

## **RE carriage of milk / W. Owen.**

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MANCHESTER, SALFORD, AND SURROUNDING TOWNSHIPS  
Established

March, 1872.

# Milk Dealers' Protection Society.

Offices:—27, Bradshaw Street,  
Great Cheetham Street, Higher Broughton.

W. OWEN. Secretary.

SIR,

## RE CARRIAGE OF MILK.

Owing to the indifferent and loose way in which railway companies carry milk, and the losses sustained by farmers and milk dealers through the railway companies' present conditions and their repudiating responsibility, this Association is of opinion that it is high time that Farmers' and Dairymen's Associations should combine in approaching the Board of Trade with their grievances, for it can be shown that the price now charged by the railway companies for the Carriage of Milk, *at owner's risk*, is sufficient payment for the railway companies to take the responsibility of carrying it safely to its destination and to time, and as milk is an article of food so necessary for children and invalids, the railway companies would not be justified in charging a higher rate, for, if that was done, it would raise the price of milk so as to debar the working-classes from purchasing it in sufficient quantities for their children's health and benefit.

The following is a quotation from a lecture delivered by Mr. Hailwood at a meeting of this Association, which proves beyond doubt that the railway companies are amply paid, *at owner's risk charge*, to take all responsibility, and to indemnify the farmer and milk dealer for any loss they may have sustained through the milk being delayed, over-carried, or whatever accident may happen to it whilst in their possession. Mr. Hailwood, speaking of the railway companies' rate charged for the carriage of milk, says:—

“ I will compare the present rates with other traffic carried by passenger trains. The first shall be a short distance contract ticket (first-class) for one year, from Manchester to Knutsford—the price is £16 5s.; a 16-gallon can of milk travelling daily the same journey is 1s. per day, or £18 5s. per year, being an increase of £2 over that charged for the first-class passenger. The can is about equal in weight to an average man, and there is no expensive accommodation required for it. A first-class passenger travels in a beautifully upholstered carriage, provided with every convenience, the cost of which is six times greater than a milk

[P.T.O.]

truck. He is also allowed 120 lbs. of luggage free, and if a commercial man 3 cwt. The railway companies provide him with accommodation in handsome waiting-rooms, and give him every comfort and attention, and he can come and go daily as often as he pleases; and in case of fatal accident will award his relatives thousands of pounds. They are prepared to do all this for less than the cost of the carriage of one can of milk, the only difference being that the contract is paid for in advance, and the can of milk is paid for each journey."

Mr. Hailwood gives another example, as follows:—

"The London and North-Western Railway Company, for a fifty miles journey, charge for a contract ticket £23 8s. third-class, for one year. The cost of a 16-gallon can of milk, at 1d. per gallon per day, is £24 6s. 8d. per year, 18s. 8d. more than the third-class passenger. The ticket-holder can break his journey at any station he pleases, and will also be handsomely recompensed in case of accident. The railway company will also carry for him 1½ cwt. of luggage free, which is about the weight of a can of milk."

The above examples are a sufficient proof that the price charged *at owner's risk* by the railway companies is enough for them to be responsible for its safe delivery.

This Society trusts that your Association will give the matter its serious consideration, with the view of sending Delegates to join a Deputation to the Board of Trade. Should your Association agree to send Delegates, a meeting of Delegates will be held prior to going before the Board of Trade, of which you will be notified.

It is to be hoped that this circular will be largely responded to by Farmers' and Dairymen's Associations, for without a strong combination action would be futile.

Yours respectfully,

W. OWEN,

*Secretary.*