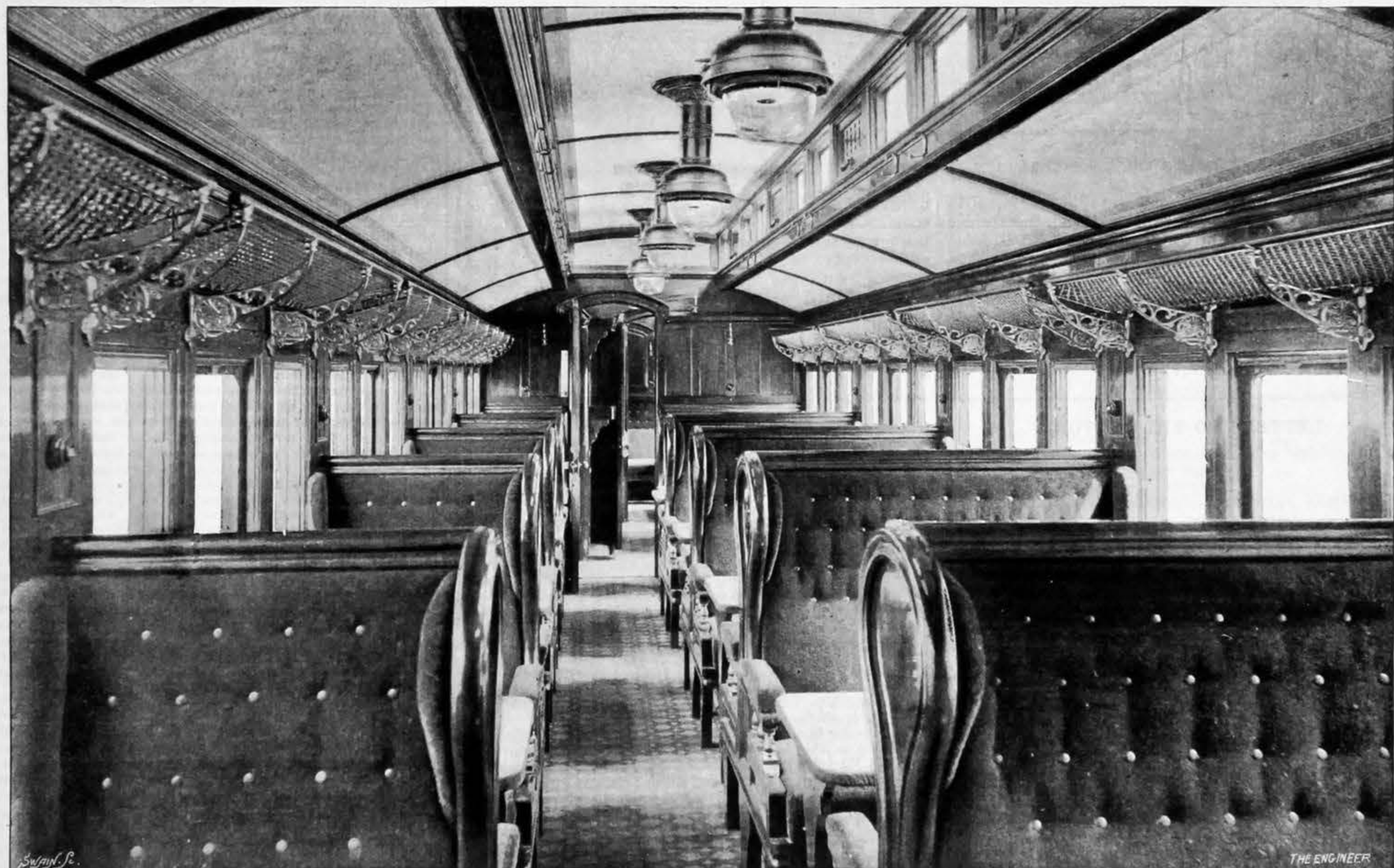
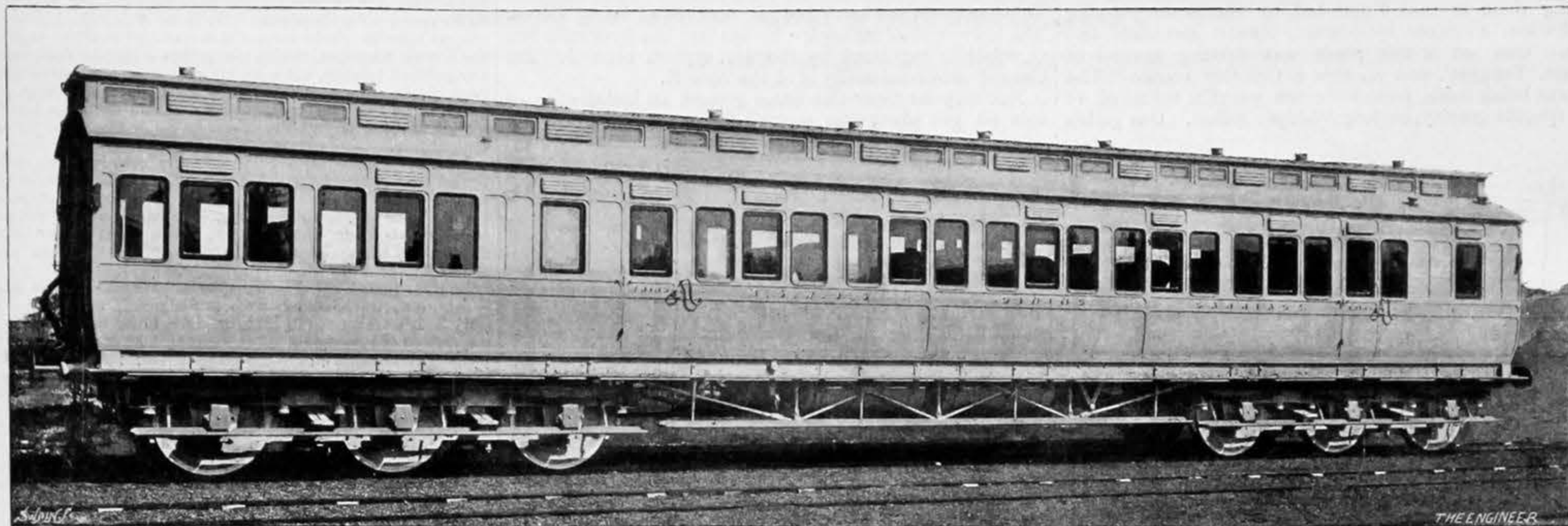


THIRD-CLASS DINING CARS—MIDLAND RAILWAY



NEW FIRST AND THIRD-CLASS DINING CARRIAGES ON THE MIDLAND RAILWAY.

THE Midland Railway Company, which was the first to allow third-class passengers to travel by all trains, is just about to make further provision for their convenience and comfort. Commencing on Monday, July 3rd, the Midland Company, in conjunction with the Glasgow and South-Western Company, will place on the Scotch service additional afternoon expresses, which will run between London (St. Pancras) and Glasgow (St. Enoch), starting from each end at 1.30 p.m., and serving Leicester, Nottingham, Sheffield, Leeds, and other towns *en route*, and giving connections with some of the principal centres in the West of England, Lancashire, &c. To these trains will be attached specially constructed dining carriages, one of which will be for the use of first-class, and the other for third-class passengers. Luncheons, dinners, teas, and other refreshments will be served *en route* in the best style at moderate charges, as will be seen from the following tariff list:—Luncheons: served from 1.30 to 2.30 p.m.; first class, 2s. 6d.; third-class, joint luncheon (inclusive charge), 2s. Also *à la carte* at buffet charges, as per daily bill of fare. Teas: served from 4.30 to 6.0 p.m.; pot of tea with roll and butter, 6d. Other viands at buffet charges, as per daily bill of fare. Dinner (Table d'Hôte): served at about 6.30 p.m. in each case; first-class, 3s. 6d.; third-class, 2s. 6d.

The carriages, which have two six-wheeled bogies, are constructed with steel underframes, oak body frames, and paneling of Honduras mahogany. They are 60ft. long, 8ft. wide, and 6ft. high at the doorway, and have a clerestory roof throughout, 8ft. 6in. high, with lights and ventilators at each side. Each carriage weighs thirty-three tons. Communication is established between the first and third-class carriages by means of a flexible gangway for the use of attendants only.

The first-class carriage contains a general saloon with twelve seats, a smoking saloon with nine seats, two lavatories, a luggage compartment, pantry, and kitchen. The interior of the saloon is finished with American walnut, and the ceilings

are richly painted and decorated. The seats are upholstered with crimson morocco leather; they are arranged transversely at either side of a central gangway, so that there is a separate seat for each person. The tables are removable, and can be readily fixed between each pair of seats before the dinner is served. Electric bells are so arranged near the tables that passengers may call the attendants without rising from their seats. The pantry is fitted up with cupboards for glass, table linen, provisions, wines, &c., and also contains a sink with hot and cold water for washing crockery and glass. In the kitchen—which serves both carriages—is a large cooking range and boiler, heated by gas, a refrigerator and carving table. Cooking can be done in the kitchen for sixty persons at one time.

The third-class carriage is of the same size and construction as the first-class, but the dining saloon will hold thirty, and the smoking compartment thirteen persons. The interior is upholstered with crimson plush rep. It also has two separate lavatories, luggage compartment, attendant's room, and pantry. The gangway in this saloon is a little out of the centre to admit of double seats on one side and single seats on the other. In the pantry and attendant's compartment of the third-class carriage are more cupboards for crockery, provisions, &c., a boiler, hot plate for keeping dishes warm, a grill for chops and steaks, and another refrigerator. The carriages are lighted by compressed oil-gas, heated with hot water pipes, and fitted with the automatic vacuum brake. The increased comforts which the Midland Company has once more placed at the disposal of the third-class passenger should result in a large increase of the traffic over that line. To pleasure travellers and tourists between Scotland and England the prospect of these new privileges will surely be hailed with satisfaction, whilst to the commercial man, whose business engagements often deny him an opportunity of taking his lunch before the trains leave, the fact that he can eat his meal at leisure and in comfort *en route* will be an immense boon. The Midland Railway Company is, however, not the only one to study the third-class passengers. Very similar carriages are being provided on the East Coast route, of which we hope to publish illustrations and a description in our next impression.

THE SIBERIAN RAILWAY.—The eastern portion of the Siberian Railway, ending at the river Amur, has been completed.

THE GARDENING AND FORESTRY EXHIBITION, EARL'S COURT.—The forestry section of the Exhibition is now fairly complete, and nearly all the exhibits promised by official bodies and private individuals are now *en evidence*. Among them will be found a most interesting consignment from Balmoral, lent by the Queen, as well as a vast number of examples of what may be termed the curiosities of forestry, illustrating abnormal growths and eccentricities of tree life. Other exhibits set forth the varying effects on timber of salt and fresh water, and the ravages of insects.

NAVAL ENGINEER APPOINTMENTS.—The following appointments have been made at the Admiralty:—Fleet engineers: George Rigler, to the Cordelia, to date June 19th; Edward Norrington, to the Undaunted, to date June 21st. Staff engineer: Thomas H. Hyde, to the Iron Duke, to date June 20th. Engineers: Charles J. Huddy, to the Blenheim; Sidney A. Houghton, to the Indefatigable; Mark Blakeman, to the Latona; William H. Pippett, to the Iris; Henry St. C. Baldwin, to the Benbow; and John J. Carey, to the Andromache, to date June 19th; Henry T. Yeats, to the Landrail, to date June 29th; and Frederick P. Smith, to the Pique, to date July 5th.

DEATH OF MR. SAMUEL CARRICK. — On Tuesday evening June 20th, a large number of sympathising friends met at Euston station, London, to record their sense of the deep loss sustained by the death, and to pay their last tribute of respect to the remains of the late Samuel S. D. Carrick, who, for the past nine years had served as superintending engineer of the Shaw, Saville, and Albion Steamship Company, and the White Star Line, gaining the respect, esteem, and goodwill of all with whom he came in contact. Apart from business, he was highly esteemed and valued for his social qualities by an extended circle of friends. Mr. Carrick was present at the dinner of the Institute of Marine Engineers, of which association he was a valued and well-known member, on the 7th June, and directly after taking his seat he was seized with a fainting fit, induced possibly by the heat he has been suffering from of late. He was at once removed to King's College Hospital, adjoining Holborn, whence after being treated for a few days, and being considered well enough to justify the change, he was taken home to his relatives, and appeared to be progressing favourably till Saturday evening, the 17th June, when he suddenly passed away, to the deep grief of his sisters and brother, and the universal regret of all who knew him. Mr. Carrick's body was conveyed to the Necropolis at Glasgow for interment.