

besides shops in London and at Exeter and Croydon. The Metropolitan Railway Co. and the Underground Railway Co. of London have their locomotive repair works at Neasden, Ealing and Acton, respectively.

It is now too late to discuss the general policy of the railway companies in the Victorian period as to the erection of these great engineering works. No doubt for ordinary maintenance and repairs a great outlay was necessary, but it is generally agreed that the construction of locomotives, and probably of rolling-stock, and certainly the rolling of steel rails, have been a financial mistake from the beginning. All these products could have been bought outside at less than it has cost the railway companies to make them. It would be interesting to see audited figures, including overhead charges, debenture interest, depreciation and the like, relating to these construction works. They would probably compare very unfavourably with those of outside manufacturing firms.

Dotted up and down the country are many busy and efficient engineering works, shops not only fitted for repairs, but engaged in the production of special machinery required by the leading trade of the town in which they are situated. In Leicester are firms such as the Standard Engineering Co., of which Mr. Frank Pochin is Chairman, turning out shoe-making machines for the town and district. In Nottingham are firms producing lace- and hosiery-making machinery. These are typical of their class, and are not only useful, but necessary and well-managed. In Derby there is Haslam's Foundry & Engineering Co., which has built up a great trade in refrigerating machinery under the chairmanship of the late Sir Alfred Haslam, M.P. In Chesterfield the Chesterfield Tube Co. holds a leading place, as well as the Plowright firm, which has built a very large number of the screening plants used in the Midland and other collieries.