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His Grace the Duke of Devonshire, K.G.

His Grace the Duke of Devonshire, K.G., whose portrait we have the privilege of presenting to our readers, paid a visit to Barrow on Sunday, October 16th, for the special purpose of unveiling the Bronze Memorial Tablet (placed in the Hall of the Central Station) enshrining the names of the Furness Railway staff who gave their lives for King and Country in the great War, 1914-1919. It was a real kindly act on his part to do so, one for which we all of us felt extremely grateful. His Grace is bound to us by so many ties of local association, that we are proud to claim him as one of "ours," and we should have liked to have given him a very hearty British cheer of welcome to our midst, so soon after his return from Canada as late Governor General since 1916. The extreme solemnity of the occasion, of course, forbade this, but on the other hand he had his reward. It was "right and fitting" that he should be there. He came, and it was we who were cheered by his presence. It was we who were inspired and encouraged by the words he spoke. We on our part should remember that those words were spoken at a moment unique in our history, and came from one who has attained a very high position, both as a statesman and administrator in the affairs of the Empire, and from one, moreover, whose utterances and acts were marked by a real sincerity of purpose. As many of our readers are aware, His Grace has always taken a keen interest in the business and development of the Furness Railway. He joined the Board in 1891, and became Chairman in 1908, but resigned in 1915, on his appointment as Governor General of Canada, and now, on his return home, he has honoured the Company by again taking a seat on the Board.

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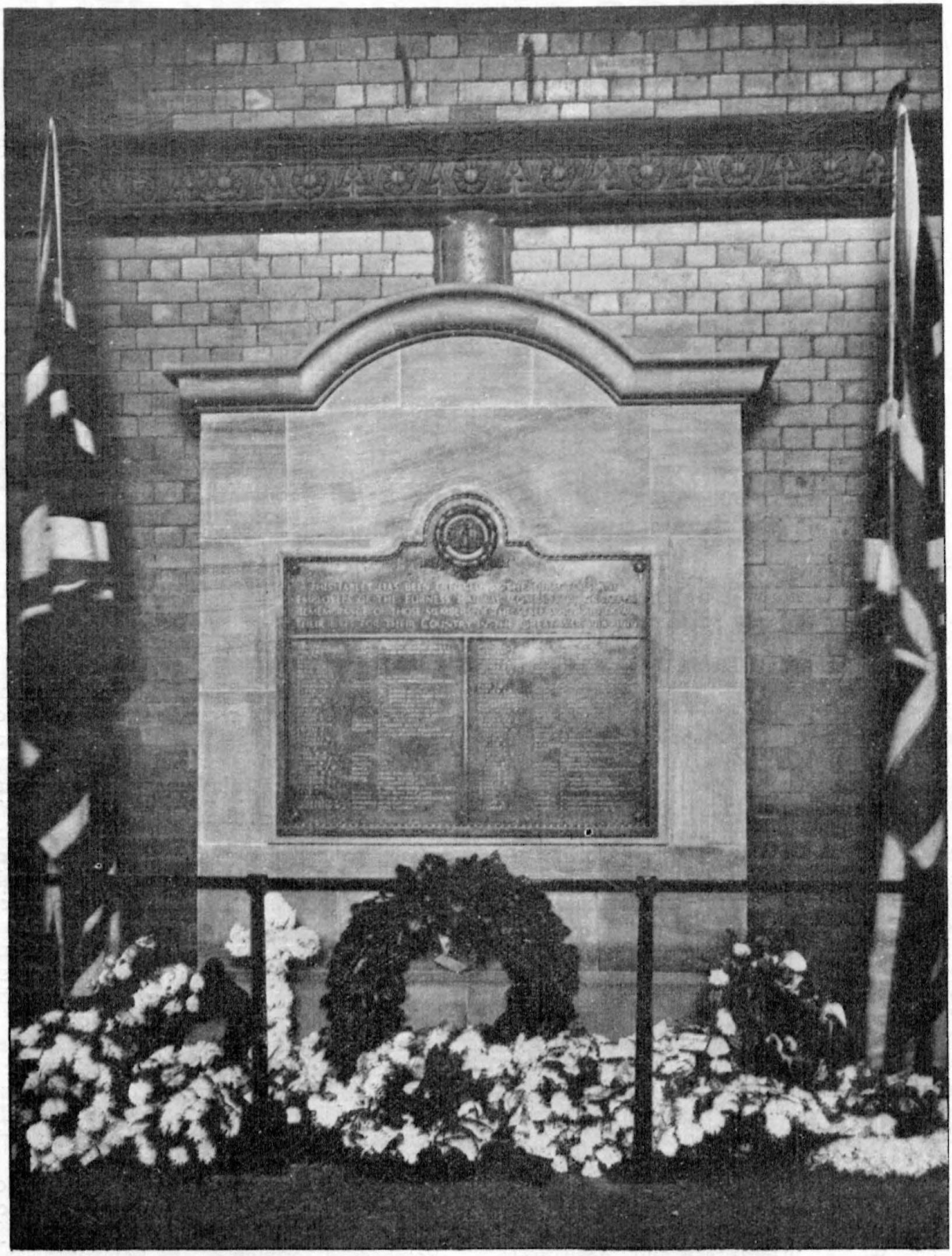
The Furness Railway War Memorial.

The service at the unveiling and dedication of the F.R. War Memorial on Sunday, October 16th, 1921, at the Barrow Central Station, will long be remembered by all who were present on the occasion. Special facilities were provided by the Company to accommodate relatives and friends of the men who had fallen, and any member of the Staff who wished to attend, the result being that the spacious Booking Hall was completely filled with Railway men, thoroughly representative of every Department and section of the Furness line; in fact, so large was the number that many had to be content with a place on the platform.

Amongst those present were Mr. Myles Kennedy (deputy Chairman), Lord Richard Cavendish, Mr. J. Mure Ritchie, and Col. Jackson (Directors), Mr. Alfred Aslett, J.P. (formerly Secretary and General Manager), and all the Officers of the Company.

Punctually at 3 o'clock the procession of choristers and Clergy, with His Grace the Duke of Devonshire, K.G., Mr. F. J. Ramsden (Chairman of the Company), and Mr. L. Speakman (General Manager), entered, and took up positions on each side of the Memorial. The first portion of the service was an act of solemn remembrance, and consisted of opening sentences, said by Rev. H. B. Horne (Vicar of St. Mark's); then



followed a space for silence, after which was sung Lieu. Parker's inspiring hymn, "Men who have died for England."

Then followed the lesson (Wisdom of Solomon, iii., 1-9), read by Rev. H. O. Brigg (Wesleyan Minister). His Grace the Duke of Devonshire, K.G., then unveiled the Memorial Tablet, and spoke as follows :—

"It is right and fitting that we, who have lived through the anxious days of the war,

and know what war means, should place a permanent and grateful testimony of tribute to those men who gave their all, not only for England and the Empire, but for the civilization of the world. It is right that we, their comrades and companions, connected by close ties of friendship in everyday life and work, should know and appreciate the true value of the service which they rendered, and place on record for all time our testimony to the work which they so ungrudgingly did, and for the supreme sacrifice which they have made. We know from personal experience what this war has meant, and of the many gaps made in our home life, which can never be filled. But, after all, time is the great healer, and after a few years have passed away, this record will stand not merely as an expression of sorrow and regret for those we have lost, but it will be a lasting and true one of victory and triumph, not only for us, but for generations to come.

We place this record as a token of our respect, our admiration, and our gratitude to those who gave their lives in the Great War. Beautiful and striking as these Memorials are, we have it in our power to-day to raise a still more striking and still more permanent Memorial to these men. In the words of the beautiful hymn you have sung—

" Men who have died for England,
Teach us to use aright
Victory's gift you leave us,
Won by your hard fought fight."

We have an opportunity of laying the foundation of a new era, which we trust will always be free from the horrors and miseries we have known. It is in our hands to-day to take or throw away. We know that this war was won and won only by unity of purpose, and by a concentration of effort. It is only by the public spirit and the sacrifices so readily and willingly made by all classes we were able to bring the war to a successful conclusion. It is now our duty to see that the fruit of that victory is not thrown away in time of peace. We have difficult times to face. They require nerve, foresight, thrift, mutual concessions and forbearance, a willingness to face the problems from all sides and all angles, and if only we bring to bear that unity which we brought to bear on the infinitely more complicated difficulties immediately connected with the prosecution of the war, I have no doubt, however difficult these problems may be, that we can look forward in the long run to a satisfactory and glorious conclusion.

Having recently returned from Canada, one could not fail to be impressed with the marvellous accomplishments which were due to British energy, British pluck, and British skill. It is a great heritage to which we are heirs. We trust we will hand that heritage on to those who follow us, with added glory and added lustre. It is for us to help to build up an Empire still greater, not in the arts of war, but in the development of our great inheritance which has the greatest potentialities, and which we must not use for aggression or aggrandisement, but as a means of making the world a happier, better, worthier, and nobler place than ever it was before.

This tablet will remind us of what we have lost, and it will serve also as an inspiration to those who follow, and if we bring the same qualities to bear on our problems of to-day as during the war, we shall emerge into a greater and happier prosperity than ever we knew before."

At the conclusion of the Duke's address, Spohr's beautiful anthem, " Blest are the departed " was sung by the choir, and Mr. F. J. Ramsden, M.A., J.P. (Chairman of the Company, and Diocesan Lay Reader) dedicated the Memorial in the words :—

" To the Glory of God we dedicate this Tablet, in undying Memory of our fellow-workmen of the Furness Railway, whose names are enshrined thereon. They have proved themselves worthy sons of the mighty warriors of the past, and by their brave and splendid deeds and glorious sacrifice, they have left a noble and imperishable heritage to the generations that come after them. Their bodies are lying far distant in foreign lands or fathoms deep in the ocean bed, but their spirits are near us and with us everlastingly. Here, in this public place, where the stream of life is ever rushing by, as men pass to and fro upon their lawful occasions, let us from time to time pause and lift up our eyes and hearts to this Memorial, and let us see to it that these men shall not have died in vain. In the Name of the Father, and of the Son, and of the Holy Ghost. Amen.

The Last Post was sounded by Ex-Sergt. W. E. Jones, of the 4th King's Own, ticket collector at Ulverston.

Then followed perhaps the most touching part of the ceremony, in which we all felt a special participation. Mr. Lionel Speakman (General Manager of the Furness Railway) stepped forward and laid a large wreath of laurels at the foot of the Memorial,

saying the following words :—

"As representing the whole of the Furness Railway Staff, I place this wreath as an act of reverent homage to the Memory of our Brave Comrades ; and as a symbol and token of our deep sympathy with all those who were near and dear to them, and who are left to mourn their loss."

The concluding part of the service was one of Prayer and Thanksgiving, conducted by Rev. E. A. Mould (Vicar of St. James'), and included the singing of Psalm cxxvi., the hymn "Praise my soul the King of Heaven," and the National Anthem.

The musical portion of the service was rendered by a choir composed of men in the F.R. employ, with the assistance of boy choristers from St. James', Barrow, and was conducted by Dr. Brown.

Of the service as a whole it is difficult to express adequately in words all that it meant to those who heard it. It was inspiring ; one felt it good to be there, and a privilege to take part in it. Those who were responsible for the proceedings must have bestowed much care and thought upon preparation, but they had their reward in the rendering, which was the acme of decorum throughout. There was a subtle beauty produced by a simplicity which was homely and reverent in every detail.

Subsequently a large number of beautiful wreaths were placed at the foot of the Memorial by relatives and friends of the fallen.

The Tablet, which measures 4 ft. 6 in. by 3 ft. 3 in. was executed by the Birmingham Guild. It is set in sandstone, obtained from Hawcoat Quarry, near Barrow, and has been worked and erected by the Railway Company's own stone-masons.

The Memorial Tablet is of solid bronze, cast in relief. At the head of the Tablet is the coat of arms of the Furness Railway, surrounded by a laurel wreath, underneath which are the following words :—"This Tablet has been erected by the Directors and employees of the Furness Railway Company, in grateful remembrance of those members of the staff who laid down their lives for their country in the Great War, 1914-1919." Then follow the names of the fallen :—

Name and Rank.	Corps.
Armstrong, J. C., Sapper	19th Railway Operating Corps, R.E.
Baxter, F., Private	4th King's Own (Royal Lancaster Regiment).
Beck, M. E., Private	5th King's Own (Royal Lancaster Regiment).
Bell, G., Private	4th King's Own (Royal Lancaster Regiment).
Benson, W., Private	4th King's Own (Royal Lancaster Regiment).
Blair, A., Private	5th King's Own (Royal Lancaster Regiment).
Braithwaite, J., Private	Royal Defence Corps.
Caddy, M., Sergeant	4th King's Own (Royal Lancaster Regiment).
Chadwick, A., Private	4th King's Own (Royal Lancaster Regiment).
Clark, J. J., Private	1/5th Border Regiment.
Close, A., Private	3rd Border Regiment (Labour Corps).
Cowan, W., Private	1st Border Regiment.
Dawson, J., Private	East Lancashire Regiment.
Dent, J., Private	5th Manchester Regiment.
Dixon, A., Private	1/5th South Lancashire Regiment.
Dodds, T., Rifleman	King's Royal Rifle Corps.
Donaldson, J., Corporal	8th Border Regiment.
Ebdell, T., Private	5th South Wales Borderers.
Fisher, E., Private	4th King's Own (Royal Lancaster Regiment).
Garnett, R., Private	4th King'x Own (Royal Lancaster Regiment).
Gaskarth, J., Private	4th King's Own (Royal Lancaster Regiment).
Gill, J., Private	4th King's Own (Royal Lancaster Regiment).
Hall, W. G., L/Corporal	1st King's Own (Royal Lancaster Regiment).
Harrison, T. G., Private	4th King's Own (Royal Lancaster Regiment).
Inman, W. S., Sergeant	1/4th King's Own (Royal Lancaster Regiment).
Ireland, J. W., Private	1/4th King's Own (Royal Lancaster Regiment).
Irving, G. B., Gunner	Royal Garrison Artillery.
Jackson, C., Private	London Scottish.
Jackson, T. B., Private	10th Border Regiment.
Kendall, F., Private	5th King's Own (Royal Lancaster Regiment).
Lead, L., Rifleman	King's Royal Rifle Corps.
Lewis, N., Corporal	1/4th King's Own (Royal Lancaster Regiment).
Mackereth, F., Bombardier	Royal Garrison Artillery.
Mackereth, W. J., Sapper	Royal Engineers.
McLinden, W., Private	1st King's Own (Royal Lancaster Regiment).
McSherry, J., Private	4th Border Regiment.
Moreton, R. H. A., Private	3rd King's Own (Royal Lancaster Regiment).
Mossop, H., Rifleman	King's Royal Rifle Corps.
Mylrea, E., Sapper	Royal Engineers.

Name and Rank.	Corps.
NEVINSON, E., Private	4th King's Own (Royal Lancaster Regiment).
NICHOLSON, J., Private	4th South Lancashire Regiment.
NIXON, J. S., Private	Argyll and Sutherland Highlanders.
PARK, T. R., 2nd Air Mechanic	Royal Air Force.
PAWLEY, A. R., Private	16th Cheshire Regiment.
PENNINGTON, W., Gunner	Royal Garrison Artillery.
POSTLETHWAITE, J., Sergeant	4th King's Own (Royal Lancaster Regiment).
PRICKETT, J. H., Sergeant	11th Border Regiment.
RAWLINSON, T. G., Sapper	Royal Engineers.
ROUND, J., Bombardier	Royal Field Artillery.
SEDGWICK, G., L/Corporal	4th King's Own (Royal Lancaster Regiment).
SHIMMIN, H., Private	Seaforth Highlanders.
SISTERSON, N., Second Lieutenant	3/4th Queen's Regiment.
SMEETON, J., P.O., Yeoman of Signals	Royal Navy.
SYKES, W., Private	1/4th King's Own (Royal Lancaster Regiment).
TAYLOR, J., Q.M. Sergeant	1st King's Own (Royal Lancaster Regiment).
TEASDALE, I., Private	2nd Border Regiment.
TOWNSON, R., Private	8th Seaforth Highlanders.
TUGMAN, F., Private	Labour Corps.
TYSON, W., Guardsman	Coldstream Guards.
WALKDEN, J., L/Corporal	2nd King's Own (Royal Lancaster Regiment).
WALKER, G., Lieut.	4th King's Own (Royal Lancaster Regiment).
WALKER, J. M., Corporal	14th Royal Welsh Fusiliers.
WALKER, R., Private	53rd Manchester Regiment.
WEARING, T., Private	4th King's Own (Royal Lancaster Regiment).
WOODS, H., Private	6th King's Own (Royal Lancaster Regiment).
WOOF, J., Corporal	3rd Bedfordshire Regiment.
WOOFF, W., Private	4th King's Own (Royal Lancaster Regiment).
YEOWART, J., Guardsman	2nd Grenadier Guards.

History of the Furness Railway

Continued.

FROM NOTES BY MR. G. LINTON.

And now we get back to the Furness Railway proper, viz., the Company incorporated in 1844, one of the oldest amongst the principal lines in the Kingdom, so far as regards retention of its original name and independence. The Midland is of the same age, and only the Great Western is older in the respect referred to.

The primary purpose of the line was to establish connection between Dalton and Kirkby respectively and Piel, for the purpose of effecting shipping at the latter point for the traffic arising from mines and quarries, and affording further means of transit across the Bay, to and from the districts from which we were geographically cut off for land borne traffic; but we were not the first at Piel, for in 1843 Mr. John Abel Smith had obtained an Act for the construction of a causeway or embankment with railway to connect Roa Island with the neighbouring island of Great Britain, for the construction of a pier at Piel, and for developing that portion of the natural harbour as a place of import and export, and for conveyance of passengers by steam propelled vessels then coming into use.

By the way, his authorised schedule of tolls appeared to anticipate a wide variety of imports, including tropical products—turtles amongst them—and varying in rate from 2d. for a fiddle, up to £1 for a corpse.

The original F.R. terminus was at Rampside, and that place and Roa Island have recognition of the antiquity of association with the Railway Company, in the fact that they still retain on the slopes of the embankments, the massive stone sleepers that were in use in those far-off days. From the size and weight of those sleepers, we can realise how that railway word "sleepers" arose, for they represent the expression of rest and immobility.

Here let me say that Mr. James Ramsden was the first Loco. Engineer, Mr. McClean the first Engineer, and Tredwells the first Contractors.

Though traffic from internal resources was the first factor we find that from the earliest years the promoters kept in view the great advantages to arise fron looping up with other lines and becoming part of a chain of communication to North and East Cumberland and Scotland, via Whitehaven, and with Lancashire, Yorkshire, and the Eastern and Southern parts of the country, by connection to the Lancaster and Carlisle Railway, in the meantime taking every opportunity of developing the means of