

Shop" is the training school for gunners and sappers alike. Then there are the busy works of Siemens Bros., also at Woolwich, and the Port of London Authority has created in connection with its docks large groups of workshops for the repair of vessels entering the Thames. These are now under the management of Harland & Wolff of Belfast. As in other large commercial centres, the Thames still demands engineering works large and small of every class for local requirements.

If the old and well-known shipbuilding and engineering establishments on the River Thames have vanished through the pressure of economic conditions, the industries of those who have maintained an independent existence have been continued on a much larger scale in the localities to which they have migrated. The workmen have, no doubt, in many cases followed their employers. But the great engineering shops of the railway companies which have been established by the companies themselves for supplying forgings, castings, steel rails, locomotives, electric machinery and all kinds of railway material have far more than filled the gap in our industries caused by the flight from the Thames. Although these railway works do no outside trade, and merely supply the companies to which they belong, they cover so wide an area that they cannot be omitted from this survey of our engineering plants.

The London, Midland & Scottish Railway Co. owns the Crewe works, covering 143 acres, 52 of which are roofed in, and employing over 8,000 men. They are probably the largest and most celebrated works of the kind in the world, although Baldwin's in Pennsylvania may in some respects surpass them. These alone of the British railway works roll the steel rails forming the standard permanent way of the Company. The Horwich works, formerly belonging to the Lancashire & Yorkshire Co., erected in 1886, cover 116 acres, 17 under roof, and employ