

RAVEL, according to Madame De Staël, is one of the "sad pleasures" of our life. But if the gifted author of "Corinne" were alive to-day, she would have to revise that

opinion. Whether on steamer or on railway, the traveller is nowadays made as comfortable as modern art and skill can invent; and, as a consequence, everyone travels.

In the following pages an attempt has been made to record the various results obtained by the Midland Railway, the Cunard Line, and the South-Eastern Railway, in the direction of what one may term "travel luxury." The efforts of other companies will be noticed subsequently.

I.—ON THE MIDLAND RAILWAY.

BY FREDERICK TALBOT.

ALTHOUGH it was in 1859 that the Pullman car was first initiated in America, it was sixteen years later before it made its *début* upon our railway system. Sir James Allport, who was then General Manager of the Midland Railway, became acquainted, during his visit to the States in 1872, with the late Mr. George Pullman, the inventor of the car that bears his name. At that time little provision was made for the comfort of the passenger on British railways. In the Pullman car Sir James Allport recognised the innumerable benefits derived from such a carriage, and saw how much it would be appreciated if introduced into this country, so he determined to inaugurate it upon the system under his control. He entered at

once into a contract with the inventor, and in 1875 the first vestibule train in England was launched from the Midland Railway Company's works at Derby, having been constructed under the supervision of Mr. Pullman's own engineers, who were despatched especially from America to Derby for the purpose. It was attached to the Scotch service and met with wide popularity. In the succeeding year this enterprising company followed up their success with several sleeping cars, *à la* Pullman. This innovation completely revolutionised railway travelling in this country, just as it had in America. In a very short time the remaining railway companies followed suit with dining-room, buffet, drawing-room, and various other cars.

Probably no other railway in this country is so considerate as the Midland for the comforts and ease of the travelling community. "The tendency at the present day," they say, "is to travel as cheaply as possible. Therefore we must encourage people to travel third class, and we can only do this by making them as comfortable as possible and giving them the utmost for the third class fare."

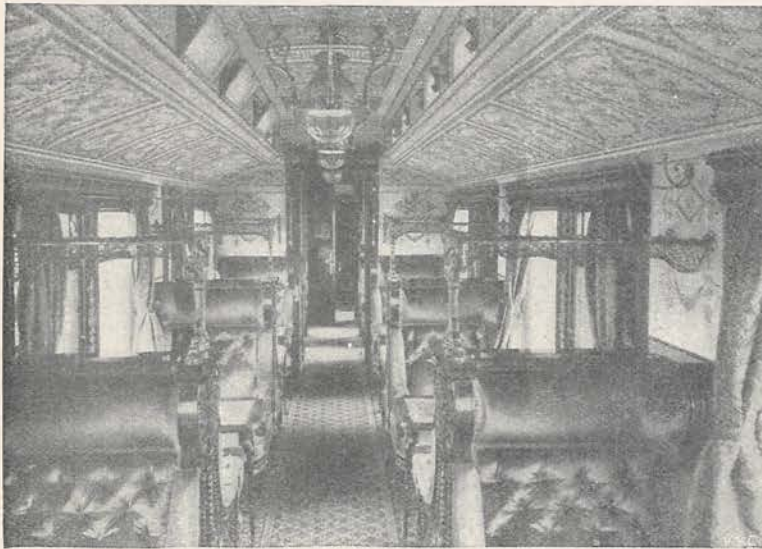
Out of 980,339,433 passengers who travelled upon the various railways of the whole country in 1896, no less than 888,604,153 availed themselves of the third class compartments, bringing in a united revenue of £24,780,290.

It was a bold and revolutionary move on the part of this company when, in 1875, they completely abolished the second class carriage from their service. The *raison d'être* of this

radical reform was because the number of passengers who utilised second class carriages on long distance routes was infinitesimal, and did not warrant the inclusion of this intermediary class of carriage, as it only added unnecessary weight to the train. Besides, while the second class carriage was in existence, no room was left for improvement in the third.

The outcome of the policy of abolishing second class carriages on the Midland, which was severely criticised at the time, has been that third class traffic has considerably increased. In 1896 the company carried 44,496,220 passengers by this class alone, resulting in an income of £2,024,472. The comfort of the third class passenger is

land was concerned, the public did not greet them with the enthusiasm that was expected. This was probably due to their being the result of American ingenuity. The company thereupon ceased to build further Pullmans, and constructed corridor trains after their own designs, prepared by their own engineers, at their own extensive works. Their magnificent "Palace" car, of which we give an illustration, runs between London and Manchester, and is probably the finest corridor car upon any public railway in the world. Everything possible to render the monotony of travelling a pleasure has been brought into requisition with the greatest effect. The seats are upholstered in green silk plush; the woodwork and the



THE "PALACE" CAR ON THE MIDLAND RAILWAY.

considerably improved, till now, at the present day, the third class carriages of the Midland Railway are almost as elaborate as other companies' first class carriages. To encourage those desiring a little more seclusion to avail themselves of first class compartments, the Midland reduced the first class fares to the same status as the original second class. The success that followed exceeded their expectations, and the consequence was that the other railways have gradually emulated their reform, the Scotch railways being among the earliest. Probably, in a few years' time, second class carriages will become enumerated among "the things that were."

Although the Midland was the pioneer in regard to Pullman cars, so far as Eng-

land was concerned, the public did not greet them with the enthusiasm that was expected. This was probably due to their being the result of American ingenuity. The company thereupon ceased to build further Pullmans, and constructed corridor trains after their own designs, prepared by their own engineers, at their own extensive works. Their magnificent "Palace" car, of which we give an illustration, runs between London and Manchester, and is probably the finest corridor car upon any public railway in the world. Everything possible to render the monotony of travelling a pleasure has been brought into requisition with the greatest effect. The seats are upholstered in green silk plush; the woodwork and the frames of the seats, which are fixed at each side of the wide gangway, are carved beautifully in rosewood, and the daintily inlaid tables are of the same material. The clerestory is panelled, and the designs of this, the scroll floral work upon the curved portion of the roof springing from the sides to the clerestory, as well as the designs occupying the space between the windows, are all delicately picked out in relief in pure gold. The illum-

inant employed is oil-gas, as this is found, at present, to be more reliable than electric light. The smoking apartment is upholstered in a maroon silk plush; dainty curtains are looped up to the windows, and a rich carpet covers the floor. I volunteered a query as to the cost of this luxurious car, but my endeavour was futile, for my *cicerone* would only admit that it cost more to construct than any engine upon their line. Therefore, if you know what it cost to build the most expensive engine upon the Midland Railway, you can form an idea of the cost of this car.

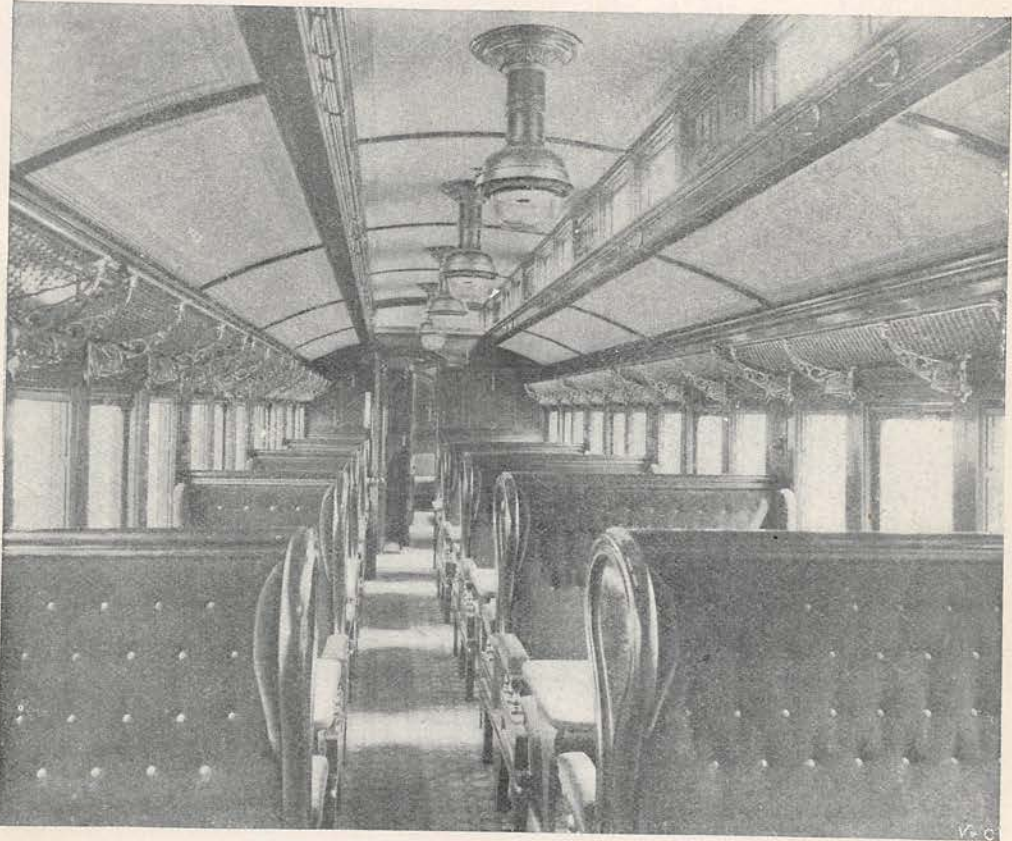
There are several of these luxurious coaches, the next important being engaged upon the Northern service. The upholstery in this car is in maroon morocco leather, with the interior woodwork of Italian walnut.

Although not so lavishly decorated as the "Palace" car, this carriage is still sumptuously ornamented. There is a novel arrangement in connection with the arms of the chairs nearer the gangway of the car. They are constructed upon hinges, so that, when the occupant so desires it, he can fold this arm over out of the way, thus converting his seat into an impromptu lounge.

The third class carriage, of which an illustration is given on this page, is very similar to the foregoing first class car, although the

o'Groats in a few hours, still the Midland have special saloons to meet the exigencies of parties desiring to travel from one spot to another. This carriage is divided into a compartment for the family, another for the servants, with lavatories at one end and a luggage apartment at the other.

But, after all is said and done about the interior furnishing of the carriages, the "permanent way" plays the most important part and, in fact, is the fundamental basis of comfort in railway travelling. Although



THIRD CLASS DINING CAR ON THE MIDLAND RAILWAY.

ceiling is covered with a kind of lincrusta material, and the woodwork is of Spanish mahogany, while the seats are covered with repp. It was the Midland which introduced, in 1892, third class dining cars, an innovation which met with the greatest appreciation.

When the celebrated pianist, Paderewski, was "doing" America, he travelled, lived, and slept in a railway carriage. Although this is not at all necessary in this country, as we can travel from Land's End to John

the line passes through undulating and rugged regions, necessitating many steep banks, the Midland Railway has such an excellent permanent way that the passenger is not nearly so subject to sudden jolts as on other less hilly lines.

And this enterprising company holds its own among the northern lines for quick travelling, though, to maintain this reputation, it runs more trains with double locomotive power than any other railway in the country.

II.—ON AN ATLANTIC LINER.

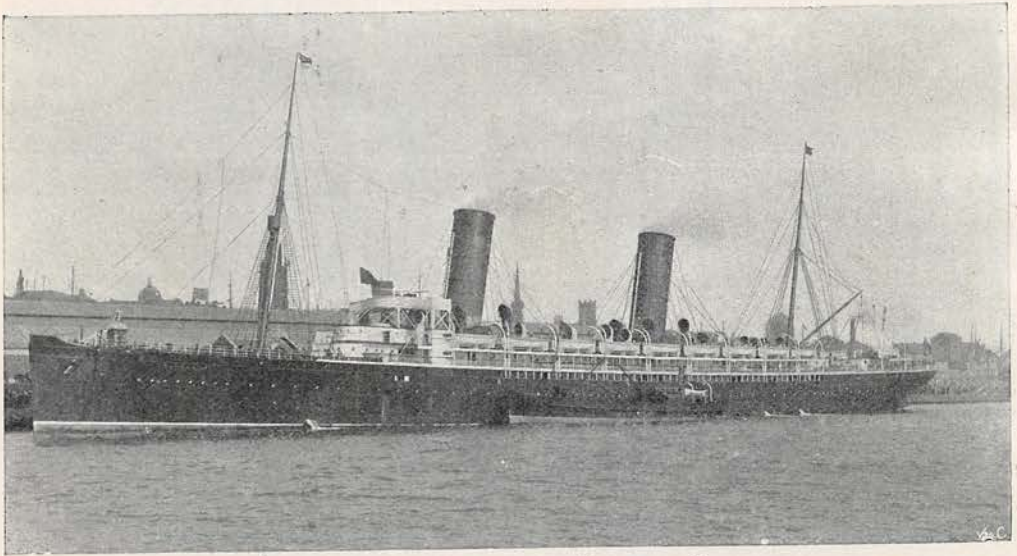
BY CHARLOTTE O'CONNOR ECCLES.

To the wearied dweller in cities there is something peculiarly soothing and delightful in the restfulness of ocean travel. The absence of posts and postmen, whose rat-tat so often means worry, the pure, bracing air, the trifling incidents of daily life on board, all please one because of their novelty.

The dread of sea-sickness, of course, is what frightens many would-be voyagers, but on a huge Atlantic Liner like the *Campania* of the Cunard Line, or her sister ship the *Lucania*, the disagreeable motion is felt comparatively little. Many, indeed, who have agonised on smaller craft and shorter pas-

time for the double journey, with coal and provisions of all sorts, requires an outlay of about £10,000 before a farthing's profit is made, some notion of her size begins to dawn upon the stay-at-home.

Luxury of ship-board accommodation can scarcely go further than on the *Lucania* and *Campania*, which resemble each other so closely in fittings and appointments that what is said of one may be taken also as referring to the other. One important point is their perfect ventilation. In the passages leading to the state rooms are ventilating fans, that force a constant current of fresh air through these regions, and thus to a great extent obviate that nauseating odour of mingled oil, tar, paint, and heated metal



THE CUNARD LINE STEAMER "CAMPANIA."

sages find a journey to New York a pleasure all through. The only drawback on such a trip is that the "ocean greyhounds" are so fleet. They arrive at their destination almost too soon, except, perhaps, for the ever-anxious business man; yet, such are the contradictions of humanity, that, were they slower, passengers who now lament their speed would probably grumble.

Our first illustration, representing a bird's eye view of the *Campania* in its entire length, gives but a faint idea of its actual vastness. To realise this, one should stand by it in dock, and see it towering above one like a monster hotel set afloat by some unknown agency. When we learn that the ship is built to accommodate 1,400 passengers, besides a crew of 400, and that to fit her out each

that composes the ordinary atmosphere of steamers.

The dining room in the first class saloon is an enormous apartment, 100 ft. long by 62 ft. wide, reached by descending the grand staircase, with its panels of teak and frieze of Japanese gold paper. There are four rows of tables running fore and aft. The revolving chairs, each topped by a carved lion, the insignia of the company, present some difficulty to the inexperienced traveller, as, in order to get in or out, they—the chairs—must all be turned the same way. Naturally, like most of the furniture, they are fixed in their places. In rough weather a wooden framework is placed on the table, with receptacles for glasses, etc., which are thus kept from precipitating themselves into the diner's

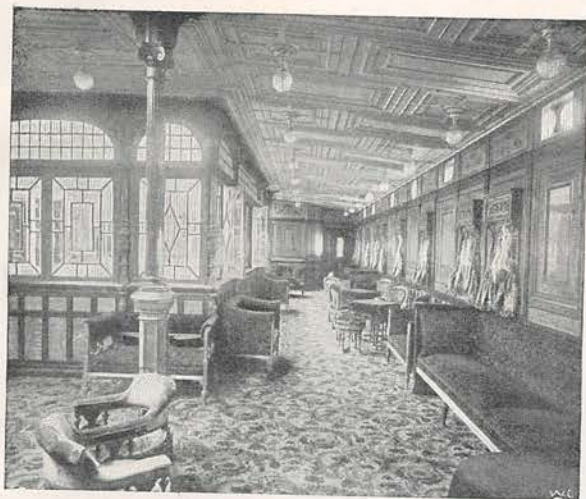
lap, how'er the breeze may blow. The walls are of old Spanish mahogany, and the huge sideboard, twenty-five feet long, is of the

end of the saloon is a grand piano, and in a recess a fine American organ, both instruments being much requisitioned, especially toward the end of each voyage, when a concert is usually got up amongst the passengers and the proceeds devoted to the Sailors' Homes in Liverpool and New York. As there are often well-known artists on board, these concerts are often most successful. The settees, ottomans, and so forth are upholstered in rich velvets and brocades of artistic hue.

Passing through the drawing room, one reaches the library, a room twenty-nine feet in length and furnished in the Renaissance style. Its shape is that of a half-moon, and all round are arranged dainty double Davenport, with ample accommodation for the writing of letters. The bookcases, the lower part of polished amboyna, and the upper of bevelled glass set in mahogany, are filled with popular literature, novels, books of

travel, adventure, biography, etc. The apartment is well lighted by many small square windows of plate glass, curtained with brocade. Nothing attracts more attention than the ceiling, in two shades of ivory white, the electric lamps taking the form of rosettes of beaten copper in the centres of alternate panels.

The smoking room, naturally the masculine



DRAWING ROOM ON THE "LUCANIA."

same lustrous wood. For lighting and ventilating the saloon, there is a central well carried right through the upper and promenade decks, the covering being thick bevelled glass in teak framing, hinged to admit air.

The drawing room is even more attractive, with its arched mirrors, its mantel and overmantel in satin wood, its cosy corners, blue tiled hearth, brass fittings, and soft couches. The prevailing tints are delicate bluish grey and a soft pale terra cotta. The walls are lined with satin wood relieved by cedar moldings. The ceiling of old ivory tint and gold is coffered, and has groups of electric lamps arranged in alternate panels.

The well I have already mentioned occupies the centre of the drawing room, giving the effect of a conservatory. It naturally divides it at each side into a corridor, lined with satin wood and closed off if desired by *portières* of heavy silk brocade. At the other



DINING SALOON ON THE "LUCANIA."

stronghold, is a model of its kind, being some forty feet long, with a bar at one end and situated on the promenade deck. A young couple to whom expense is no object might do worse before furnishing a house than study the colouring and appointments of the *Lucania* with a view to copying them on dry land. What could be cosier, for instance, for Edwin than such a smoking room on a smaller scale and minus the bar? Its bronze dog-grate looks so comfortable, with its dark blue tiles and artistic fittings. The over-mantel is of carved, fumed oak, while the easy chairs and reposeful couches are upholstered in natural pigskin. The furniture and fittings are in the Jacobean style, and all round are snug little recesses where small

Americans are accustomed to a degree of luxury in their hotels and on their railroads to which we are not as yet habituated in this country, and when it is said that they never cease to admire the perfection of the fittings on the most modern of the Cunard fleet, the statement in itself betokens a high degree of comfort. Everything harmonises, everything is appropriate, and the traveller who can find anything to grumble at must indeed be difficult to please.

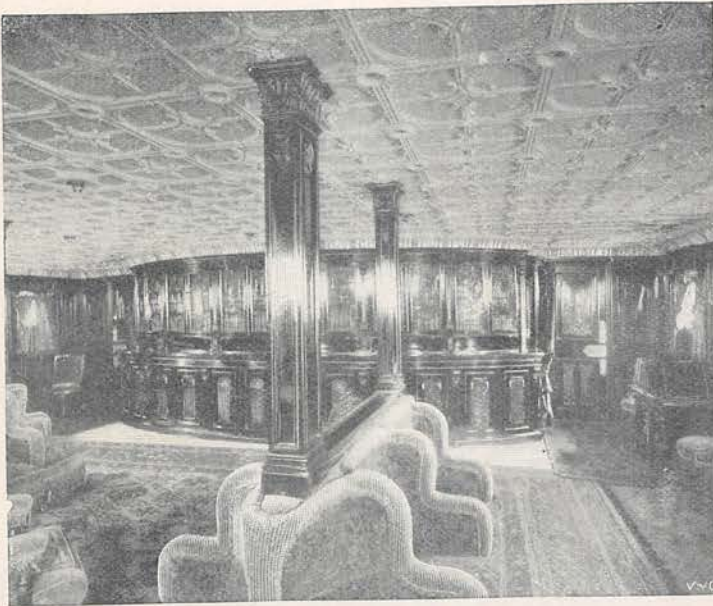
III.—ON THE SOUTH-EASTERN RAILWAY.

It was not many years ago that the South-Eastern Railway was made the universal butt regarding the primevalism of its rolling stock. The badinage was in some degree merited at the time. In 1892, however, the Company awoke from its lethargy, and entered vigorously upon a progressive policy. One of its innovations was a luxuriously-equipped corridor train between London and Hastings, to meet the exigencies of all classes of passengers.

The South-Eastern is confined to the county of Kent and the extreme south-east corner of Sussex, a total mileage of 414 miles. The most distant points upon this railway from the termini

in London are Margate (90 miles) and Dover (76½ miles), and these two towns are easily reached by a fast train from the Metropolis in two hours and a quarter and 105 minutes respectively. It is, therefore, a moot point whether such a palatial train is necessary. However, the public greatly appreciated this acquisition, and the directors of the railway took steps immediately to render more comfortable the passengers upon their Continental service between London and Dover.

In America the sumptuousness and comfort of railway travelling have risen to a fine art. There the Pullman car is held high in public favour, and at the present day



THE "LUCANIA" LIBRARY.

parties may gather to enjoy a pipe and take a hand at whist or poker.

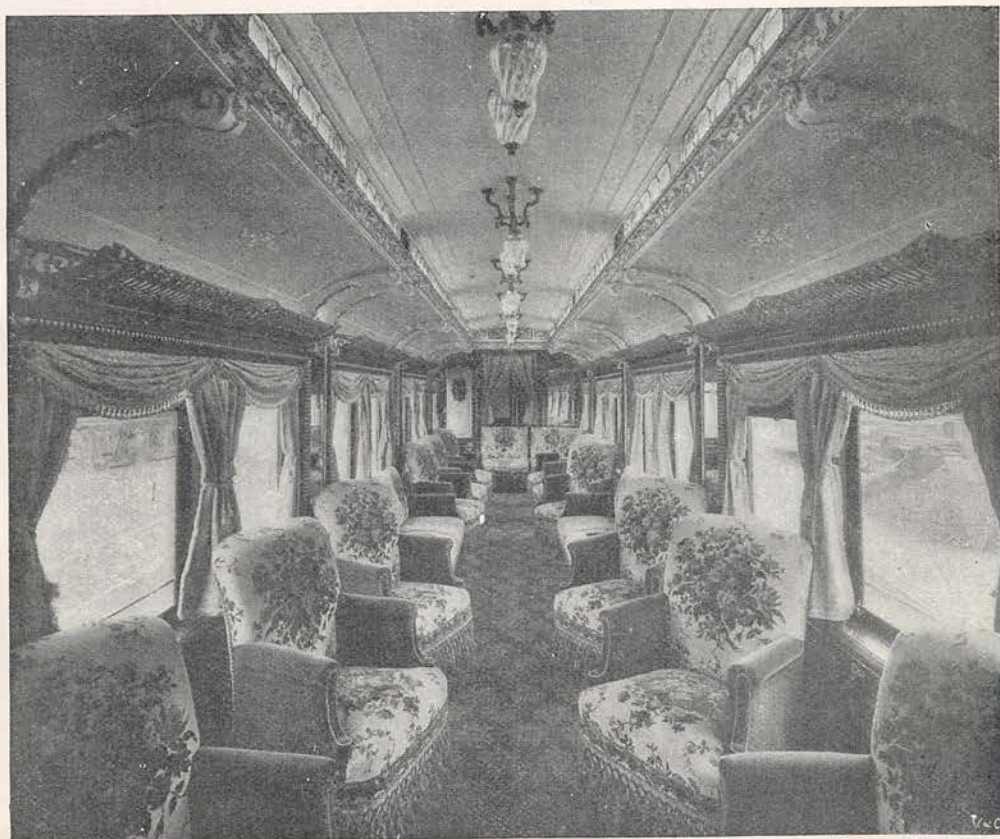
The state rooms are of great variety, from the simplest to the most elaborate. Some consist of an entire suite, bedroom, bath room, and sitting room, but all are carefully arranged with a view to comfort and convenience. Small shelves, racks, trinket drawers, book racks, and so on are provided everywhere, and in the more expensive quarters regular beds supplant berths.

The bath rooms are beautifully fitted with baths of white marble having hot sea water laid on. In fact, all the luxuries of our latter-day civilisation have been accumulated for the benefit of the Transatlantic voyager.

there are over 2,000 of these cars distributed over the various railway systems of the United States. Consequently improvement has followed improvement so rapidly that, at the present day, the trains bear a greater resemblance to travelling hotels, being replete with drawing, dining, sleeping and bath rooms, well-appointed libraries, buffets, and even barbers' shops. But, notwithstanding their gorgeousness, Pullman never built a single car approaching in magnificence the

an engineer of this company, and was first utilised in their carriages. Each car is fitted with independent hot-water heaters, and is illumined with several eight-candle power electric lamps. A novel arrangement of suspending the dynamo underneath the body of the car ensures a constant, steady voltage, independent of the speed at which the car may be travelling.

The interior decoration of the first class drawing room car, of which we give an



From a photo by]

[Wetton, Folkestone.

FIRST CLASS DRAWING ROOM CAR ON THE SOUTH-EASTERN RAILWAY.

latest acquisition to the South-Eastern Railway Company, which cost the fabulous sum of £16,000 for six carriages and two luggage coaches, and is, without a doubt, the finest vestibule train in the world.

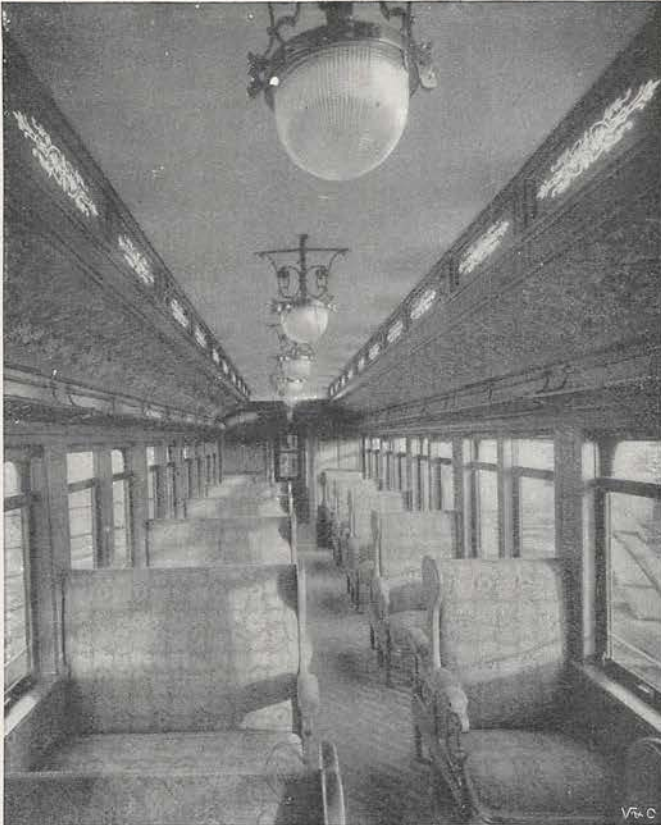
Birmingham was responsible for the production of this resplendent train, constructed from designs prepared by the company's own carriage and wagon engineer. It is equipped with every accommodation, including lavatories, electrical communication with the guard, which, by the way, was invented by

illustration, is most ornate in character. The revolving chairs are upholstered in tapestry, with embossed flowers upon a cream-coloured ground, with facings and sides of crimson plush velvet. The clerestory is covered with Tynecastle canvas, and upon this, as well as upon the panelled ceiling of the side roof, a floral pattern is delicately picked out in pure white upon a French grey ground. The windows are surrounded by a carved and gilded frame, with plate-glass bevelled mirrors between, and they are

tastefully embellished with old gold brocaded silk blinds, looped-up curtains, surmounted above by a festooned valance of pale blue and brocaded silk. There is a pleasant contrast between the designs of each car. Whilst the interior of the foregoing car is in Italian walnut, in the style of Louis XV. period, the buffet car is of Spanish mahogany, in Louis XVI. style, and the chairs and settees are finished in a delicate Gobel green with embossed floral designs. The third class accommodation upon this line to-day competes very favourably with that of the same class upon the other lines. The third class car in the new vestibule train is excellent. Although the traveller has no revolving tapestry chairs, his apartment is still handsomely finished. The ceiling is ornamented prettily, the woodwork is carved wainscot oak; the seats are upholstered in tapestry.

In comparison with other lines it is generally considered to be very slow, but this is not due to the inefficiency of the locomotive power, as the engines are exceptionally powerful and strong, but to the mountainous nature of the

country through which it passes. Upon the short distance of level line running into Ashford upon the Dover branch a speed of sixty to seventy miles is comfortably attained. The worst stretch upon the whole system is between Tonbridge and Hastings, where the road is constantly up hill and down dale, also abounding with sharp and steep S-curves, which retard fast travelling enormously. The new train is exceedingly



From a photo by]

[Weston, Folkestone.

THIRD CLASS CAR ON THE SOUTH-EASTERN RAILWAY.

steady, each car measuring about sixty feet in length and weighing over forty tons, while they are also slung upon bogie trucks, which were first inaugurated, as an incentive to smoothness in running, upon this line.

