

ENGLISH GENEALOGIES.

LOGAN, Utah, June 7, 1893.—Yesterday I saw a letter in your issue asking for information upon genealogies. Having spent many months before coming to this country and got much information in the time upon this all important and very interesting work, I herewith beg to ask you to favor me by inserting the enclosed, as it may be of interest not only to the one seeking information, but to others also.

In the Herald's College, Queen Victoria street, London, England, entered from Bennett's Hill and Doctors Commons, and supported entirely by fees, is preserved the largest and most valuable genealogical and heraldic collection in this or in any other country in the world, the college having been incorporated by charter from King Richard III. There are two classes of documents preserved there, the records and the collections. The former comprise (1) the series of books called Visitation Books, containing the pedigrees and arms of the nobility and gentry of the kingdom from 21 Henry the VIII to the latter end of the seventeenth century, the first being issued in 21 Henry VIII and the last in 2 James. (2) Two books of modern records; these contain the miscellaneous pedigrees and arms of peers compiled pursuant to the standing orders of the House of Lords of 11 May, 1767; four books of pedigrees and arms of baronets under a royal warrant of 3 Dec., 1788, for correcting and preventing abuses in the order of baronets. (3) Grants of arms; these comprise the grants of armorial bearings down to the present day.

Of the second class of documents, the collections consist of some two or three thousand volumes of manuscript, etc., to say nothing of purchases such as the collection of parish registers of the late Colonel Chester, etc. Access to the college is much easier and the fees much lighter than people generally suppose. An ordinary search upon a personal application is 5s.; a general search through the records £2 2s.; and a general search through the records and collections £5 5s. Transcripts of pedigrees are charged 5s. each generation, an extra charge being made for a sketch of the arms. Each county has one specially conversant with the same. Mr. Aibill is so with the eastern counties.

Printed Visitations. — Berry's series of County Genealogies, issued half a century ago, should not be overlooked. They are as follows: Sussex 1830; Kent, 1830; Hants, 1833; Surrey, 1837; Berks, 1837; Bucks, 1837; Essex, no date; Herts, no date. Sir T. Phillips' Folio Volume of printed pedigrees, 1850, is also noticeable, as is his privately printed Index to the Visitations in his library, 1841. Cumberland, 1530, vol. 41, printed by W. H. D. Longstaffe; vol. 7, 1615, printed by J. Featherstone; Derbyshire, 1662-4; Devonshire, 1531, 1564 and 1620, printed by Col. Vivian; 1620, by F. T. Colbry, 8vo, 1872; Harleian Society, vol. 6, 1564, by F. T. Colbry 8vo., 1881; 1620, partially printed with additions by J. Tuckett, 1863; Gloucester, 1623, printed for the Harleian Society, vol. 21 by Sir

J. Maclean and W. C. Heane. As far as possible the visitations of 1569 and 1583 have been worked into this 1632 and 1683 printed by T. F. Fenwick and W. C. Matcalf, 1884. Most of the above, however, have been printed from transcripts, so reference should always be made to the original visitations in the College of Arms.

W. RYE'S "RECORDS AND RECORD SEARCHING".—There have been of late years formed throughout England archaeological societies in which Mr. Rye takes a very active part. He has published many works and is still engaged in the good labor. He would, I have no doubt, give any information upon this subject. I am sorry I do not know his address; but it could, I think, be obtained from the secretary of the Harleian Society, London, England.

I think if the Elders were to find out the secretaries of these archaeological societies of whatever county they might want, which can be in most cases obtained at any public library, in the city or county, they would be able to get their genealogies much easier than they now do. This is my experience, for I always found the members of the society of the city of Norwich, Norfolk, England, ready to assist me in my labors. Many parish registers have been transcribed and the Rev. F. Procter of Witton, Norfolk, must be honored for the following:

Antingham, Bacton, Catfield, Crost-wight, Dilham, East Ruston, Happisburgh, Horning, Horsey, Knaption, Lossingham (with Hempstead & Eccles) Mundesly Palling (with Waxham) Riddlington, Stoley, all in Norfolk and Somerton East and West, Sutton, Thorpe Market, Tranch Walcot, Winterton and Whitton by Wals-ham, Walsbam North, Walsbam South, Westwich and Worstead.

Mr. W. Rye has copied Felmingham & Smallburgh, Norfolk, and Mr. R. G. Rye has copied Bironam, Norfolk, same being printed.

Should any of your readers of the names of Vincent or Howard, come from the city of Norwich, Norfolk, England, I have several hundred of these names from the different parishes of said city, which I will gladly supply if informed of the parish, or if any of the same name as myself are from Norfolk, Gloucester, or Norwich city, I shall be pleased to hear from them and give all the information I possess.

Trusting you will pardon me taking up so much of your valuable space, believe me to remain yours truly,
F. W. ATKIN.

How MANY know that a silver United States dollar is one inch and a half in diameter, a half-dollar one inch, a quarter three-quarters of an inch? When "brought up to and kept on an equality with gold," however, these sizes will gradually increase in proportion as the price of gold increases and the price of wheat decreases.

THE UNITED STATES' water fronts are now pretty well protected when their vast extent is considered. There are on our coasts and rivers 1021 light-houses and beacons, 26 lightships, 240 fog signals, 1300 river lights and nearly 5000 buoys.

THE FATHER OF RAILWAYS.

Through the town of Newcastle, Northumberland, England, flows the river Tyne, as it wends its way eastward to the North Sea, or German Ocean. Strictly speaking, Newcastle lies on the north bank of the stream and Gateshead on the south bank, but for all except corporate purposes they are practically one town, with a combined population of nearly a quarter of a million people. Connecting one bank of the river with the other in Newcastle are two bridges, the lower one, "the Swing," revolving on a pier in the center of the stream to accommodate the boats that ply up and down by day and night. Almost directly over the Swing, at a height of 112 feet above high water mark, stands the High Level Bridge, a triumph of engineering skill, designed by Robert Stephenson. The people of Newcastle are justly proud of this structure, and the attention of the traveler is called thereto by the fact that each person who passes over the bridge is charged a halfpenny toll. The upper level of the bridge is used by the railway, for a double track, and from it is hung a roadway for vehicles and pedestrians. The bridge cost nearly two and a half million dollars.

Over the Newcastle end is placed an interesting piece of machinery which Northumbrians take especial pleasure in pointing out to travelers. It is labeled "Stephenson's No. 1 Engine," and is the first locomotive built by George Stephenson, "the father of railways."

As one gazes up at the unique looking "iron horse," his mind involuntarily reverts to the little village of Wylam, on the Tyne ten miles west of Newcastle, where, just one hundred and twelve years ago, on the 9th of June, 1781, there was born in the humble cottage of "Old Bob" Stephenson, the infant whose career was destined to revolutionize methods of travel in every country of the globe, and where, in 1812, the first working locomotive was constructed by William Hedley.

An honest, decent, hardworking couple were Robert and Mabel Stephenson. The wages which Robert received in his calling as fireman were barely enough, even with rigid economy, to afford the family a sufficient supply of food and clothing. The house in which they dwelt was scantily furnished, its walls unplastered and rafters exposed. The second child of a family of four sons and six daughters was George Stephenson.

None of the family were ever sent to school. George's first employment consisted in carrying his father's dinner to him while at work, in nursing the younger children, and seeing that they were kept out of the way of the chaldron wagons, which were dragged along a wooden tramroad immediately in front of the cottage door. He next herded the cows of a widow at Dewley Burn, whither the family removed from Wylam when the coal was worked out. Besides herding, George was engaged at the wage of twopence a day (four cents), to bar the gates at night after all the coal wagons had passed.

The little herdbooy was an exceedingly diligent and observant child. He spent his spare time in making whis-