, Mr M J Ryan, said he did his very utmost to collect the seed rate and failed. He was out two days with two bailiffs, and failed to get anything, although put to pretty heavy expense in the matter. There is, he said, scarcely any oats in his district, and whatever is there is not yet out. The Ensligheannan Division was the poorest he had, and the greater part of the seed rate is unpaid there. He had four men engaged for last Monday to make seizures, but they could not come, being out with another collector for some days, and he (speaker) could not get the men before next week. He could get no other men in the locality.

Mr Townsend asked if men could be got in Mitchelstown. Mr Ryan said that was outside his district. He had done his best to collect the rates. Mr Miller—I don't think, Mr Ryan, that the guardians will put extra duty on you, but Mr Martin Carroll (collector) has done a good deal since this day fortnight. I know places Mr Carroll was afraid to touch, and where there was a combination not to pay. It was broken up and he was paid the seed rate.

Mr Ryan—I have issued altogether between 50 and 60 summonses, and have got decrees against the defendants. I am at the loss of the costs in 20 or 25 of them, and have had to pay it out of my own pocket.

Mr Miller considered that proceeding by civil bill was not the right way. The warrant which the collector held was more powerful in this way, and he thought it the easiest and best way of recovering the rate.

Mr Ryan—I cannot get these men until the week after next. I ask for time till the 15th September, as I cannot get the writ, but by that time I will have some good done.

Mr Pender—That is the least you ought get. The third rate-collector, Mr H.P Ryan, stated that he seized in many places. In Killeely he seized a crop and offered to pay two men 21 to stop there, and they refused.

Mr Townsend—We are the only Union that cannot collect the seed rate. In the Mitchelstown Union it is nearly all collected.

Mr M J Ryan—Excuse me. All in Mitchelstown were secured.

Mr McGrath—Look at the fact that got it there. A notice to quit was proposed as being the best way to compel the parties to pay the seed rate.

Mr M J Ryan—What do you propose, Mr Miller? A Guardian—It was proposed to raise the rent here some time ago by 1s, but it was not carried out.

It having been shown that one of the collectors had practically collected all the seed rate in his district, the Board unanimously reported that as the other collectors had repeated their inability to collect it, notices to quit be forthwith served on the tenant of each cottage who is in arrears. The Board adjourned.

THE CAPITAL OF IRISH RAILWAY COMPANIES. Official statistics show that the total capital of railway companies in Ireland (exclusive of light railways) was at the end of the last year close on 424 millions, of which £39,562,961 was accounted for in shares and stocks. The light railways add £1,621,000 of authorised capital to this total, and the amount to be contributed from the public funds under the Acts of 1889 and 1890 is returned at £206,390, the largest sum being £15,000, for the 19 miles of the Donegal and Killybegs Line, £116,000 for the Stranorlar and Glenties Line of 94 miles, and £181,400 for the Westport and Malinbeg road of 18 miles. The total receipts of the companies from all sources were £3,177,751, of which the Great Northern took 476,079; the Great Southern and Western £312,753; and the Midland Great Western £315,336. The Great Northern working expenditure was £302,497, or 80 per cent of the receipts; the Great Southern and Western, £242,133, or 54 per cent of the receipts; and the Midland Great Western, £256,435, or 50 per cent of the receipt. The

A HOLIDAY IN THE SOUTH.

The train from Cork approached to cross itself up to the level of the Youghal line, in a sinuous and zig-zag way, which was disagreeably suggestive of our being spilled out upon the houses beneath, to the great detriment of their honest inhabitants. Chubby on the right rolled. The pleasant waters of the river Lee, sparkling in the sunshine, and ploughed by full many a noble ship, while fussy little steamers went their busy way in a state of intense perspiration and puffiness, and white-winged sail-boats glided gracefully about. What a difference this from our Shannon—Spencer's "mighty Shannon, bowing like a sea!" The Shannon is, unquestionably, the most dismal river I know of, and its sadness is aggravated, if not actually caused, by its great size. I suppose it is its inordinate, not its fault; but if ever a river suffered from acute melancholia, the Shannon is that ill-fated patient.

But by this time we have gained the high level, and are bowling along merrily through the exquisitely picturesque neighbourhood of those suburban stations—Tivoli, Duncastle, and Little Island. I sometimes wonder whether those wondrously fortunate people who have the felicity of living in those lovely villas on the lowing, softly-wooded banks of the Lee, when they go on their holiday trips in search of change,—I say I wonder whether they carefully look-up the most burly, bald, repulsive and deserted wilds that can be found,—and there revel and dissipate in the enjoyment of ugliness. If that be so, let them apply to me, and I think that I have, as the showman would say, a stock of places on hand calculated to suit all ranks, up to Elysium itself. We presently got to the Junction, whence a fine branch off to Queenstown. Many people, I think, do not know that Queenstown is situated on an island. The railway to it, soon after leaving the Junction, spans the intervening estuary of the Lee by metal bridges, the lattice-work of which makes a curious rhythmical sound as you pass them.

Once past the Queenstown Junction, we pursued a bucolic and countrified career on our way to Youghal. Middleton—which seems to be a flourishing town, and very much in the distillery or milling line of business, to judge by its display of chimneys—is about half-way on the journey. Soon after passing the little village of Killeagh—a most picturesque place, where there is a most charming wooded demesne—you begin to be conscious of outlying indications of the vicinity of Youghal. The grey horizon of the sea opens on your gaze, and presently you see "Capel" Island, with its abortive lighthouse cutting the evening sky. The local and popular pronunciation is "Cable" Island; but as far as I know, it appears that all these are corrupted attempts to Anglicize the Celtic word "Coppal," or "Coppal." (I am no Celtic scholar, which signifies a horse, to the back of which animal the outline of the island suggests a resemblance. It is some six or eight miles from Youghal, and is reported to be inhabited exclusively by rats. A little further on, and you see the riddle ranges, or butts, or whatever their technical name may be, with parties of (apparently) toy soldiers like the tin ones of your childhood—firing silent little puffs of smoke at things near the sea with one black eye which you can just discern, while at uncertain intervals a bugler is moved to study the doctrine of harmonies on his instrument, and men holding flags display much agitation.

In a very few minutes more you reach the terminus at Youghal, after pursuing your last six or eight hundred yards in wonderful proximity to the modest back-yards (or "door-yards" as the Americans phrase it) of a row of modern houses built for the accommodation of sea-side visitors. These visitors are literally and emphatically sea-side. The houses are built so very close to the water that the winter billows, after playfully annihilating several stout walls that have been erected as a mild hint that their visits were not exactly acceptable, have rudely opened the doors without knocking, and made things, no doubt extremely uncomfortable for the rats, mice, and cockroaches, who constitute the inhabitants of these lodges during the shattered months. The terminus, lately built, is a neat and pretty one. The exigencies of the situation compel it to be at a considerable distance from the town; but buses and cars in abundance await each train. As you drive in to your hotel, you have the wide mouth of the lovely Blackwater fringed by rocky cliffs at your right, while the horizon of the Atlantic, a few dim miles in the twilight behind you. Wondrous, awful rocks! I see you indeed the eternal substance, and we who rustle in drive past, the shadow? There is one particular rock beneath that cliff beyond the lighthouse that I have, as one may say, identified with my life. I looked at it, an infant in a nurse's arms ere yet these eyes had seen little else; I looked at it a Sunday afternoon, when all Youghal takes a walk out to "Clay Castle," held by the hand, a curly-headed child, by my hugely big grandfather; I looked at it many a sunny morning when, in company with a band of lawless school-boys I took reckless horders into the sea under the light-house; I looked at it with the grave and saddened eyes of manhood and trouble,—but how stolidly unchanged it is!

Away with morosity! here is the gate of my hotel. My hostess and all her dogs—(I could very easily write a whole letter about them) are awaiting my arrival. They give me a hearty and noisy welcome—(the heartiness applying to my hosts, the noisiness to the dogs)—and so I bring myself and my readers on to Youghal.

VASA.

THE WEATHER AND THE RAILWAYS.

"It is not surprising," says the Times, "that the very unusual meteorological history of the spring and early summer of 1893 should have left its mark on the railway working of the first half of the year. Those lines have done best which have the largest proportion of passenger traffic. The London and South-Western, the London, Brighton and South Coast, and the South-Eastern, each show an increase of 1 per cent in their rates of distribution. The London, Chatham and Dover is an apparent exception to the rule, but the reduction in the dividend in this case is due to the sum brought forward being about £30,000 less than that available a year ago. It is usually possible to earn increased passenger revenue without much increase in expenditure, for the obvious reason that the chief difference between good and bad passenger traffic is that trains are run with their carriages full in the one case, and half empty in the other. The cost of running being the same either way. The South-Eastern, we notice, has succeeded in earning £26,000 more, and spending £7,000 less, chiefly because it has spent considerably less in coal. This is a source of saving which will be available to the company some while longer, as the coal strike, even if it results in causing a rise in the price of fuel, will not affect railway coal contracts yet. On the whole the results of the half-year, though, considering the state of trade, they are no worse than was to be expected, cannot be called good. In order to be convinced that this is so, it is only necessary to compare the amount now distributed with that divided for the first half of 1891, when the North Eastern Company paid 6 per cent. The total sum then paid to holders of ordinary stocks was £4,596,000 against only £4,074,080 paid for the past half-year."