

# The Economist,

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Bankers' Gazette, & Railway Monitor.

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## THE POLITICAL ECONOMIST.

### LEGISLATION FOR SCARCITY.

We have often remarked that the whole tendency of modern legislation has been to hasten on a time when the great question would be—how is the civilised world to be fed? Facts which are making their appearance every day, at home and abroad, in a more fearful and menacing form, proclaim that that period is close at hand.

For thirty years past, the direct effect of our commercial policy has been to lessen the number of producers, and increase the number of consumers, of food, even in those countries where its production is naturally the most profitable occupation of the people. In the attempt, by artificial restriction, to favour home production, we have destroyed our sources of reliance abroad. In agriculture, as in other pursuits, the supply will never for any length of time exceed the demand, nor will any uniform provision be made for uncertain or accidental buyers. If as a rule our ports are closed against the introduction of foreign grain, we must be content to abide the mere chance of supply at the exceptional moment, when they are opened by pressing want or famine at home. It is then we find that a reduction of those who are corn-growers has increased the number of those who are only consumers. Every man taken from the field and placed on the loom operates in a two-fold way against our chances of foreign supplies.

We have often had occasion to refer to the serious evils arising from the state of uncertainty in which this country is kept in its supply of food, and especially to their tendency to derange our whole commercial and industrial economy. But commercial derangement is not only the most certain evidence of physical evils and deprivation, but it becomes of itself the cause of further suffering. The evils of scarcity are abundantly acknowledged, yet are we content to remain in the constant and habitual exposure to it.

The question, how are the people to be fed? is becoming urgent at home and abroad. Every day brings us new evidences of defective vegetation. It is not in wheat or other grain alone, but in all that constitutes vegetable food, that deficiency becomes apparent. In the latter end of August we gave the first account of the appearance of the potato disease on the coast of Kent. Since then it has spread in every direction, and has become almost universal, not only in England but in Ireland. Since that time, too, the weather has been extremely unpropitious, not only for the ripening, but for the gathering of the grain crop. Wheat is everywhere defective in quality, and in many places deficient in quantity. The price to the consumer, taking quality and condition into account, is twenty shillings per quarter dearer than it was a year ago. The national expenditure for bread is now at the rate of twenty millions a year, or four hundred thousand pounds weekly, more than during the whole of last winter and spring. This increased expenditure for a first necessary could not fail to have a serious effect, especially in ordinary times, on the demand for all other less necessary articles. No doubt the extraordinary expenditure

of capital in public works, in addition to the usual income, will make a high price less felt in the meantime than it otherwise would have been; but still the fact of *scarcity* and *deficiency*, with all their horrors and privations, is now to be dealt with.

The accounts from Ireland are appalling and distressing. Habitually subsisting on the lowest food, there is no graduation between their usual existence and starvation. The accounts which we receive depict the country as thrown into a state of the deepest despair. The following, from among the numerous letters which we have received, will show the alarm which exists:—

“Mountmelick, 10 mo. 14th, 1845.

“I take the liberty of addressing you, and if you can succeed in arousing the attention of our government to the alarming prospect before the poor of Ireland, all I desire will be obtained, for myself individually, I require nothing. *Within the last week* it is ascertained, that the potato crop in this neighbourhood, for some miles round, has been attacked by the disease at present existing in Belgium, Holland, &c.; its appearance has spread consternation among the poor, who are with little exception, entirely dependant on this root for their daily sustenance—the Lord protect us for we know not how long we may have to live, was the address, yesterday, of a hard working man to his fellows, in my hearing. Now, if Sir R. Peel desires to prove to the Irish, that he really and truly wishes to preserve them from impending famine, and that he encourages a kindly feeling towards them, now is the time to prove it; want stares them in the face; let him do as the governments of Holland and Belgium have done; remove all impediments to the free importation of food; the food which is usually employed in your more favoured country, for the support of the cattle of the field, namely maize, beans, oats, &c., and the Irish peasant, ever grateful for the least sympathy for his privations, will hail the parental care with the liveliest emotions of gratitude—but strange to say, the Irish peasant never dreams of the government under which he lives taking the least notice of his wants; he throws himself into the arms of those who express some interest in his privations, and in the hope of *any change* being for the better, he enrolls himself among those who desire self-government, and a repeal of the legislative union; the present prospect of *want* affords a most favourable opportunity for the government to prove their desire to serve the Irish poor, and though (I confess) from 40 years experience, I have but little hope of *any good* being done for Ireland, by the government of England, yet, having stated the fact, I leave it with you, to do whatever can be done, to avert the dreadful prospect which at present overhangs this unfortunate country.

“I remain, with sentiments of esteem for your exertions in the cause of the industrious classes. Your friend,  
JOSEPH BEALE.”

This is but too much in keeping with all the accounts, public and private, which reach us. The Government, we are told, are making diligent inquiries at this moment into the state of the crops in Ireland. But the *Standard* says, that the Government can do nothing but inquire, and that all the rest must be left to the public, whom it warns to prepare for a great effort of charity. What! the Government do nothing to relieve a famine, when a duty on wheat of eighteen shillings a quarter, and on other grain in proportion, stands between it and the famished buyer; and that duty, too, one avowedly neither *imposed* nor *required*, for revenue!! The *Standard* admits that the Irish live “habitually in scarcity:”—

“They live habitually in scarcity, in what elsewhere would be thought famine; any deterioration, therefore, must be *DEATH* in its most cruel form—*mark*, the death—by want of millions of our fellow-creatures, men, helpless women, and innocent children, our fellow-subjects and our fellow-Christians. This is a frightful picture, but it is neither manly nor wise to hesitate either to present or to contemplate it. The people must not be, and with the blessing of the Almighty *shall not be*, permitted to perish—and the sooner and the more universally the threatened danger is considered, the easier and more effectual will be the means of guarding against it.”

Seven millions of people, or, at least, the great majority, the whole of the lower classes, “live” habitually in scarcity—in what would elsewhere be thought famine,” and are threatened with absolute want and starvation, while enormous duties are permitted to remain upon all kinds of grain; and the only suggestion in their behalf is an appeal to charity!! The *Standard* does refer to the fortunate fact that employment will be more abundant in Ireland, in consequence of the progress of railways. But if the greater demand for labour raises their wages somewhat, as long as the supply of food is not greater the only consequence will be that a higher price will be paid for the same quantity.

The necessity of an immediate removal of all existing restrictions from the free import of food appears even greater when we consider the condition of the great bulk of the continental coun-

tries. We have, on former occasions, referred to the precautions used by the Dutch and Belgian governments in order to induce the largest foreign supply of food. At this time every steam-boat leaving this country for Antwerp carries large quantities of potatoes. We would place no restriction on exports; but we would remove all restriction from imports; and then we might rest satisfied that no exchange would take place that was not beneficial to the country. But with our high duties on grain we are placed at a fearful disadvantage with other States. In Holland, Belgium, and Russia all duties are suspended; and by the latest accounts from the latter country (Russia), the government has issued an order relieving foreign vessels carrying grain to the Baltic provinces from all the customary port charges.

With such a state of facts existing abroad, and with the complexion of affairs at home, it is scarcely possible to conceive that Sir Robert Peel will wait until the beginning of February without making some extraordinary effort to avert or mitigate so much threatened suffering.

It cannot be denied that there exists at this moment a more favourable opportunity of getting rid of all restrictions on the import of food than at any former time. The combination of events renders such a step not only easy, but needful. No one denies the insufficiency of our home supply to carry us over the next year. No one can be alarmed for excessive supplies from any part of the world. There never was a period when any change of the kind could even momentarily interfere less with the demand for labour, which, for a long time to come, must be much greater than the supply; and the large consumption which must exist as a consequence of full employment and high wages would be an ample guarantee to the home producer against any temporary or sudden reduction of price. All admit that the change is inevitable before long; necessity and common prudence demand that it should not be delayed.

The question which, even with a removal of all restrictions creates with us the greatest solicitude, is, whence are supplies to be obtained? In Europe generally they are buyers and not sellers, and the most trivial imports would raise their prices to an equivalent with our own. From the Black Sea we might look for some supply. But our chief reliance must be upon the United States. Their crop of Indian corn has been good, and that of wheat, taken altogether, has been an average one. But even there as well as in British America, we regret to find by our latest advices, the potato disease has again for the third year made its appearance. Still with a removal of all restrictions, we may hope for considerable supplies of flour and Indian corn; for the latter of which the poor Irish are now craving. And there is another consideration which at this moment should weigh much with the minister. Of late years we have relied greatly upon a continental demand for many of our leading articles of manufacture. The high price of food throughout the Continent at this time must affect very unfavourably the prospects of our trade for the next year, especially in the cotton districts. A free intercourse opened up with the corn-producing States of America, would secure us an increased demand for our goods, and prevent that reaction in our manufacturing districts which we otherwise may apprehend; a reaction which would be felt by no class more prejudicially than by our own farmers.

It is impossible to calculate the amount of evil which may be averted, and of positive good which may be secured, by an immediate and bold removal of all existing impediments to a free supply of food. If the law be permitted to remain as it is, the future must be to every reflecting man a subject of considerable solicitude and apprehension.

#### ALLOTMENTS OF THE RIGHT SORT AT LAST.

The *Morning Herald*, in a long article, on Tuesday last, concerning railways and itself, which two subjects it seems to consider, in some way or other, as most intimately connected, said:—

"A most pleasing suggestion was last week thrown out by a contemporary, as to the number and character of labourers on railroads who have already succeeded in establishing themselves in cottages provided from their own savings. We have followed up this hint, and found the results greatly to exceed what could be hoped; the number of such retired labourers is very great; all the instances, too, are marked by a perfect uniformity of moral and intellectual improvement. Here is 'the cottage allotment system' in operation upon a gigantic scale, without a penny cost to any one."

We are delighted to hear it. These are the sort of allotments we have always wished to see. They are as different from those proposed by Mr Cowper and others, as one set of things can well be from another. There is no odious patronising "charity" here—no dictation as to one's religious belief—no liability to be turned out of one's tenement at the pleasure of a landowner, and without any warning—no enforced superintendence by parish clergymen and churchwardens—no prying into one's private affairs before a kindness, nay, even an act of justice, can be done to one who happens to be poor. Here THE LABOURER still remains a MAN, and can boast with a reasonable pride that he has something in the world won by his own industry, watched over by his own eyes, and which he can fondly and fairly call his own. Such is the right sort of allotments at last. There can never be too many of them.

#### RETROSPECT AND COMPARISON.

It is at all times a painful thing to refer to periods of misfortune, and it is especially distasteful, in the midst of an extraordinary flush of prosperity, which people generally believe will be as permanent as it is unprecedented. There have, however, been two periods within the memory of most who are now engaged in the active business of life, which were in some slight degree similar to the present times, as far as regards the extraordinary new and sudden creation of wealth. We know that opinions generally exist that at the periods referred to, there were some peculiar and unhappy characteristics, which caused the wealth, which was then suddenly made, to disappear as suddenly; and it is believed, that at this time happily no such reason exists which can in any way endanger the permanency of the present state of things. It is said that the objects of the present speculations are all tangible, and well tried, and have proved to be a most profitable investment for capital; further, it is said, that the money required will be all expended in the country, and will be no inconvenience, as it will only change hands. We do not in this place offer any opinion on these points, but it may be very interesting and instructive to our readers if we lay before them the simple facts connected with the two former periods and the present, which each may turn to any use he sees fit. These periods of the greatest flush of prosperity known in modern times were 1824 and part of 1825; 1834, 1835, and part of 1836, and 1844 and 1845 so far.

Then for the facts. We have before us parliamentary documents, from which we glean the following statement of the transactions of 1824 and 1825. We have separated the foreign from the home engagements, as it is believed that they are so essentially different, and that our readers may see the amount of the objectionable and unobjectionable schemes at the different times.

#### PUBLIC UNDERTAKINGS IN 1824 and 1825.

Foreign.	
Total of foreign loans, nominal value £34,276,571, contracted for at ... ..	£ 33,722,000
Foreign Mining and other Companies of all kinds, on which a deposit of 10 per cent was paid ... ..	24,467,000
Total of foreign liabilities undertaken ... ..	48,189,000

#### GREAT BRITAIN, Jan. 1824 to Jan. 1825.

Mining companies ... ..	10,400,000
Railroads ... ..	21,942,000
Canals, Docks, Tunnels, and Bridges ... ..	14,134,000
Fire and Life Insurance offices at the nominal capital £32,040,700 of which was only required to be paid ... ..	3,204,700
Water works ... ..	2,600,000
Gas companies ... ..	7,370,000
Loan, Pawnbroking, Investment, annuity, and Banking companies ... ..	22,160,000
Colonial companies ... ..	2,000,000
Steam navigation, building and bath companies ... ..	3,680,000
Provision, milk and flour ... ..	3,160,000
Sundry companies, after Jan. 1825 ... ..	66,047,930

Total subscribed capital on home schemes ... ..	156,778,630
Total of 1824 and 1825.	
Foreign loans, mining companies, and other schemes ... ..	48,189,000
Home schemes of all kinds to be expended in the country ... ..	156,778,630
Total subscribed ... ..	204,967,630
On which was paid up in 1824 and 1825 ... ..	35,014,698

Besides these there seems to have been one hundred and thirty-three schemes advertised, on which it does not appear what amount, if any, has ever been paid.

Note.—The chief banking house to these companies has long been extinct.

Bullion in the Bank, Feb. 1824 ... ..	£ 13,810,000
— Feb. 1826 ... ..	2,459,510

From the same parliamentary papers we glean the following transactions of 1834, '35, and '36:—

#### PUBLIC UNDERTAKINGS IN 1834, 1835, and 1836.

	Capital	Shares
Railway ... ..	£ 69,666,000	590,520
Mining companies ... ..	7,035,200	447,730
Packet and navigation ... ..	3,523,000	127,520
Banking companies ... ..	23,758,000	670,000
Conveyance do ... ..	500,000	50,500
Insurance do ... ..	7,600,000	68,000
Investment do ... ..	1,730,000	23,900
Newspaper do ... ..	350,000	46,000
Canal do ... ..	3,655,000	14,400
Gas do ... ..	890,000	72,400
Cemetery do ... ..	435,000	24,000
Miscellaneous do ... ..	16,104,500	403,450
Total ... ..	135,248,700	2,538,690

On which the deposit per share averaged from 2/ 10s to 3/, and taken at the latter, the deposits were 7,616,070/.

The above schemes are thus divided—

Foreign ... ..	£ 6,175,000
British ... ..	129,073,700
Total ... ..	135,248,700

These documents do not state the amount of the American loans of this period, but we may add to the above 6,175,000/ foreign projected undertakings, about 15,000,000/ more on various accounts, making—

Home undertakings to be expended in the country ... ..	£ 129,073,700
Foreign ... ..	21,175,000
Total ... ..	150,248,700

Note.—Bullion in the bank, Feby. 1834 ... ..	£ 10,142,000
Ditto Feby. 1837 ... ..	4,231,000

The Parliamentary document before us gives a list of twenty individuals who were engaged in the above companies as directors, and states the number of companies in which each was so engaged. We will apply letters in place of the names.

A	Director of 5 Companies	H	Director of 8 Companies
B	— 3 —	M	— 2 —
C	— 3 —	N	— 3 —
D	— 7 —	O	— 4 —
E	— 8 —	P	— 3 —
F	— 9 —	Q	— 7 —
G	— 5 —	R	— 11 —
H	— 6 —	S	— 8 —
I	— 10 —	T	— 4 —
K	— 5 —	U	— —

A. B. and Co., bankers to 27 companies.  
C. D., engineer to 13 companies.

The bankers referred to have some time since given up their business. Of all the above list of names, we observe only ONE at present prominently before the public, or holding a similar position as in 1836.

The next period to which we will refer is from Jan. 1844 to the present time.

**RAILWAY UNDERTAKINGS in 1844 and 1845.** Capital.  
Railways of which the acts are passed, and which are in the course of construction. ... £55,862,200  
Railways projected in 1844, and of which the plans were deposited, last year besides the above, ... 67,000,000  
Projected in 1845, to the 6th October:—

	Total number.	Amounts known.	Capital.
			£
A	6	6	5,040,000
B	45	32	27,450,000
C	37	35	29,490,000
D	33	26	38,840,000
E	25	24	19,470,000
F	3	1	3,000,000
G	42	41	58,710,000
H	11	8	7,300,000
I	11	11	10,300,000
K	7	6	7,115,000
L	60	54	54,830,000
M	23	20	21,055,000
N	39	36	28,450,000
O	8	8	7,000,000
P	8	5	3,250,000
R	10	10	8,400,000
S	42	36	32,020,000
T	14	13	12,550,000
U	2	1	500,000
W	39	36	31,775,000
Y	4	3	4,300,000
			2,155,000
	468	412	413,000,000
Additional lines from the 6th to the 15th Oct.			20,400,000
Capital of 56 lines not included in the above sum, at the same rate			56,000,000
			489,400,000
Total of British Railways in progress and projected			£ 612,262,200
<b>FOREIGN RAILWAYS to the 6th Oct.</b>			
41 lines, of which the capital of 39 ascertained amount to			79,250,000
Home Railways, to be expended in the country			£612,262,200
Foreign			79,250,000
Total			£691,512,200

On which the deposits may be thus stated:—

10 per cent on the lines passed independent of calls	5,586,220
5 per cent on the bills of last session remaining over, of which most are now increased to 10 per cent	3,250,000
10 per cent on the projections of 1845 to Oct. 15th	69,512,200
Taking foreign railways only at the same rate	
Total deposits paid or to be provided	78,448,420
Bullion in the Bank January 1845	14,801,621
— June —	16,500,000
— last week —	14,865,000

The following is a *resumé* of the three periods:—

	Home schemes	Foreign	Total	Paid up and Deposits
	£	£	£	£
1824 and 1825	156,778,630	48,189,000	204,967,630	35,014,698
1831 to 1837	129,073,700	21,175,000	150,248,700	22,616,070
1844 and 1845 so far	612,262,200	79,250,000	691,512,200	78,448,420

**BULLION IN THE BANK.**

	£
February 1824	13,810,000
— 1826	2,459,510
February 1834	10,142,000
— 1837	4,221,000
January 1845	14,801,621
June —	16,500,000
October —	14,865,000

We will only add, that the *premiums* upon undertakings, which have as yet not received an act of Parliament, cannot be estimated at less than 40,000,000, which at this moment figures as increased wealth hanging on opinion during the present year. We leave these facts in the hands of our readers, to make such application of them as they may appear to deserve.

**AMERICAN CORN AND BRITISH MANUFACTURES.**  
(From the *New Orleans Commercial Bulletin*.)

An anxiety the most intense continues to be felt in England respecting the coming harvest. The weather was unfavourable, and the most gloomy apprehensions were entertained of a failure of crops. Every year we notice England is troubled in the same way—the dread of threatened scarcity and starvation. There must be something radically wrong in the government of a country which thus leaves its immense population at the sport of elements and dependent for bread on the shifting of the changeable wea-

ther. It requires a propitious season for the agriculture of England to produce a subsistence sufficient for its inhabitants. Hence every unfavourable harvest is felt as a public calamity; enhancing the price of the necessaries of life and exposing the poor to famine. The remedy for this evil is obvious, and so easily put in practice, that one would think there could be no hesitation about its adoption. While England produces less than is wanted for home consumption, other countries produce more, and would be glad to exchange their supplies for the products of British industry. All that the government have to do to ensure the greatest plenty and abundance among the half-starved millions, is to throw off certain restrictions on commerce, and permit foreign importations of corn and bread stuffs. But this arrangement would break down the landed aristocracy. It is upon the corn monopoly that the titled gentry live and are pampered—for being the owners of nearly all the real estate in the kingdom, their consequence and wealth of course depends upon the exclusion of foreign competition in the grain market. The restrictions upon imports from abroad once removed, the value of the soil at once sinks, and with it dwindles the influence and grandeur of the aristocratic ranks. Thus it is seen that for the sake of keeping up the pomp and glitter of the "titled few," the policy of England is pinching and starving "the millions" of the laborious poor. Can any legislation be more unjust and inhuman? or can there be any abuse of the high trusts committed to a government more atrocious than this! Surely such a state of things cannot last much longer, in the middle of the nineteenth century, and in the heart of Christian civilization.

**BENEFITS OF A RELAXATION OF THE TARIFF.**

Alnwick, 11th October, 1845.

Sir,—Amongst the live stock imported last year, are 4,400 beasts; and I beg to call your attention to the additional employment to several branches of trade, besides an increased supply of animal food, by this partial relaxation of the tariff. In the first place, it would give a home freight to 44 vessels; taking each cargo at 100 head of cattle, it would give constant employment to fourteen butchers for one year at 18s per week, reckoning one man to slaughter, cut up, and deliver six head in the week; and, taking the average quantity of tallow at 5 stones per beast, this would produce 137 tons, a large proportion of which would be used by the tallow-chandlers and soap-boilers. Next, there would be 4,400 skins for the tan-yard, which, at the average weight of 56 lbs, would give employment to eighteen men for 12 months at 15s per week each; and the bark used in manufacturing the hides would amount to 550 tons, of the value of 3,850, giving additional employment to a great number of persons, men, women, and children, in picking the bark. Then, supposing one-half of the hides to be curried, this would employ five men for one year at 18s per week, and the materials used in currying 2,200 hides, oils, tallow, &c., would amount to 330l. But these are only one-half the advantages that the country would derive from the importation of 4,400 head of cattle; taking the cost price to average 10l per head this would amount to 44,000l, which would be paid for in those manufactured articles that are produced better and cheaper in this country than in that of any other, giving increased employment to our persevering and industrious population, and enabling them by their own labour to purchase good and wholesome animal food, not at reduced but rather at increased prices—live stock having advanced considerably since the tariff came into operation, showing clearly that any additional supply will not lower prices when the people have the means to purchase. It is also to be remembered that the importation of live stock is treble this year what it was last, and still increasing; and no class of men come in for their share of the common good more than those who opposed the reduction of the tariff—the landlord and farmer, which is another proof, besides that of wool, that free trade is equally beneficial to the producers of the raw article as well as the manufacturer.—I am, Sir, yours respectfully,  
T. F.

[The remarks and calculations of our respected correspondent, will appear still more important, when the reader refers to the greatly increased import of cattle during the present year. Last year, he observes, 4,400 beasts were imported. By the Board of Trade Tables, which we published last week, of the imports for eight months ending the 5th of September, it will be seen that 8,919 oxen and cows have been imported in that time, besides 462 calves, 3,888 sheep and lambs, and 403 swine.—Ed.]

**COURT AND ARISTOCRACY.**

THE COURT has been at Windsor throughout the week, her Majesty and family taking walks or idling out from day to day, Prince Albert going out to shoot and otherwise amuse himself.  
THE Royal dinner party at the castle, on Thursday evening included her Royal Highness the Duchess of Kent, Lady Anna Maria Dawson, the Baroness de Speth, and Mr. Geo. Edward Anson. Her Majesty's private band attended after dinner, and performed in the Castle.  
THE QUEEN DOWAGER.—WITLEY COURT.—Prince Edward of Saxe Weimar arrived at Witley on Friday last. The Queen Dowager, Duchess of Saxe Weimar, Prince Edward of Saxe Weimar, Princess Anna and Amelia, with their several suits, attended Divine service on Sunday last. The Rev. Thos. Pearson read prayers and the Rev. Mr. Raymond the rector of Stockton preached. The Queen Dowager, with the Duchess of Weimar, leaves Witley Court tomorrow for London. Her Majesty returns on Monday next. The following names have been left at the Lodge:—Mr. Frederic S. Lea, Astley Hall, Mr. Arthur A. Lea, and Mr. J. Walter Lea, Wadham College, Oxford; Captain Wheelley, Witley; Hon. and Rev. James Somers Coocks; General Lygon, Mr. Roberts, Bewdley; Lord and Lady Lyttleton.—*Worcester Journal*.  
The King of the French has just sent the Grand Cordon of the Legion of Honour to Mehemet Ali, to the Bey of Tunis, and to General Coletti, Prime Minister in Greece.

The Duke and Duchess of Cambridge have left Berlin for New Strelitz, but with the intention, it is said, of returning thither, to pass a few days, previously to leaving the Continent for England.

**THE NEW BISHOP.**—We have every reason to believe that the Bishop of Oxford will be the new Bishop of Bath and Wells.—*Morning Herald.*

**M. THIERS.**—This distinguished statesman left London on Wednesday, for Bowood, the seat of the Marquis of Lansdowne. He remained there on Thursday, and returned to London on Friday. Yesterday (Friday) he was to leave town for the Grange, the seat of Lord Ashburton, and return to London on Monday or Tuesday next week.

**DURATION OF THE PRESENT PARLIAMENT.**—The existing House of Commons may continue in being till the autumn of 1847, and from actual appearance there is no reason to conclude that it will be dissolved much before that time.

**THE VACANT BISHOPRIC.**—Sir Robert Peel has selected the Rev. Dr Wilberforce, the Dean of Westminster, as the successor of the late Bishop of Bath and Wells. The Very Rev. Dr Wilberforce has been Dean of Westminster since the promotion of Dr Turton—only a few months, and will be, we hear, the youngest bishop on the bench.

**THE METROPOLIS.**

**DEATH OF MRS. FRY.**—We are sorry to learn that the excellent and philanthropic lady, Mrs Fry, who for so many devoted her time and her time and her purse to ameliorate the miseries of the inmates of our prisons, died on Tuesday last, after a protracted illness.—*Standard.*

**MR MACREADY** commenced his engagement at the Princess's theatre on Monday, night with *Hamlet*, introducing at the same time the members of the tragic company which Mr Maddox has collected to support him. The house was crammed to excess, and the scantiest seat was lustily fought for; while the interest which the performance excited gave plentiful indication that the "legitimate" experiments of the management will be satisfactorily answered. And this desirable state of things seems to have been brought about solely by accident.

**METROPOLITAN IMPROVEMENTS.**—The new street, from Whitechapel to Spital-fields church, in connexion with that from the London docks, is named commercial street, boards with that name having been placed up by the commissioners of woods and forests. Although the sites for building upon have been advertised for some time, speculation is not very rife in that district, as none have been disposed of.

**STRIKE AMONG THE LAW-WRITERS.**—The approaching term, and indeed the whole of the ensuing session of Parliament, will be the busiest that has been known amongst the law-writers for very many years, and most of the leading houses have commenced engaging hands, as it is anticipated that the copying and engrossing of matters connected with railways will more than fully employ those usually engaged in the business. Under these circumstances, a stand is about to be made for an advance of price; the present rate of remuneration of 6d per sheet for common law, thirty-six lines, and 8d for Chaucery of forty-two, not being deemed sufficient. The subject is one that has created considerable interest in the neighbourhood of Serle's place and Chancery lane, and a meeting is about to be convened, to settle the matter before the commencement of term.—*Globe.*

**WORK FOR THE PRINTER.**—"We this day present to our readers something altogether without precedent—a newspaper of twenty-four pages of the largest size; a journal 144 columns, each column equivalent to six or eight octavo pages? a journal, in short, containing in one day's number as much letterpress as the four numbers of the *Quarterly* or *Edinburgh Review*. As a *tour de force* in the printing trade the feat is remarkable; and it will not be thought less remarkable when it is remembered that for very many days the *Herald* has published twenty pages, or 120 columns, nearly every day."—*Morning Herald of Tuesday.*

**THE BRITISH MUSEUM.**—The trustees have recently opened one of the large rooms in the new wing at the west end; this will be called the Chinese room, from the circumstance of the Chinese bell, presented by her Majesty, being deposited there. It is placed in the centre of the apartment, attached to it is the following inscription:—"Chinese bell, from a Buddhist temple, near Niungpo, presented by her Majesty, 1844."—*Globe.*

**THE COMMISSIONERS ON THE FINE ARTS** have issued their Fourth Report, which relates to the subject of erecting statues and monuments to distinguished men in the new Houses of Parliament. Notwithstanding the vast extent of the building, the accommodation it can afford to the works of the artist and sculptor appears to be very limited. Many of the places in which statues may be put are more narrow niches, where genius has no room to expand, and where the finest work would be lost, on account of the awkwardness of its position preventing any one from getting a favourable view of it. This, however, is not the fault of the commissioners, who have only to allot the space they find in the fairest manner possible. They have consulted the architect and inspected the edifice in progress for the purpose of ascertaining what is the number of niches, holes, and corners they have for distribution among the eminent men whose names are to be found conspicuous in English history. The commissioners have been under the necessity of cutting and contriving to a very great degree, in order to adapt the age and the attitude to the size of the niche, while in some cases they have been compelled to cut eminent characters down to mere busts, because as statues no room could be found for them. It must have been a very difficult task to search through the British annals for the purpose of finding a class of distinguished men who would fit a series of narrow Gothic niches. Eighteen of these have to be filled up in the House of Lords, and on the suggestion of Prince Albert—a very happy one, by the by—it has been determined to recommend the elevation of the principal barons who signed Magna Charta to the vacant spaces. It would seem, however, from the report, that they are selected rather because they happen to fit the niches than on the ground of their merit, and because, "belonging to a feudal age, they present little or no variety of attitude." We concur in the recommendation of the commissioners that the barons alluded to should have statues, but we do not quite see the force of all the reasons given by Mr Hallam for selecting the eighteen that have been chosen in consequence of there being no accommodation for all of them.

**MORTALITY IN THE METROPOLIS.**—Number of deaths from all causes registered in the week ending Saturday, Oct. 11, 1845:—

Epidemic, endemic, and contagious diseases	193
Diseases of uncertain seat	73
Diseases of the brain, nerves, and senses	115
Diseases of the lungs, and other organs of respiration	214
Diseases of the heart and bloodvessels	30
Diseases of the stomach, liver, and other organs of digestion	70
Diseases of the kidneys, &c.	15
Childbirth, diseases of the uterus, &c.	5
Diseases of the joints, bones, and muscles	8
Diseases of the skin, &c.	6
Old age, or natural decay	29
Deaths by violence, privation, or intemperance	22
Causes not specified	6
Deaths from all causes	786

Males ... 417 | Females ... 369  
Births in the Week.—Males, 536; females, 546.—Total, 1,082.

**RANELAGH SUSPENSION BRIDGE.**—A plan has been brought forward for the construction of a bridge across the Thames, from a point between Chelsea Hospital and the Grosvenor Canal to the Surrey shore near the Red House at Battersea. The necessity of such a structure, as a public work, is now very generally admitted, and the distance between Vauxhall and Battersea bridge is very great, and includes an immense mass of buildings, and a large population. The Commissioners of Metropolitan Improvements, indeed, in their plans accompanying their report to the House of Commons, on proposed improvements in this district, have laid down roads, apparently with the express view of leading to a communication with the Surrey side of the river, at the point proposed by the promoters of the Ranelagh Bridge. The proposed bridge is intended to be upon the suspension principle.

**THE PROVINCES.**

**OXFORD, Oct. 13.**—It is confidently stated that the Rev. Mr Newman, with four or five of his friends, among whom was Mr Ward, attended service at the Roman Catholic Chapel here yesterday.—*Times.*

**THE WIGAN ELECTION.**—The nomination took place on Wednesday morning at the Moot hall, in the Market place, whither the candidates, Captain Jas. Lindsay, Conservative, and Mr R. A. Thicknesse, free trader, were escorted at 11 o'clock by their friends in procession with flags and music from their respective residences in the immediate vicinity of the town. The mayor presided and went through the usual formal duties of the occasion. Each party having been proposed and seconded and made his speech, the show of hands was taken, and declared to be in favour of Captain Lindsay, when a poll was demanded by Mr Achon in behalf of Mr Thicknesse, which took place on the day following, and terminated as follows, namely, for Captain Lindsay 278, for Mr Thicknesse 211, majority 67.

**YORK WEST RIDING REGISTRATION, 1845.**—The following statement shows the result of the Revision, which ended at Ripon on Tuesday, the 7th instant:—New claims—Liberal 3286, Tory 1166, doubtful 56; objections struck off—Liberal 1404, Tory 1426, doubtful 231; Liberal gain—2142; Tory 0; Liberal gain last year 267; Tory gain last year 227.

Orange gain on new claims	2120
Ditto Objections	22
Total gain	2142
At the Election of 1841,	
Mr. Wortley's majority over Lord Milton	1085
Ditto Lord Morpeth	1134
Mr. Dennison's majority over Lord Milton	70
Ditto Lord Morpeth	749
Liberal gain on Revisions from 1841 to 1844 inclusive	263
Ditto 1845	2145
Total liberal gain	2405

**THE MANCHESTER ATHENÆUM SOIREE.**—In addition to the distinguished persons who have already accepted the invitation to the *soiree* on the 23rd instant, Mark Lemon, Esq. (the editor of *Punch*), and Gilbert A'Beckett, Esq., one of its most distinguished contributors, have expressed their intention to be present. With these gentlemen, Douglas Jerrold and Charles Dickens, the *soiree* bids fair to be a glorious "Night with *Punch*."—*Manchester Guardian.*—We have looked over the list of the guests as advertised, and observe, much to the credit of the Manchester people, that the foremost names are those of the men of genius who have been invited—C. Dickens, D. Jerrold, Mark Lemon, Gilbert A'Beckett, Charles Knight, Samuel Lover, and then come the members of Parliament for the borough, some of their distinguished townsmen and neighbours, such as Mr Cobden, Mr Bright, and Mr Brotherton. The municipal authorities are also to be present, but, with the exception of Sir B. Heywood, who is one of the society itself, we do not observe a single titled guest. The Lancashire gentlemen have in general been reproached with entertaining too profound a respect for the aristocracy, and we may, therefore, look on the meetings of the Manchester Athenæum as proofs that they are reforming themselves. Last year, if we recollect correctly, Mr Disraeli was their chief guest at the Athenæum. They have, therefore, come to the right conclusion that talents and genius ennoble whatever they mingle with, and can receive no additional dignity from mere conventional and political titles.

**THE EARL OF LINCOLN AN INFORMER.**—Lord Lincoln is here on a tour of inspection of the river, docks, &c. On Tuesday morning, in his perambulation with Lieutenant Evans, he inquired what became of the dredging of the docks, and was informed that the refuse was put into boats, and then carried out to sea. On visiting the Egerton dock they found the dredges at work. His lordship anxiously watched their movements, witnessed the sailing of the boats out of the dock, and then, to his surprise, found the boats emptied their contents into the river instead of the sea. Without loss of time he wended his way to the Dock office, and signed an information himself against Lord Francis Egerton, for infringing the rules of the Dock Trust.—*Liverpool Chronicle.*

**A NEW CITY.**—The following animated description of one of the last wonders of our day, the new city now rising at Birkenhead, is from the pen of a noble diplomatist, and will be read with interest:—"I have made a very agreeable trip to Birkenhead, which is a place rising, as if by enchantment, out of the desert, and bidding fair to rival, if not eclipse, the glories of Liverpool. Seven years ago there were not three houses on that side of the Mersey,—there are now about 20,000 inhabitants; and on the spot where, within that time, Sir W. Stanley's hounds killed a fox in the open field, now stands a square larger than Belgrave square, every house of which is occupied. At Liverpool there are now ten acres of docks, the charges for which are enormous; at Birkenhead there will be 67 acres, with rates two-thirds lower, which will gradually diminish until (supposing trade to continue prosperous) they will almost disappear, and the docks become the property of the public at the end of 30 years. It would have been worth the trouble of the journey to make acquaintance with the projector and soul of this gigantic enterprise, a certain Mr Jackson. With his desire to create a great commercial emporium proceeds, *pari passu*, that of improving and elevating the condition of the labouring classes there, and before his docks are even excavated he is building houses for 300 families of work-people, each of which is to have three rooms and necessary conveniences, to be free of all taxes, and plentifully supplied with water and gas, for 2s 6d a-week for each family. These houses adjoin the warehouses and docks, where the people are to be employed, and thence is to run a railroad to the sea, and every man liking to bathe will be conveyed there for a penny. There are to be wash-houses, where a woman will be able to wash the linen of her family for 2d; and 160 acres have been devoted to a park, which Paxton has laid out, and nothing at Chatsworth can be more beautiful. At least 20,000 people were congregated there last Sunday, all decently dressed, orderly, and enjoying themselves. Chapels and churches and schools for every sect and denomination abound. Jackson says he is sure he shall create as vigorous a public opinion against the public-houses as is to be found in the highest classes. There are now 2,000 workmen on the docks and buildings, and he is about to take on 2,000 more. Turn which way you will, you see only the most judicious application of capital, skill, and experience,—

everything good adopted, everything bad eschewed from all other places, and as there is no other country in the world, I am sure, that could exhibit such a sight as this nascent establishment, where the best interests of commerce and philanthropy are so felicitously interwoven, I really felt an additional pride at being an Englishman."

**THE CUSTOMS REVENUE OF LIVERPOOL FOR THE LAST QUARTER.**—The general quarterly abstract of revenue for the United Kingdom shows a decrease, under the head of "Customs," of 1,154,492*l.*, attributable to the reduction of various important duties; and it may be interesting to our readers to learn how much of this amount belongs to this port. From the best information within our reach, and which we believe to be accurate, we learn that the gross receipts at our Customhouse for the quarter just past were 897,998*l.*, against 1,324,906*l.* for the corresponding period of last year, showing a decrease of 426,908*l.* Considering that the customs revenue of Liverpool is on the average of late years one-fifth of that of the entire kingdom, it may be thought that the above statement shows somewhat like a falling off in the trade of our port. It must be borne in mind, however, that we have this year lost the cotton duty, amounting to 640,000*l.* per annum, nearly all collected in Liverpool; and that the recent reduction in the sugar duties, computed at 1,700,000*l.* for the year, has fallen peculiarly upon this port. Taking these duties into consideration, we have rather improved our position than otherwise.—*Liverpool Standard.*

**VALE OF EYESHAM.**—The wheat-ricks present a bulky appearance, but on being thrashed contain much less corn, in proportion to the straw, than last year.

**EXTRAORDINARY CASE OF SHOPLIFTING.**—On Thursday, at the Brentwood petty sessions, Mrs Margaret Sarah Harding, a widow lady of respectable connections, was brought up in custody to the Town-hall, before Messrs Hay and Bousfield, the presiding magistrates, on a charge of purloining from the shop of Mr Radford, silk-mercer and haberdasher, of High-street, Brentwood, a quantity of lace and other articles of value, his property. On the apprehension of the accused, who was fashionably attired, the sum of nearly 8000*l.* in Bank of England notes and India Bonds, was found upon her person. She was fully committed to take her trial.

**THE ANDOVER UNION.**—The new master of the Union, Mr Price, who was appointed on the recommendation of the Assistant-Commissioner, Mr Parker, has been dismissed. At a meeting of the guardians, held on Saturday, the clerk read a letter from the poor law commissioners, in which they stated that they were not aware of the previous conduct and character of Price, or they would not have sanctioned his recommendation.

**THE TEN HOURS' BILL.**—LORD ASHLEY IN MANCHESTER.—On Tuesday Lord Ashley met a deputation of two operatives from each mill in this town at the Brunswick Hotel, for the purpose of laying before them what course he intended to pursue, and to receive their opinions as to the general state of the question, and how far, if at all, they had been benefited by the interference of the legislature. There were about 400 delegates present. At the request of the operatives Mr Joseph Gregory, calico-printer, took the chair. There were also a number of gentlemen present who are favourable to the reduction of the hours of labour, including some extensive mill-owners, also Mr Brotherton, M.P., and the Rev. Mr Huntington, incumbent of St John's. His lordship, in a long speech, explained why the railway business of last session had prevented much attention from being paid in parliament to the short hour question, and he feared the same cause would continue to operate in the next. But he exhorted perseverance, as did some operatives, who also spoke. Nothing practical resulted from the meeting.

**EXTENSIVE FIRE AT NOTTINGHAM.**—An extensive and destructive fire broke out on Tuesday evening, on the premises of Mr Bates, Nottingham, used as frame smiths' shops, which entirely destroyed the building, and an amount of property which is estimated at from 1,200*l.* to 1,400*l.* The building only was insured.

### SCOTLAND.

The Marquis of Breadalbane, recently lord rector of Glasgow University, has signified his wish to found in it two scholarships, with an allowance of 50*l.* per annum each, for the encouragement and promotion of scientific study.

**HIGHLAND AND AGRICULTURAL SOCIETY OF SCOTLAND'S MEETING AT DUMFRIES.**—The proceedings connected with the annual meeting of this truly national and patriotic society commenced at Dumfries on Monday, last week, and are now brought to a close. The extent and excellence of the show, the numerous attendance, the success of the public breakfasts, and the attractions of the two dinners, have made the meeting altogether a very distinguished one.—*Dumfries Herald.*

**IMPORTANT DECISION UNDER LORD ASHLEY'S ACT AT AIRDRIE.**—A number of fresh cases of females being employed in the pits at the Shotts, came on for trial on Friday last in the Court house of Airdrie, at the instance of J. Muir Steel, Esq., before Messrs Kid and Rankine, justices of the peace, when John Beveridge, Alexander Gillies, and Hugh Bennet were placed at the bar, found guilty as libelled, and fined in the lesser penalty of 5*l.* each, with costs. It is understood that a number of females are still in the pits round Airdrie, but from the active measures now taken, it is hoped the illegal practice will be put down.—*Glasgow Argus.*

**GREAT FIRE AT INVERNESS.**—This town was on Wednesday last subjected to a calamity greater than has visited it for many years, three large lofty tenements being totally destroyed by fire, involving the loss of property to a great extent.

### IRELAND.

**REFEAL ASSOCIATION.**—The weekly meeting of the Association was held on Wednesday, Mr McKenna, T.C., in the chair. Nothing of importance occurred. At the termination of the proceedings the rent was announced to be 218*l.* 1*s.* 11*d.* The meeting then adjourned.

**REPRESENTATION OF CORE.**—The Repealers of the "beautiful city" have already set up Serjeant Murphy's seat for "public competition." The learned gentleman's farewell address was published in the *Southern Reporter* of Thursday evening, and on the very next day (according to a statement in the *Constitution*) "the elite of the Repealers, to the number of 18 or 20, met in the back room of the Chamber of Commerce, to take measures to secure the return of two sound men and true in the place of the out-going members, Mr Callaghan having, months since, stated publicly that he would not 'again go to St Stephen's,' thus ridding himself of the vast and various duties that he has so zealously and disinterestedly—particularly of late years—discharged. The names of the gentlemen put forward by their respective friends were Alderman Thomas Lyons, Mr Joseph Hayes (the mention of which caused cheering), Alderman W. Fagan, and (supported by the butter-buying influence) Captain Brodrick, O'Connell's thick-and-thin man in the Association.

**THE POTATO DISEASE.**—The further accounts received, show that the disease in the potato crop is extending far and wide, and causing great alarm amongst the peasantry. "I have conversed," says the correspondent of the *Morning Chronicle*, "with landowners from various parts of the country, who give an appalling description of the ravages of the disease, which has already destroyed a larger

proportion of the crop, upon which the bulk of our population depend for sustenance. I have seen letters from resident landlords, who feelingly describe the misery and consternation of the poor people around them, and earnestly urge the imperative necessity of speedy intervention on the part of the government to ascertain the actual extent of the calamity, and provide wholesome food as a substitute for the deficient supply of potatoes. Mr John Chester, of Kilsborne house, in Magshole, of the county of Louth, in a letter to the *Dublin Evening Post*, states that he has a field of twenty acres of potatoes, which up to the 3d instant had been perfectly dry and sound, when they were attacked by the blight, and three-fourths of them are so diseased and rotten that pigs decline to eat them. This, he says, is the case all through the county of Louth. Mr Chester observes:—"The result it is fearful to contemplate. If the government neglect to adopt timely precautions, I fear starvation and misery must be the consequence; and as pestilence treads in the footsteps of famine, should the poorer classes use these diseased potatoes, a malignant fever or cholera may spread throughout the country."

### FOREIGN AND COLONIAL.

**ALGERIA.**—We read in the *Sentinelle* of Toulon of the 10th:—"Since the arrival of the *Cerberus*, which left Algiers on the 5th, it has been reported here that a column of 200 men had been surrounded by the Arabs, and forced to lay down their arms. It was added that this column reckoned among its men a number of old soldiers, habituated to the war in Africa. And the version declares that this affair related to the column of General Cavaignac, which, although 800 in number, had surrendered, after having lost three-fourths of the men. We have not received any details, but, unfortunately, we have reason to believe these rumours are not without foundation."

**HANOVER, Oct. 6.**—It is reported that in consequence of the probable deficiency in the crop of potatoes, the government is resolved entirely to prohibit the exportation of that article in the province of East Friesland, and the country of Bentheim, and also, in order to reduce the price of corn, rice, &c., to exempt them for the present from the import duties to which they are now subject.—*Hamburg papers.*

**AMERICA.**—We are in possession of the usual fortnightly American and Canadian mails, by the *Britannia* steamer, which arrived in the Mersey on Tuesday morning. Captain Hewitt reports having passed and exchanged colours with the *Great Britain* steamship on Tuesday, the 7th instant, at 2 o'clock p.m., in lat. 48 degs. N. long. 42 degs. 56 mins. W. The *Great Britain* was then ten days at sea; it was blowing moderately from N.N.E., with a heavy N.E. swell. All prospect of a war with Mexico seems rapidly vanishing away. There is still abundance of talk upon the matter, but there it ends. Rumour from Washington states that a minister will be appointed very soon, by President Polk, to be sent to Mexico. This, too, looks pacific. We also hear from Washington, that President Polk himself has written a letter to the President of Mexico, proposing terms of negotiation. The Hon. Edward Everett, late United States minister to the court of St James, and family, returned to the United States in the steamer *Britannia*, on her last outward trip. He was immediately waited upon by a committee of gentlemen, and invited to the celebration of the anniversary of the Massachusetts Horticultural Society, which occurred the same evening at Faneuil hall. He accepted the invitation, and consequently made his appearance in public on the evening of the day on which he reached his native land. His presence was announced amid a very general enthusiasm, and upon his being called up his remarks were received with great applause. He has since been invited to a public dinner by his fellow citizens, who expressed, in their letter of invitation, their satisfaction at the course he had pursued during an eventful period in the diplomatic history of both countries. They also took the occasion to remark upon his successful intervention in behalf of claims long unsettled; upon his hospitality to American citizens visiting London; upon the influence he has exercised in England, by his ability and eloquence, in raising the estimate of American character; and, above all, upon the conciliatory and pacific spirit he had always manifested towards England, between which nation and the United States the best interests of civilization and humanity, as well as of navigation and trade, demand the preservation of peace.

**PENNSYLVANIAN FAITH.**—The U.S. Gazette says measures have been adopted which will insure the prompt payment of the interest, due next February. This Rich State (!) produces annually 15,000,000 bushels of wheat, and 45,000,000 bushels of other grain, and is capable of increasing the amount fourfold, she will send to market this year 2,000,000 tons of anthracite coal, yielding a return to the State of 7,000,000 dol.; she manufactures three-fourths of the iron made in the whole Union, and has the means of supplying the consumption of the world; she has a bituminous coal field through which the main line passes, for a hundred and thirty miles, containing 1,000 square miles, or 6,400,000 acres; when all Europe contains only 2,000 square miles of bituminous coal land.

**CANADA.**—There is no political news save that all is going on as well as her most ardent well-wishers can desire. Thanks to a good government, the whole province is thriving. The fall trade was going on more briskly than anything else. There had been an increase of 175 arrivals from sea this year over last. Several improvements are going forward in Montreal, and property is rapidly increasing in value. Lord Cathcart, the commander of the forces in Canada, had returned from a tour of inspection in the western part of the province. The military establishments were in a state of great efficiency. The accounts from the interior represent the farmers as quite on the alert to sell their wheat, the great demand for it having brought up the price to a dollar, and in some places more.

**SOUTH AUSTRALIA.**—The *Gazette* of Thursday last contains the abstract of receipts and expenditure of our Colonial Government for the quarter ending March 31st 1845. It is an official document of which the executive and the colonists in general may be justly proud, exhibiting, as it does, a clear surplus of revenue amounting to 2,096*l.* 15*s.* 6*d.* for the quarter, being an increase of 1,489*l.* 14*s.* 3*d.* upon the corresponding quarter of 1844. The abstract is as luminous as it is gratifying, and forms a striking contrast to the financial statements and results for 1840. South Australia has thus become not only a self-supporting colony, but a colony with a surplus revenue that may fully justify a reduction of taxes and imposts.—*Adelaide Observer*, April 19, 1845.

**POTATOES IN BELGIUM.**—The Royal Committee established in Brussels, on the occasion of the failure of the potato crop, for the purpose of seeking a remedy for the deficit of alimentary supplies, waited a few days since on the Minister of the Interior. That high functionary received the committee with the most marked attention. He thanked the members present, eight in number, for the proofs they were giving of devotion to their country's interests, and for their efforts in carrying out the benevolent and enlightened views of his Majesty. It is understood that the committee has already devoted four sittings to inquiries into the subject. The preservation

of potatoes has been an object of especial attention, and the means of insuring their reproduction will be the next subject of inquiry. From the documents collected and communicated by several members of the committee the failure of the potatoes in Belgium may be estimated at two-thirds of the early crops, and at five-sixths of the late crops. Thus it is considered to be of the utmost importance to attend to the reproduction of next year. There is every reason to believe that the labours of the committee will satisfy public expectation.

**THE POTATOE ROT.**—It is curious that the potatoe rot has extended throughout the Northern States, Canada, New Brunswick, P. E. Island and Nova Scotia. We saw whole fields in New Brunswick, on our recent tour, which in two days changed from an appearance of health to that of rapid decay. The crop in New Brunswick will be short—and we have been informed that in P. E. Island also, there will be a considerable failure. In the western part of Nova Scotia—through Hants, Kings, and Annapolis, the potatoe fields are more or less affected by the prevailing disease. We do not apprehend, however, that the scarcity of the root will be as great as it is feared. The poor settlers on the mountains, who depend chiefly for subsistence on the potatoe crop, will suffer most. There is more wheat and corn, however, grown in the country now than formerly—and with due economy in the feeding of stock, with the use of carrots, turnips, &c., our agriculturists, we think, may weather the winter without suffering through want, and without a loss of stock.—*Halifax Times.*

**TRAGICAL DUEL IN WETZLAR.**—The barbarous feudal system of duelling has had another victim in Wetzlar. An officer of the Yager Guards, quartered there, Lieutenant von Negri, who was universally respected, was shot by one of his comrades. He had already fallen with his death wound, when he again raised himself on his arm, and shot his opponent in the right arm. Negri died sixteen hours afterwards. The cause of this bloody scene is said to have been some unfavourable remarks of the survivor on the nobility of the country, and particularly on the descent of Negri.—*Allgemeine Zeitung.*

**MARRIAGES.**

On the 11th inst, at the Old Meeting house, Kidderminster, by the Rev. T. F. Barker, Francis Crossley, Esq. of the firm of Messrs John Crossley and Sons, of Halifax, to Martha Eliza, eldest daughter of Henry Brinton, Esq. of Kidderminster. At the same time and place, Edward Richard, son of the late Samuel Broom, Esq. of Llanelly, South Wales, to Sarah Elizabeth, second daughter of the above Henry Brinton, Esq.

On the 14th inst, at Christ Church, St Marylebone, by the Rev. George Fisk, LL.B., Thomas Prothero, Esq. of Hamilton terrace, St John's wood, to Sarah, youngest daughter of Andrew Gibbs, Esq. of Maidahill.

On the 15th inst, at the Chapel of the Spanish embassy, Spanish place, by the Rev. John Telford, Mr. John Cronin, of George street, Portman square, to Mary, the eldest daughter of the late Mr Philip Verini, of Welbeck street, Cavendish square.

**DEATHS.**

On the 4th inst, at his residence, Rosherville, Gravesend, aged 59, Mr James Simpson Wilkinson, fishmonger, late of Newgate market, where he lived upwards of 52 years.

On the 11th inst, at Walworth, Surrey, William Dickinson, Esq. Comptroller-General of Her Majesty's Customs, in the 60th year of his age.

On the 12th inst, at Ostend, on his way to England, Mr William Coates, of White-chapel, wine-merchant, in his 55th year.

On the 6th inst, at Chertsey, Mrs Jane Love, in her 80th year.

On the 6th inst, at her residence, Ardwick house, near Manchester, in the 82nd year of her age, Sarah, the relict of the late John Marshall, Esq.

At Brighton, on the morning of the 10th inst, Admiral Sir Charles Rowley, Bart, G.C.B., in the 75th year of his age.

On the 10th inst, in the 60th year of his age, Benjamin Fall, Esq. of Fountain terrace, Camberwell grove, for nearly 40 years the confidential clerk of Messrs Harman and Co., of Adams court, Old Broad street.

**THE COMMERCIAL TIMES.**

The *Economist*, from its extensive and increasing circulation among Members of Parliament, Bankers, Merchants, Capitalists, and the Trading Community, is well adapted as the medium for advertisements, intended to meet the attention of those numerous and respectable classes.

\*.\* The *Economist* can be forwarded, by packet FREE OF POSTAGE, to the following British Colonies and Foreign Countries, viz:—

Aden	Halifax	Nova Scotia	Cuxhaven
Antigua	Heligoland	Quebec	Denmark
Bahama	Honduras	St Kitt's	France
Barbadoes	India via Fal-	St Lucia	Greece
Berlice	mouth	St Vincent's	Hamburg
Bermuda	Ionian Islands	Tabago	Hayti, or
Canada	Jamaica	Tortola	St Domingo }
Carriacou	Malta	Trinidad	Lubeck
Demerara	Montserrat		New Grenada
Dominica	Nevis	Brazil	Peru
Gibraltar	New Brunswick	Bremen	Spain
Grenada	Newfoundland	Buenos Ayres	Venezuela

**MEETINGS OF BANKS, PUBLIC COMPANIES, &c.**

THURSDAY, OCT. 23.—Bank of Ceylon.—Globe Assurance Company.  
THURSDAY, OCT. 30.—Tamer Silver Lead Mining Company.—Taff Vale Railway Company.—Grand Junction Railway Company.—United Mines Company, Adelphi.

**THE GLASS DUTIES.**—It was decided some time since, on an application of an extensive importer of lunette and other glasses used by the watch trade for covering the faces of watches, by the Customs' authorities, that these glasses were not to be deemed flint cut glass, according to the express terms of the act of last session, containing the repeal of some, and alteration and reduction of other, of the Customs' duties, and therefore liable to the duty of 8d per lb, but were to be admitted, under the head of "wine-glasses, tumblers, and all other white flint glass goods, not cut, engraved, or otherwise ornamented," at the lower rate of 4d per lb. On a subsequent application of some other parties for the act to be similarly construed in respect to glasses or discs imported for the purpose of being used as glasses for telescopes, opera-glasses, and various other optical instruments, on the ground that they were of a similar character to the watch-glasses alluded to, and were therefore fully and justly entitled to be admitted at the same rate of duty, viz. 4d per lb, it was decided, after a considerable amount of deliberation on the matter, and after the opinion of an eminent metropolitan manufacturer of glass-ware had been requested and received on the subject, that they must be

considered "flint cut glass" within the meaning of the act, and must therefore be in future charged with the higher rate of 8d per lb. Since this decision on the latter description of glasses, considerable difference of opinion, it appears, has existed, even among the revenue officers themselves, as to whether it was intended by this latter order that watch-glasses should be charged with the higher rate, in contradistinction to the previous order made in their regard, or whether they were to pay the lower rate, in contradistinction to the glasses for telescopes and optical instruments generally, the intention of the Board being differently construed by the officers—some leaning to the former, and others to the latter opinion. In this state of uncertainty, a quantity of watch-glasses, recently imported, were a few days ago detained by some of the revenue officers for the higher rate, not so much for the purpose of pressing that rate of duty, as, that the question might be satisfactorily settled, in order to guide both the importers and the officers in respect to future importations of the article. The party has since made a representation to the Board on the matter, setting forth the facts of the case, and urging that these watch-glasses are not cut within the meaning of the act, which implies that glass, to be liable to the rate of 8d, must be cut, as the term is understood by the glass-trade generally, that is, cut for ornament, in various shapes or forms, which greatly enhances its value, and not, as in the case of these articles, when it is simply moulded and cut round the edges with a machine or otherwise, in order to make it actually fit for its intended purpose; and it has been decided, after a full consideration of the matter, that these watch-glasses are equally liable with the other description of glasses used for optical instruments, and are to be charged in future also with the higher rate.

**COMMERCIAL NEWS OF NEW YORK.**

The steamer takes out [to England] rather favourable advices. The last intelligence received from England has had the effect to induce cotton operators to purchase freely, at advanced rates. The trade of the city has become active. Our merchants from the south and west are making their fall and winter purchases. Both foreign and domestic goods are now in request. Freights are beginning to be more lively. A large number of vessels are up for the southern ports, to load there for Europe. The cotton crop is now coming to market freely. The quality is good, but in some sections there has been a partial failure, and in others the crop has been abundant. The last crop was the largest ever known, and it is believed the growth this year will be equal, if it does not exceed it. The bill market has undergone no material change. The increased shipments of flour, cheese, provisions, &c., have afforded an increased amount of sterling bills, which have kept down the rate quite as low as by the previous steamer. The money market remains easy; both banks and capitalists discount freely at six per cent., and short loans for favourite securities are made at a trifle under. There is nothing in the state of trade or the political aspect of things to lead them to suppose that there will be any material alteration in the money market for some months to come. Stocks have all improved. The moment it was believed there would be no war with Mexico, almost every stock on the list advanced. Government securities, which are first to be affected by the war news, are first to rise on a prospect of continued peace. State stocks are also better. There is, however, no new movement in any of those stocks; all that have paid their interest continue to pay. Railroad stocks, which are so much in favour in England, are beginning to be sought for here. The books for the construction of the Erie Railroads have been opened for more than two weeks, and the required sum of 3,000,000 of dollars has been nearly subscribed. The construction of this road, reaching from the Hudson to Lake Erie, is deemed the most important ever projected in this country. Exchange on England, 100½ 110.

**WEEKLY CORN RETURNS.**

From the Gazette of last night.

	Wheat	Barley	Oats	Rye	Beans	Peas
Sold—quarters.....	161,022	15,541	25,519	745	4,427	4,673
	s d	s d	s d	s d	s d	s d
Weekly average price.....	57 9	31 3	23 4	34 2	43 1	44 4
Six weeks' average.....	64 11	31 0	22 7	33 4	42 8	39 3
Same week last year.....	46 4	34 9	20 5	36 4	37 0	33 7
Present duty.....	18 7	7 0	6 0	9 6	1 0	3 6
Colonial do.....	5 0	0 6	1 6	1 0	0 6	0 6

**Imported and cleared for consumption in the week.**

	Wheat imported	Wheat cleared for consump	Barley imported	Barley cleared for consump	Amount of duty on wheat	Amount of duty on barley
Foreign.....	25,076	51	1,904	629	18	181
Colonial.....	173	178	—	319	44	15
Canadian.....	4,479	4,170	—	—	208	—
Total.....	29,728	4,399	1,904	948	270	196

NOTE.—Imported—Oats 15,996 qrs; Peas 380 qrs; Beans 1,716 qrs. Duty paid—Oats 14,020 qrs; Peas 242 qrs; Beans 5,588 qrs; Indian corn 320 qrs.  
Total imports of all kinds of grain..... 49,726 qrs.  
Total quantity duty paid..... 25,520 qrs.  
Total duty of the week ending the 2nd of October..... 4,922l

**STATE OF THE CORN TRADE FOR THE WEEK.**

THERE was a fair quantity of wheat on sale in Mark lane on Monday, mostly from Essex, Kent, and Suffolk, a great deal of which was of ordinary quality. The accounts from all the northern districts being unfavourable, a good demand was experienced from the town millers, and the best samples realized a further improvement of 2s to 3s per qr, secondary sorts commanding an advance of 1s to 2s per qr, whilst free foreign was quoted 2s per qr higher, but the very extra-

vagant prices demanded for bonded samples checked the transactions therein; the sales effected were however at 2s to 3s per qr more money, with more disposition evinced to hold than to sell, from the recent general enhancement of the home markets; really choice samples of Dantzic were held at 60s per qr in bond, and all other sorts in proportion. With respect to the price of town-made flour, this was again unsettled, some of the leading millers requiring an increase of 4s per sack, bringing the quotation up to 60s per sack; this was, however, not generally established; its discussion had the effect of causing an improvement in the value of ship samples and country marks of 2s per sack.

The importations of foreign wheat were to a trifling extent, consisting of only 3,957 qrs, whereof 737 qrs came from Dantzic, 120 from Stettin, 400 from Ibraill, and 2,700 from Marseilles. The quantity of flour was nearly 1,774 barrels, principally from Montreal. The fresh arrival of English barley was very limited, with no foreign in; this article was 1s and 2s per qr dearer. A good consumptive demand continues to be experienced for oats, and the arrivals in all consisting of only 7,243 qrs, mostly from Ireland, that part of the United Kingdom supplying 5,267 qrs thereof, Scotland 670, and our own counties the remaining 1,306; such quantities not being up to the consumption of the metropolis alone, an advance of 1s per qr was obtained, with several buyers, for those in bond, Archangel being worth 19s per qr, Swedish and other fine feed 20s and 21s per qr. Beans met more inquiry, and the best heavy qualities were 1s per qr dearer the importation of foreign was 22s qrs via Cork. All sorts of peas were firm and fully as dear; the importation of foreign was 45s qrs from Hambro' and Stettin.

There was a full attendance of country and town buyers at Liverpool on Tuesday, and though the excitement had in some measure subsided, owing to the favourable change in the weather, still a good sale was experienced of all old and new wheat, at an advance of 3d to 4d per 70 lbs, and several parcels were taken for shipment to the north of Ireland, although the arrivals from the principal southern ports of that island amounted to 11,121 qrs of that article. Of flour there were 7,238 sacks from Ireland, 4,161 barrels from Canada, and 923 barrels from the United States; this article, however, sold freely; Irish was 2s per sack, and Canadian 2s per barrel dearer, with a similar improvement for that from the United States in bond. Oats were in request at an advance of 2d per 45 lbs: of this article there were 4,755 qrs from Ireland, with very little addition from anywhere else. Beans were 1s per qr dearer. Peas were more inquired for, but the prices asked were above the views of the buyers, and consequently few changed hands. Oatmeal was in great demand, partly for re-shipment to Ireland, although the arrivals from thence amounted to 4,957 loads; this increased sale caused an advance of 1s 6d per load of 240 lbs on new, and 2s on old. Indian corn was 2s per 480 lbs dearer, with a demand chiefly for shipment to Ireland.

The farmers brought a large supply of new wheat to Hull market, for which they asked high prices; the condition being very bad, the millers were unwilling takers at even last week's currency for such, whilst they gave 1s per qr higher rates for old, and the latter description they took freely. Bonded samples met buyers at higher rates, the stocks of which are very limited at that port, and mostly in second hands. Barley was more inquired after, and higher rates were paid. Oats were fully as dear.

There were moderate supplies of all grain at Leeds; those of wheat amounted to 6,961 qrs; old samples were 1s per qr dearer, but only the finest new supported prices; other sorts were sold on rather lower terms. There was a good demand for new barley, and as the arrivals were short, such made more money. Oats and beans were quite as dear. The supplies of grain were rather larger at Lynn, yet a good sale was experienced at an improvement of 2s per qr on wheat, 1s per qr on barley and oats, whilst beans and peas supported former terms. A fair supply of wheat was brought forward at Spalding, which was readily cleared off at an advance of 1s per qr. Beans and oats were scarce and rather dearer.

Moderately fair arrivals of oats were reported at Mark lane on Wednesday, and a few fresh cargoes of foreign wheat, but of other grain the supplies were limited. All articles fully supported the terms of Monday, but the business transacted was not generally extensive. At Boston the same day the supply of wheat was large, and chiefly in bad condition; dry samples of new and old were 2s per qr dearer than the previous Wednesday, though not so high as the rates paid on Saturday last. The farmers supplied Stockton market poorly with new wheat, which met a good demand, at an improvement of 2s to 3s per qr, whilst samples of old were 3s to 4s per qr dearer, and flour was put up 3s per sack. A considerable quantity of grain is still in the fields thereabouts, and there was a return of rain. The Scotch markets were animated; there was a quick demand at Edinburgh for seed wheat, at an advance of 2s to 3s per qr. Barley was 1s 6d to 2s per qr dearer. Oats, beans, and peas were each 1s per qr higher. The weather at Glasgow was wet and close, as unfavourable as possible, and a great quantity of corn reported to be still in the field; and it is now discovered that potatoes are most generally and fatally diseased over all that district; business has, since Monday, there been excited, and advance proceeds rapidly. Wheat was 2s to 4s per qr higher, with a very brisk demand. Bonded was 4s per qr dearer; very little new has come forward. Flour brought 2s to 3s per sack, and 1s to 2s per barrel, more money.

All the markets held on Thursday were more or less lively according to the supply; at Birmingham there was less wheat offering, and it was cleared off at an advance of about 2s per qr. Though there was a more liberal delivery at Bristol of English wheat, yet it met a good sale, and new was fully 4s per qr, and old 2s per qr, dearer, with a like addition to the value of foreign and Irish. Flour was 1s per sack higher. There was a short supply at Newbury, owing to the fair; a steady sale was experienced, at 2s to 3s per qr over the rates of the previous week. The market at Uxbridge was

not so brisk, and a considerable quantity was left over unsold, and former prices were barely obtained on the sales effected.

There were fair arrivals of wheat, and good supplies of Irish oats, in Mark lane on Friday, fully the terms of Monday were obtained for all English wheat, and bonded parcels were held at higher rates. Barley was 1s per qr dearer, this article being scarce, beans and peas commanded full prices. Oats were in lively demand, and bonded samples 1s per qr dearer. The weather in the metropolis has been splendid during this week until to-day, which has been cloudy, and a change again is threatened. London averages announced this day were,—

	qrs.	s.	d.
Wheat...	13,461	63	4
Barley ...	484	34	4
Oats ...	13,787	23	0
Rye ...	53	37	5
Beans ..	402	40	8
Peas ...	1,851	46	7

FOREIGN GRAIN MARKETS.

The number of grain-laden vessels which passed the Sound for England, from the 24th September to the 7th Oct. were 32 wheat, 4 linseed, and 1 peas.

The Baltic markets are now so bare of wheat, that prices are merely nominal; the stock at Danzic is very sparingly offered, and the present prices of bonded wheat in England, although they are now fully 20s per qr dearer than in the early part of the spring, are still not sufficiently high to induce the holders to ship off their stocks before the close of the navigation. Ships laying in Danzic cannot get freights to England, even at 3s 6d per qr for London. The expectation of very high prices is now so general, and the quantity of wheat in Danzic so reduced, that the holders are under the impression, that they can fix their own terms hereafter; the present prices of Danzic, are fully 5s per qr above the relative value of the same wheat in bond in London. Red wheat at Stettin cost 45s on board, with 3s 6d per qr freight.

The Dutch accounts are firmer, the principal news from that quarter being, that the potatoes imported from the Baltic get rotten on the voyage. We hear that 8,000 tons of potatoes have been purchased in Denmark for the Netherlands. The Mediterranean accounts are again dearer; red Polish Odessa wheat costs 46s per qr cost and freight, without insurance.

The Eastern accounts do not bring much news of interest; the market at Odessa was dull, but not cheaper, good wheat cost 30s per qr, f. o. b.; freights 11s 7d to 12s per qr to England. In the Danube, some sales were made at 28s 6d per qr, but there are no ships in the river to bring it away. The accounts of the yield of the Eastern crops come worse than before stated; wheat is especially bad in the Danube and Bessarabia, and will be seriously felt in those provinces in the spring.

Foreign and Colonial Produce.

MONTHLY STATEMENT OF THE STOCKS OF COFFEE AND SUGAR IN THE PRINCIPAL SIX MARKETS OF EUROPE.

	SUGAR.			
	October 1	1842	1843	1844
Holland*	...	216,000	185,000	149,000
Antwerp	...	70,000	110,000	48,000
Hamburg	...	200,000	260,000	130,000
Trieste	...	124,000	159,000	120,000
Havre	...	180,000	280,000	50,000
England	...	790,000	994,000	497,000
Total	...	1,266,000	1,428,000	1,200,000
Total in G. Brit. of Col. sugar	...	2,058,000	2,422,000	1,697,000
Total Foreign Sugar...	...	966,000	1,021,000	797,000
Total Foreign Sugar...	...	1,092,000	1,401,000	900,000

\* In first hands only; in all other places in first and second.

Value in the first half of the month of September, in London, per cwt, without Duty.

	s	d	s	d	s	d	s	d	s	d	s	d	s	d
Musco., E. and W. India	33	0	0	0	34	0	0	0	31	0	0	0	36	0
Havana, white	25	0	34	0	23	0	30	0	25	0	31	0	34	0
Havana, yellow and brown	18	0	22	0	17	0	21	0	18	0	23	0	25	0
Brazil, white	19	0	25	0	19	0	24	0	21	0	24	0	26	0
Brazil, yellow and brown	15	0	18	0	15	0	18	0	16	0	19	0	22	0
Java	15	0	24	0	15	0	23	0	16	0	24	0	23	0
Patent, crushed in bond	25	0	0	0	25	0	0	0	27	0	0	0	37	0

Imports of foreign sugar into the continental ports of Europe, having been rather heavy last month, and the quantities taken from them for consumption less than hitherto, the deficiency of stock in the five markets, on the continent, which we enumerate, and which at the beginning of last month amounted to about 200,000 cwt, has disappeared, and they show, on the contrary, a trifling excess. In this country the stock of foreign sugar is somewhat reduced since the 1st of Sept., but, upon the whole, the deficiency of foreign sugar, as shown in the above tables, is reduced from 360,000 cwt to 160,000 cwt, and it is likely that a further reduction of this deficiency will take place before the end of this month, since it is well known that a greater number of cargoes from the Brazils and Porto Rico are still out, and that, therefore, very probably the importation of foreign sugar into Europe during the last three months of 1845, will exceed that of the same period in 1844.

Stocks in the interior of the continent are still considerable, and larger than last year, though of late not much increased. The reports respecting the beet-root crops are less favourable than hitherto.

As regards cane sugar, the crop accounts are favourable from

United States, from Cuba, from Porto Rico, from the Brazils, upon the whole, from the British West India colonies, and from Mauritius. From Bengal, as well as from Java, the supply is reported to be ample.

Our market prices of foreign sugar have, from the almost entire cessation of the demand for foreign sugar, been nearly nominal, though lower rates must be taken to effect sales, and we have only to report one sale of a cargo of white Bahia sugar for transshipment at 28s over the ship side, being 3s to 3s 6d cheaper than at the highest period of the year.

Patent crushed sugar, refined in bond, which, six weeks ago, was held at 43s, may now be obtained at 37s.

The stock of foreign sugar in the London warehouses, on the 1st of Oct., consisted of 50,000 cwt, Siam, Manilla, and Java; 90,000 cwt Havana; 43,000 cwt Brazil sugar; total, 183,000 cwt, against 349,000 cwt in 1844. Prices are still quoted 30 to 50 per cent higher than in the three preceding years.

The consumption of British colonial sugar is likely to reach the highest estimate formed for this year. Its bonded value is now from 10 to 20 per cent higher than since the beginning of 1842.

COFFEE.

	October 1	1842	1843	1844	1845
		<i>cwts</i>	<i>cwts</i>	<i>cwts</i>	<i>cwts</i>
Holland*	...	101,000	296,000	401,000	494,000
Antwerp	...	87,500	91,000	117,000	75,000
Hamburg	...	135,000	205,000	155,000	130,000
Trieste	...	113,000	86,000	88,000	51,000
Havre	...	42,000	41,000	29,000	28,000
England	...	440,000	464,000	486,000	414,000
Total	...	918,000	1,183,000	1,165,000	1,192,000

\* In first hands only; in all other places in first and second.

Value in the first half of the month of September, in London, per cwt, without Duty.

	s	d	s	d	s	d	s	d	s	d	s	d
Jamaica, good & fine ord. $\frac{1}{2}$ cwt	60	0	0	0	58	0	0	0	74	0	52	0
Ceylon, good ordinary	...	62	0	...	63	0	58	0	...	62	0	52
Brazil, good ordinary	...	32	0	...	32	0	32	0	...	28	0	31
St Domingo, good ordinary	...	32	0	...	33	0	28	0	...	28	0	30
In Holland—Java, gd. ord. $\frac{1}{2}$ kil.	...	23	cts	...	20	cts	...	22	cts	...	23	cts

The above table exhibits stocks materially reduced since the beginning of last month; in some degree this is owing to the public sales held in Holland in the course of last September, as stated on a former occasion; still there is a reduction independent of that cause, and the total stocks in Europe do not now vary much from those held at the same period in 1843 and 1844; there is a surplus, however, of upwards of 25 per cent compared with 1842. The second-hand stocks of coffee in Holland, which do not appear in our tables, are no doubt heavy, and considerably in excess of former years, but it is probable that this is in some degree counterbalanced by smaller quantities held in the interior of other continental countries in Europe.

The value of foreign coffee is still higher than at the corresponding season during any one of the preceding three years, though it is still moderate compared with a more remote period. The issue of the last sales in Holland has acted unfavourably upon all markets, shaking confidence everywhere, and with the great quantity in the Dutch speculators' hands, it is not likely that the article will soon rally, unless something decidedly unfavourable regarding the crops for 1846 should transpire.

Respecting them we have thus far very favourable accounts from Lagayra, contradictory reports from the Brazils; from the British West Indies, Havana, and Porto Rico the yield is stated to be even less than last year. From Java nothing is as yet known.

The export of coffee from this country for the first nine months of this year amounts to 140,000 cwt, being nearly treble of the quantity exported from the 1st Jan. to 30th Sept. 1845.

The deliveries of coffee for home consumption in 1845 show a further increase; British plantation and other coffee used in this country is cheaper than in the three preceding years.

AMERICAN COTTON MARKET.

MOBILE, Sept. 20.—Cotton.—Receipts this day week 469 bales, export nothing; stock 2,338 bales. An opening may be considered to have taken place, although a great disparity in views still exists amongst the dealers. Sales about 600 bales mid to fully fair, at 7 to 8 $\frac{1}{2}$ c. One table of about 250 bales sold at 8c round, classed strictly mid fair, which may be taken as a criterion of the prices in reference to the other grades, placing say, mid at 7 to 7 $\frac{1}{2}$ ; mid fair 7 $\frac{1}{2}$  to 8; fair, 8 $\frac{1}{2}$ , and good fair to fine 8 $\frac{1}{2}$  to 9. These prices, however, some factors refuse, being in many instances limited by planters  $\frac{1}{2}$  to  $\frac{1}{4}$ c. higher. The quantity really on sale will not exceed 4 to 500 bales. Quality ranges from mid to good fair, no inferior yet come forward. The buying has been for export to New York. The character of our accounts from the interior respecting the crops continues to be generally of the same unfavourable cast as for the last month. The prevalence of good weather for any length of time will, however, enable planters to exceed the expectations entertained a few weeks since, and afford a much less gloomy prospect as to the result. We cannot, of course, at this early day, venture upon a positive estimate of the receipts at this port the coming season, but see no reason to change the opinion, that the crop of South Alabama will not fall short of last year more than 10 to 12 per cent.

NEW ORLEANS, Sept. 20.—(For the week.)—Cotton.—Arrived since 12th, 16,067 bales, cleared 4,807, stock 33,258. On Monday, the market opened with more activity, and a larger business done than any previous day this season, sales nearly 4,000 bales; there was also a fair business on Tuesday and Wednesday. On Thursday morning we received accounts by the *Great Western*. It could not be perceived that they produced any effect. A very fair amount of busi-

ness was done, and previous rates were at least fully supported. Sales of the week about 12,000 bales, principally for England and France, with some for the North. Prices considered a fraction in favour of buyers early in the week, a very considerable stock having accumulated in the hands of the factors, but within the last day or two they have been a little firmer, though our quotations for mid fair are  $\frac{1}{2}$ c lower, being now 7 $\frac{1}{2}$  to 7 $\frac{3}{4}$ c. We still quote at 6 $\frac{1}{2}$  to 7c for low mid to good mid new crop, to which our figures only apply, but it is proper again to remark that only occasional limited parcels are to be met with that can be bought at less than 6 $\frac{1}{2}$ c. The scarcity of vessels and the declining rates of exchange operate with an unfavourable influence, and the market closed yesterday with but little animation. We understand that some of the recent purchases are stored from the impossibility of effecting shipments at the moment.

LIVERPOOL CLASSIFICATION.—Louisiana and Mississippi.

Middling	...	...	...	...	6 $\frac{1}{2}$ to 6 $\frac{3}{4}$
Good Middling	...	...	...	...	7
Middling Fair	...	...	...	...	7 $\frac{1}{2}$
Fair	...	...	...	...	7 $\frac{3}{4}$
Good Fair	...	...	...	...	8
Good and Fine	...	...	...	...	9

STATEMENT OF COTTON.

1845 Sept. Stock on hand	...	...	7,190
Receipts this week	...	16,700	...
" previously	...	19,585	35,375
Exported this week	...	4,737	...
" previously	...	3,412	8,149
Stock on hand and on shipboard	...	34,424	...

LONDON MARKET—TRANSACTIONS OF THE WEEK. FRIDAY.

SUGAR B. P.—The market opened on Tuesday with a quiet appearance; the sales were limited until yesterday, when 750 hhds and tierces were taken at previous rates. The refiners were large buyers. Good grocery samples are rather scarce, but there is a fair assortment of low yellow and grey kinds on show. 100 casks Barbadoes, at public sale on Tuesday, brought full prices, middling to fine yellow, 50s to 54s 6d; 65 hhds St Vincent's also sold at the extreme value, low and middling strong grey 48s, 48s 6d, middling to good strong broken 46s 6d, 46s 6d, per cwt. The total sales up to yesterday were about 1,600 casks. The arrivals have been light since this day week.

Mauritius.—In the absence of public sales, there are no transactions of consequence to report, privately little business has been done, but previous rates are maintained.

Molasses.—The transactions have been limited, but importers are firm, and former rates have been obtained; a small parcel good St Kitt's realised 21s 6d per cwt.

Bengal.—The demand continues good for white Benares, but the small supply prevents business; chrystallized yellow has sold to a fair extent at full market rates. At auction 604 bags brought the valuations; good and fine soft greyish yellow 52s, 53s; damp, 50s to 52s 6d per cwt. The deliveries are very large.

Foreign.—Several cargoes are near at hand. The market remains dull, and prices are lower. A floating cargo of white Bahia sold at 28s; deliverable over the ship's side into London being 1s, 1s 6d cheaper. A small parcel Havana sold by auction at 26s per cwt.

Foreign East India.—There are no sales to report in any kind; Manilla and Java are still held above their comparative value.

REFINED.—Rather more business has been done within the last two days, as the refiners have been sellers at easier rates. Standard lumps, 66s; brown grocery, 64s 6d, 65s; brown tittlers, 64s 6d, 65s; middling to fine, 66s to 72s; crushed lumps, 62s 6d, 63s 6d; Bastards and Pieces are in good demand, the former being 39s 6d, 48s, for low to fine, the latter 49s to 61s per cwt. Treacle is very firm, and prices again rather higher; large sales effected at 29s to 25s, and common from, W. I. molasses, 22s; bonded flat, and 14s 6d accepted; foreign refined sugar is very dull, although further reduced rates have been accepted; loaves bring 39s to 42s, and Turkey 44s to 46s; English crushed nominally quoted at 36s.

COFFEE.—The market has been dull during the greater part of the week, but no material alteration occurred in prices. All kinds of West India sell slowly, and barely support previous rates; at auction 102 casks 101 barrels, chiefly Jamaica, were partly taken by the trade at irregular prices, Good and fine ord. 47s to 59s, fine fine ord. 60s to 69s, low mid 77s, 78s per cwt. Ceylons have been offering freely, but found no buyers at last week's rates. 2,300 bags were nearly all bought in at 47s to 48s 6d for ordinary, and very good ordinary, sea damaged, sold 41s to 45s per cwt. 3,322 bags plantation were chiefly withdrawn at high rates, mid colour 75s, fine ordinary palish and mixed Demerara kind 60s to 63s. A few lots fine ordinary dingy sold at 54s, 55s, ragged 47s 6d, being very cheap. Pea berry 79s to 80s, broken and ragged 41s to 49s, low triage 22s to 25s 6d per cwt. Privately nothing has been done. The deliveries last week were very heavy. Mocha remains flat, but few parcels are pressing on the market. 31 bales common sold at 55s 6d, 56s. Java is likewise dull, but holders are firm. 4,000 bags were chiefly bought in at full rates, viz. 36s to 40s for ordinary to fair yellow. 75 bags 30 mats Manilla, at 35s for fine ordinary pale, common export kinds are cheaper. A large parcel of Padang, consisting of 8,330 bags, found buyers in public sale at 1s decline, ordinary to good ordinary brown 23s, 24s per cwt. Privately no sales reported for exportation. All kinds of foreign coffee continue depressed, and no business of consequence has been done in any description. 25 bags 64 barrels plantation Rio partly sold at 44s to 61s 6d for fine fine ordinary to middling. 48 casks were withdrawn. A large arrival of Costa Rica has taken place this week.

COCOA.—There has been more enquiry, and prices have nearly recovered the late decline. Yesterday 467 bags 53 barrels Trinidad sold at an improvement of 1s, 2s for common kinds, low greyish to middling 41s to 45s 6d, one good lot red 50s per cwt. A large increase has occurred in the stock. Foreign is very firm at previous rates.

TEA.—Since last week the market has been quiet in consequence of large parcels being declared for public sale, but former rates were paid. Common sound Congou 10d 10 $\frac{1}{2}$ d, medium kinds sold steadily at full rates. On Wednesday about 34,000 packages were offered at auction; there was a moderate attendance of the trade, and great heaviness prevailed, about 1,100 packages only were sold; Hysons and gunpowder were 1d, and in some instances 2d, lower; other descriptions without material alteration; yesterday more spirit was evinced in the biddings, 11,500 chests passed, of which 4,500 actually sold, including 1,100 packages Pouchong Congous and



all kinds of black realized full rates. Twankays also brought the valuations. A good consumption is going on.

**RICE.**—The demand has revived for Bengal, and there are eager buyers at 6d to 1s advance, but few sellers. 117 bags in public sale realized 19s 6d for mid, and 15s 6d for low broken white; Patna has sold to some extent at 22s to 26s; of Madras a small parcel realized 18s for Bengal grain, cleaned Carolina is quiet, export kinds are flat, fine for consumption brings 36s to 40s per cwt; stocks of East India rice are greatly reduced.

**PEPPER.**—The market is very firm for all kinds of black, and the shippers have paid extreme rates.  $\frac{1}{2}$ d advance, common Sumatra sells readily at 2 $\frac{1}{2}$ d, Penang is wanted, 993 bags were bought in at 2 $\frac{1}{2}$ d to 3d; for fair half heavy brown, sea damaged 2 $\frac{1}{2}$ d, 2 $\frac{1}{2}$ d; Malabar is also much in request at stiffer rates, stocks in first hands are greatly reduced; white is lower, 470 bags sold by auction at 4 $\frac{1}{2}$ d, 5 $\frac{1}{2}$ d for mid to fair, mixed.

**PIMENTO.**—This article is much in demand, but the small supply prevents business, 3 $\frac{1}{2}$ d. 3 $\frac{1}{2}$ d has been paid for mid quality.

**OTHER SPICES.**—Nutmegs and Mace support the late improved rates, but the quantity offering is too small to give quotations; of the latter 11 chests were offered yesterday, and bought in at 4s, 4s 3d per lb for mid dark. Importers of Jamaica ginger have supplied the market largely, and to effect sales lower rates have again been taken; 455 barrels at public sale partly sold at 2l 10s to 6l for low small to fair bold; East India is also plentiful, 640 cases cultivated Bengal partly sold at very moderate prices; good brown to good bold scraped, 79s to 107s; low small to middling, 35s to 37s; very low small and dingy, 27s to 30s; 150 pockets common dark rough realized 21s per cwt; 400 cases Calicut bought in at lower rates, viz. 50s to 53s for bold brown. Cloves are unaltered.

**ARROW ROOT.**—At public sale 300 tins fine Jamaica realized 10d, 130 tins St Vincent's 4d, 7d per lb.

**FRUIT.**—Three cargoes of currants have come in this week, but a portion being sold previous to arrival, and partly to the trade, renders the supply at present small; 50s is readily paid for new Patras, and old fruit brings 48s per cwt. Valencia raisins go off at 43s, but the quality of the late importations is rather inferior, which somewhat checks the demand. A parcel of Chesmes has arrived, but is not yet up from the creek; prices are nominal. Large sales have been forced in Turkey figs, both by private contract and public competition; upwards of 18,000 packages were offered at auction, which partly found buyers; a few very fine as high as 68s; other kinds, 42s, 60s, as in quality. 56 boxes Jordan almonds held at 10l per cwt, and bought in.

**SPIRITS.**—Large sales have been effected in West India rum, at a further improvement of fully 1d per gallon; Jamaica has sold readily to the extent of 850 puncheons, at 3s 5d to 4s 8d for 30 to 37 per cent o. p., 100 Demerara 30 to 40 o. p. 3s, 3s 3d, and 40s leeward at 2s, 2s 1d for proof strength. No sales in Bengal rum. Is 11 $\frac{1}{2}$ d, 2s is the nearest value of proof certificated.

**SALTPETR.**—A steady demand exists for East India rough, and stiffer rates have been paid. At auction 482 bags Bengal sold at 25s, 26s, for mid grey, rather moist refracting 5 $\frac{1}{2}$  lb, 8 $\frac{1}{2}$  lb, 370 bags Madras, 5 per cent refraction good colour, but small 25s per cwt. Privately a fair amount of sales has been effected. Refined is 6 $\frac{1}{2}$ d, carter, barrels, 29s 6d, large casks 29s per cwt.

**NITRATE OF SODA.**—There is no business to report in this article, 18s being demanded.

**GUANO.**—The market is very dull, but small parcels fine Ichaboe are selling at high prices. 7l 10s to 8l paid for superior dry quality in bags. Peruvian is flat at 10l to 10l 10s per ton.

**DYE WOODS.**—Logwood is in fair demand at the quotations; Japan brings full rates. At auction 40 tons realized 11l 12s to 15l for good fine wood; 17 tons Madras red saunders 6l to 6l 2s 6d per ton.

**TALLOW.**—The market has presented a less buoyant appearance in consequence of several large arrivals, and the advance of last week has not been maintained. Finest St Petersburg yellow candle, on the spot, sells freely at 41s 9d, 42s, according to quality, and for delivery to the end of the year 41s 6d to 41s 9d. At these prices a fair amount of business has been done. Town tallow in good demand at the quotations. About 20,000 casks are between St Petersburg and London.

**OILS.**—The demand keeps very limited for all kinds of common fish, although lower rates have been accepted; cod dull at 29l; pale seal at 31l; in sperm a few transactions are reported; best British is worth 80l to 83l per tun. Public sales of southern being declared for to-day, has prevented business being done in that description. Seed oils have been in lively request, at higher rates. Linseed is now worth 25s on the spot, and for delivery, in early months of the ensuing year, as much as 26s has been paid. Rape has experienced a similar improvement, both in price and demand. Refined bringing 37s 6d, 38s per cwt. Olive meets with more inquiry. Palm is steady, finest quality worth 32s, 32s 6d per cwt.

**TAR.**—There are no transactions to report; the dealers are getting the quotations for trifling lots.

**TURPENTINE.**—Spirits have advanced 1s per cwt, and extensive sales made; fine, in puncheons, bringing 40s; carboys 41s. The distillers are now asking a further rise of 1s per cwt. The recent arrivals of rough have sold to the extent of 2,250 barrels, at 8s 6d, 8s 9d per cwt, being dearer.

**HEMP.**—Little alteration has occurred in East India this week. Yesterday 353 bales jute sold by auction at 12l to 12l 5s; for sound and sea damaged 7l to 11l 15s; 203 bales Sunn. Hemp partly sold at 12l 15s to 13l; about 25 tons Coir Jank, 13l for sound; Baltic hemp is dearer; St Petersburg firm at 29l 10s; flax is also steady.

**DRUGS.**—Camphor is flat at 5l per cwt, at which price there are sellers; East India gums support the late improved rates; shellac is dull, and of 615 chests offered at public sale, the greater part was bought in, a portion sold cheaper; common thin orange 52s 6d, 53s per cwt; 304 serons Barbary gum Arabic were bought in at 100s; 50 bags South American at 50s; Gambier is 2s dearer, 15s 6d having been paid for sound; 340 baskets, sea damaged, sold by the hammer at 8s to 15s per cwt. Cutch is firm, and brings high prices; 350 bags fair Pegue sold at 49s, 49s 6d; 190 boxes bought in at 50s per cwt. In other goods little or no alteration has occurred.

**SAFFLOWER** is in good demand; 15 bales Bengal, of the new crop, brought high rates; good and fine bright, 7l to 8l 15s per cwt.

**LAC DYE.**—The market has a quiet appearance, but holders are firm and demand full prices; 5 chests common native marks realized 6 $\frac{1}{2}$ d per lb. Little is at present offering.

**COTTON.**—The market remains dull for East India. Yesterday about 2,100 bales were brought to auction, but barely one third found buyers; mid Surats were rather easier; of 1,050 bales offered, 350 only sold at 2 $\frac{1}{2}$ d, 2 $\frac{1}{2}$ d, and of 1,000 Madras, only 64 bales sound found buyers at 3 $\frac{1}{2}$ d, 3 $\frac{1}{2}$ d, 149 bales Ceylon 4 $\frac{1}{2}$ d, 4 $\frac{1}{2}$ d, 50 bales Trinidad 4 $\frac{1}{2}$ d per lb. At Liverpool the transactions are not extensive.

**COCHINEAL.**—Supplies continue to come in freely. Less business has been done this week. At auction 23 bags Honduras silvers realized 5s 7d, 5s 9d for low and ordinary qualities. 80 bags Mexican sold at moderate

rates, low and ordinary silvers 5s 5d, 5s 7d, a few bags low small black 5s 10d, 6s, middling 6s 3d per lb. Buyers are awaiting the large parcel declared for to-day. The stock is increasing.

**MEALS.**—Several sales have been made in East India tin, at stiffer rates, on 'Change yesterday. 90s was demanded for Banca, 87s 6d paid for Straits, British is also dearer. Spelter has declined 5s to 10s per ton. A few transactions have taken place at 23l 5s to 23l 10s on the spot. Most holders demand the latter price. The market for British iron continues animated, and a large business done at the late advance, bars in London being 9l 15s to 10l, in Wales 9l to 9l 10s per ton. Scotch pig is offering in second hands at lower prices, viz. 92s 6d to 95s per ton. Tin plates are very firm, common coke being 28s per box.

#### ADDITIONAL NOTICES.

**REFINED SUGAR.**—In the home market refined continues very quiet, with a tendency downwards, the refiners being full, buyers purchase very sparingly. Treacle and Custards are in good demand. In the bonded market there has been a great decline in crushed sugar, about 200 tons have been sold at 35s. Loaves have declined 1s to 1s 6d per cwt. Dutch sugar of the best quality are not offering.

**GREEN FRUIT.**—Considerable arrivals have taken place in Malaga and Sison grapes, lemons, nuts, &c, prices of which are well sustained. The stock of Barcelona nuts has been reduced to a limited quantity, and from the high figure required on the other side for the new crop, the stock here is not likely to be increased for some time to come.

**SEEDS.**—The seed trade is brisk for most descriptions; caraways keep in good demand; canary is 4s per qr dearer; red clover is 5s per cwt higher; crushing linseed 3s to 4s per qr dearer.

Sales of Cotton Wool from Friday 10th Oct. to Thursday 16th inclusive.

Surat	...	200 3d to 3 $\frac{1}{2}$ d middling to good fair.
Madras	...	150 3 $\frac{1}{2}$ d to 3 $\frac{1}{2}$ d fair Tinnevely to fair Bourbon Madras.

Total ... 350 bales

**COTTON.**—The business by private contract has been limited, and prices barely supported. Yesterday 1,050 bales Surat, 1,200 Madras, 140 Ceylon, and 90 Peruvian, and 50 Trinidad, were offered at public sale, and went off heavily at a decline of  $\frac{1}{2}$ d for Surat; the Madras was mostly bought in and withdrawn, and prices may be quoted rather easier; about 500 Surat were sold at 2 $\frac{1}{2}$ d to 3d, and 400 Madras including damages; 60 sound at 3 $\frac{1}{2}$ d to 3 $\frac{1}{2}$ d; the 140 Ceylon brought 4 $\frac{1}{2}$ d, and the 50 Trinidad 4 $\frac{1}{2}$ d; the Peruvians were bought in much above the market value.

**SILK.**—The same state of stagnation continues to exist in the Italian market, and prices may be said to be almost nominal.

**FOREIGN WOOL.**—Trade very similar to last weeks account, though hardly so much wool selling as there has been of late. Stocks, however, are light in the hands of the staplers, who are confident that prices will be fully sustained.

**FLAX.**—Not any alteration.

**HEMP.**—Gradually improving but not much business doing.

**LEATHER.**—There was no alteration in the business at Leadenhall on Tuesday last. The demand continued good for best heavy butts, light

**INDIGO.**—The sales have been continued every day this week, with the exception of yesterday. They have retained their dull and heavy character, and the article appears to be gradually drooping in value. Only by withdrawing, and buying in large quantities, the brokers have succeeded in nearly supporting prices. Of the total quantity of 18,010 chests, there are now withdrawn 6,721 chests; bona fide sold, somewhat less than 5,000 chests, including a moderate portion of the bought in lots, of which more than 2,500 are still in the hands of the brokers for sale. The quantity remaining for sale is now about 3,700 chests, which will come on early next week, and the sales are expected to be concluded on Wednesday next.

Prices go uneven; but only on the better sorts of Bengal and similar sorts a trifling advance on the average rates of the last July sales can still be quoted; defective sorts and other low descriptions can be bought at the July rates.

#### POSTSCRIPT.

##### FRIDAY EVENING.

**SUGAR.**—B.P.—To day there was little activity in the West India raw market, and the trade took only 370 casks, making about 2,000 for the week, at barely the prices of Friday last.

Bengal—1,264 bags sold by auction at moderate prices; ordinary damp to fine bright Khaur, 36s 6d, 41s 6d; a few lots coloury white realized 56s, 57s per cwt.

Madras—The demand is good, 2,102 bags were offered at public sale, and taken by the trade at steady rates; mid to fine bright yellow 46s 6d, 51s 6d; fine brown 43s 6d per cwt. Refined—There was little doing in refined goods this morning, but prices were without alteration.

COFFEE.—The supply of Ceylon was again large, and the greater part offered at public sale taken in; good ordinary mixed native, 48s; ordinary, 47s, ragged, sold at 40s; the greater portion consisting of plantation kinds, were partly taken in at full prices; fine ordinary dingy demerara kind to mid coloury, 54s to 74s, a pile fine fine ordinary old greyish, sold at 63s, 65s 6d bag, the full value; 74 casks B.P. were all bought in and withdrawn; also 250 bales Mocha, at 56s, 58s, for common and mid greenish yellow.

GINGER.—73 barrels Jamaica realized 2l 10s to 7l 1s per cent.

FRUIT.—Large parcels Turkey figs were again offered at auction to day, and a great portion bought, in the remainder sold at very low prices, viz. 42s 5s, according to quality; 1,300 drums new Sultana raisins, taken in at 80s.

RICE.—Sales to some extent were reported in Bengal to day at 19s 6d to 21s per cwt.

TAR.—The public sales concluded this afternoon, and prices were without material alteration; about 3,000 packages were sold, making the entire quantity 8,600.

COCHINEAL.—A large parcel consisting of 211 bags Honduras per Meteor, sold by auction to day at stiffer rates, to 2d advance low to good bright silver 5s 7d, 6s 1d; blacks 6s 4d, 7s 3d per lb.

DRUGS, &c.—At public sales, 87 cases Bologna argol were offered and bought in at 51s; 10 bags blue galls at 52s per cwt.

COTTON.—The private transactions for the week are only 200 bales Surat, at 3d, 3 $\frac{1}{2}$ d, for good mid to good fair; and 150 bales Madras from 3 $\frac{1}{2}$ d, 4 $\frac{1}{2}$ d for fair Tinnevely to fair Bourbon.

HEMP.—350 bales jute of fair quality realized 14l 15s; one lot 14l 10s. 800 bales were withdrawn at 14l 10s per ton. Seeds—At auction, 120 quarters Calcutta rape, sold at 32s per quarter.

TALLOW.—At auction, 290 casks South American realized 38s 6d, 41s; 269 casks North American 35s, 40s, for low to good; 263 casks New South Wales 39s 9d, 41s 9d per cwt.

OILS.—This afternoon 90 tons sperm oil and head matter chiefly sold, the former at 78l to 80l 15s, the latter at 81l 15s to 82l 5s; 76 tons southern partly bought in at 24l to 26l 15s; a small parcel pale seal realized 31l; 214 casks cocoa nut, 32l to 33l 15s per tun.

## PROVISIONS.

**BUTTER.**—Irish has declined about 1s to 2s per cwt. Owing to the continued large arrivals, principally of Dutch, the large consumption and the high price in the Irish market occasioned few transactions in first hands. The present depression is believed to be occasioned partly by the larger holders in the trade having supplied themselves for their present wants. The little disposition shown to sell for forward shipments, leads to a reasonable expectation of higher prices. The quotations from Liverpool state the stock to be much smaller than usual at this season of the year, and the demand for the last two or three months is about 1s 3d more than the average last year, and 1842 and 1843. Fine Friesland butter is selling in this market at 9s, and Leer at 8s to 8s, leaving a loss to the importer on these descriptions of 4s to 6s per cwt.

**BACON.**—There is less doing in this article than last week, a few sales made are at a reduction in price of 2s to 4s per cwt. Report states that some forward sales have been made up to June, at 4s sizeable and 4s heavy. The general opinion is, that, from the high prices obtained from the Irish pig dealer for the last four or five months, may lead to a large increase in the supply of pigs in the spring. This feature is also likely to prevail in the English market; if so, the price of bacon will remain moderate, considering the advance in other description of provisions.

**LARD.**—This article is still scarce and maintains high prices, being used as a substitute for low priced butter.

**HAMS.**—Very few fine left on hand. Small and good quality are worth from 6s to 7s; Westphalia from 5s to 5s in bond. Holders expect higher prices from the scarcity of Irish and English.

**CHEESE.**—The agents and wholesale trade are tolerably well supplied from the several late fares. The prices of every description are 4s to 6s dearer than the same time last year. The make of the present season is about equal to last. The consumption, up to the present time, is said to be one-third more, so that, unless we have large importations, much higher prices may be expected in the spring. A small quantity of American has arrived in this market, for which 5s to 6s is asked, an advance of 8s to 10s on last year's prices.

**BEEF AND PORK.**—American beef is advancing in price, and Irish mess pork more inquired after, and held for more money.

## Comparative Statement of Stocks and Weekly Deliveries.

	BUTTER.		BACON.	
	Stock	Delivery	Stock	Delivery
1844 ...	22,420	15,880	5,400	2,470
1845 ...	23,780	11,470	6,230	3,200
Arrivals for the Past Week.				
Irish Butter ...	...	...	14,360	firkins
Foreign do ...	...	...	5,840	casks
Irish Bacon ...	...	...	2,810	bales

**SMITHFIELD CATTLE MARKET, Oct. 13.**—An extensive supply of foreign stock has been again imported for our market since this day se'night, 31 oxen and 12 pigs having been received from Hamburg, 164 oxen and cows, 428 sheep, and 3 calves, by steamers from Rotterdam. The oxen and sheep have come to hand in very middling condition; but the cows of considerably improved quality. To-day there were on offer 174 oxen and cows, together with 396 sheep, chiefly from Holland. The former were chiefly disposed of, at from 14/ 10s to 18/ 5s; the latter, 32s to 44s per head. The arrivals of beasts from our own grazing districts fresh up this morning were again extensive; but, generally speaking, of middling quality. For the prime Scots, &c., the demand was steady, at fully last week's quotations, viz., from 3s 10d to 4s 8 lbs; but the middling and inferior breeds were a slow inquiry, at barely stationary prices. The numbers of sheep were but moderate. The best half-breeds sold steadily. With other breeds the trade was inactive. In prices we can notice no alteration. For calves, the numbers of which were by no means large, we had a slow sale, at Friday's currencies. Pigs were in good request, and prices were well supported.

**NEWGATE AND LEADENHALL, Oct. 13.**—The arrivals of slaughtered meat up to our markets from all quarters continue limited, but of full average quality. The supplies of beef killed in the metropolis being somewhat extensive, the sale for it is in a sluggish state, at barely previous quotations. Mutton, veal, and pork are in short supply and ready demand, at full prices. A few cargoes of Dutch beasts and sheep were disposed of on low terms, arising from inferiority of quality.

**Hors—BOROUGH, Oct. 13.**—The market is very firm, with a fair business doing. The duty is called 160,000/ to 165,000/.

## COAL MARKETS.

**FRIDAY—New Tanfield 15s.—Stewart's Hartley 16s.—Taylor's West Hartley 16s. 6d.—Wall's-end :—Killingworth 17s. 6d.—Riddell's 18s. 3d.—Bradyl's Hutton 19s. 6d. Hartlepool 19s. 6d.—Gwendreath 23s. 6d. Morgan's tsonic Coal 24s. 6d. Ships arrived since last market day, 3.**

## MARKETS OF THE MANUFACTURING DISTRICTS.

**BRADFORD, Thursday.**—The demand for wool is still heavy; the spinners acting with extreme caution. There is no alteration in prices, except in brokes and noils, which is a turn in favour of the buyer. The price of yarns bears no proportion to that of wool, and the continuance of this state of things has had the effect of wasting the property of several once respectable spinners. There has been a steady business doing in Orleans, Cobourge, and Merinoes, goods adapted for the winter. Moreens are hardly so brisk as a few weeks back. In prices no change worthy of remark.

**LEEDS, Tuesday.**—There has been rather more business done at our cloth halls, both to-day and on Saturday, for goods of all description calculated for the season; prices continue firm. There has been a full average amount of business done in the warehouses during the past week.

**HUDDESFIELD, Tuesday.**—There is no alteration to notice in our market to-day; there does not seem to be so much doing as was done in October last year; the continued wet weather has the effect of making buyers very very cautious and prices are a shade easier.

**MANCHESTER.**—There was a considerable change in the state of the yarn market yesterday; the animation which prevailed a few days ago having entirely subsided, in consequence of the sudden cessation of purchases for German markets: we understand that this cessation has been caused by the announcement that the congress of the Zollverein had brought its deliberations to a close without imposing any additional duty on cotton twist. Down to a very recent period a strong impression prevailed that the present duty would be very considerably increased at the commencement of the year, and large contracts had consequently been made for yarns, to be delivered at such periods as would enable the shippers to enter them within the Zollverein before the 1st of January. As it is now obvious that no advantage will be gained by this course, the Germans have for a time discontinued their operations; the spinners, however, are so generally engaged for some weeks to come, that this pause in the demand has had no sensible effect upon prices; the goods markets remain in the same state as last week, the demand being moderate, and prices in some cases a little easier.

## LIVERPOOL MARKETS—Wednesday.

(From the Liverpool Price Current.)

THE transactions in produce this week have rather increased; yet the markets are by no means lively, and prices of some of the leading articles continue somewhat unsteady.

**BARK.**—120 tons of oak have been disposed of at 5/ to 5/ 10s.  
**DYEWOODS.**—The sales consist of 110 tons Campeachy logwood at 9/ 10s to 10/ 10s.—50 tons of Honduras and St Domingo at 6/, and 40 tons sapan wood at 9/ 10s to 10/ 10s per ton.

**GUANO.**—There has been an excellent demand this week, the sales are fully 1,000 tons, African at 5/ to 7/ 10s and Peruvian at 9/ 12s 6d per ton.  
**GUM.**—80 cases went off briskly at auction on this day week; 120s has been refused for Senegal.

**HIDES.**—A few good sorted B. A. ox have been sold at 4d and inferior at 3d to 4d. Owing to the recent intelligence of the improbability of an early settlement of matters in the River Plate, a further advance has been asked by holders.

**METALS.**—The quarterly meeting of the iron masters was held in Birmingham on Thursday last, and very numerously attended, forge pigs commanding 5/ 10s to 5/ 15s per ton; a further advance of 20s per ton upon manufactured iron was declared, making bars 10/, hoops 11/, and sheets and plates 12/ per ton at the works, which, owing to the very great demand, will be easily realised. For rails 12/ 10s per ton is now asked, and heavy contracts are in the market. Scotch pigs remain without further change; with less business doing, prices are well supported, and holders look for higher rates. It is expected, that at the meeting of the Copper trade, to be held this week, an advance of 1/ per lb will be made on sheathing. In consequence of the advance in iron, tin plates are a shade dearer.

**OILS.**—For palm, there continues an excellent demand—some old lots have been sold for 32/ 10s, recent imports are held at 33/.

**ROSIN.**—This article is firm; 900 barrels American were sold this week at 3s 1d.

**WOOL.**—(From our own Correspondent.)—There has been little moving in the wool trade during the last week, most of the buyers being engaged at the public sales in London. The high prices reported to be paying abroad for low wools, and the unsettled state of affairs at the River Plate, seem likely to interfere with the importations of this description; and as the stocks are by no means heavy, may have some effect upon prices.

## LIVERPOOL, FRIDAY EVENING, OCT. 17, 1845.

**COTTON.**—Although there has been a slight increase in the demand, the Trade still buy sparingly, and as the operations by speculators have been moderate. No alteration has occurred in prices. Speculators have taken 500 American, and exporters 200 American.

Taken for consumption from Jan. 1 to Oct. 17		Whole import from Jan. 1 to Oct. 17		Computed stock Oct. 17	
1845	1844	1845	1844	1845	1844
1,202,260 bags	1,047,720 bags	1,438,685 bgs	1,346,752 bgs	918,890 bgs	893,310 bgs

**TEA.**—The market is firm for all descriptions of black Tea, while greens are heavy and depressed.

**SUGAR.**—There has been a moderate demand, and 700 hhds. B. P. sold at last week's prices. 4500 bags Bengal and 500 bags Mauritius have also been disposed of, at rather easier rates.—The demand for Foreign is still entirely suspended, and no transactions deserving notice have taken place during the week.

**MOLASSES.**—The extreme scarcity of the finer descriptions enables Importers to obtain advanced rates; the sales consist of an indirect parcel of Barbadoes at 24s. and 200 casks Antigua at 24s. 6d., establishing an advance of 1s. per cwt. on previous rates.

**COFFEE.**—The market is without animation, and the sales of B. P. do not exceed 60 casks. 350 bags of Costa Rico have been sold at 46s to 48s. per cwt., but for other descriptions of Foreign there is no inquiry.

## FOREIGN MARKETS.

**HAVRE.**—Cotton—Holders, in consequence of the unfavourable reports from abroad, have shown much disposition to realize, and submitted to a further decline, equal to about 1/3d per lb. This has, however, brought buyers forward more freely, the accounts from the manufacturing districts remaining favourable. There has been a better demand towards the end of the week, and we expect more extensive sales during the next. Sales 5,200 bales; import 700 bales; stock 58,000 bales; against 11,000 bales in 1844, and 97,000 bales in 1843. Coffee—more quiet, but prices supported. It is probable that some concession on the part of importers would have led to regular business. In St Domingo the purchases have been but trifling; of Rio, for which the demand is good, 800 bags and barrels have been sold; no arrivals, stock reduced. Sugar—The market has undergone some fluctuation this week, but closes firm at previous prices. The accounts of the beet-root crop are unfavourable. Total importations of colonial sugar in the French ports since the 1st of January 1845, 76,600 tons against 64,650 tons during the same period in 1844. Rice remains high and in demand. Indigo—The accounts of the 18th August, from Calcutta, reduce the crop by 5000 maunds, and estimate it now at 115,000 to 120,000 maunds. Our market had, in consequence, received a new impulse, and 300 chests were sold, but, since yesterday, nothing has been done, the accounts of the London sale having disappointed speculators. Ashes without change, stock 3,400 barrels. Hides more quiet, and no further improvement of prices.

**Tallow.**—Lower on account of arrivals. Whale oil in good demand, and dearer in consequence of the rise in rape oil. Whalebone lower. Wheat—The market is steady with a tendency to advance.

**HAMBURG, Oct. 10.**—Coffee—The sales are but trifling, at a further decline. Sugar—Prices are likewise lower, but at the reduction there has been rather a better demand. Cotton—About 400 bales of American and Surat have been sold at fair prices. Rice in demand. Wheat—Holders ask very high prices, which prevents more extensive business. Speller offered at lower prices without finding buyers.

**ANTWERP, Oct. 10.**—Coffee—The business has been but trifling since last week, and prices are scarcely maintained. Sugar—There is no improvement in prices, but a somewhat better feeling has prevailed, though purchases are not extensive. Cotton entirely neglected. Rice in better demand, at reduced prices; about 4,000 bales of Bengal and Patna have been sold. Our corn markets keep up, and prices of all sorts are steady and advancing.

**AMSTERDAM, Oct. 13.**—Coffee—The market is extremely quiet, and purchases can be made under last sale prices. Sugar—Refined lower; in raw little doing, but expected to be firmer in consequence of only 28,000 baskets of Java being declared by the Matchappy for sale on the 1st of November and no further public sale being expected before February next. Indigo in fair demand; 110 chests of Java sold. Hides and skins still at former prices. Cotton dull. Spices advancing. Rapeseed dull. Linseed without change. Wheat and rye in brisk demand, at higher prices. Rice rather dearer.

Commercial Times' Weekly Price Current.

The prices in the following list are carefully revised every Friday afternoon, by an eminent house in each department.

LONDON, FRIDAY EVENING.

Add Five per cent to duties, except spirits.

Table listing prices for various commodities including Ashes, Cocoa, Coffee, Cotton, Drugs & Dyes, Dyewoods, Fruit, Hemp, and various oils and fats.

Table listing prices for Hides, Indigo, Leather, Metals (Copper, Iron, Lead, Steel), Molluscs, Oils, and Provisions.

Table listing prices for Seeds, Silk, Spices, and Spirits.

Table listing prices for SUGAR, Tallow, Tea, Timber, Tobacco, Turpentine, and Wool.

STATEMENT

Of comparative Imports, Exports, and Home Consumption of the following articles, from January 1st to Oct. 11th, in each of the years 1842, 1843, 1844, and 1845, showing the stock on hand on the 11th of Oct. in each year.

FOR THE PORT OF LONDON.

Of those articles duty free, the deliveries for exportation are included under the head Home Consumption.

East and West Indian Produce, &c.

Table for SUGAR, RUM, GINGER, and COCOA. Columns include years 1842, 1843, 1844, 1845 and units like tons, gals, cwt, Pkgs.

COFFEE

Table for COFFEE. Columns include years 1842, 1843, 1844, 1845 and units like Cwt. Subsections include Imported, Exported, and Stock for various origins like Mocha, Java, etc.

CINNAMON

Table for CINNAMON. Columns include years 1842, 1843, 1844, 1845 and units like Pkgs.

Raw Materials, Dye Stuffs, &c.

Table for Raw Materials, Dye Stuffs, &c. Columns include years 1842, 1843, 1844, 1845 and units like Serons, chests, tons, bags.

For Liverpool Trade of the week see Commercial and Postscript. In consequence of the abolition of the duty, we omit Flax, Hemp, Silk, and Wool.

THE BANKERS' GAZETTE.

BANK OF ENGLAND.  
(From the Gazette.)

An Account, pursuant to the Act 7th and 8th Victoria, cap. 32, for the week ending on Saturday the 11th day of October 1845:—

ISSUE DEPARTMENT.

<table border="0"> <tr><td>Notes issued .....</td><td style="text-align: right;">28,068,820</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td></td><td style="text-align: right;">28,068,820</td></tr> </table>	Notes issued .....	28,068,820	<hr/>			28,068,820	<table border="0"> <tr><td>Government debt .....</td><td style="text-align: right;">11,015,100</td></tr> <tr><td>Other securities .....</td><td style="text-align: right;">2,084,900</td></tr> <tr><td>Gold coin and bullion .....</td><td style="text-align: right;">12,253,289</td></tr> <tr><td>Silver bullion .....</td><td style="text-align: right;">1,815,531</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td></td><td style="text-align: right;">28,068,820</td></tr> </table>	Government debt .....	11,015,100	Other securities .....	2,084,900	Gold coin and bullion .....	12,253,289	Silver bullion .....	1,815,531	<hr/>			28,068,820
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BANKING DEPARTMENT.

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Dated the 18th day of Oct., 1845.

M. MARSHALL, Chief Cashier.

THE OLD FORM.

The above bank accounts would, if made out in the old form, present the following result:—

<table border="0"> <tr><td>Liabilities.</td><td style="text-align: right;">L.</td><td style="text-align: right;">L.</td></tr> <tr><td>Circulation, inc. Bank post bills .....</td><td style="text-align: right;">22,112,426</td><td style="text-align: right;">27,929,609</td></tr> <tr><td>Public Deposits .....</td><td style="text-align: right;">8,782,975</td><td style="text-align: right;">14,580,654</td></tr> <tr><td>Private Deposits .....</td><td style="text-align: right;">8,474,856</td><td></td></tr> <tr><td colspan="2"><hr/></td><td></td></tr> <tr><td></td><td style="text-align: right;">39,370,257</td><td style="text-align: right;">42,510,263</td></tr> </table>	Liabilities.	L.	L.	Circulation, inc. Bank post bills .....	22,112,426	27,929,609	Public Deposits .....	8,782,975	14,580,654	Private Deposits .....	8,474,856		<hr/>				39,370,257	42,510,263	<table border="0"> <tr><td>Assets.</td><td style="text-align: right;">L.</td></tr> <tr><td>Securities .....</td><td style="text-align: right;">27,929,609</td></tr> <tr><td>Bullion .....</td><td style="text-align: right;">14,580,654</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td></td><td style="text-align: right;">42,510,263</td></tr> </table>	Assets.	L.	Securities .....	27,929,609	Bullion .....	14,580,654	<hr/>			42,510,263
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The balance of assets above liabilities being 3,140,006l, as stated in the above accounts under the head RESERVE.

The above accounts, compared with those of last week, exhibit—

A decrease of circulation of .....	£235,789
An increase of public deposits of .....	79,478
An increase of private deposits of .....	306,895
A decrease of securities of .....	54,999
A decrease of bullion of .....	284,289

A correspondent calls our attention to an obvious error we committed in our Banking remarks last week, in assuming that the decrease of the public deposits was attributable to a payment of a portion of the quarterly dividends; which in fact did not take place until the present week, and which payments do not affect even the above returns, they being made up to Saturday the 11th. Next week's returns will show the effect of the present week's transactions. It will be observed, that there is again a considerable reduction of the bullion, which, however, must be attributed entirely to an increased internal circulation of coin for payment of wages and other retail purposes. The state of the exchanges do not admit of gold being exported, nor in fact has any bullion been transmitted abroad, with the exception of a portion of silver to Hamburgh.

The exchanges to-day were generally firm. Three months' bills on Amsterdam, and short bills on Paris, were a trifle higher; while the rate on Hamburgh was somewhat lower.

On Thursday the Bank of England issued the following notice:—

Bank of England, October 16.

"At a Court of Directors held this day, resolved:—  
"That the minimum rate of interest in London for bills and notes discounted at the Bank of England be 3l per cent, such bills and notes not having more than 95 days to run."

This step has for some time been expected, and it has given general satisfaction to the banking and monied interest in the City, who have long complained that the Bank rate has been below the real value of money, even for first class bills, compared with what could be obtained on other good securities, though not within the class taken by the Bank. The increased employment for money in the country at higher rates of interest, will tend to keep it high in Lombard street, and it is probable that even at 3 per cent the Bank will continue to take the largest proportion of first class paper. Yesterday after the notice was issued we are aware of one sum of 25,000l that was given by a broker at 2l per cent; but to-day, brokers will not give money for less than the Bank rate, while they themselves will take it at 2½ per cent. The Bank has shown great discrimination in selecting the precise time for an advance, to prevent inconvenience as much as possible; the quarter's dividends having just been paid and the settlement in the share market just over. In effecting that settlement, however, very high rates of interest were paid for short periods, varying from ten to eighty per cent. We have never known another instance, in which so small a rise in the rate of interest, and especially when so low, has had so much effect upon securities of all kinds; which appears still more extraordinary, when we consider that the step has been expected for several weeks. Three per cent in an active state of trade, is still a very moderate rate of interest; and the effect which the advance produced can only be attributed to the universal conviction of the dangerous description of business in the share market, when so large a sum of premium hangs only on an opinion. Consols, which were on Wednesday at 98½, went down to 97½, and to-day as low as 97¼, but leaving off at 97½. It will be seen that Exchequer bills suffered even a greater fall; and in the share market the reduction has been considerable. In all securities, however, a greater firmness was observable at the close of business. It is, however, a significant warning of the want of confidence in their dealings, by those on the share market, when we see them paying such high rates of interest on Wednesday, and becoming so alarmed at a rise to three per cent on the Bank rate on Thursday. With

many, however, the act of the Bank had more influence from a fear that this rise will be followed before long by a further rise.

Our accounts from Amsterdam inform us that the bank of that place has increased its rate of interest from 3 to 3½ per cent; and from Hamburgh we learn that the rate of interest has advanced to 7 per cent, and that money is very scarce. In the interior of Germany money also is scarce, and considerable failures have occurred. The demand for silver from the Bank of Hamburgh for Stockholm and Russia still continues.

In Paris, though money is not more plentiful, still there appears to be a gradual and steady absorption of the railway shares held on English account by French capital; and this no doubt it is that sustains the exchanges so high. The almost entire absence of banks of deposit throughout France, and other parts of the continent, causes an enormous amount of capital, in small sums, to be held unemployed, and always ready for investment in any thing that once acquires confidence. It is difficult to say how much capital could be economised by the establishment of a perfect banking system generally throughout France and Belgium; and as long as railways continue in repute, there can be no question that much of the English capital embarked at the beginning will be returned to us with a good profit by the investments of the people of the country who have not the enterprise to undertake these works, but are quite willing to invest in them when they are undertaken.

The rise in the rate of interest, the character of the business which the Bank of England is now doing, and the large amount of deposits it must hold on account of railways for, at least, two years to come, cannot fail to be highly conducive to the interests of its proprietary.

MONEY MARKET.

SATURDAY.—This was the first day of private transfer in the reduced securities, and the consequence was that the bankers and brokers were very busy. It is a subject of complaint that the authorities of the Bank of England have discontinued the plan of inserting the name of the holder of stock in the body of the warrants, and now only make them payable to bearer, so that much extra trouble is afforded to the banker or broker in supplying the omission, in order to make them immediately available. Consols left off this afternoon 98½ sellers, for money and the account, exchequer-bills 49s to 51s premium, India stock 266 to 268, three per cents reduced 97½ ex div., bank stock 207 to 208 ex div., three-and-a-quarter per cents 100½ to 101 ex div., and long annuities 10½ ex div. In the foreign market the operations continue of the most limited character.

MONDAY.—The stock markets are considered tolerably firm to-day, though the business transacted in them has not been extensive. The last quotations were, consols 98½, sellers for money and the account; Exchequer bills, 51s to 53s p.m.; bank stock, 206 to 208; and India stock, 266 to 268. In the foreign market Brazilian were actively done at 86½; Colombian at 17½; Ecuador at 4½; Mexican at 31½; ditto deferred at 17; Peruvian at 37½; Portuguese four per cents at 61; Spanish at 26½; Venezuela at 44; Belgian at 99½; Dutch two-and-a-half per cents at 61½; and the four per cents at 95½.

TUESDAY.—The funds were a little flat to-day, and not much business was transacted. The settlements in foreign stocks and railway shares found ample employment for the brokers, and in these departments all was bustle and activity. In the foreign market the final prices were as follow. The settlement in this quarter is a light affair. Spanish five per cents 26½ to 27, the three per cents 37½ to 38, Brazilian 85½ to 86½, Buenos Ayres 45 to 50, Chilean 99 to 101, Colombia 17½ to 18½, Danish 88 to 89, Dutch two-and-a-half per cents 60½ to 61, the four per cents 94½ to 95½, Mexican 31½ to 32, the deferred 16½ to 17, Peruvian 38 to 39, and Portuguese 60 to 62. The rate of exchange for bills upon Holland remained about the same as last post. The prices for Paris and Hamburgh were rather lower.

WEDNESDAY.—The English funds were flat to-day. It was not alone the absence of business that caused the depression, but also the demand for money, which has continued excessive throughout the share settlement. The operations that were conducted in the Government securities were all at lower prices, and the market closed exceedingly heavy. Consols, which opened at 98½ this morning for money, left off this afternoon at 98. The last quotation for the account exhibited a similar fluctuation, being 98½ to 99, whereas the opening price was 98½.

THURSDAY.—The English securities were very flat again to-day, and the appearance of the bank notice had an unfavorable effect upon prices. Consols for money were last quoted 97½ to 98, having been done as low as 97¼; and for the account 98 to 99, having been done as low as 97½. In the foreign market operations were concluded in Chilean at 99½; Ecuador at 4½; Mexican at 32½; the Deferred, at 17½; the Debentures at 10; Spanish five per cents at 26½; the Deferred at 15½; the three per cents at 37½; Dutch two-and-a-half per cents at 60; and the four per cent certificates at 94.

FRIDAY.—The public securities have receded this morning, especially consols for money, which have been sold as low as 97¼, having opened at 97½. For the account the decline was from 98 to 97½. Prices having rallied since ¼ per cent. Exchequer bills are also considerably lower, having been sold freely at 42s premium, but they are now worth 46s premium. The three per cent reduced dropped from 96½ to 96¼, and bank stock from 207 to 205. There is not a great deal of speculative business going on. The prices of most of the foreign stocks are lower.

THE NATIONAL DEBT.—The Lords Commissioners of her Majesty's Treasury having certified to the commissioners for the reduction of the national debt, in pursuance of the act 10th Geo. IV, c. 27, sec. 1, that the actual surplus revenue of the United Kingdom of Great Britain and Ireland, beyond the actual expenditure thereof, for the year ended the 5th day of July, 1845, amounted to the sum of 3,471,120l 14s 7d. The commissioners for the reduction of the national debt hereby give notice, that the sum of 867,780l 3s 7d (being one-fourth part of the said surplus of 3,471,120 14s 7d) will be applied, under the provisions of the said act, between the 12th day of October, 1845, and the 5th day of January 1846, to the following purposes, viz:—

To be applied to the purchase of stock .....	£267,780 3 7
To be applied to the purchase of Exchequer bills, made out in pursuance of the act of 57th George III, cap. 48. ....	600,000 0 0
Add interests receivable on account of donations and bequests, to be applied to the purchase of stock .....	1,123 14 4
<hr/>	
	£868,903 17 11

National Debt office, Oct. 10, 1845.

S. HIGHAM, Comptroller General.



**DIRECT MANCHESTER, LEEDS, and YORK RAILWAY.**—(Provisionally registered, according to 7 and 8 Vict., c. 110.)—Capital 800,000*l.*, in 40,000 Shares of 20*l.* each. Deposit, 2*l.* 2*s.* per share.

*Provisional Committee.*

The Right Hon. the Earl of Portarlington.  
The Right Hon. the Earl of Oxford and Mortimer.  
The Right Hon. the Lord Rossmore.  
The Right Hon. Lord George Paget, Uxbridge House.  
The Right Hon. Lord Albert Conyngham.  
The Right Hon. Lord Suffield.  
The Right Hon. Lord Sussex Lennox.  
The Right Hon. G. L. Dawson Damer, M.P.  
The Hon. F. H. Fitzharding: Berkeley, M.P.  
The Hon. Robert Gore, M.P.  
The Hon. Colonel Westera, M.P.  
The Hon. Augustus Berkeley.  
The Hon. A. Capel.  
The Hon. William Dawson.  
The Hon. Stafford Jerningham.  
The Hon. Percy Evans Freke.  
Sir John Pirie, Bart. alderman of the city of London.  
Sir George Prescott, Bart. director of the Thames Valley.  
Sir William Bacon Johnston, Bart. Hilton, Aberdeenshire, and Parthenon Club.  
Sir John Osborn, Bart. Earl's-court, Brompton.  
Sir Samuel Brown, R.N. provisional director of the Warwick and Worcester.  
Sir William Wyan, Maseynewadd, chairman of the North Wales.  
Sir James Annesley, the Albany, London.  
Sir John E. D. Beauvoir, Bart. chairman of the Warwick and Worcester.  
Sir J. E. Anderson, M.R.I.A. New Burlington street.  
Sir William Twyden, Bart. director of the Chepstow and Forest of Dean.  
Sir John Hare, F.R.S. Langham place, London.  
Sir William Ross, R.A. &c. Fitzroy square, London.  
Brigadier-Gen. Sir Henry Pynn, director of the South and Midland Junction.  
Thomas Kelly, Esq. alderman of the city of London, director of the Thames Valley.  
The Mayor of Leeds.  
The Mayor of Derby.  
Major-Gen. Wright, Royal Engineers, Gloucester place, Portman square.  
Thomas Curtis, Esq. Hyde-park-place west, and Clifton, Bristol.  
Edmund Francis Dayrell, Esq. high sheriff of Bucks, chairman of the Minehead and Bridgewater.  
Major John F. Croft, Esq. deputy chairman of the Chester and Manchester.  
Edward Woolmer, Esq. magistrate, chairman of the Exeter, Yeovil, and Dorchester, and director of the Cornwall and Devon Central.  
Major Moore, Queen Ann street, Cavendish square.  
John Leavers, Esq. the Park, Nottingham, director of the Nottingham, Mansfield, and Midlands.  
Captain Macdougall, Fir Grove, Brixton, chairman of the Isle of Man.  
Thomas H. Neville, Esq. Manchester.  
Joseph Henry Oates, Esq. Carr House, Meanwood, near Leeds.  
George William Oates, Esq. Meanwood, near Leeds.  
George Mitchell, Esq. Sandbed House, Oset, near Wakefield, director of the Midland, Barnsley, Sheffield and Leeds, also of the Wakefield, Oset, and Dewsbury.  
Samuel Warburton, Esq. Hunslett, near Leeds, director of the Wakefield and Harrrogate.  
John Pawson, Esq. Chappeltown, near Leeds.  
Robert Bell, Esq. Elmwood House, Leeds.  
James Kitchen, Esq. Leeds.  
William Beaumont, Esq. Crawshaw House, Peedsey, near Leeds, director of the West Yorkshire, Midland, and Thirk Junction.  
Joseph Jubb Senior, Esq. Batley, near Dewsbury, director of the Midland, Barnsley, Sheffield, and Leeds.  
Josiah Burrows, Esq. Castle House, Gomersal, director of the Great London and Leeds and Liverpool Direct.  
William Parker, Esq. Bertwood Park, Nottingham, director of the Norfolk, Midland, and Western Junction.  
Capt. John L. Hulme, R.E. Exeter.  
Alexander Steele, Esq. Pendleton, near Manchester.  
George Dennis, Esq. director of the Great Leeds and London Direct.  
Thomas Dean, Batley, director of the Midland and Thirk Junction, and Great Northern and Southern Direct from Huddersfield to Derby.  
A. Betteridge, Esq. Devonshire terrace, Camden villa road.  
G. Brandon, Esq. director of the Southern Counties Union, Bristol, Bath, and Dover.  
Colonel Elington, Wyndham place, Bryanston square.  
M. Pieront, Esq. deputy-lieutenant of Worcestershire.  
John Campbell Dicken, Esq. New Hall, Cheshire, director of the Rugby, Derby and Manchester.  
Walter Sharp, Esq. Sussex Gardens, Hyde Park.  
Robert Charles, Esq. Endsleigh street, Tavistock square, director of the Liverpool and Derby Direct.  
S. W. Hamilton, Esq. Grafton street, Fitzroy square.  
E. Clements, Esq. Lowndes square, director of the Great Leeds and London Direct.  
George Such, M.D., F.L.S. New street, Dorset square.  
Thomas Charles Newton, Esq. Bruton street, and Lugwardine, Herefordshire.  
G. N. Wright, M.A. Lonedale square, London and Coed-y-Celyn, Denbighshire, director of the Thames Valley.  
Henry Chaytor, Clervaux Castle, Darlington.  
Frederick Jones, Esq. director of the Warwick and Worcester, Lincoln's inn.  
William Shaw, Esq. managing director of the Royal Farmers' Insurance Company.  
The Rev. Francis Thornburgh, Kingswood, Wilts.  
Captain James Wood, R.M. Woolwich.  
R. Cowley Polhill, Esq. provisional director of the Thames Valley.  
Thomas Stephenson, merchant, Leeds, director of the Midland and Thirk Junction.  
William Priestley, manufacturer, Birstall.  
Matthew Stephenson, merchant, Leeds, director of the Midland and Thirk Junction.  
James Russell, Esq. director of the Great Leeds and London.  
William Wilson, M.D. Devonport street, Sussex square, Hyde park.

Edward Shirley Kennedy, Esq. Loraine place, Holloway.  
Major Morse Cooper, director of the Thames valley.  
Major Adair, United Service Club, director of the Goole and Doncaster.  
George Robinson, Esq. Hull, director of the Hull and Barnsley.  
William Garside, Esq. Richmond house, Leeds.  
Henry Styling, Esq. Halifax.  
A. G. Greaves, Esq. director of the Rugby, Derby and Manchester.  
M'Moran, Esq. director of the East and West Junction.  
Thomas Watson, Esq. Calms house, Thornhill.  
John Bloor, Esq. director of the Great Manchester, Southampton, and Rugby.  
Richard Carpenter, Esq. magistrate, deputy chairman of Warwick and Worcester.  
J. D. Hopkins, Esq. Bedford square, London.  
Henry Savage, Esq. Dorset place, Dorset square, director of the Thames Valley.  
Captain S. N. Fisher, Junior United Service Club.  
Rowland Hill Mackenzie, M.D. Mortimer street, Cavendish square.  
James Gernon, Esq. deputy chairman of the Galway and Ennis.  
Peter Morrison, Esq. director of the Thames Valley.  
John Gye Spark, M.D. Finsbury place, South London.  
Captain James Henry Leekie, Richmond, Surrey.  
John Smith, Esq. Barton house, Ashbourne, director of the Rugby, Derby, and Manchester.  
Charles Henry R. Harrison, F.R.C.S. Upper Montagu street, Montagu square.  
Henry Francis Gisborne, Esq. director of the South Staffordshire Junction.  
W. R. Seymour, Esq. director of the Rugby, Derby, and Manchester.  
Thomas J. Raynor, Esq. Birstall, Leeds, director of the Leeds and Liverpool Direct.  
Charles Waite, Esq. director of the West Midland, Manchester, and Southampton Junction.  
Henry Wright, Esq. Brunswick square, director of the London and Birmingham Extension.  
Dr Burnam, Healey-in-Arden.  
S. C. Hall, Esq. F.S.A. director of the Thames Valley.  
H. G. Ohrly, Esq. director of the Trent Valley Continuation.  
George Joyce, Esq. Parliament street, director of the Direct Lincoln and Hull.  
Henry Sherrard Coleman, Esq. director of the Great Leeds and London.  
John Mowell, Esq. Hatton garden.  
Frederick William Seymour, Esq. St James's square, London.  
Henry D. Erskine, Esq. Mount street, Grosvenor square.  
James Macmillan, Esq. director of the Manchester, Oxford, and Southampton.  
Archibald Douglas Stewart, Esq. Grandtully Castle, Perthshire, and Curzon street, May Fair, director of the Thames Valley.  
Henry Dawson, Esq. Farrar's building, Inner Temple.  
Captain Thomas Gould, director of the Liverpool and Derby.  
George Howard Minchin, M.D. North Bank, Regent's Park.  
George Harrison, Esq. F.S.A. Harleyford place, Kennington, director of the Hull and Holyhead.  
J. Mee Matthew, Esq. Gray's Inn square, director of the Grand Trunk.  
Thomas Hodges, Esq. Guildford street, Russell square.  
John Bird, Esq. 13 Park street, Grosvenor square, and Dinas Mowddwy, North Wales, director of the Ribbles and Humber Junction.  
Alexander Greig, Esq. Lowndes street, Belgrave square.  
Henry Coe Coape, Esq. Goldhanger, Essex.  
Robert Hancock, Esq. Euston square, director of the Hull, Birmingham, and Swansen.  
John Anderson, Esq. Lothbury, director of the Northern and Southern.  
J. G. Moon, Esq. Dorset place, Regent's Park.  
Thomas Wilkinson, Esq. Chatham, Kent.  
James Stephenson, Esq. director of the Lincolnshire and Eastern Counties Junction.  
Thomas Gibson Brewer, Esq. Gray's inn square, director of the Lynn, Wisbeach, and Peterborough.  
Thomas George Smith, Esq. Doughty street, director of the Rugby, Derby and Manchester.  
John Parkinson, Esq. Cambridge terrace, Hyde park.  
J. Alecock Dixon, Esq. Burnley, Lancashire, director of the Liverpool and Leeds.  
Captain George Frederick Pariby, United Service Club, and Hans place, Chelsea.  
Robert Hull, Esq. M.D. Norwich, director of the Great Leeds and London Direct.  
Henry Thunder, Esq. director of the Tullamore and Parnestown.  
Henry Swan Graves, Esq. Exly Bank Lodge, Halifax, director of the Great Leeds and London Direct.  
James Hitchins, Esq. coroner of the city and county of Lincoln, director of the Birmingham and Brighton.  
Robert J. Lattey, Esq. Clermont Villa, St John's wood.  
Charles Fitzgerald, Esq. director of the Galway and Ennis.  
Valentine Knight, Esq. Chester place, Regent's park, director of the Dendre Valley and Grand Trunk.  
John Carter, Esq. F.R.A.S. Park lodge, Stockwell, director of the Exeter, Dorchester, and Weymouth Junction.  
James Morrison, Esq. St Mary-at-Hill, director of the Bridgewater and Minehead, and Grand Trunk.  
Stephen Hutchinson, Esq. director of the Grand Trunk.  
Martin Stuteley, Esq. 6 Cambridge terrace, Regent's park, director of the Leeds and Carlisle and Grand Trunk.  
Robert Wright, Esq. director of the Liverpool and Derby.  
Mr John Berry, jun. maltster and corn dealer, Gomersal.  
Charles Barstow, Esq. Halifax.  
Joseph Ibbotson, Esq. Hull and Goole.  
Thomas Greenwood, Esq. Huddersfield.

*Committee of Management.*

Thomas M'Gregor, Esq. warehouseman, 150 Cheapside London.  
Thomas L. Robinson, Esq. Union Bank, Croydon.  
Joseph Smithson, Esq. Kirtley Mills, director of the Great Leeds and London.  
Edwin Forth, Esq. Flush house, Heckmondwike.  
Thomas Achroyd, Esq. Upper house, Berkensham.  
James Critchley Holt, Esq. of Batley.  
Thomas Burnley, Esq. Pollard hall, Gomersal.  
William Pearson, Esq. Birstall.

George Newsome, Esq. Cross bank, Batley.  
Joseph Priestley, Esq. of Birstall.

*Chairman*—Edmund Francis Dayrell, Esq.

*Deputy-chairman*—G. N. Wright, M.A.

Alfred Smer, Esq. William Shaw, Esq.  
Major Adair Peter Morrison, Esq.  
Edward S. Kennedy, Esq. Frederick Jones, Esq.  
Thomas C. Newton, Esq. George Such, Esq.  
James Gernon, Esq. S. W. Hamilton, Esq.  
George Dennison, Esq. Henry Savage, Esq.  
C. H. R. Harrison, Esq. Charles Waite Esq.  
Captain J. H. Leekie

*Bankers*—The Commercial Bank.

*Standing Counsel*—William Holt, Esq.

*Engineer*—Charles Blunt, C. E.

*Architect and Surveyor*—R. C. Carpenter, Esq. Guildford street, Russell square.

*Parliamentary Agent*—Cadwalader Waddy, Esq.

*Solicitors*—Messrs Wright and Hanbury, 11 Finsbury place South, London; Thomas Cave Hall, Esq. Northampton.

*Local Agents*—Manchester: Messrs Tindal and Varey, Leeds: — Hill, Esq. Batley: Thomas Dean, Esq.

Few projects so promising have remained so long unnoticed as the construction of a direct line of railway from Huddersfield or Cooper's bridge, to the ancient city of York. When it is stated that the existing railway is one of the most tortuous in the kingdom, the proposed almost a right line—the former inexcusably prolonged, the proposed twenty-five miles shorter, in the whole distance between Liverpool and York, the leading features of the project may be supposed to be characterised. Yet such is not the case; for so many local advantages are concentrated in the district to be traversed, that the passenger traffic, although of the most promising description, will be the least productive part of the scheme.

The Direct Manchester, Leeds, and York, availing itself of present lines of rail, that open communication with Liverpool and Manchester at one terminus, and with the Great Northern lines at the other, will originate at Cooper's Bridge, traverse the parish of Birstall in Leeds, and preserving its rectilinear course through Tadcaster, reach the city of York. Its junction with one class of railways, and intersection of others, will form the most perfect means of communication between the ports of Liverpool and Hull, and admit the rapid transit of American produce to the eastern coast of England. By means of this line a communication will also be established between the Manchester and Leeds, Manchester and Liverpool, Huddersfield Canal Railway, and Hull and Selby Railway, supplying thereby an expeditious and economic transport of coals from the Durham and Newcastle fields to the quays of the Mersey at Liverpool. But the general character, the income derivable from through traffic, and even the reduction of distance, do not constitute the strongest recommendations to which this project is entitled—nor represent sufficiently the great and certain revenue that must be derived from capital invested in it. It is to the transport of mineral wealth from the district through which the line passes that the projectors and subscribers will necessarily look for a remunerative interest. In passing through or near Robertstown, Mill bridge, Birstall, Bruntcliffe, Morley, and Churwall, a coal field of 32 square miles in area will be intersected by this line, the coal lying within 150 yards of the surface, the seams averaging 20 feet in thickness, and including a greater variety than is to be found in any other district in the North. Gas coal raised here is now sent by a circuitous route to Manchester, and house and engine coal, of superior quality and easily workable, find their way hence to a profitable market with difficulty and expense.

When the population and manufactures situated at the termini of this line are remembered—the rich mineral district which it traverses duly examined—the local character of the country taken into consideration—and the anxious demand for such a line, by the local interests, calmly weighed—a most encouraging, in fact, an almost certain, prospect of ample interest on the vested capital may be anticipated.

A preliminary survey has been made, and with the most gratifying results, as the probable outlays are shown to be inconsiderable, and tunnels may be altogether avoided.

In the allotment of shares a preference will be given to parties locally interested in the line, and a certain number of shares will be reserved for shareholders in railways immediately connected with this undertaking.

Applications for shares, plans, prospectuses, and detailed information, may be made at the office of the Company's Solicitors, Messrs Wright and Hanbury, 11 Finsbury place south, London; and at the offices of the following Stock and Sharebrokers:—Mr Samuel Hanbury, Angel court, Throgmorton street, London; Mr Wm. Marshall, Manchester; Messrs Hicks and Co., Alfred street, Leeds; Messrs Grayston and Earle, York; Mr Walter Smith, Halifax; Mr Morris Reynolds, Liverpool; Messrs Flint & Tootal, Hull; Mr John Wright, Birmingham; Mr Clarkson, Sheffield; Messrs Munro and Co. Edinburgh; Messrs Featherstone and Co., and Mr H. Vatcher, Exeter; Hopwood and Palmer, Plymouth; Mr John Taylor, Bristol; Mr T. W. Powell, Wellington street, Leamington; Mr J. N. Balme, Gloucester; Messrs Wilson and Hillewell, Huddersfield; N. Smallpage and Co., Burnley; Mr Haythorn, Nottingham; Mr C. H. Birbeck, Worcester; Joseph Clarke, jun., Southampton; and Mr D. Paul, Glasgow.

*FORM OF APPLICATION FOR SHARES.*

To the Provisional Committee of the Direct Manchester, Leeds, and York Railway.

Gentlemen—I request you will allot me \_\_\_\_\_ shares of 20*l.* each in the above-named Company, and I hereby undertake to accept the same or any less number you may appropriate to me, and to sign the necessary deeds, and to pay when required the deposit thereon of 2*l.* 2*s.* per share.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 1845.

Name in full.....  
Profession or business.....  
Residence in full.....  
Reference.....  
Witness to the signature of the applicant.....  
Address of the Witness.....

**LONDON CENTRAL RAILWAY TERMINUS COMPANY.**

*Provisional Committee.*

- The Earl of Kilmoray
- William Bland, Esq.
- J. B. Boothby, Esq.
- J. B. Byron, Esq.
- Edward Crowley, Esq.
- William Chadwick, Esq.
- Edward Chapman, Esq.
- William Chaplin, Esq.
- The Count Eyre
- Charles Finch, Esq.
- Rowland Hill, Esq.
- Colonel Henderson
- J. D. Lowden, Esq.
- Apsley Pellett, Esq.
- H. J. Smale, Esq.
- Thomas Smith, Esq.
- William Shadbolt, Esq.
- T. B. Simpson, Esq.
- C. F. Whiting, Esq.
- John Addis, Esq.
- J. D. Brown, Esq.
- Thomas Farncomb, Esq.
- J. G. Hudson, Esq.
- A. Inderwich, Esq.
- George Miller, Esq.
- Captain M'Kinnon
- W. L. Whitmore

Directors of the existing Southern Railways.

The Committee of the London Central Railway Terminus Company hereby inform the Public, that, in consequence of the extraordinary proceedings of the proprietors of the Charing Cross Bridge Company, in reference to the proposed purchase of that structure by this Company, they decided on availing themselves of another means of communication with the Middlesex shore. They are happy to state that their overtures for that purpose have been most favourably received, and every facility promised; indeed the Committee entertain no doubt that such an arrangement will very shortly be effected as will promote the interests of all concerned, and take this opportunity of stating, also, that the allotment of shares will take place forthwith.

(By order of the Committee),  
JOHN Y. NEALE, Secretary.  
28 Moorgate street, Oct. 10, 1845.

**THE COMMITTEE of the LONDON CENTRAL RAILWAY TERMINUS COMPANY**

herby give notice to those proprietors of the Charing Cross Bridge Company, who were desirous of confirming the arrangement which had been entered into by the Directors, and subsequently confirmed at a general meeting of the Proprietors, that the Committee have unanimously resolved to give such Proprietors the privilege of taking shares in the London Central Railway Terminus Company, in proportion to the number of Bridge Shares held by them, provided application is made for the same, on or before Wednesday next. By order,  
JNO. F. NEALE, Secretary.  
28 Moorgate street, Oct. 16, 1845.

**MIDLAND UNION and BURTON-UPON-TRENT, ASHBY-DE-LA-ZOUCH, and LEICESTER RAILWAY,** with a diverging line to the Trent Valley Railway at Atherstone.

*Provisionally Registered (16th of May, 1845).*  
Capital 1,200,000l. in 60,000 shares of 20l each.  
Deposit 2l 2s per share.

*PROVISIONAL DIRECTORS.*

- Charles Holte Bracebridge, Esq. the Hall, Atherstone, Chairman of the Leicester and Birmingham Railway, and a Director of the South Staffordshire and Boston, Stamford and Birmingham, Chairman
- William Atkinson Gardner, Esq. Cecil street, London, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways, Vice-Chairman
- Richard Spooner, Esq. M.P. Brick fields, Worcester
- George Attwood, Esq. the Priory, Edgbaston, Birmingham
- John George Norbury, Esq. Mancetter house, Atherstone, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways
- T. Macaulay, Esq. Leicester, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways
- Samuel Haines, Esq. Chad house, Edgbaston, Birmingham, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Oxford, Southampton, and Portsmouth and South Staffordshire Railways
- Frederick Wollaston, Esq. Great Sheepy, Atherstone, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways
- Sir William Hyde Pearson, Knight, F.R.S., Hanover square, London, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways
- William Freer, Esq. Atherstone, Director of the Leicester and Birmingham, and Boston, Stamford, and Birmingham Railways
- Benjamin North Arnold, Esq. M.D. Atherstone
- Edward Middleton, Esq. Birmingham, Director of the Leicester and Birmingham, Boston, Stamford, and Birmingham, and South Midland Railways
- George Turner, Esq. Hunton hall, Erdington, Birmingham, Director of the South Staffordshire Railway
- Robert Faux, Esq. Cliff house, Twycross, near Atherstone
- William Darcourt Clare, Esq. Twycross, near Atherstone
- William Wilberforce Pearson, Esq. Gloucester terrace, Regent's park, London
- The Rev. William Whitmore Greenway, Clerk, Newbold Verdon, near Market Bosworth
- Robert Collins Gilbertson, Esq. Burton-upon-Trent
- The Rev. Francis E. Jackson Valpy, Clerk, Burton-upon-Trent
- John Wilkes Daniel, Esq. Burton-upon-Trent
- John Wheelton, Esq. Meopham bank, Tunbridge, Kent, Director of the Leicester and Bedford, Warwick and Worcester, and London and Birmingham Extension Railways

- Joseph Knight, Esq. Leicester, Director of the South Midland Railway
- William Henry Law, Esq. Hinckley
- Charles Sansome Preston, Esq. Hinckley
- William Millhouse, Esq. Barwell house, Hinckley
- William Allport Leedham, Esq. Burton-upon-Trent
- Charles Noel, Esq. Kirkby Mallory, Leicestershire
- Thomas Jee, Esq. Peckleton, Leicestershire
- Thomas Spencer, Esq. Earl Shilton, Leicestershire
- Henry Fotheringham Hunter, Esq. Kilburne, Derby, Director of the Derby, Gainsborough, and Great Grimsby Junction Railways
- Henry Townshend, Esq. Stanton house, Hinckley
- George Townshend, Esq. Sapote, Hinckley
- John Smith Crossland, Esq. Burbage house, Hinckley
- Henry Francis Gisborne, Esq. Derby, Director of the South Staffordshire Junction, Derby and Crewe, and Macclesfield and Lichfield Railways
- James Heyzate, Esq. M. D. Derby, Director of the Derby and Crewe, and Macclesfield and Lichfield Railways
- Thomas Barker Bainbridge, Esq. Director of the Derby and Crewe, and Macclesfield and Lichfield Railways
- J. Sanders, Esq. Derby, Director of the Derby and Crewe Railway
- John Wilkes Unett, Esq. Birmingham
- George Unett, Esq. Birmingham
- Thomas Davies, Esq. the Austins, Birmingham
- The Hon. M. W. B. Nugent, Higham Grange, Hinckley
- William Lucy, Esq. Edgbaston, Birmingham
- John Davies, Esq. M. D. Colehill
- Kirkby Fenton, Esq. Caldecote hall, Nuneaton

*Committee of Management.*

- Charles Holte Bracebridge, Esq. Chairman
- William Atkinson Gardner, Esq. Vice-chairman
- Sir W. H. Pearson, Knt. W. Wilberforce Pearson, Esq.
- John George Norbury, Esq. Esq.
- Thomas Macaulay, Esq. John Wilkes Daniel, Esq.
- Samuel Haines, Esq. William Henry Law, Esq.
- Edward Middleton, Esq.
- Standing Counsel—W. T. S. Daniel, Esq. Lincoln's inn
- Solicitor—S. S. Baxter, Esq. Atherstone
- Engineer—Charles Vignoles, Esq. F.R.S.A.
- Local Solicitors.*
- James Drewry, Esq. Burton-upon-Trent
- Robert Sills, Esq. Ashby-de-la-Zouch
- Messrs Smith and Pilgrim, Hinckley
- Messrs Craddock and Son, Nuneaton
- Messrs Dewes and Son, Coventry
- Messrs Toller, Leicester
- Messrs Spencer and Rollins, Birmingham

London—Messrs Glyn, Halifax, Mills, and Co. Lombard street  
Manchester—Messrs Jones, Lloyd, and Co.  
Liverpool—Bank of Liverpool  
Birmingham—Messrs Attwood, Spooner, and Co., the Birmingham Banking Company  
Derby—Messrs W. S. Evans  
Burton-upon-Trent—Burton, Uttoxeter, and Ashbourne Union Bank  
Leicester—Leicestershire Banking Company, and at Atherstone. Ashby-de-la-Zouch, Market Bosworth, and Hinckley  
Coventry—Coventry Union Banking Company  
Nuneaton—Messrs Craddock and Bull  
The numerous applications for shares in this important undertaking are now under consideration, but in consequence of the overwhelming number of applicants the committee feel great difficulty in deciding at once upon the allotment. They have therefore postponed issuing the letters till after the 18th inst. in order that the applications may in the mean time be duly considered, and a proper and satisfactory allotment made.  
The lists are closed, and no further applications can possibly be received.  
The surveys are in active progress, under the direction of the company's experienced engineer, Charles Vignoles, Esq  
S. S. BAXTER.  
41 Chancery lane, Oct. 9, 1845.

**DUNDEE and STRATHMORE JUNCTION RAILWAY COMPANY.**

The Directors of the Dundee and Perth Railway Company, and a Sub-Committee of the Dundee and Newtyle Railway Company (authorized by a General Meeting of that Company), have come to the following arrangement for improving the Newtyle Railway:—  
1. The Dundee and Perth Railway Company agree to lease the Dundee and Newtyle Railway and Works and Plant in perpetuity, and thereupon to guarantee to the present shareholders of the Dundee and Newtyle Railway an annual dividend of one per cent upon the amount of their capital stock not exceeding 115,000l.  
2. That the capital of the Dundee and Strathmore Junction Railway shall be 100,000l, divided into shares of 25l each.  
3. That 1,000 shares of the stock of said Company shall be placed at the disposal of the Directors of the Dundee and Newtyle Railway Company, and the remainder of the shares shall be placed at the disposal of the Directors of the Dundee and Perth Railway Company.  
4. That the new line of railway shall be worked by the Dundee and Perth Railway Company, at a rate to be fixed upon by a neutral person mutually chosen by the Directors of the Dundee and Perth and Dundee and Newtyle Railway Companies.  
5. That, after deducting the guaranteed rate of one per cent on the stock of the Dundee and Newtyle Company, and the working expenses, &c., the balance of the free revenue shall be applied, in the first place, in paying a dividend of six per cent to the holders of the new stock; and, in the second place, the surplus shall be divided amongst the holders of the original stock of the Dundee and Newtyle Railway.  
6. That early meetings of the shareholders of the Dundee and Perth and Dundee and Newtyle Railway Companies shall be called for receiving the reports of the Directors of the respective companies in regard to the present arrangements, and for confirming the same.  
KINNAIRD, Chairman of the Dundee and Perth Railway Company.  
GEORGE KINLOCH, of Kinloch, Chairman of the Dundee and Newtyle Railway Company.  
Dundee, October 11, 1845.

**PUBLIC COMPANIES ADVERTISING.**

Advertisements forwarded to WILLIAM THOMAS'S British and Foreign Advertising Office, 21 Catherine street, Strand, are punctually inserted in all the British and Foreign papers. The directors of the Debats, Presse, Constitutionnel, and Siecle, the united circulation of which is upwards of 130,000 daily, having appointed W. Thomas their sole English agent, all advertisements for those papers must be forwarded to his office, 21 Catherine street, Strand, where every particular can be obtained.

**NEWPORT, NANTYGLO, EBBW VALE, and TREDEGAR RAILWAY COMPANY,** with Branches to the Pentwyn and Golonos, British Iron Company's, Bleanauv, Victoria, and Sirhowy Iron Works, and the numerous Collieries of the district.

(Provisionally Registered.)  
Capital 600,000l. in 32,000 shares of 25l each. Deposit 2l 2s per share.

*PRELIMINARY ANNOUNCEMENT.*  
This Company is formed for the purpose of affording to the well known iron and coal district of Monmouthshire the advantages of railway and locomotive communication, both for its enormous mineral produce, and travelling accommodation for its dense and thriving population.

The produce of the large iron works and collieries it is intended this railway shall communicate with is at present conveyed to the magnificent port of Newport by means of a tramroad of the rudest construction, on which the average rate of travelling does not exceed two miles per hour. This, though maintained at a most extravagant cost, has yielded to the proprietors, for many years past, from 12 to 15 per cent, and the present price of each 100l share is 230l, although there is no revenue whatever derived from passengers.

When this country is afforded the accommodation of railway communication for its passenger, iron, tin-plate, and coal traffic, it is not presumption to predict that it will not stand second to any undertaking of a similar kind in the kingdom for importance and profit.

Prospectuses, with the names of a most influential committee, will be published in the course of a few days; and in the meantime further particulars may be had by application to Messrs W. O. and W. Hunt, solicitors, 10 Whitehall, London.

**THE CENTRAL EXCHANGE COMPANY OF SCOTLAND.** Capital 500,000l, in 50,000 Shares of 10l each. Deposit 1l per Share.

*Directors.*  
David Miln, Esq. banker, Dundee  
P. H. Thoms, Esq. of Aberlennock  
James Westland, Esq. banker, Dundee  
Robert Adamson, Esq. merchant, Dundee  
William Thoms, Esq. Dean of Guild, Dundee  
William Small, Esq. merchant, Dundee  
William Moon, Esq. merchant, Dundee  
*Bankers*—The Eastern Bank of Scotland and branches; the Western Bank of Scotland and branches.

The success which has attended the formation of similar companies elsewhere, and the growing importance of this locality, as one of the principal railway and commercial districts in Scotland, naturally lead to the establishment of the present Company.

From the number and magnitude of transactions in railway and other stocks, it has become necessary that some of the facilities which are afforded in other descriptions of business should be extended to this department of commercial enterprise, in which so large an amount of the capital of this country is now invested.

As parties who have their means invested in railway and other companies may require the temporary use of their capital, it is legitimate and proper that suitable accommodation should be afforded to such parties; and it is the object of the Exchange and Investment Companies to supply this desideratum, and thereby save the holders of such securities from the necessity of forcing their property upon the market at a disadvantage.

It is further proposed that this Company should be empowered to make advances upon produce in bond or otherwise, and upon such other investments as shall appear eligible.

The Company will only make advances upon stocks and securities in proportion to their intrinsic value, so that the business of the Company will be of the safest description.

The Companies which have been formed in other parts of the country upon similar principles are supported by capitalists and men of property, and are transacting safe and lucrative business, and, while they yield a liberal return upon the capital invested, are at the same time conferring important advantages upon the public.

The capital of the Company has been fixed at 500,000l, of which one-half will be called up by instalments of 1l per share at suitable intervals; and the Company will be held as constituted as soon as the one-half of the capital shall have been subscribed for.

A considerable portion of the stock has already been taken up, and no party need apply without giving undoubted references as to respectability.

Applications for shares may be made to Messrs H. and M. Boyd, London; Messrs Cardwell and Sons, Manchester; Messrs Townley and Whitehead, Liverpool; Messrs J. and F. Rhodes, Leeds; Messrs Robert Allan, John Robertson and Co., and William Cleland, Edinburgh; Messrs James Watson, Foulds, and Cockburn, and Mein and Cunningham, Glasgow; Mr Wm. Gordon, Aberdeen; Mr Oliphant, Perth; Messrs Baxter and Miller, William Crockett, jun, David B. Niven, and Andrew Ogilvie, Dundee; or  
SHIELL and SMALL, Interim Secretaries  
Dundee, September 23, 1845.

*FORM OF APPLICATION.*  
To the Directors of the Central Exchange Company of Scotland

GENTLEMEN—I request you will allot to me shares of 10l each in this undertaking; and I agree to accept the same, or any smaller number that may be allotted to me, and to pay the Deposit thereon, and sign the contract of copartnership when required.

I am, Gentlemen,  
Name.....  
Profession.....  
Residence.....  
Reference.....



THE

# Railway Monitor

OF THE ECONOMIST, WEEKLY COMMERCIAL TIMES, AND BANKERS' GAZETTE,

Of Vol. III, No. 112.

SATURDAY, OCTOBER 18, 1845.

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To our Readers.

PERMANENT ENLARGEMENT OF THE *ECONOMIST*, BY THE ADDITION OF THE *RAILWAY MONITOR*.

WHATEVER be the termination of the present excitement with regard to Railways, it is now quite evident that an enormous amount of capital will henceforth be invested in that description of property; and that, for a long time to come, they will offer one of the safest, and, ultimately, both in a public and private view, one of the most advantageous investments for the accumulations of the country, and must exercise, more than any other single object of investment, a great economical influence over our industry and general condition. Moreover, the debentures of the finished lines are likely, ere long, to constitute one of the most prominent classes of securities for the temporary occupation of capital, and, under proper regulations, they are equally as eligible as exchequer bills, consol warrants, or warrants for merchandize. These considerations, and the numerous letters which we have lately received on the subject of railways, convince us that no paper, which aims at being a perfect commercial organ, embracing questions of trade, finance, banking, &c., in all their branches, can be complete without a considerable and distinct department devoted to the subject of railways. We have, therefore, determined permanently to double the original size of THE *ECONOMIST*, to form thirty-two pages, and to connect with it a new department, under the title of THE *RAILWAY MONITOR*. Our object will be to treat this subject in the same spirit and manner in which we have hitherto treated other commercial questions; to bring together, from time to time, as occasion requires, such statistical facts as tend to develop and give an accurate knowledge of the numerous commercial and economical questions connected with this interest; to give the most perfect list of the prices of shares of railways, mines, canals, bridges, and other similar property of this class, as a convenient reference for those interested therein, as well as for bankers, to whom such in future will be an essential appendage to their offices. Besides the weekly enlarged paper of *thirty-two* pages, we will publish regularly a Monthly separate Supplement, containing the Board of Trade Official Accounts of Imports, Exports, &c., with a Review of the Trade, besides other Supplements, as occasion may require. We have also arranged, by the use of smaller type in the body of the paper, to make every department more extensive and perfect than hitherto. In the *RAILWAY MONITOR* we hope, in the midst of the present extravagant excitement and contention of interests, faithfully and disinterestedly to discharge an important duty to the benefit of the public in general, and of our readers in particular. The rapid increase of the circulation of the *ECONOMIST* among the most influential classes in this commercial country, is some satisfactory evidence of the appreciation of our past efforts; the future, in all the departments, shall be governed by the same principles and in the same spirit. The *ECONOMIST* and the *RAILWAY MONITOR*, on one sheet of thirty-two pages, will be published every Saturday, in time for the morning mails. 6 Wellington street, Strand, Sept. 27th, 1845.

LIABILITY OF ORIGINAL SUBSCRIBERS TO RAILWAYS.

FROM the number of letters which we receive as to the liability of the original subscribers to Railway Companies, it would appear that the subject is but little understood, notwithstanding the willingness which the public have displayed to incur those liabilities.

When an individual has obtained an allotment of shares, on paying his deposit and receiving the scrip, he signs two deeds, one for the purpose of enabling the directors to apply to Parliament for an Act to construct the Railway in question, and the other for the purpose of binding the subscribers individually to the company to carry the same into effect when the Act is obtained: the latter liability is, however, in most cases confined to the amount of the shares held by each individual. The Standing Orders of Parliament require that the "Parliamentary Deed" shall be subscribed for two-thirds of the whole amount of the capital required for the undertaking, and that *ten per cent* of the capital thus subscribed shall be deposited with the Accountant-General while the bill is before Parliament. When the bill is either passed into an act, or otherwise discharged or withdrawn from Parliament, the sum deposited with the Accountant-

General is returned to the directors, and is then available for the general purposes of the company. If the act be lost or withdrawn, it becomes the duty of the directors to discharge all the expenses incurred by the company, and divide the residue among the shareholders; and in such case all responsibility on the part of the latter ceases. In no case, with a large company, is it likely to happen that more than the deposits will be expended in Parliamentary or other preliminary steps, and practically therefore the original shareholders may consider their liabilities up to the passing of the act as confined to the amount of the deposits paid in the first instance. We must, however, remark, that should the expenses so incurred, in consequence of a lengthened and severe opposition, which may render it needful to prosecute a petition for two or even more sessions, exceed the deposits, the shareholders will individually be liable for the payment of those expenses, whatever may be the ultimate fate of the Bill. It is true that in many companies it is professed to restrict the liability of the shareholders to the deposit thus paid. This restriction may be good as between the shareholders, the directors, and the solicitors, if they are a party to the agreement, but it cannot be good as against a third and independent party. Nothing short of an Act of Parliament can restrict the liabilities of partners (as in this case all shareholders are) to those who are not parties to such an agreement. Therefore such an agreement would be no answer to a banker from whom the directors might have borrowed money to carry out the objects of the company, up to the time when an Act of Parliament is procured, by which individual liability is restricted. Such a case, however, could scarcely happen except with most improvident and reckless directors, and even then the shareholders would have an opportunity of demanding a public meeting and dissolving the company, as has in former years frequently been done. It must here be remarked that the liability up to this point attaches only to the party in whose name the scrip was issued, and does not extend to any party to whom it may in the mean time have been sold; nor can the liability be in any way transferred from the original scrip-holder by any assignment of his interest.

If an Act of Parliament be obtained, it then becomes incumbent upon the directors, within two months, to register their shareholders, and to exchange the shares of the company for the scrip. Strictly speaking, it is understood that those who were parties to the Parliamentary Deed (the original scrip-holders) are the parties who are to be registered as shareholders. But in practice it is the holders of scrip at the time who are accepted by the directors, and registered as the future shareholders of the company. From this time all future liability is confined to the registered shareholders, and the original subscriber, in whose name the scrip was issued, when his assignee to whom he has sold it is registered as a shareholder, becomes completely and entirely exonerated. If, however, the holder of the scrip at the moment of registration is unwilling to incur that responsibility, and omits to register himself, or is refused by the directors, they have it in their power to register the original subscriber. In the event, therefore, of an undertaking being in bad repute at the time of registration, it may happen that the original subscriber may be called upon to register, but in that case the holder of the scrip loses all interest in the undertaking, which reverts back to the original subscriber thus registered.

From the time the shareholders are registered they are liable to the whole extent of their shares for the debts and engagements of the company, and no sale or transfer of their shares can relieve them from that liability—failing the parties to whom such transfer or sales may be made. Hitherto it has been the practice in the numerous cases where calls were not complied with, for the directors to declare the shares forfeited, and not to seek recourse back upon the original shareholders. In this way, in one of the existing companies, no less than 8,000 out of the entire quantity of 12,000 shares, or two-thirds, were forfeited before the line was even begun. Such a system however, cannot be but injurious to the company itself, for if the shares were worth *anything* in the market, however much might be the discount, it would be to the interest of some one to buy them at an extremely low price and pay the calls; and if they are really worth less than nothing, then

the company takes them on better terms than the public will, and to that extent injures the general property of the shareholders. It is true that directors may think it better to do so than to bring the concern into disrepute by going back to the original shareholders (they have no claim upon the intermediate ones) and compelling the payment of the call. In future, however, if such cases occur, and especially if a time comes when they are numerous, we have reason to believe that directors will be obliged to go back to the original shareholders, and failing their power to pay the calls, then to forfeit the shares, but not before. The other shareholders are, however, liable under any circumstances to the full extent of their shares for all liabilities of the company which the directors may be unable to discharge in consequence of the failure of any part of the shareholders.

The liability, according to the present practice, therefore, of original subscribers, is indefinite until the passing of the act, and then compels them to register as shareholders, and thereby incur all future liabilities, if the holder of the scrip is either unwilling to do so, or if the company is unwilling to accept him in lieu of the original subscriber. No intermediate holder of scrip between the original subscriber and the party willing to register, nor any intermediate holder of shares between the one originally registered and the holder at the time, has any liability whatever to the company. After the act is really obtained, then the future liability of each party extends to the whole amount represented by his shares, whether the undertaking is finished or not.

#### PROPOSED FURTHER PROTECTION TO THE GENERAL SHAREHOLDERS.

It requires little consideration upon the remarks made in the preceding article, to see that the liability of the original subscribers to railway undertakings is really, in point of fact and practice, an extremely limited one, and that of the registered shareholders a very large, and, in the event of any reaction with extensive works pending, a very fearful one. Now, we contend that it would be greatly to the interests of all good and *bona fide* railway undertakings, as well as for the safety of the great majority of subscribers and shareholders, if the responsibility which ultimately attaches to the registered shareholders really and practically did attach to the original subscribers for shares, which is obviously the intention of Parliament should be the case; for it is merely by the fact of parties, other than the original subscribers, being permitted to register as shareholders, after the act is got, that any difference exists in the liability of the original scrip-holder and that of the registered shareholder.

This practice offers extraordinary facilities to such directors and provisional committees who have no *bona fide* intention of ultimately completing the undertaking to which their names appear, but who merely use the company as an object of immediate speculation or gain. Suppose a body of directors to allot to each of themselves two thousand shares in a company representing to some one a future liability of 40,000*l.* The shares get to a premium, and the whole or a greater part are sold to the public. The directors are reimbursed their deposits, besides having obtained the premium. The deposits, to say nothing of the premium, leave them in a perfectly safe condition up to the passing of the act. By this time the shares, for which each director appears in the parliamentary deed as a subscriber, are in other hands. If the undertaking proves a very bad one, then it is scarcely likely that Parliament will pass the act, and, in consequence, all further question of liability ceases by the payment of the expenses from the deposits, and the holders of the scrip at the time are really the only losers. If the act passes, it is fair to presume that the undertaking is at the time a promising one, and that the holders of scrip, who have paid a high price for it, will at once go and register their shares, and thus again all future responsibility of the original subscriber ceases. But suppose that, at the time an act is passed, some sudden panic were to take place, the public to become alarmed, and scrip-holders were to refuse to register, then, even in that case, an unprincipled body of directors—and it is only of such that we at present speak—might obtain men who really had nothing to lose, to register in place of the scrip-holders. In this case, it must be remarked that directors would have a great advantage over the general shareholders, as they can exercise an option whether or not they accept any party but the original subscriber. So that, in reality, a body of directors have it in their power, first, to allot a large portion of the shares to themselves, obtain the advantage of the whole premiums at which they go to the public, and, finally, avoid the responsibility of one shilling in the completion of the work. In no case where the intentions of directors are *bona fide* could such misconduct occur; but it shows with what facility "bubble schemes" may be pawned upon the public, to the certain gain of the promoters, without imposing any future risk.

We have reason to believe that some attempt will be made in the next session to attach such conditions to every act that shall be passed, as shall fix the whole responsibility of finally completing the undertaking upon the original subscribers for the shares. Nor can such a condition be complained of. On the contrary, it would only be in strict keeping with the principles on which Parliament proceeds in granting private acts. A company goes to

Parliament and asks for extraordinary powers over private property, for some work that is said to be a public good. Before granting these powers, Parliament requires not only to ascertain if the proposed undertaking will be really beneficial to the public, but it more especially has a right to demand security that it shall be completed as proposed, if the powers sought for be granted. For the first purpose, the most searching inquiry is deemed needful; ample notices are required to be given to all whose property it is proposed to interfere with, and every opportunity given to hear their objections. For the latter purpose, Parliament requires, first, that two-thirds of the proposed capital shall be subscribed by responsible and respectable parties, and further, that ten per cent of that capital shall be absolutely deposited as a guarantee with the Accountant-General. It would, however, be a sufficient reason for refusing a bill, if it were found that any considerable portion of the subscribers to the parliamentary deed were not responsible for the sums attached to their names. But, then, we ask of what use is all this precaution on the part of Parliament, if the list of subscribers' names is a mere fiction, as far as the ultimate completion of the line is concerned? If it be on the responsibility of certain names that extraordinary powers are granted to a company over private property, there ought to be no means by which the public can afterwards lose the responsibility of those parties for the completion of the undertaking. The practice of registering a new class of names altogether as shareholders after the act is passed, whereby the subscribers to the parliamentary deed are, as such, no longer liable, is in direct opposition to the spirit and intent of the legislature. We have reason to believe that, at the commencement of the session, there will be an effort made to induce the House to adopt a resolution containing an instruction to all committees to pass no bills which shall not fix on each company the necessity of registering the subscribers to its parliamentary deed as its shareholders. Nor need such a regulation interfere in any way with the sales of scrip already made or to be made. The original subscribers are first registered as shareholders, originally liable, but the holders of scrip may be then registered after them as the immediate holders of the shares.

Such a resolution, at the commencement of the session, would no doubt have the effect of making men extremely cautious in pressing forward undertakings in the ultimate success of which they had no confidence. It would no doubt materially tend to facilitate numerous amalgamations, and otherwise to brush away from the present unmanageable amount of undertakings an immense quantity of rubbish; and in every way would it prove a real benefit to those Companies who promote a good and useful line with an honest and *bona fide* motive; and further, it would act as a great additional guarantee to the general body of shareholders.

#### GREAT CENTRAL TERMINI—FARRINGTON STREET AND WATERLOO BRIDGE.

THE inconvenience which has hitherto been complained of, with regard to the distance to the stations of the railways leading out of London, appears at last likely to be obviated. One company has made a proposal to lease Farringdon market, and another the site of the Fleet prison, from the city, for the purpose of erecting stations for the northern lines of railways; and in all probability it will end in one great terminus being formed in Farringdon street, from which branches will be made to the present termini of the various northern, north-eastern, and north-western railways.

On the other hand, we are glad to hear that an arrangement equally desirable, and more certain of execution, is already in progress to bring all the railways commencing on the south side of the Thames to one terminus in the centre of the metropolis. It will be remembered that, some weeks since, the company known by the name of the CENTRAL TERMINUS COMPANY, which projected a great central station at the north end of Charing cross bridge, appeared to be in some measure defeated in its object by the most discreditable conduct of the shareholders of that bridge, who, for the sake of availing themselves of rather a higher offer from another party, rescinded at one meeting an engagement which they had deliberately entered into with the CENTRAL TERMINUS COMPANY at a previous meeting. The shareholders of the Hungerford bridge, not contented with a price for which they had actually agreed, and which gave a profit upon their undertaking which they could never have looked for, were induced, by a somewhat higher offer, to repudiate the act of these directors, and which had already been sanctioned at a former public meeting. We are, however, glad to be able to exclude from our censure, of that dishonourable act, a large minority of the shareholders, and which included the chairman, and, we believe, the whole of the directors, who not only supported the former agreement of the company, but used the whole of their influence with the meeting to obtain its adoption.

It is, however, with much pleasure that we are now able to state that the CENTRAL TERMINUS COMPANY has made another arrangement, which, in our opinion, will not only be much more beneficial to the promoters themselves, but much more convenient and advantageous to the public. It is said, and we have the means of speaking to its truth, that being disappointed of the Hungerford Suspension bridge, that company has now agreed for the purchase of Waterloo bridge, at the north end of which they will have a station, which will directly communicate with all the lines starting from the south of the Thames. In our estimation not only does that plan appear much more easily accomplished, but the position of the terminus itself will be much more central. In the first place, the Suspension bridge at

Charing cross could not have been made available for a railway in its present state. It must have been materially strengthened by the addition of new piers, to which an objection was offered on account of the interruption which would be created on the river; whereas, Waterloo bridge can be converted, without any very material change, and, at the north end of the bridge, there is already a clear space, sufficiently large to form a good passenger station, where it will join the Thames embankment. Then, as to situation, the end of the Waterloo bridge is much more central than Charing cross. In the first place, it will be much nearer to the proposed terminus in Farringdon street—to the populous parts immediately eastward of the Strand, Fleet street, &c.—and to the whole of the north and north-west of London, especially since the opening up of North Wellington street and Bow street, with the new line, called Endell street, leading directly into Holborn, near the end of Oxford street, and the bottom of Tottenham Court road. These new streets will now form an open and direct line to the end of Waterloo bridge from the whole of the north-west part of the metropolis, and the new street opened from Coventry street, through Leicester square, to Longacre will also bring the whole of that district, lying between Piccadilly and Oxford street, nearer to Waterloo bridge than any other point of the Thames. It only requires to look at the map in order to see how much more central Waterloo bridge is than any other point.

We are also glad to see that the scheme has the support of each of the southern lines, and their chairmen or individual directors. At a meeting of the company in the present week, a ballot was taken for the election of a committee of management, when the following parties were chosen, thus retaining the whole of the influential directors of existing railways:—

William Chaplin, Esq. chairman of the South Western  
Edward Crowley, Esq. deputy-chairman, Brighton  
William Chadwick, Esq. chairman of the Richmond  
Rowland Hill, Esq. chairman of the Brighton  
William Shadbolt, Esq. chairman of the Greenwich  
William Hawes, Esq. chairman of Charing cross bridge  
J. B. Simpson, Esq. deputy-chairman, Richmond  
Count Eyre, Esq. director of the South Western  
C. F. Whiting, Esq. director of the Richmond  
W. L. Whitmore  
John Addis

These names of themselves are a sufficient guarantee that this undertaking will be conducted in a manner which will ensure its speedy execution, and their influential connexion with all the southern lines, which it is intended thus to bring to the centre of London, is a further guarantee for the co-operation of those companies, to render all the arrangements as efficient to the public as they can possibly be made.

#### RAILWAY MEETINGS.

**Huddersfield and Manchester.**—An extraordinary general meeting of the proprietors of the Huddersfield and Manchester Canal Navigation and Railway, was held this afternoon, at the Guildhall, Huddersfield, for the purpose of considering the propriety of augmenting the capital of the company, to the extent necessary for allotting to the holders of shares in the Huddersfield Canal Navigation, who have elected to commute the same for shares in the Huddersfield and Manchester Canal and Railway; and also to such an extent as may be necessary for the paying off such holders of Huddersfield Canal shares as have not elected to commute their shares; and also for the purpose of raising money to purchase Sir John Ramsden's canal. The third and most important business was to determine upon the extensions and branches of the lines for which it should be considered expedient to apply in the next session of Parliament; and also to consider the best means of raising the capital necessary for that purpose. Mr Aldam, one of the members for Leeds, occupied the chair, and among other information which he gave to the meeting said, the number who had chosen to commute was 5,552, and it would be necessary to create that number of shares. The number of canal proprietors who had elected to take 25/ per share was 573, and the company would have to raise funds to pay them off. Another thing they had to provide for was the purchase of Sir John Ramsden's canal and the warehouses. The sum which would be required for that purpose was 46,560/, and it would take 1,552 shares to make up that sum. The number of shares originally created by the act of parliament was 21,000, of which 17,812 had been allotted, leaving 3,188 of the original shares in the undertaking as yet unappropriated, or rather not allotted. The directors proposed to add together those shares which had to be created for the purchase of the canal, and the payment of the canal proprietors who chose to be paid, and this would make 7,777. The number of new shares thus created would be one for each holder of four shares. It would be necessary to sign the contract and pay the deposits on these shares, and a day would be fixed for that purpose. (Cheers.) His next business would be to give them some information about the new branches. The first branch, or new line, which they proposed to make was a short one from near Cooper bridge to the westward, in order to give to the company a better line to the westward. It would also branch to the east, and the directors proposed to apply to parliament for power to make the branch. The next addition that they were about to apply for was a very important one. The directors had seen the great inconvenience arising from joining one of their termini with the Leeds and Manchester line, which had in many respects interests hostile to this company, and it was of great importance that the Cooper bridge and Huddersfield terminus should join a line favourable to this company. It had been suggested that it was possible to undertake a better line to Bradford. It would command the traffic from a great distance, whilst the traffic between Checkatton and Liverpool was very great indeed. By this means they would have a direct communication between those two places. The length of the line would be nine miles, and the amount of capital required would be

650,000/. This was not a very accurate estimate, for the time had not allowed of their going very closely into the matter; but the engineer, who was present (Mr Jee), said that it was pretty near the amount. The next project which they had on foot was the branch from Oldham to the Huddersfield line of three miles in length, and another to Mossley of four miles. This line would also go two miles towards Ashton, and its length would be six miles and a half, and would cost 180,000/. (Cheers.) The directors had also had a proposal made to them which they conceived to be very advantageous. That was to connect their line with one project of Mr Jacob's to be called the East and West Riding line. It would go from Huddersfield to Kirkeaton, on the Midland Railway, and it would join the Hull and Barnsley line. By this junction with the North Midland, a great bulk of traffic would be brought upon their line, proceeding as the line did from a country abounding in coal. The gradients were favourable, the worst being one in 147, and the length of the line was little more than 17 miles. This company were to subscribe one-third of the capital, and they would send three directors to the joint board. The one-third of the capital was to be divided amongst the shareholders. All these proposals, at the chairman's suggestion were acceded to. The benefit of the new allotment is to be given to the newly registered shareholders.

**LAUNCESTON, DELABOLE, AND ROCK.**—On Friday a public meeting of the inhabitants of Launceston and its neighbourhood was held in the Central Subscription rooms, at Launceston, for the purpose of considering a proposal for connecting the harbour and sand beach of Padstow and the quarries of Delabole with Camelford and Launceston, and for facilitating the communication between these towns. The meeting was well attended. Mr Richard Penwarden, the mayor of the borough, presided, and the proposal was unanimously approved.

**THE GREAT MUNSTER.**—On Saturday last, pursuant to a requisition addressed to Mr John Bayly, high sheriff of the county of Tipperary, a numerous and highly respectable meeting of the gentry of Roscrea and its vicinity was held in the Court house of the town. The Hon. F. A. Prittie, Borrille, Roscrea, was in the chair, and said the contemplated line would afford them a facility of travelling—of getting, in two hours, a distance which at present occupied twelve. In every point of view it would materially benefit their country, improve its condition, mend its traffic, and develop its invaluable and numerous sources. Resolutions in favour of the line were unanimously carried.

**THE SUSSEX RAILWAYS AND THE NEWHAVEN HARBOUR COMPANIES.** A meeting of the Newhaven Harbour Commissioners took place at Lewes, on Tuesday week, when Mr Cole gave notice of a motion for widening the Newhaven harbour and the borrowing of a sum of money was referred to the next special meeting.

**UXBRIDGE LINES.**—An important meeting of the inhabitants of the town of Uxbridge, convened by public advertisement, took place at the Assembly Rooms, for the purpose of considering which of the lines projected to run through the town would be most beneficial to its interests. Ultimately a Mr Kent moved that the meeting be adjourned until the first Thursday after the 30th of November next, that being the day fixed for depositing the plans, sections, and per centage on the capital of the proposed companies, which was agreed to.

At the Oxford, Worcester, and Wolverhampton meeting, held on Wednesday, a stormy debate took place on the subject of the lease of this line to the Great Western Railway. The report of the directors was, however, adopted, and the necessary resolutions were unanimously carried.

**BRISTOL, BATH, AND POOLE.**—On Monday an adjourned meeting of the promoters and supporters was held at the Guildhall Coffeehouse, Cheapside, for the further consideration of the plans for carrying out the line, and to receive the engineers' report; Mr William Nash, chairman of the Brighton, Lewes, and Hastings Railway, in the chair. Amongst the principal promoters of the company present, were V. C. Kemble, Esq., T. Heathcote Bailey, Esq., C. R. Bigge, Esq., H. T. G. Macnamara, Esq., Dr Scott, R. H. Fowler, Esq., Riddell, Esq., T. Price, Esq., F. Hewitt, Esq., Lieut. Hill, R.N., and other influential gentlemen. The prospects of the concern were given out as particularly good.

**THE GREAT NORTH AND SOUTH WALES RAILWAY.**—A special meeting of the Town Council of Carmarthen was held on Wednesday last at the Guildhall. The meeting was held for the purpose of conferring with a deputation from the Great North and South Wales and Worcester Railway, consisting of J. Russell, Esq., J. Bush, Esq., H. Cornfoot, Esq., A. Bush, Esq., and the Rev. D. Robinson. J. Bush, Esq., then laid before the meeting his proposition. He said that one of the objects the Great North and South Wales and Worcester Railway Company proposed to effect was the general improvement of the harbours on the coast of Wales; and one of the clauses in the first prospectus that was issued, was to the effect, that it was contemplated to take powers for the further improvement of the harbours on the coast by means of a limited outlay by the railway company; it was the intention of the company to improve the harbours of Aberystwith and Cardigan; and, since they had the honour of being in this town, they had come to the determination of submitting the proposition which he was then about to make. A survey should be made by their own engineer, in whom they had the utmost confidence, as his experience in the improvement of harbours was very extensive; a definite plan should be made, and the company would set aside the sum required for the contemplated improvements, which should form the first charge on the revenue acquired from the tolls on the shipping. After paying five per cent interest on the capital invested, the remainder of the profits accruing from the tolls, however great, should go exclusively to the funds of the borough. The company would consider themselves amply remunerated by the moderate per centage he had stated, and the increase of traffic on their line consequent on the improvement of the port. If the proposition met their views, it would be for the council to submit it to their constituents. Should they give the company the encouragement they

wished for, they would proceed to make the requisite plans and surveys, so that it might be known what sum would be required. Ultimately the terms were agreed to, and the thanks of the Council were given with applause to the directors of the North and South Wales and Worcester Railway for their very liberal offer, and for the handsome manner in which they had come forward for the good of the port.

**DARTMOUTH, TORBAY, AND EXETER RAILWAY MEETING AT BRIXHAM.**—On Saturday a meeting took place in the Market house, Mr W. Johnstone in the chair, to receive the report of a committee, appointed at a former meeting, to correspond with the different railway companies coming within the neighbourhood of Brixham, relative to their designs towards the town. Ultimately it was resolved, by a majority of the meeting, to address a memorial to the commissioners of the harbour and market of Brixham, which was seconded by Mr S. T. Sanders, and carried, asking their support to this line. An amendment was proposed by Mr J. Underhay, jun., seconded by Mr Stephen Lakeman, who advocated the claims of the South Devon, to the effect that the South Devon Company be written to in order to ascertain what it would do relative to forwarding the building of the breakwater in Torbay. Mr W. Murch recommended the meeting to co-operate heartily with the Torbay and Dartmouth line. He had himself been at first prepossessed in favour of the South Devon Company; but he witnessed enough to convince him that the interest of Brixham was the last thing that company would trouble itself about. He would, therefore, impress upon the minds of all present the necessity of supporting the proposition. The Chairman then put the question, when there appeared for the amendment two; for the original motion the whole of the meeting, which could not have numbered less than 500 persons.

**HULL AND HOLYHEAD.**—A general meeting of the provisional committee of the Hull and Holyhead Company was held yesterday at the London tavern, for the purpose of electing a committee of management, Lord Dunboyne took the chair. The following noblemen and gentlemen were chosen, namely, the right hon. Lord Viscount Ingestre; Lord Dunboyne; hon. H. F. Berkeley, M.P.; Sir J. E. Anderson; Wm. Butler, Esq., master cutler of Sheffield; J. Rowbottom, Esq., mayor of Macclesfield; Mr Alderman Sidney; S. J. Waley, Esq.; Mr Shadbolt; Wm. Collins, Esq., M.P.; H. Clayter, Esq.; E. Davis, Esq.; T. K. Watts, Esq., Macclesfield; C. Appleby, Esq., Sheffield; J. E. Chayter, Esq.; and J. D. Hopkins, Esq., Bedford square.

#### GENERAL HOME NEWS.

##### LEEDS, THURSDAY.

Our market continues flat, and prices without improvement; in fact we do not anticipate any decided change for the better till the middle or end of next month. The Oxford and Worcester meeting appears to have been unsatisfactory, if we may judge from the price of the shares having dropped to 1½; as it appears a traffic case of 9 per cent was proved before Parliament, and the Great Western guarantee 3½ per cent, with half surplus profits, it is pretty sure that the line will pay 6 per cent; this, and the announcement of new shares in prospect, is a favourable circumstance for the concern, even if it is found impossible to get better terms for the Great Western. Leeds and Bradford are much inquired for, a large issue of new stock being anticipated. Manchester and Birmingham, and Midlands are both buoyant. We have heard that the Wakefield and Harrogate Company have been guaranteed a good per centage by the Midlands, but cannot discover whether the report that it is 6 per cent has any authentic source; the shares are at 4½ pm. Goole at 50, and Huddersfield and Sheffield at 30, seem to have a downward tendency. Croydon has touched 25½ again the negotiations with the Brighton Company being likely to issue in some definite arrangement. Thinkers were very shy yesterday at 19½ to 20, to-day they have been languid at 18½ and 19. Other local stocks are without much alteration. We are sorry to observe the price of corn rising in the market, owing to the continuance of wet weather especially in the northern counties.

##### LIVERPOOL, THURSDAY.

We have had a quiet market during the last week and prices have shown evident symptoms of weakness. Before long we must have much lower rates prevalent. The calls on the lines passed during last session of Parliament are beginning to affect the market, and there is evidently more disposition to realise at present rates. Oxford, Worcester, and Wolverhampton shares have fallen to 12½ sellers, since the meeting and must be still lower as the Great Western have them completely at their mercy, and the call of 10 per share is unusually heavy, and must tend to depress the shares still more.

##### BELFAST, MONDAY.

Money is gradually improving in value; and, although a fair amount of business has been done in railway shares, during the past week, the markets supply lower quotation, for the most (especially heavy) stocks. We observe, however, that Irish rails fully maintain their relative position in price with English and Scotch lines. In Belfast, the share market has been very inactive since our last. The rates of stocks will be found on reference to our quotations.

**THE BIRKENHEAD RAILWAYS.**—There are at present four projected lines for the purpose of establishing a communication between Birkenhead and the country lying westward of the Dee. There is first the Birkenhead and Holyhead and Mold Extension Junction; secondly, the Manchester and Birkenhead Continuation, and Mold, Ruabon, and North Wales Junction; thirdly, the Liverpool, Birkenhead Park gate, and Holyhead Junction; and fourthly, a line projected by the Chester and Holyhead and Chester and Birkenhead Companies. Against the first three of these lines several well-founded objections may be urged. The first is too circuitous; the second, it is proposed, shall cross the Dee at King's ferry, but how this is to be effected it is not stated, and if it be by a tunnel, as may be concluded, will add considerably to the expense of the undertaking; the third has certainly the advantage of some local names of respectability. But of the four, the line projected by the Chester and Holyhead and Chester and Birkenhead Companies, appears to be the one the most deserving of public support. These companies, we understand, are

acting in perfect harmony, and have already taken measures to obtain from Parliament during the next session the necessary power to enable them to do everything requisite for the accommodation of the district.

**WAKEFIELD, PONTEFRAC, AND GOOLE RAILWAY.**—On Friday, last week, the port of Goole was the scene of great rejoicings, in consequence of a grand dinner being given in commemoration of the taking up of the first sod on the above line of railway, near Pontefract, a fortnight ago, in connection with which, also, a splendid breakfast service was presented to Mr Leeman, of York, the solicitor to the company, for his arduous and successful exertions in conducting the bill through Parliament for this line of railway. The plate is of the value of 150 guineas, but altogether the sum of upwards of 300l was subscribed, the surplus being, by desire of Mr Leeman, devoted to another object—viz., that of contributing to the enjoyment of the poorer classes in the town.

**GREAT PROJECT OF A UNITED RAILWAY STATION IN LEEDS.**—A project has been formed for a united railway station in Leeds, in such a situation and of such a magnitude as will startle most readers to hear of; and yet the project is one that is entitled to the utmost consideration, and it is likely to be the subject of application to parliament in the ensuing session. The plan is, to make a great and splendid passenger station for most, if not all, of the railways having termini in Leeds, in the heart of the town close to the Commercial buildings, and immediately contiguous to the places of mercantile business.

**GALWAY AND ENNIS GRAND JUNCTION.**—This company has been incorporated with the Limerick, Ennis, and Killaloe company.

Four different lines are projected to run through Bridgenorth. **BRIGHTON, LEWES, AND GRAVESEND.**—At the last meeting of the Gravesend town council, Mr Smith, solicitor of the proposed line from Brighton to Gravesend, via Lewes, crossing the river at Gravesend by a steam ferry, to form a junction with the North Eastern, attended, but as the company was not yet formed, the corporation declined coming to any conclusion on the subject.

The Grand Junction are projecting a line from Stafford, via Wrexham, to Abergelle.

A line from Salisbury to Lymington is proposed, to connect Salisbury and the South-West.

The works on the Cocker mouth and Workington, ten miles in length, are about to be put under contract.

Upwards of forty surveyors, traffic-takers, and others have landed on the Isle of Wight this week, and commenced the preliminary inquiries.

Negotiations, it is understood, are pending for the leasing to the Grand Junction the North Wales and Shrewsbury and Chester lines.

**IMPORTANT AMALGAMATION OF THE LEADING SCOTCH LINES.**—We have the important intelligence to announce that a proposition has been made, and favourably entertained, by which the hostile position in which the leading lines of railway in Scotland, established and in course of formation, have stood to each other, will be exchanged for a common interest. We allude to the amalgamation of the Scottish Central with the Edinburgh and Glasgow, by means of which not only will the harrassing and injurious contention hitherto maintained betwixt these establishments be done away on their main lines, but in the various subsidiary projects in this and the adjoining counties, to which we lately referred. We understand the terms submitted to a meeting of the Scottish Central directors, held here on Tuesday, were to amalgamate the stock of both companies upon equal terms—two 25l shares of the central being equal to one of 50l of the Edinburgh and Glasgow—sharing proportionally in the responsibilities and profits, the latter, however, guaranteeing a profit to the shareholders of the central of not less than 5½ per cent. As the proposition came unexpectedly upon most of the directors, a final decision was not come to; but as we have already stated, it was supported by a majority of the meeting, as we have no doubt it will be also by the shareholders, by whom it will fall to be sanctioned.—*Perthshire Courier.*

A grand scheme for converting the Caledonian Canal into a railway is on the engineering anvil. It has for its object the leasing of the canal, with the improvements now in progress, gathering in the traffic by large vessels from sea to sea, and goods landed in warehouses at Inverness for the west. It will work itself into the Scottish Western half way between the end of the canal at Fort William and Glasgow, and its route will be over an area of some hundred miles. It will be called the great North and West of Scotland, and will open up and consolidate direct communication with all the northern lines projected and in progress, commencing at Inverness, running along the south bank of the Caledonian Canal to Fort William, thence through Argyleshire, Perthshire, and Dumbartonshire, direct to Glasgow, uniting the Murray Frith and German Ocean on the east with the Clyde and Atlantic on the west.

Proposals, it is said, have been made to the proprietors of Southwark Iron bridge for the purchase of that structure, with a view of converting it into City termini for the South-Eastern, Brighton, and South-Western Railways.

*Herapath's Journal* announces the probable connexion of Mr Hudson with the London and Exeter Railway. It is said the railway king is determined to have a narrow gauge into Cornwall and the extreme south-westerly districts of England, either by means of an extension of his Bristol and Birmingham Railway, or by joining the promoters of this project. He can effect this by his Southampton line which runs from Cheltenham to Southampton, by a junction with the Direct London and Exeter, near Salisbury or Shaftesbury, which will give him a narrow gauge into Cornwall without an additional mile of new railway. The same paper announces the amalgamation of the two Direct Manchester Companies (viz., Rastrick's and Remington's) subject to explanations as to the financial state of each. Should the amalgamation be finally concluded, Rastrick's shares of 50l will have to 25l shares, and 2/12s 6d returned to scrip holders.

The improvement in the incomes of the established lines during the past month has been, as compared with the corresponding month of 1844, 200,000l. The lines that have reduced their fares—amongst others, the Birmingham Grand Junction, Brighton, Great Western, South Western, and South Eastern—have realised the largest revenues.

The Glasgow, Airdrie, and Monklands have merged into one concern, with the Glasgow and Coatbridge Mineral.

Rumours of an arrangement between the Worcester and South Wales Junction, and Worcester, Hereford, and Gloucester line, promoted by the Great Western, are abroad.

The Earl of Camperdown is reported to have obtained an interdict against any survey on behalf of the Scottish South Midland being made through the Pass of Gleneagles, in Perthshire.

A line from Ayr to Galloway is projected, to fall into the proposed British and Irish Union.

Government has at length, we understand, commenced the improvement of the harbour of Harwich, for which a parliamentary grant was conceded last session, and plans are now in preparation by Mr Walker, the government engineer, for the construction of suitable docks for a mail-packet station, and as a depot for home manufactures and imports from the north of Europe.

It is stated that the Gravesend and Rochester Company are about to adopt the atmospheric principle.

We are requested by Lord Charles Wellesley, whose name has been advertised in our columns as a member of the Provisional Committees of the Manchester, Leeds, Carlisle, and Newcastle Direct Railway, and of the Direct Sheffield and York and Wakefield, Pontefract, and Goole Junction Railway, to deny, in the most explicit manner, that he has ever authorised any of these companies to use his name, or that he is a member of either of the committees thus advertised.—Times.

**RAILWAY TRANSACTIONS AT NOTTINGHAM.**—On Monday last a circumstance was brought to light connected with railway transactions in Nottingham which reflects no little discredit on the parties implicated therein, and ought to operate as a warning to all persons desirous of becoming purchasers of shares in newly projected lines of railway. Several influential individuals, it seems, have acted a very dishonourable part, and if all be true that is alleged against them, the term dishonourable is not sufficiently expressive of their conduct, in lending their names as men of character to forward one scheme of railway, and then, at the moment they expect they have succeeded in getting shares allotted to them, to sell out, and to support a rival scheme, with a view of putting large sums of money in their pockets at the public expense.—Times.

**MR HUDSON IN DURHAM.**—It is understood that Mr Hudson has entered into such arrangements as will secure him the control of nearly every railway in the county of Durham.

Among the facts which have lately transpired at meetings held on the subject of railway progression, it appears the Great Western, Brentford, and Central Terminus Junction Company look for a vast amount of traffic from Hounslow and Brentford, at both of which places it is proposed to erect extensions. The Cork Passage and the Cork and Bandon Railways amalgamate, the latter board to work out the act of parliament for the line. The Edinburgh and Glasgow Railway Company promote the Slamannan and Bo'ness Junction line, and guarantee the shareholders 3½ per cent. for a certain period, and subsequently to allow the whole profits of the lines deducting working expenses. Power is given to the Edinburgh and Glasgow Company in the agreement to purchase the scheme within the period of eight years at a price not exceeding 10l premium per share. The Great Munster; the Clonmel, Kilkenny, Carlow, and Wicklow; the Direct Birmingham, Oxford, Reading, and Brighton; the Dartmouth, Torbay, and Exeter Railways are progressing favourably, and the projects continue perfectly sanguine of success. The result of the Durham and Sunderland Company's negotiation with Mr Hudson is an agreement on the part of the latter to give 100l cash for every three shares, being at the rate of 33l 6s 8d per share. The working of the line has lately improved, and the expenditure has been reduced. Meetings in favour of the Grand Junction, Great Western, and South-Western; the Thurles, Carrick, Clonmel, and Nenagh Central; the Cork Macroom, Killarney; the Oxford, Worcester, and Wolverhampton; the Bristol, Bath, and Poole; and the Great Western Extension Railways, have been held in various parts of the country, and the several lines were very well supported. The Grand London and Dublin Railway is a new scheme brought forward for support. Direct communication between these two important points appears to be the chief object of the promoters.

**FOREIGN RAILWAY NEWS.**

**BELGIUM.**

(From our own Correspondent, Mons. de Brouwer de Hogendorp, Member of the Provincial Chambers of Antwerp.)

According to official reports the Belgian State railway has conveyed, during the month of August, 373,570 passengers, divided as follows:—

First class (diligences) passengers	54,537
Second class (char-a-bancs) do.	112,136
Third class (waggons) do.	191,416
Military and extraordinary transports	5,081
<b>Total</b>	<b>373,570</b>

The merchandise conveyed consisted of:—

Luggage (kilogrammes)	1,515,804
Light goods (parcels)	21,703
Do. transported by weight (kilogramme.)	3,975,530
Heavy goods	54,296,327
Carriages (number)	678
Horses do.	223
Cattle do.	456
Ditto (small) do.	1,212
Pigs do.	43
Finances (groups)	2,685

The receipts were:—

For passengers	792,450	74
Luggage	65,967	73
Merchandise, carriages, horses, &c.	504,659	51
Extraordinary produce	3,210	84
<b>Total</b>	<b>1,365,393</b>	<b>82</b>

The income of August gives a produce for that month of 12,197fr. 98 cents per league; whereas the average receipt per month has only been, in 1844, 8,370 francs, 97 cents, and, in 1843, 7,767 francs, 31 cents per league. It is, however, to be considered that the month of August is one of the most productive, and that no calculation can be made on this ground of the traffic upon that railway. People on the continent are travelling much more in August than at any other time.

Owing to the increase of the number of tourists, and the rainy weather, a great difference is felt during August, with regard to the 1st and 2nd class passengers, which amounted for the 1st class to 14½ per cent, and for the 2nd class to 30½ per cent, the proportion of 3rd class travellers being of 54½. In June this proportion had been of 11, 24½ and 64½ per cent. The average during the year being about 10, 28, 62 per cent.

It is expected that the situation of the railway will improve this year in a very sensible degree. The following statement gives the difference of the receipts per month in 1844 and 1845:

	1844	1845
January	648,204 51	753,870 57
February	665,334 99	687,262 27
March	769,582 88	966,065 30
April	901,430 52	987,103 68
May	970,266 27	1,037,599 70
June	983,665 02	1,061,119 04
July	1,092,023 66	1,225,646 66
August	1,205,166 50	1,265,393 82
<b>Total</b>	<b>7,235,674 35</b>	<b>8,074,001 54</b>

The receipt of 1844 amounted to	11,230,493 31
The expenditure of working amounted to	5,765,430 80
<b>Nett income of the year</b>	<b>5,465,062 51</b>

The receipt of 1845 will reach 12,500,000 —  
There is no bourse for Belgian railway shares.

**Latest.**

October 18th, 1845.

Some new schemes are before the public: 1st, the Great Junction Railway, which is planned with the idea of joining the provinces of Brabant, Hainault, Liege, Limburg, and Namur, to the government lines, to the conceded lines of Liege to Namur, Landen to Hasselt, Louvain to Jemappe, Sambre, and Meuse, and to the projected line of Luxembourg; 2dly, a direct line from Brussels to Namur; 3dly, a Railway from Calais to Ostend, and 4thly, by a short line from the Duffel station to Schelle. We shall give our careful consideration to the value and prospects of these schemes, which are already or are to be brought before the English public. We may say at present that the Belgian legislature will never concede a Railway between Calais and Ostend, the public opinion having already expressed itself against the propriety and advantage of that line, and the promoters of it not being such that the legislature would listen to their personal influence. The author of the prospectus for that line of Railway, as published in the *Morning Chronicle*, has been mistaken as to the qualities of some members of the committee: M. Wouters de Bouchout is merely a member of the Senate, not of the Chamber of Deputies; and M. Marbaix du Gzaty is not an auditor-general, but a member of the Cour des Comptes. It might further be said that, unless in a time of excessive stock-exchange speculation, a plan like that of a Railway from Duffel to Schelle, along the river Rupel, would never have been brought forward.

M. Rennie, the engineer of the Liege and Namur Company, has delivered to the Minister of Public Works the plans of a section of that line between Seraing and the Val-Benoit bridge. The works will be commenced very soon. They are advancing on the line from Charleroi to Erquelines. The West Flanders Company's engineer, Mr. Henderson, is surveying the proposed line to Ypres.

The receipts of the Belgian Railway during the month of September amounted to 1,272,000 francs, which is about 93,000 francs less than the receipts of the month of August. September has been comparatively the worst month of the railway year, whereas it has, since the opening of our lines, always been the most productive. We will inquire into the cause of that difference.

**HOLLAND.**

(From our own Correspondent.)

Amount of travelling upon the railway between Amsterdam and the Hague from 1st to 30th September 1845:—

Name of Station.	Passengers.	Name of Station.	Passengers.
Amsterdam	22,735	Brought forward	64,921
Haarlem	15,187	Voorschoten	710
Leiden	9,595	Warmond	534
The Hague	15,059	Halfweg	398
Veenburgh	844	Zaandvoortsche-kaan	362
Vogelenzang	778	Hillegommerbeek	153
Ploeyzenbrug	725	Nieuwoosteinde	166
<b>Carried forward</b>	<b>64,921</b>	<b>Total</b>	<b>67,264</b>

Receipts for passengers and merchandise	69,411	72½
Passengers conveyed from 1st January to 30th of Sept.	506,702	
Receipts ditto ditto ditto	519,279	

**GERMANY.**

(From our own Correspondent.)

The following list comprises the railways constructed by the associated means of private parties, which have been opened in Germany up to the present time, and the capital originally raised for their construction:—

Name of Railway.	Capital of construction. dols.
Berlin and Frankfurt ... ..	2,200,000
Berlin, Stettin, and Stargard ... ..	4,724,000
Berlin and Potsdam ... ..	1,000,000
Upper Silesia ... ..	1,429,700
Brieslau, Schweidnitz, and Freiburg ... ..	1,500,000
Berlin and Anhalt ... ..	3,000,000
Magdeburg and Leipzig ... ..	2,300,000
Magdeburg and Halberstadt ... ..	1,574,700
Dusseldorf and Elberfeld ... ..	1,027,800
Rhinish ... ..	4,500,000
Bonn and Cologne ... ..	876,000
Hamburg and Bergedorf ... ..	755,750
Altona and Kiel ... ..	2,550,000
Saxon-Bavarian ... ..	6,000,000
Leipzig and Dresden ... ..	4,500,000
Taunus ... ..	1,713,000
Nuremberg and Furth ... ..	101,070
Kaiser-Ferdinands-Nordbahn ... ..	9,800,000
Vienna and Gloggnitz ... ..	7,000,000
Budweis, Linz, and Gmunden ... ..	2,100,000
	58,652,020

When contrasted with what has been, by private industry, hitherto done in England, these works must appear insignificant; they show, however, the energy with which public improvements are taken up in Germany.

The great success attending the Liverpool and Manchester railway was, to the English, a powerful inducement to embark in similar undertakings; the German had no such incentive. The first railway which was constructed was that of Budweis and Linz, and proved in the beginning quite a failure. No railway can be worked profitably without a large intercourse of passengers; the population of the two places was too small to give a fair profit. Besides, the road was badly established; it measures 17 German miles, or three German miles more than the turnpike road; the nature of the country was also most unfavourable for the construction of such works. Another railway was undertaken between Prag and Pilsen, but was no better qualified to set the tide of opinion in favour of the system; owing to the defect of means it could not be completed, and was carried only to Lana. These undertakings, projected without due consideration, created very great doubts of the advantages to be derived from the extension of the system as a commercial speculation; but the force of things had soon to turn the scale on the other side. On the 21st of November 1835, and 22nd of February 1836, Messrs Rothschild obtained a privilege to construct a railway, 60 German miles long, from Vienna to Bochnia, which was named the Kaiser-Ferdinands-Nordbahn, and was to be carried, with branches, to Brunn, Olmutz, Troppau, Dwory, and Wlitzka.

The opinion remained sceptical on the success of the undertaking; but the works being carried forward in defiance of it, a re-action took place, and opinion turned as much in favour of railways as it had been against them.

The advantages and facilities offered to the Kaiser-Ferdinands-Nordbahn company, by the Austrian Government, was a great stimulus to the proprietors of the undertaking. The act yielded to them, for fifty years, the right to fix the tariff for the transport of passengers, goods, and cattle, and the railway was to remain for ever the property of the company.

The public attention was now excited in all parts of the empire, to the advantages that might be derived from similar undertakings, and numerous projects were brought forward in Germany, for the construction of lines of railway.

In Austria, lines were contemplated between Prag and Brunn, Presburg and Pesth, Vienna, and Comorn, besides several others in Hungary. In Prussia, the railway from Berlin to Potsdam was begun in August 1837; a company was formed to construct the Rhinish-Weser road, and the Rhinish railway, from Cologne to Belgium, was undertaken. The Dusseldorf and Elberfeld, Berlin and Stettin, Magdeburg, Koethen, Halse, and Leipzig, Breslau and Upper Silesia railways were planned. A short line was opened in Bavaria, between Nuremberg and Furth. The statute of a company, projecting to construct a work of this kind between Munich and Augsburg, received, in July 1837, the sanction of the king. The 3rd of March, a similar sanction was given to the project of a railway from Nuremberg to Bamberg, which was intended to join afterwards Nuremberg to Leipzig. In addition to the above, railways were projected from Munich to Hof in the Rhine circle, from the Rhine, to be directed over Bexbach, to the frontiers of Prussia, where it was to be united with the projected Prussian line of Saarbrucken to the frontiers of Bavaria, and from the Rhine, over Lauterburg, to the frontiers of France, where it was to be united with the line of Strassburg. The construction in Saxony of the Leipzig and Dresden railway, which was contemplated since 1834, had to contend with great financial difficulties; it was, however, happily completed after many years, and is highly advantageous to its proprietors. Five other roads were projected in Saxony, of which the most important were that of Leipzig over Altenburg to Hof, and that of Chemnitz to Zwickau, and to Riesa. The King of Wurttemberg gave, in 1836, his protection to a company that was formed to construct a line between Stuttgart and Cannstadt. The government, in the Dutchy of Baden, took in its own hands the construction of railways. It was proposed to the States, in an extraordinary session, which took place in Carlsruhe, on the 12th of Feb. 1838, that the Government should undertake the construction of a railway from Mannheim to the frontiers of Switzerland, and that proposal was accepted on the 9th and 10th of March, in both chambers, by an almost unanimity of votes. This was the greatest proof of the necessity generally felt of improving internal communication. The government of Baden showed a long while an ill will against railways, but was obliged now, by the force of things, to interfere with the construction of a similar work, to prevent the public injury arising from its false steps. Baden also made a treaty with the government of Hesse, and with Frankfurt, by which a line should be constructed to join Mannheim and Frankfurt.

Railways were planned in both Hessias, from Darmstadt to Mannheim, from Frankfurt to Mainz, from Kassel to the Rhine, to Leipzig, Dresden, and Berlin, and to Frankfort, across Upper Hesia; in Hanover, from Hanover up to Braunsweig and to Luneburg, with branches to Harburg and Bremen. The second chamber in that kingdom objected to the plan from a want of the most common worldly forethought, for the most foolish reasons—the construction of a railway from the north to the south was considered as prejudicial to the interest of the agriculturist, because the facility of communication would expose the Hanoverian producer to the competition of foreign produce.

Some plans were also made in Braunsweig, but without success.

A railway, intended to form a communication between Bavaria, Bremen, Hamburg, and Lubeck, was commenced, but only the section which connects the Bavarian and Coburg frontiers, across the Werrathal, with Eisenach. Three other sections were planned, viz. the first to Minden, the second to Hamburg, Bremen, and Lubeck, the third connecting these three towns.

Those were the railways projected, or in the course of construction, when they met with a financial crisis or panic.

We have noticed the wonderful stimulus that was given to speculation by the construction in Austria of the Kaiser-Ferdinands-Nordbahn; we must also say that the success of the short line between Nuremberg and Furth excited very much the public ardour; the results of this railway, for the second year of the opening, 1837, were as under:—

	Rs.	kr.
Receipts ... ..	60,267	44
Expenses ... ..	26,085	49½
Net produce ... ..	34,181	54½
Reserve fund 10 per cent ... ..	3,418	54½
Declared dividend ... ..	30,763	— or 17½ per cent

In another article we will show what was the fate of the different undertakings during and since the panic, examine the measures taken by the governments for the encouragement of the companies, and give some details with respect to the present state of the works and their success, and to the new lines that have been planned.

Cologne, Oct. 13th, 1845.

It is not the least singular part of the general movement of nations towards the construction of railways to see the activity and energy with which the Germans are working, and the exertions of all those governments, which we used to call despotic, to assist their subjects in introducing a mode of communication that is to become the most efficacious instrument of civilization, and is to create a new order in the world. New works are planned every day, others are in the course of construction, several of great importance are opened. London and Paris shall be soon at a few days distance from Berlin, Tray, Vienna, Warsaw. Who can account for the moral and commercial results of such a facility of intercourse? The effects experienced by the opening of roads in the Highlands of Scotland since 1803, and in Ireland since 1822, can give but a slight notion on the subject.

I spoke in my last letter of several concessions granted by the king of Prussia; it is in contemplation now to construct a railway intended to join the lines of the upper, to those of the lower, Rhine; but it remains a question, if this work is to proceed from Cologne, on the right, or on the left side of the river. Perhaps the minister of war will throw some strategical difficulties in the way for its construction on this latter side.

The construction of railways in Wurttemberg is going on very fast; two thousand men are working on the line near Stuttgart. It is expected that the section to Eslingen shall be opened in the course of this month. The sections to Ludwigsburg and Cannstadt are to be finished in May next. It is reported that the government is still negotiating for the concession of all the lines with an English company, which I spoke of in my last. The terms offered by the company are said to be favourable, and the public appreciates fully the advantages of the works being accomplished by private parties, as the interference of the government being elsewhere, specially with regard to the working of the railways, pregnant with great loss and inconvenience to the public. We will only notice one instance. There is a general complaint in Bavaria, on account of the neglect of opening to the public the lines which are constructed; private parties would find, to the general benefit, that it is their interest to bring, as soon as possible, a railway in operation: the government has not the same inducement that private parties have, and, of course, a long time is lost for remitting the line from the department which had to work it.

I have to notice the opening of two railways, the 1st in Austria, where the small branch line from the Vienna and Gloggnitz railway, to the Laxenburg castle, was opened on the 28th September, and the 2nd, which has to take place on the 15th inst, from Hanover to Celle, which is now the shortest way from Berlin and Leipzig to Hamburg.

Prices of railway shares have been falling very much at the Berlin exchange of the 9th. Dusseldorf prior shares were down at 99½; Rhinish at 93½, prior shares at 99½, do 3½ per cent at 96½. There is a regular panic at the Vienna exchange.

#### INDIAN LINES.

GREAT INDIAN PENINSULA.—The directors of this company have just published a correspondence between themselves and several residents and natives of India, relative to the feasibility of constructing railways in the interior. Mr Ayton, of Bombay, speaking of the difficulties supposed to prevail against the practicability of the proposal, says, I do not anticipate any difficulties arising from the six points mooted in the despatch of the Court of Directors; an examination of the works, such as wooden bridges and buildings, existing in India, will enable any engineer to answer the first four questions; the fifth has already been solved in America, and is not striking in

its application, as guards at five and seven rupees (10s to 14s) a month will not be a leading feature of expense; the demand for engineers for government and private steam navigation and other purposes will soon ensure the presence of a body of engineers; but I may mention, that one of the steam-boats plying between this and Surat is managed by one engineer only, at a salary of 150 rupees (15l) a month, with the assistance of natives of the country, which shows that no difficulty will be experienced on this head. It will probably be supposed, from an opinion frequently expressed of the difficulty of changing the customs and habits of the natives of this country, that any attempt to open a new channel of traffic would be a failure; but I believe that no people would more readily avail themselves of any advantages in trade, especially if they could save themselves from trouble and annoyance, than the people of this country. The rise of cities and markets in India has been as great as elsewhere. Trade has changed its channels with a change of circumstances, as in Europe; and the enormous traffic which now passes the Ghauts has sprung up within a few years ago, as also has the opium trade from Malwa. All classes are eager, to a fault, in the pursuit of commerce and of gain; indeed, I believe, in the absence of any present great interests, and looking at the simplicity of the people's habits, that they would at once attach themselves to any new channel of trade affording the inestimable advantages of speed, certainty, and security, combined with economy. At the present time grain scarcely commands a price in some parts of the interior; but though no direct export of this commodity were to take place, yet any considerable increase in the production of cotton and other exportable produce would, of course, give a value to grain in those districts, as it would create a local market for it with the producers of other commodities, but who are themselves engaged in the cultivation of grain. In short, it may be safely said, that if a market be opened, and a value be found for any one produce in the interior, every other class of the surrounding community will participate in the benefit derived from it, from whence it becomes expedient that every kind of production should be made the subject of inquiry. With regard to the consumption of the interior, the chief article in weight is salt, as noted by Mr Chapman; and a further idea of the inland trade may be gained

from the account before adverted to, of that of the Bhoze Ghaut. But it may be safely assumed that the imports would keep pace with any increase of exports, and that every surplus in the hands of the cultivators would be expended in the purchase of goods chiefly of British manufacture. That with regard to passengers it seems to be assumed by the Court of Directors that but few will travel by the railway; though we have not the advantage of habits induced by the long establishment of road conveyances, nor the facility thence arising of estimating the extent of travelling, it is not to be assumed that there would not be on this side of India very considerable travelling by a railway, for the causes from which travelling arises in England are in existence, though not operating to the same extent here. The trading classes of the community are in general migratory, and in the habit of visiting their native country, as well as other places, for commercial purposes. The merchants are in the habit of keeping up agencies about the country, or of employing travelling agents. The people migrate in search of employment, many travel to visit places from religious motives and for change of climate, also to visit at particular festivals; and, as regards Bombay, probably three-fourths of the whole population are foreigners, visiting at intervals their native country. But if the means were at hand, and instead of journeying for a month they could reach their homes in a day, there would be no indisposition to travel there, for, however, small their earnings may be, it is not to be supposed that they have, therefore, no surplus wages. That they find money for occasions, is shown by their great expenditure on marriages and other ceremonials. It is their characteristic to be thrifty for a year, that they may be extravagant for a day. Inquiry should, therefore, be made into the numbers of the travelling population, and the present state of travelling, its cost, and the delays and vexations that travellers are compelled to suffer."

THE EAST INDIAN.—The committee announce that Mr Stephenson, the managing director, and three engineers are in India, with Mr Sims, the government engineer, for the purpose of entering into negotiation with the Bengal government, to whom the question of railway communication has been referred by the East India Company. Should the great trunk from Calcutta to Merzapore be adopted, extensions will be made to Delhi and Judalpoore.

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total sums authorized to be raised by shares	Total sums authorized to be raised by loans or mortgages	Total sums expended at dates of latest balance sheets	Cost of working for 6 months as stated in latest balance sheets	Total earnings for 6 months as stated in latest balance sheets	Dividend at last meeting		Name of Railway	Week ending	Number of passengers	RECEIPTS					
					per share	per cent per annum				Passengers, parcels, &c.	Goods, Cattle, &c.	Total Receipts, 1845		For the nearest corresponding week in	
												£ s d	£ s d	1844	1843
102000	35000	138870	—	—	0 12 6	2 10 0	Arbroath & Forfar ...	Oct. 4	—	£ s d	£ s d	£ s d	£	£	£
750000	143170	518989	5856	13148	0 10 0	2 12 0	Birmingham & Bristol	—	now	67 2 3	112 18 3	180 0 6	200	159	194
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—	—	—	—	—	—	—	York & North Midland	11	21764½	3690 17 0	2190 16 5	5881 13 5	—	1798	1945

RAILWAY MARKET SUMMARY.

TUESDAY, October 14.—The settlement of the account in shares took place to-day. The transactions have been on an unusually extensive scale, and money has been in increased demand, not only for carrying over on scrips, for which very high rates have been given, but even on some of the registered lines the rates of continuation have been heavy. Prices nevertheless are generally maintained, and the settlement has, as yet, gone off in a satisfactory manner for payment to-morrow (this day.) The shares of the Bristol and Exeter line have experienced a considerable advance, having been last done at 100, but Eastern Counties were last done at 23 to 2½, Birmingham stock shares are much the same as yesterday, Direct Northern shares are 2 to 2½ prem., and London and York 3½ to 4½ prem.

THURSDAY, October 16.—Orders to sell railway shares, from the country, were received to a large extent this morning, the effect of which, added to the notice from the Bank, produced a general heaviness in this market. There was a large preponderance of sellers, but, nevertheless, the figures which appear in the official list show a formidable depth in the column of business done. The Bristol and Exeter Shares have receded to their former price, having been last done to-day at 93, while yesterday they were done at 101. Great Western shares have also been lower, but Birmingham holds its price. The South Western Shares have likewise given way, their last price being marked at 75. Midland stock follows in the list of lower prices.

FRIDAY EVENING.

In consequence of the course adopted by the Bank of England in raising the rate of interest to three per cent, a considerable excitement and re-action has been apparent to-day in the share market, and a general decline of price has been the consequence. There appeared to be a general rush to sale, while there were but few buyers. Aberdeen stock fell from 7½ to 6½ per share; Birmingham and Gloucester from 127½ to 127. Birmingham and Oxford closed at a decline of ½, Bristol and Exeter at 2. Caledonian, that sold on Wednesday at 16, left off heavy at 14. Cambridge and Lincoln declined ½. Direct Manchester (both lines) declined — Rastrick's ½, Remington's ½ per share. Eastern Counties declined to 23½ from 24. Great Westerns fell from 81 to 78; London and Birmingham 217 to 215, Brightons 76 to 68, South Westerns 77 to 75, Midlands 175 to 173, South Eastern and Dovers 41 to 40, York and Selbys 63 to 62, ditto Extension 27 to 26.

Oxford and Worcester came down to 11½ per share; Yorks to 3½ (buyers) prem.; Liverpool and Leeds Direct tumbled fully 2 per share, the opening quotations ranging from 4 to 4½, closing at 2 to 3 premium. Goole and Doncasters started at 5 to 5½, but left off at 4½ to 5½. North Staffordshires last priced at 5½ prem., being a decline on the day's market of ½. Worcester, Shrewsbury, and Crewe Union altered from 5½ to 3½. A reference to the Official list will exhibit a general break-up in all quotations, the only exceptions being a slight improvement for the Yarmouth and Norwich, Norwich and Brandon, Croydon old shares, and in Blackwells. Foreign lines have participated in the decline.

The Monitor's Railway Share List FOR LONDON, LIVERPOOL, MANCHESTER, AND LEEDS. Carefully compiled from the Daily Lists.

By referring to the columns preceding the name of the Company, shewing the extent of each line open, and the portion of the capital paid up, its state of progress will be seen.

Table with columns: Miles long, Miles open, No. of Shares, Amount of Shares, Amount paid up, Name of Company, and columns for London, Liverpool, Manchester, and Leeds (S, M, T, W, F).



THE MONITOR'S RAILWAY SHARE LIST.—(Continued.)

Table with columns: Miles long, Miles open, No. of Shares, Amount of Shares, Amount paid up, Name of Company, and columns for London, Liverpool, Manchester, and Leeds (S, M, T, W, T, F).

THE MONITOR'S RAILWAY SHARE LIST.—(Continued.)

Table with columns: Miles long, No. of Shares, Amount of Shares, Amount paid up, Name of Company, and columns for London, Liverpool, Manchester, and Leeds (S, M, T, W, F).

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THE SILENT FRIEND, a medical work on physical decay, nervous debility, constitutional weakness, &c. By B. & L. PERRY & Co., surgeons, London. Published by the authors, and sold at their residence: also by Strange, 21 Paternoster row; Hannay and Co. 63, Oxford street; Noble, 109 Chancery lane; Gordon, 146 Leadenhall street; Purkiss, Compton street, Soho, London.

LEA and PERRINS' WORCESTER-SHIRE SAUCE is pronounced by connoisseurs to be "the only good sauce" for enriching gravies or as a zest for fish, curries, soups, game, steaks, cold meat, &c. The approbation bestowed on this sauce having encouraged imitations, the proprietors deem it necessary to caution purchasers to ask for "Lea and Perrins' Worcester-shire Sauce," and to observe that the same is embossed on Bett's metallic capsules, which they have adopted as a protection to the public.—Sold, wholesale, retail, and for exportation, by the proprietors, Vere street, Oxford street; Crosse and Blackwell, Soho square; Barclay and Sons, Farringdon street; and by vendors of sauces generally.

Half-price from 7 to 9 in the Evening.

CAPTAIN SIBORNE'S MODELS.—The original large MODEL of the BATTLE of WATERLOO has just OPENED at the Egyptian hall, Piccadilly, showing, on a surface of 420 square feet, the whole of the hostile armies as they were disposed and engaged when the illustrious Wellington gained the victory.—"Admirable and unequalled model."—Naval and Military Gazette. "The new model shows the Grand Charge of the British Cavalry led by the Marquis of Anglesey, and of the Infantry by Sir Thomas Picton, in the immediate presence of the immortal Wellington."—United Service Gazette. Open from 11 morning to 9 evening. Admission to each model 1s. "We advise everybody to take an opportunity of paying Captain Siborne a visit before he leaves his 'quarters' at the Egyptian hall."—John Bull.

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PUBLISHED, in a sealed envelope, price 3s, and sent free, on receiving a Post-office order, for 3s 6d, MANHOOD; the causes of its premature decline: followed by observations on the treatment of mental and nervous debility, the effects of climate, prostration, loss of spirits, and cure of the class of diseases resulting therefrom. Illustrated with cases, &c. By J. L. CURTIS and Co., Consulting Surgeons, London.

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"This work, a tenth edition of which is now presented to the public—ten thousand copies have been exhausted since its first appearance—has been very much improved and enlarged by the addition of a more extended and clear detail of general principles, as also by the insertion of several new and highly interesting cases; and fully proves that the principle of the division of labour is nowhere more applicable than in medical practice. We feel no hesitation in saying, that there is no member of society by whom the book will not be found useful, whether such person holds the relation of a PARENT, a PRECEPTOR, or a CLERGYMAN."—Sun (Evening Paper).

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ROWLAND'S MACASSAR OIL.

This Elegant, FRAGRANT, and TRANSPARENT OIL, in its preservative, restorative, and beautifying qualities, for the Human Hair is unequalled throughout the whole world. It preserves and reproduces the hair, even at an advanced period of life; prevents it from falling off or turning gray; restores grey hair to its original colour; free it from scurf and dandruff, and renders it soft, silky, curly, and glossy.—Facts abundantly proved by innumerable testimonials, which are open for inspection at the proprietors. For Children it is especially recommended as forming the basis of

A BEAUTIFUL HEAD OF HAIR!!!

Price 3s 6d; 7s; Family Bottles (equal to 4 small) 10s 6d; and double that size 21s.

CAUTION.—Each genuine bottle has the words ROWLAND'S MACASSAR OIL

engraved in two lines on the Wrapper; and on the back of the Wrapper nearly 1,500 times, containing 29,028 letters. All others are Spurious Imitations.

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A FRAGRANT WHITE POWDER, prepared from Oriental Herbs of inestimable virtue for preserving and beautifying the TEETH and strengthening the GUMS. It eradicates tartar from the teeth removes spots of incipient decay, polishes and preserves the enamel, imparting the most pure and pearl-like whiteness and gives sweetness and perfume to the breath. Scurvy is by its means eradicated from the gums, and a healthy action and redness are induced, so that the teeth (if loose) are thus rendered firm in their sockets. As the most efficient and fragrant aromatic cleanser of the teeth and gums ever known, ROWLAND'S ODONTO has for a long series of years occupied a distinguished place at the toilets of the SOVEREIGNS and the NOBILITY throughout Europe, while the general demand for it at once announces the favour in which it is held by the public at large.

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effectually relieves the stomach and bowels by gentle relaxation, without gripping or prostration of strength. They remove headache, sickness, dizziness, pains in the chest, &c.; are highly grateful to the stomach, promote digestion, create appetite, relieve languor, and depression of spirits, while to those of a full habit and free livers, who are continually suffering from drowsiness, heaviness, and singing in the head and ears, they offer advantages that will not fail to be appreciated.—Sold by FAOUR, 229 Strand, London, price 1s 1/4d per box; and by most Medicine Vendors in the Kingdom.

**PROSPECTUS OF THE OXFORD, THAME, HIGH WYCOMBE, and UXBRIDGE JUNCTION RAILWAY.**—Length, about 40 miles.

*Provisionally Registered.*  
Capital, 500,000*l.*, in 25,000 shares of 20*l.* each.  
Deposit, 2*l.* 2s per share.

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This line of railway is proposed to commence at the city of Oxford; to pass through the towns of Thame, Princes Risborough, High Wycombe, and other intermediate places, in the counties of Oxford and Buckingham; and to pass on through Uxbridge to West Drayton, in the county of Middlesex, where it will join the Great Western Railway.

From the town of Thame, through which it will pass, a railway has been projected to Aylesbury; which will, by means of the present Aylesbury Junction, form a connexion between the proposed line and the London and Birmingham; while other railways are proposed, which will further extend the communication to the proposed London and York Railway (or any other which may be carried northwards from London), to the northern and eastern, and lastly to the Eastern Counties Railway. Thus the line at present proposed will complete the communication (partially produced by existing and other proposed lines) between Oxford and many important and populous places in Buckinghamshire, Bedfordshire, Hertfordshire, and Essex, embracing the seaports and watering-places of Maldon, Colchester, and Harwich.

By the connexions formed with other railways, the various important and manufacturing towns and districts of the northern, central, and eastern parts of the country will be placed within ready access of Oxford, its immediate neighbourhood, and the West of England generally, and this important object being effected by so short a line, cannot fail to secure considerable profit, as the mercantile and agricultural traffic will be very great, as well as that of passengers.

One very prominent advantage arising from the connection with the London and Birmingham Railway, will be the ready and cheap supply of coal in a district where this essential article is at present exorbitantly dear; and, as the consumption in Oxford only must be very considerable, the carriage of it will prove an extensive source of profit to the line.

Uxbridge is the largest corn market in England; and the communicating medium with that town and the agricultural districts of Buckinghamshire and Oxfordshire, and the surrounding counties, must secure a large remunerating traffic.

At West Drayton, where this line will terminate, the Great Western Railway furnishes the connecting link to the Metropolis, the emporium of the world; other railways are already projected, in a continuous direction with that of the proposed line, to the proposed London and Exeter Direct, and (crossing the River Thames) to the South Western, the proposed Portsmouth Direct, and the Brighton and Dover Railways. Thus Oxford and its locality will be directly connected by railway with th

West of Middlesex, Kingston-upon-Thames, Dorking, Reigate, Brighton, and Dover; and, indeed, with the counties of Surrey and Kent generally, avoiding the delay, distance, and expense resulting from the present route by way of London.

But, by the connexion formed with the Great Western Railway above alluded to, a most important object will be attained—namely, a direct railway communication between Oxford and the Metropolis, which cannot fail to secure the whole of the traffic from the one place to the other, as the present line, formed by a junction with the Great Western, at Didcot, is very circuitous, and the route will be shortened twelve miles or more. The proposed line may also be regarded as an extension of the projected lines from Oxford to Gloucester and Worcester, and of all other lines westward of Oxford, not only toward the Metropolis, but to the whole of the country and various railways to which it forms a communication.

Oxford, celebrated as a large and splendid city, and more especially as being the seat of one of our principal universities, and containing about 25,000 inhabitants, should undoubtedly be furnished with a good railway communication, both with London and with the country at large; and as no line could be projected which would embrace both these objects so extensively and successfully as the present, there is every reason to believe the business done on it will be considerable, and will yield considerable return on the capital invested.

A large amount of local traffic may also be expected on the line, as it will pass through a rich and populous tract of country, containing, within six miles distance from the site of the proposed railway, about 180,000 inhabitants, who are yet, for the most part, unaccommodated with the advantages of a railway. This tract of country, being chiefly of an agricultural character, highly cultivated and productive, a ready and cheap conveyance to Oxford and other market towns in the immediate vicinity will be found very desirable.

There are no peculiar difficulties presented to engineering constructions along this line, the surface is comparatively level, and the geological formation favourable; the expense will be small compared with that of many others, and the greatest portion of the line does not approximate any ornamental or residential property.

The usual powers will be applied for in the act, to allow four per cent per annum on all calls until the completion of the undertaking, and no liability will attach to any subscriber beyond the amount of his subscription.

Parties locally interested, and shareholders in the Great Western, the Aylesbury, and Thame Railway, and other proposed lines in conjunction with the present, to have the preference as applicants for shares in this undertaking.

Applications for shares on the printed forms, to be made to the Solicitor; to the Secretary, at the Company's Offices; to the Local Agents; or to Richard Haighton Wilkins, Esq. stock broker, 4 Bank chambers, London.

In all instances a reference must be given to a member of the committee, a banker, or a solicitor of known respectability.

R. MORTON CALEY, Secretary.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the Oxford, Thame, High Wycombe, and Uxbridge Junction Railway.

GENTLEMEN,—I request you will allot me shares in the above undertaking, and I hereby engage to accept the same, or any less number that may be allotted to me, to pay the deposit thereon, and execute the parliamentary contract and subscribers' agreement when required.

Dated day of 1845.

Name in full .....  
Residence .....  
Business or profession (if any) .....  
Reference .....  
Usual signature of applicant..

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To be raised in 20,000 Shares of Fifty Pounds each, with a limitation of the liability of each Shareholder to the amount subscribed. The Capital to be extended as opportunities of beneficial investment are offered. Deposit 5*s.* each Share, being the amount allowed under the Act 7 & 8 Vic., cap. 110.

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The objects of the Company are to provide towns with water on improved principles of supply; to effect their drainage and cleansing completely and systematically; and to apply their refuse to agricultural purposes; thus combining under one management the set of works which are comparatively ineffectual and additionally expensive when conducted independently of each other.

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Applications for detailed prospectuses and shares in the form subjoined, to be made to the Solicitors, or to any of the following Sharebrokers in London, of whom Prospectuses and Forms of Application may be obtained. Messrs Capel, Cuerton, and Lawford, Royal Exchange; Easthope and Sons, 38 Throgmorton street; Hichens, Harrison and Co., 18 Threadneedle street; Joshua Hutchinson and Son, 29 Lothbury; Parker, Scrutton and Co., 81 Old Broad street; Sutton, Gribble and Co., Royal Exchange; in Manchester, at Messrs John Raiton and Sons, Exchange Arcade; Messrs Cardwell and Sons, Brown-street; and Messrs Gardiner and Heap, 16 Princess street; and Mr Henry Rawson, Tib street; and in Liverpool, to Messrs Neilson and Co.; and Messrs H. Davies and Co.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the Water Supply, Drainage, and Towns Improvement Company.

GENTLEMEN,—I request that you will allot me Shares of 50*l.* each in this undertaking, and I hereby undertake to accept the same, or any less number which may be allotted to me; to pay the Deposit of 5*s.* per share, and all further calls duly made thereon; and to sign the Company's Deed of Settlement when required.

Name in full.....  
Profession or Occupation.....  
Address.....  
Reference to a Banker.....  
Date.....  
Signature of Applicant.....

**REGENT'S CANAL RAILWAY,**

(Provisionally Registered.)

Capital, 3,000,000*l.*, in Shares of 20*l.* each.  
Deposit, 2*l.* 2s per Share.

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The entire Property of the Regent's Canal Company, extending from Paddington to Limehouse, having been purchased, it is proposed to form a Railway on its site, with an extension from the City Road Basin to the vicinity of the General Post Office.

The vast importance of this Undertaking whereby a junction will be effected between all existing and projected Railways North of the Thames, combined with the advantage of a General City terminus, is too obvious to require comment.

By the proposed Railway, Passengers and Goods will be brought into the heart of the City at a great saving of time and expense, and facilities will be afforded for the more expeditious transmission of the Mails to most parts of the Kingdom.

The Line will commence at the Great Western Railway Terminus, and will follow the course of the Canal throughout, intersecting the London and Birmingham Railway at Camden Town, the proposed London and York and Direct Manchester, near Pentonville, the Eastern Counties at Old Ford, and the Black wall Railway at Limehouse; traversing the populous districts of Paddington, Camden Town, Islington, City Road, Hoxton, Kingsland, and Hackney,—terminating at the Regent's Canal Dock at Limehouse, adjoining the River Thames, to which there is a Wharf Frontage of 170 feet.

The Basins, Wharfs, Warehouses, and Buildings at the City Road, Limehouse, and along the Line of the Canal will be equally available as at present for the large and increasing local Goods Traffic now Existing on the Canal.

Surveys have been made of the property required for the proposed Extension, which is found can be constructed at a comparatively moderate expense.

The object of the Company will be to secure the best accommodation to the Public, and to deal impartially with the present and all future Companies who may avail themselves of this line. The property of the present Railway Companies will be materially improved, and a great national work effected in a manner and at a cost which could be accomplished by no other means than by the conversion of the Regent's Canal.

There are no engineering difficulties of importance to overcome, the approaches to, and the communications across the line, are already established, and a comparatively small extent only of private property will be interfered with or require to be purchased, and the completion of the works and the opening of the line may be confidently expected within twelve months after the sanction of the Legislature has been obtained.

Applications for Prospectuses and Shares to be made to the Secretary, FREDERICK COLLIER, Esq. at the Offices of the Company, Gresham-rooms, Basinghall-street.

Parties who are registered proprietors in the Regent's Canal and in the existing Railways and Docks connected with this undertaking are requested to state the fact in their application.

#### FORM OF APPLICATION.

To the Provisional Committee of the Regent's Canal Railway Company.

I request you will allot to me Shares of 20l each in the Capital of the above-named Railway, and I agree to accept the same or any less number, to pay the deposit of 2l 2s per Share, and to execute the Parliamentary Contract and Subscribers' Agreement when required.

Dated this \_\_\_\_\_ day of October, 1845.  
Name in full.....  
Address.....  
Profession or Business.....  
Reference.....

### MAUGHAM'S PATENTED CARRARA WATER.

Sole Wholesale Agent,  
Mr ARCHIBALD DUNLOP, 78 Upper Thames Street, LONDON.

Mr DUNLOP begs leave respectfully to acquaint the Nobility, Gentry, and the Public in general, that he has obtained the Appointment of SOLE WHOLESALE AGENT for the sale of the above Patent Aerated Water. Mr Maugham, during a long course of chemical investigation, having been forcibly struck by the very great

imperfections and injurious effects of Soda Water, Ginger Beer, Lemonade, and other such like compounds, and seeing the almost absolute necessity which existed for the introduction of some beverage at once wholesome and grateful to the palate, devoted his serious attention to the subject of Aerated Waters in general, and after upwards of four years' research, and a careful analysis of a vast variety of artificial and natural waters, succeeded in producing the article now presented to the public under the title of CARRARA WATER.

In endeavouring to effect this object, Mr MAUGHAM constantly aimed at the production of a water that should in its composition assimilate as much as possible to the water given us by nature for our common use, and not at the discovery of a new medicinal combination, which, however beneficial it might be as a temporary remedy in incidental cases, could not be recommended as an habitual beverage.

It is well known to practical chemists, that all water (except that from rain and snow) contains a variety of extraneous substances, changing in kind and quantity in the various localities from which it is procured; but Mr Maugham, by analysing the water taken from many different sources, found that one substance was almost universally present—that substance was LIME. This circumstance suggested the grounds for the composition of the Carrara Water. A great and apparently almost insurmountable obstacle, however, presented itself to the employment of lime as the base of an ordinary drink, viz. the extremely unpleasant taste of the mixture; for lime water itself is so nauseous to the palate that even as a medicine few persons can be prevailed upon to take it.

Undismayed, however, by this difficulty, Mr Maugham pursued his experiments, which ultimately led to a simple and most efficacious means, not only of entirely destroying the taste of the lime, but of producing a highly agreeable and refreshing beverage. This was effected by the addition of carbonic acid gas, which was forced into the liquid by powerful machinery, and the two submitted to a pressure sufficient to liquify the gas, which, combining instantly with the lime held in solution by the water, formed an aerated solution of Bi-carbonate of Lime, which would in fact be the proper chemical title of the Carrara Water.

Now, although this water is introduced to the public as an article of luxury, yet as every aerated water, and indeed almost every article of food, possesses more or less medicinal properties, Mr Dunlop feels it right to mention some of the cases in which the Carrara Water would, and, indeed, has been, highly beneficial when taken medicinally.

Lime is considered by medical men to be one of the first anti-acids known, affording great relief to persons suffering from acidity of the stomach, heart-burn, thirst, flatulency, and the many other forms of indigestion.

In cases of temporary indigestion arising from indulgences of the table, the Carrara Water will be found invaluable. Instead of producing that chill caused by the use of common soda water in such cases, it imparts a warmth and glow to the stomach, acting as an agreeable tonic.

Gouty subjects find great relief from alkaline remedies—the Carrara Water will, therefore, be an excellent as well as a most agreeable means of checking the great tendency to acidity to which such persons are liable.

The cases, however, in which the daily use of the Carrara Water will be of the greatest value and importance are in many forms of calculus, for medical men know of no certain means to check predisposition to that terrible disease. The Carrara Water is not a composition of such a powerful nature that a few bottles of it could be expected to afford a cure in cases of confirmed disease, for if it were so it could not be used as a daily beverage, but is intended to produce its effects by habitual use, and to act on the constitution in the same manner as common water is well known to act on the general health of the inhabitants who drink it.

The composition of the Carrara Water would, of itself, be a great recommendation; but Mr Dunlop feels that the reputation of Mr Maugham (who, besides being a practical and analytical chemist, has, for a great number of years, practised as a surgeon, and held the appointment of Lecturer on Chemistry and Medical Jurisprudence at one of our public hospitals), may be regarded as a perfect guarantee for its excellence and wholesomeness. Such a guarantee is indeed required, for unfortunately the numberless compositions in the form of beers, liqueurs, aerated waters, &c. are generally the productions of persons as totally unacquainted with the chemistry of the human frame as they are with that of the mixtures which they compound for its use.

The title of "CARRARA" has been given to the new beverage on account of the Carrara marble being the source from which the purest lime is obtained, and which is employed in the manufacture of the water.

The bottle made use of (in order to stand the great pressure) is constructed on the principle of high pressure steam-boilers, viz., a cylinder with semi-spherical ends.

Detailed prospectuses, with medical and other testimonials, may be had on application to Mr DUNLOP, at the manufactory as above.

"KNOWLEDGE IS POWER."—Bacon.

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paid, we have felt encouraged to proceed in that career of daring improvement which has made our journal the faithful mirror of the progress of the times, and have determined on an act of generous generosity to our readers, only paralleled in character by the extent of our achievements. We have, therefore, to announce, that the proprietors of THE RAILWAY BELL give, on and after the 4th of October next, gratuitously to every annual subscriber, a

**MAGNIFICENT TERRESTRIAL GLOBE,** as a memento of their journal's circulation, and monument of its startling success.

The proprietors wish it to be understood that the Presentation Globe will have no quality in common with the catchpenny pictures that have at times been given away with the view less of serving judicious readers than advertising declining journals. The Globe will be a superb piece of workmanship, made of the best materials, mounted on a Mahogany Stand, under the most enlightened superintendence, and in every part perfect, considered either as an educational adjunct to the instructor, or refined ornament to the drawing room. It will be constructed for the proprietors by Messrs Malby and Company, Newcastle street, Strand, and will be identical with the globes made by that firm, and published by them for

The Society for the Diffusion of Useful Knowledge, of whom, that no subscriber to THE RAILWAY BELL may be disappointed,

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I. The globe will be given to annual subscribers in advance to the RAILWAY BELL, and to no others.

II. The price for the year's subscription, including supplements, will be 32s. This payment will entitle the subscriber to the immediate presentation of the globe gratis.

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IV. The delivery will commence on Saturday, October 4.

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VI. Country subscribers receiving their globes from the office, or through the medium of the town trade, will have to pay an extra shilling, for a neat box, as a package for the safe transmission of the globe.

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In conclusion, the proprietors of the RAILWAY BELL, while owning that this presentation, if costly and magnificent, is still but a becoming acknowledgment for the immense support the public has indulged them with, cannot forbear the hope that this peculiar and startling novelty will still more interest for them the sympathies of their readers, and recommend their journal to a still more extended patronage. Knowledge, sound, substantial, and practical, is now the great social power, which for the future is to determine, both for classes and individuals, the interesting question of influence, wealth, respectability, and rank; and it has been felt that no greater boon by a single journal could be conferred on the rising generation than the diffusion among them, by an agreeable and efficient agency, of that geographical knowledge on which so many other sciences rest for their bases, and without which it is impossible to form a correct notion of either the history or prospects of the stirring age of improvement in which we live.

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Specimen globes, prospectuses, and posting-bills may also be obtained by every respectable agent, bookseller, and news-vendor throughout the kingdom, at the office, 335 Strand, on terms which may be known on application.—Booksellers and subscribers wishing to forward remittances to the Office, are requested to send them to the proprietors of the RAILWAY BELL, 335 Strand.

"Who has a breast so pure  
But some uncleanly apprehensions  
Keep leets and law days, and in sessions sit  
With meditations lawful!"—Shakespeare.

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FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the Central Kent Railway Company.
Gentlemen,—I request you will allot to me shares of £25 each in the proposed Central Kent Railway; and I agree to accept such shares as may be allotted to me, and also to pay the deposit of £2 12s 6d per share thereon, and to sign the parliamentary contract and the subscribers' agreement when required.
Dated this day of 1845.

date of the 17th of September, 1845, with the Minister of Public Works, by which the minister grants to them the preference for the concession of a railway to be called the "Grand Junction," and engages to conclude with the Directors a provisional contract previously to submitting the "projet de loi" for Royal approbation, and also to apply for the sanction of the legislature.
The valuable and important iron works of Couvin will also, under the same agreement, be ceded to the Company.
The Belgian Grand Junction Railway will directly connect the provinces of Brabant, Hannaut, Liege, Limbourg and Namur with each other, and with the Government lines of railway; as also with the several lines of Liege and Namur, Landen and Hasselt, Louvain and Jemeppe, Sambrec and Meuse, and the Great Luxembourg.
Mons. Marchal, the eminent Belgian engineer, has carefully surveyed the line, and has deposited the necessary plans, sections, and estimates with the Belgian Government.
Mr. James Thompson, one of the Company's engineers, has also gone over the line, and reports most favourably upon the peculiar facilities for the construction of the railway, and the entire absence of all engineering difficulties.
The Chairman and two of the Directors have carefully traversed the whole of the line, and have received from the most positive assurances of support from the local authorities and landed proprietors.
The provinces which the railway will unite were found by the census of 1844 to comprise a population of 2,188,531, and the districts which it will traverse are situated in the heart of Belgium, and comprise an area of 165 square miles.
The entire length of the Belgian Grand Junction Railway will be 102 English miles.
This portion of the country is emphatically termed the granary of Belgium, and, in addition to its vast agricultural produce, is rich in ironstone, lead, marble, stone, and slate quarries. It has also numerous distilleries, extensive breweries, iron works, and large manufactories of porcelain, glass, paper, beet-root, sugar, gunpowder, &c. The great coal fields of Charleroi and Liege, which are the most extensive in Belgium, will by means of this line be enabled to supply all parts of the kingdom at a very reduced rate.
The Government lines already completed, as well as the several private lines now in course of construction, will necessarily be the feeders to the Grand Junction, as it will unite with the whole of them, and will traverse a district destitute of all water communication, and very imperfectly supplied with roads; whilst the invariable rule of the Belgian Government, not to permit any competing line, must necessarily ensure to this Company the entire traffic of the country through which this line will pass.
Tables calculated with reference to the present amount of traffic have been carefully and accurately prepared; and, upon the improbable assumption that there will be no increase when the Grand Junction Railway is constructed, the shareholders would even then receive a large interest on their capital. But as in all cases, and more particularly in Belgium, increased facilities of communication have been accompanied by a great increase of traffic, there can be no doubt that the Grand Junction Railway Company will pay a considerable dividend to the shareholders.
The expense of construction, and the subsequent expenses of working the line, are very much less than in English railways; and it is an important feature that the enormous outlay incident to a parliamentary contest in England is avoided.
A considerable saving will also be effected in the cost of the iron, and of the locomotive engines and traffic material, which will be manufactured at the Couvin works; and the Company have, therefore, the peculiar advantage of being independent of a supply from any other quarter, and free from the delay and disappointment consequent upon the present increased demand.
The grant will be for thirty years, and the act will provide that the railway shall, for the whole term, be exempt from all rates and charges whatsoever, whether local or national.
By the law of Belgium, this Company will be constituted a Societe Anonyme, and the liability of each shareholder will be limited to the amount of his respective shares.
A second payment of £2 per share will be required one month after the concession shall have been ratified by the Directors; and the subsequent calls will be made at such periods as the Directors may determine.
An accountable receipt will be given to each subscriber on payment of his deposit, which receipt must be exchanged for certificates for shares at the office of the Company, within twenty one days after the first appearance of an advertisement requiring such exchange, such advertisement to be inserted once in the "London Gazette," and three times in each of two daily morning London newspapers. The non-compliance with this condition will entail on the subscriber the forfeiture of his deposits.
Notice of calls will be given by advertisement in the "London Gazette," and two daily morning London newspapers; and if any call on any share shall remain unpaid for twenty one days after the day named, the share shall become absolutely forfeited.
Interest at the rate of 4 per cent per annum will be paid upon the amount of capital paid up, such interest to be calculated from the time of obtaining the Act of the Legislature until the opening of the line.
All points of detail will, under the terms of the convention and act, be settled between the Belgian Government and the Directors; and it is one of the conditions on which the shares will be apportioned and accepted, that the subscribers confide to the Director full power to make such arrangement with the Belgian Government with respect to any alterations or modifications of the line, and of the terms of the grant, as they may think expedient for the furtherance of the interests of the Company.
Applications for shares, in the subjoined form, to be made to the Secretary, at the Company's office, No. 64, Old Broad-street; to Messrs. Lawrence and Pews, solicitors, Bucklersbury; and to the following shareholders—Messrs. Carden and Whitehead, Thread-needle street, London; Messrs. Bradley, Ford, and Parker, Manchester; Messrs. H. Davis and Co., Liverpool; Messrs. Chantrell and Boyes, Leeds; Messrs. Wilkinson and Earle, Hull; Messrs. Buchanan and Aitken, Glasgow; Messrs. Oswald, George, and Co.,

BELGIAN GRAND JUNCTION RAILWAY COMPANY.

Capital £1,750,000, in 67,500 Shares of £20 each. Deposit £2 per share.
DIRECTORS.
Sir John Nicholl Robert Campbell, K.C.H., Deputy Chairman of the Peninsular and Oriental Steam Navigation Company, Chairman.
Henry Bainbridge, Esq., Banker.
Frederick Francois Clossman, Esq., Chairman of the Great Luxembourg Railway Company.
William Sheldoff Fitzwilliam, Esq., Director of the Essex and Suffolk Railway Company.
John Howell, Esq., Director of the Liverpool, O. mskirk, and Preston Railway Company.
BANKERS.
In London—Messrs. Paget, Bainbridge, and Co., St. Paul's Churchyard.
In Liverpool—The Commercial Bank of Liverpool.
In Brussels—The Socié Générale.
SOLICITORS.
Messrs. Lawrence and Pews, Bucklersbury.
ENGINEERS.—Sir John MacNeill, I.L.D., F.R.S., and James Thompson, Esq., F.R.S.E., M.W.L.A.
BELGIAN ENGINEER.—M. Desire Joseph Marchal.
SECRETARY.—H. C. Hastings, Esq.
The Directors have for some time past been in direct communication with the Belgian Government, and they have entered into a preliminary arrangement, under



thence to Aylesbury, by Winslow to Buckingham. It will take a course from thence through Brockley and Banbury, by Leamington and Warwick, to Birmingham: having the advantage of being the shortest route hitherto proposed between Birmingham and London.

Applications for Shares, in the annexed Form, may be made to the Secretary, at the temporary offices of the company, or to Messrs Edward Ellis and Co., Share Brokers, 53, Threadneedle street.

FORM OF APPLICATION FOR SHARES To the Provisional Committee of the London, Birmingham, and Buckinghamshire Railway Company.

GENTLEMEN,—I request you to allot me Shares of 20l each in the proposed London, Birmingham, and Buckinghamshire Railway, and I hereby undertake to accept the same, or such smaller number as may be allotted to me, and to pay the Deposit, and sign the Parliamentary Contract and Subscribers' Agreement when required.

Dated this day of 1845. Signature Name in full Residence and Place of Business Profession or Trade Names and Addresses of two well-known Referees...

THE DIRECT LONDON and HASTINGS RAILWAY, HARBOUR, PIER, and DOCK COMPANY, with Branch Railways to the Town and Port of Rye, and from Tunbridge Wells to Lewes.—(Provisionally registered.)—Capital 1,000,000l, in 50,000 shares of 20l each. Deposit 2l 2s per share. Temporary offices—New Adelphi chambers, John street, Adelphi, London.

PROVISIONAL COMMITTEE.

- John Jones, Esq. Kirkstall, near Leeds, Director of the Isle of Ely, Wisbeach, and Lincolnshire Junction
Henry Ollard, Esq. Walsoken, near Wisbeach, Director of the Isle of Ely, Wisbeach, and Lincolnshire Junction
John Whitwell, Esq. Wisbeach, Director of the Huntingdon and Wisbeach Union
David Wheatcroft, Esq. (German Wheatcroft and Sons), Belper
Robert Cook, Esq. Gainsborough, Director of the Cambridge and Lincoln Extension
John Robson, Esq. Hetton, Durham, Director of the Direct Western and Isle of Ely
Richard D'Emes, Jun. Esq. Knarsborough
James Shaw, Esq. Salford, Manchester, Director of the Direct Chester and Direct Western
Matthew Benjamin Robson, Esq. Sherburn Grange, Durham
Thomas Ferrand Dearden, Esq. Rochdale, Director of the Staffordshire Potteries and Liverpool Railway Co.
Captain C. F. Parkinson, Ardwick, Manchester, Director of the Manchester and Southampton
C. J. S. Walker, Esq. J.P. Manchester, Director of the Rugby and Manchester, and Direct Chester and Manchester
James Ogden, Esq. M.D. Salford, Director of the York and Manchester, and Direct Western
Henry Farrington, Esq. York place, Manchester, Director of the Manchester, Wigan, and Southport
James Clarkson, Esq. Cheetham hill, Manchester
John Holford, Esq. Rusholme hall, Manchester, Director of Remington's London and Manchester
Thomas Hamilton, Esq. Rusholme hall, Manchester, Director of Leicester and Tamworth
Edward Norris, Esq. Clairville manor, Manchester, Director of Direct London and Manchester
Samuel Phillips, Esq. Chester terrace, Regent's park, and Levant house, St Helen's place
John Upham, Esq. Clarges street, Piccadilly, and Frederick place, Clifton, Bristol
Daniel Ebbetts, Esq. 16 Mincing lane, London
James Parsons, Esq. Arwerlinde, Falmouth
George E. Upham, Esq. 3 Cambridge street, Hyde park
Warren Stormes Hale, Esq. Grosvenor street, Director of the Oxford and Worcester Extension
Joseph Clowes, Esq. Managing Director of the British and Foreign Gas Meter Company
G. N. Wright, Esq. Director of South and Midlands Junction, &c. &c.
Thomas James Arnold, Esq. Serjeant's Inn, Fleet street
Frederick Collingridge, Esq. Thurloe square, Brompton
Charles Robert Colman, Esq. Director of the South Midlands
John Brock Walbancke, Esq. Director of the South Midlands
Major-General Brooks Parly, C.B. Rutland gate, Hyde park
William Slark, Esq. Cricklewood, Middlesex, Director of the Guarantee Society
Robert Richards, Esq. Director of the Birmingham and London Extension Co.
Alexander Davis, Esq. Addington row, Camberwell, Director of the Great Welsh Junction
Major David Fitzgerald, Pall mall, and Valentia, Ireland, Director of the Reading and Reigate, and Grand London and Dublin Approximation
Frederick William Caldwell, Esq. Boundary house, St John's wood, Director of the Liverpool, Ormskirk, and Preston
Charles C. Mactavish, Esq. 22 Rutland gate, Kensington
Richard Clay, Esq. merchant and shipowner, Great Winchester street, Director of the Barnsey and Goolie
John Downes, Esq. Bedford place, Russell square
John Stewart, Esq. Portman square, Director of the Thames Embankment Co.
William Cremer, Esq. Barnes, Surrey, and Mincing lane, City, Director of the Northern and Southern, and the Grand Trunk
Richard Power, Esq. Long Orchard, and Eccleston square The O'More, Cloghan castle, High Sheriff of Roscommon, Director of the Grand London and Dublin Approximation
Charles Frederick, Esq. Director of the Manchester and Southampton
John Chancellor, Esq. Hyde house, Battersea
James Troup, Esq. Hastings, Director of Direct Western
W. B. Chorley, Esq. Tremadoc, Director of Direct London and Holyhead, and Porth Dynllaen Railway, and Slate Quarries, Ffestiniog
William Spott Boyd, Esq. Cleveland row, Director of Thames Embankment, and Hull and Swansea
William Pritchard, Esq. Doctors Commons
Richard Dewes, Esq. Knarsborough
George Baring Kemp, Esq. Kemptown, Brighton

COMMITTEE OF MANAGEMENT.

- Major Fitzgerald James Troup, Esq.
William Cremer, Esq. Warren Stormes Hale, Esq.
Samuel Phillips, Esq. William Slark, Esq.
Daniel Ebbetts, Esq. William Pritchard, Esq.
With power to add to their number

Consulting Engineer—Acting Engineers—W. Rider, Esq.; Mr George Smith. Solicitors—Messrs Potter and Collingridge, Basinghall street.

Parliamentary Agents—Messrs Cameron and Bain, 16 Parliament street.

Secretary—Thomas A. Corlett, Esq. Bankers—London and Westminster Bank.

The formation of this Company has originated with gentlemen having extensive local interests, for the purpose of effecting direct railway communication between London and Hastings, using a portion of the existing railways to complete the most direct trunk line, as well as assist in extending railway accommodation in the South Eastern District, "and will be the only direct line, under local management, between London and Hastings." The line will be constructed for working either with atmospheric power or locomotive steam engines, as may be proved to be most advantageous previous to the permanent way being laid.

It is also proposed to make a line of railway from Tunbridge Wells to Lewes and Brighton, by a junction with the coast line at Lewes, and thus open lines of communication with the populous towns in North Kent and the southern coast.

It is further contemplated to establish a branch to the town and port of Rye, or to connect the Direct Hastings line with the Hastings and Ashford coast line, for which an act was obtained last session.

To the inhabitants of Tunbridge Wells, Maidstone, Rochester, Chatham, Sheerness, Gravesend, &c., it will afford direct and speedy access to Hastings, Brighton, Eastbourne, Worthing, and the neighbouring sea-ports, as well as the eastern and western parts of Sussex.

To the inhabitants of Hastings and St Leonards, the advantages to be derived from the formation of this line will be evident. Bringing the metropolis within a two hours' journey, it must of necessity greatly increase the already well-established reputation of those justly celebrated watering places, and bring to them an increased number of visitors, who are now deterred from residing there by reason of the absence of railway accommodation.

To the inhabitants of Lewes and Brighton, the advantages are proportionately great. Passing as the proposed line will do, through a great agricultural district, it will give increased facilities for the transport of the produce of those districts.

In 1806, that eminent engineer, the late Mr John Rennie, projected a harbour and dock at Hastings; and subsequently Mr Cubitt, C.E., and Mr Brooks, C.E., surveyed the coast, and projected harbours in the same situation; there can be no doubt a considerable portion of continental traffic must pass from Hastings to the opposite ports on the French coast, the direct line between London and Paris being through Hastings.

The existing trade and fishery of Hastings are ample to pay five per cent on the cost of the harbour, pier, and dock, and the natural result of such accommodation opposite so many ports on the French coast, must be that of threefold increase.

Strict attention to economy will be given in the expenditure of the capital, thereby guaranteeing to the public low charges for the conveyance of passengers and goods, and there can be no reasonable doubt that when the traffic is fairly developed, the full rate of ten per cent will be paid, and a surplus left for branch lines, or a reduction of fares.

In drawing attention to the merits of this undertaking it should be observed, that the formation of a trunk line between the metropolis and Hastings, one of the most healthy and fashionable watering places in the kingdom, which is increasing in estimation the more its valuable resources are developed, in addition to the formation of a harbour, pier, and dock—the great improvement in steam navigation—the establishment of railways between Paris and the ports on the French coast opposite Hastings, "render this one of the most important, as well as direct lines of communication between London and Paris," as reference to the map will clearly point out.

There are no engineering difficulties; and the lines are under survey, for the purpose of depositing plans, &c., previous to the ensuing session of Parliament.

The liability of the shareholders will be limited to the amount of their subscriptions, and in allotment of shares, a preference will be given to landowners on the respective lines; and power will be secured in the act to allow four per cent on paid-up capital previous to opening the lines.

Prospectuses and plans of the line, with forms of applications for shares, may be had at the solicitors, at the temporary offices of the Company, and at the following sharebrokers:—

- London—J. Bates and Co. Founders' hall
Manchester—William Jenkinson; Cardwell and Sons; Peter Leicester
Liverpool—T. Cogan and Sons
Leeds—Smith, Knowles, and Cooke; C. Bell, Beverley, and Co.; Read, Broadbent, and Co.; John Goodman
Hull—Flint and Tootal; E. Brady and Co.
Exeter—Thomas Sandford
Plymouth—Hayward and Palmer
Birmingham—John Wright; J. Collis
Glasgow—Buchannan and Aitkin
Edinburgh—Robertson and Co.; McCallum and Co.
Norwich—Charles S. Gilman
Huddersfield—Wilson and Hellawell; John Gatliff and Co.

- Worcester—Thomas Henry Wheeler
Bristol—Wreford, Nicholls, and Co.; Benjamin S. Stock
Halifax—James Hervey
Bradford, Yorkshire—Knowles, Cooke, and Smith; Thomas Haigh and Co.
Barnsley—John Tee, Jun.
York—William Sotheman
Sheffield—Garton and Wright

FORM OF APPLICATION. To the Provisional Committee of the Direct London and Hastings Railway, Harbour, Pier, and Dock Company.

Gentlemen—I request that you will allot me shares of 20l each in the above Company, and I hereby

undertake to accept the same, or any less number that may be allotted me, and to pay the deposit thereon; and I undertake also to execute the parliamentary contract and subscribers' agreement when required.

Name in full Profession or business (if any), and address of the same Residence in full Address of referee Date Signature of applicant

THE SOUTHERN JUNCTION RAILWAY. (Provisionally Registered.)

Capital £750,000, in 37,500 Shares of £20 each. Deposit, 2l 2s each.

Provisional Committee.

- The Right Hon. the Earl of Portarlington
Lord Dunboyne, Belle Hatch house, Henley-on-Thames
Lord A. Cunningham, Mickleham hall, Dorking
The Hon. Robert Gore, M.P. 21 Wilton crescent
Sir James Annesley, Bart. Albany
Sir Henry Lambert, Bart. Aston Rowant, Oxon
Sir William Drummond Stewart, Bart. Murthley castle
William Hughes Hughes, Esq. Alderman of London
The Hon. W. M. Dawson, Parkstone Lodge, Poole
Thomas Challis, Esq. Alderman of London
The Hon. St. J. Jerringham, 44 Brook street
John Inglis Jerdein, Esq. 150 Piccadilly
Charles Henesse, Esq. Cadley house, Lincolnshire
Major Moore, director of the London and Nottingham
R. W. Wood, Esq. Lodge place, St John's Wood
Archibald Douglas Stewart, Esq. Grand Tully castle
William Slark, Esq. director of the Guarantee Society, Cricklewood, Middlesex
Benjamin Swan, Esq.
James Macmillan, Esq. Southampton, director of the Southampton, Manchester, and Oxford
William Pritchard, Esq. High Bailiff of Southwark
Lieut. Col. Elington, Wyndham place
Major Jelf Sharpe, Twickenham
Major-Gen. Brookes Parly, C.B. Rutland Gate, Hyde park
The Hon. George Dawson Damer, M.P. Tilney street, Park lane
James Reeves, Esq. Leyton, Essex
(With power to add to their number.)
Engineer—W. Rider, Esq.
Solicitors—Messrs Potter and Collingridge 5 Basinghall street
Parliamentary Agent—C. F. Waddy, Esq.
Secretary—Charles C. Sanderson, Esq.
Bankers—The London Joint Stock Bank

Local Agents.

- Windsor ...
Staines ...
Esher ...
Epsom ...
Reigate ... George Morrison, Esq.

The Southern Junction railway is intended to form a communication between the Great Western railway at Slough, and the South Eastern at Reigate.

It will afford the most easy access through the medium of the Great Western railway to the inhabitants of Reading, Maidenhead, Windsor, Staines, Kingston, Epsom and the principle intermediate towns to Dover, Brighton, Hastings, and the other watering places on the coast of Kent and Sussex.

Ireland, Wales, Liverpool, Birmingham, Bristol, and the manufacturing districts in the West of England will thus obtain a more direct, less tedious and expensive communication with the Continent than by way of London.

The length of line as proposed, will be Twenty Seven miles, and after a careful examination, no engineering difficulty presents itself, as it runs for more than half the distance on a level, and traverses a country that must be greatly benefited by this project.

The company will be in a situation to deposit the Parliamentary plans and sections in ample time for complying with the standing orders, and enabling them to apply for an Act in the ensuing session.

The shortness of the line, and the quantity of passengers and mercantile traffic that the line will command, leaves no doubt of an ample return for the investment of capital.

Applications for prospectuses and plans may be made, and forms of applications for Shares had at the offices of Messrs Potter and Collingridge, Solicitors, 5 Basinghall street; of the Local Agents; and of the following gentlemen:—

- London—Messrs Peppercorne, 2 Old Broad street
Liverpool—Messrs Alston and Gage
Manchester—Messrs Houghland and Leese, and Mr William Marshall
Hull—Messrs Collinson and Flint, and Mr James Bowden
Leeds—Messrs Smith and Perfect, and J. Young & Co.
Stratford-on-Avon—Mr William Bolton
Exeter—Mr Thomas Sanford
Plymouth—Messrs Hopwood and Palmer
Birmingham—Mr Collis and Mr John Wright
Glasgow—Messrs Tassie and Co.
Edinburgh—Messrs Robertson and Co. and Messrs McCallum and Co.
Huddersfield—Messrs Wilson and Hellawell
Worcester—Mr. Thomas Henry Wheeler

FORM OF APPLICATION FOR SHARES. The Southern Junction Railway. Capital 750,000l, in 37,500 Shares of 20l each. Deposit 2l 2s per Share.

To the Provisional Committee of the Southern Junction Railway.

GENTLEMEN—I request that you will allot to me Shares of 20l each in this company, and I undertake to accept the same, and to pay the deposit thereon, or upon any less number that may be allotted to me; and I undertake also to execute the Parliamentary contract and Subscribers' agreement when required.

Name in full Residence Trade or Profession Reference Address of Referee

**A SHORT and SURE GUIDE to RAILWAY SPECULATION.**—Sixth Edition, with Additions, including some Remarks on Foreign Railways, and Dedication to GEORGE HUDSON, Esq. M.P. Price 6d or 8d per post.

**A FEW PLAIN RULES** how to Speculate with Safety and Profit in Railway Shares.  
By A SUCCESSFUL OPERATOR.  
London: Eppingham Wilson, 11 Royal Exchange.  
Depot for Railway Books and Stationery.

**RUGBY, LEAMINGTON, and WARWICK RAILWAY (DIRECT LINE).**—NOTICE.—The Subscription Contract now lies for signature at RUGBY.—At the Solicitors' offices, between the hours of Ten and Five, where it will remain until Saturday, the 18th instant, and at

LONDON.—At 19 Lincoln's Inn fields, between the hours of Ten and Five, where it will remain until Tuesday, the 21st instant.

Notice is further given, that the Subscription Contract will lie for signature at the undermentioned times and places:—

LEAMINGTON.—At the Lansdowne Hotel, between the hours of Ten and Five, from Monday, the 20th instant, to Wednesday, the 22nd instant.

BIRMINGHAM.—At the offices of Samuel Carter, Esq., Waterloo street, between the hours of Ten and Five, on Thursday, the 23rd instant.

HULL.—At the Royal Hotel, between the hours of Ten and Five, on Monday, the 27th instant.

Scrip Certificates, in exchange for the Bankers' receipts, will be given to the parties signing the deed.

By order, CHARLES B. GOPPY, Secretary.  
Rugby, 16th Oct. 1845.

**SOUTHERN COUNTIES UNION, and BRISTOL, BATH, and DOVER DIRECT RAILWAY COMPANY.**—Office 70 King William street, City: entrance in Clement's lane.  
Capital 1,500,000, in 60,000 shares of 25l each.  
Deposit 2l 12s 6d.

COMMITTEE OF DIRECTION.  
Sir Richard Jenkins, G.C.B. Chairman.  
Wm. Hughes Hughes, Esq. Alderman, Dep.-Chairman.  
R. Hopkins Allat, Esq.  
M.D.  
Geo. Augustus Brown, Esq.  
William Bradley, Esq.  
James Cliff, Esq.  
Griffin Curtis Galt, Esq.  
George Harrison, Esq.  
Frederic Hewitt, Esq.  
P. Bennett Lucas, Esq.  
Colonel Nicolle  
Thomas S. Richards, Esq.

Notice is hereby given, that the SHARE LIST of this Company CLOSED this day.

The Committee have great satisfaction in stating that Sir Richard Jenkins, G.C.B., Director of the East India Company, and William Bradley, Esq. of Manor Oaks, Sheffield, Chairman of the Direct Western Railway Company, &c., have joined the direction, and that the report received from their engineers and surveyors satisfies them, beyond a doubt, that they will be in every respect prepared to go to Parliament in the ensuing session.

By order of the Directors,  
R. H. GADESSEN, Sec.  
Thursday, Oct 16, 1845.

**A BRONZED SCROLL FENDER for 10s.**—RICHARD and JOHN SLACK are now offering the most extensive and elegant assortment of Fenders in London, embracing the newest designs, at prices 30 per cent under any other house. Ornamental Iron Fenders, 3 feet long, 4s 6d; 3 feet 6 inches, 5s 3d; 4 feet, 6s; ditto bronzed, from 6s. Bed-room Fenders, from 2s 6d; rich Scroll Fenders, with steel spear, any size, from 10s. Chamber Fire Irons, 1s 9d per set; Parlour ditto, 2s 6d; Superior ditto, with cut head and bright pans from 6s 6d; new pattern, with bronzed head, 11s; ditto, with ornamental China heads, at proportionate prices.

**ELECTRO PLATE SUPERSEDED** by Richard and John Slack's pure Nickel Silver. This incomparable metal possesses all the richness of silver in appearance, with all its durability and hardness, and is warranted to stand the test of aquafortis.

	Fiddle	Thread	Victoria
	Pattern	Pattern	Pattern
Table spoons and forks, p. doz.	12s	28s	30s
Dessert ditto and ditto	10s	21s	25s
Tea ditto	5s	11s	12s

R. and J. S. beg to caution the public against several spurious imitations of their articles. The genuine are to be had only at their establishment, 336 STRAND, opposite Somerset house.

**IVORY TABLE KNIVES.** Ten Shillings per dozen; dessert ditto, 9s; carvers, 3s 6d per pair. White bone table knives, 6s; dessert ditto, 4s; carvers, 2s per pair. Superior Kitchen table knives and forks, from 6s 6d per dozen. Table knives with handles of pure Nickel Silver, tables, 2s per dozen; dessert ditto, 18s; carvers, 6s 6d per pair, all marked Richard and John Slack, and warranted.

**A SET OF THREE FULL SIZED TEA TRAYS.** 6s 6d; superior Japan Gothic ditto, 13s 6d; Gothic paper ditto, 30s. Patent dish covers, set of six for 17s. Roasting Jack, complete, 7s 6d; brass ditto, 5s 6d. Coal Scuttles, from 1s 6d; and every description of Furnishing Ironmongery 30 per cent under any other house.

**SHOWER BATHS,** with Curtains, 10s, ditto, with copper conducting tubes, from 60s. Hazard's Patent Shower Bath, 21s; ditto, made very portable, and case, 30s. Hip Baths, 19s and 21s. Sponging ditto, 12s, 19s, and 21s. Toilet cans, 5s 6d. Foot tubs, 6s 6d. Also, an extensive assortment of Japan wares at very reduced prices.

Richard and John Slack, in submitting the above prices, beg it to be understood, it is for articles of the best quality only.

The extensive patronage their establishment has received during a period of nearly thirty years (1818), will be some proof the public have not been deceived; but as a further guarantee, they will continue to exchange any article not approved of, or return the money, it being their intention to sell only such articles as will do them credit, and give satisfaction by their durability.

RICHARD and JOHN SLACK, Copper-smiths by appointment, 336 Strand, opposite Somerset house.

Their Illustrated Catalogue may be had gratis, or sent to any part post free.

ESTABLISHED 1818.

**HUGHES, COWIE, and CO.** have on hand PIG and BAR IRON of all descriptions, and other METALS, and tender their services to Railway Contractors for their supplies of RAILS and CHAIRS.  
Liverpool, October, 1845.

In the Press.  
To be published under the Superintendence of the ENGLISH HOMŒOPATHIC ASSOCIATION.  
Price 4s 6d, cloth boards.

**HOMŒOPATHY:** its principle, theory, and practice.  
By M. B. SAMPSON.  
Samuel Highley, Fleet street.  
Temporary Office—No. 8 Warrford court, London.

**H. JEAN BAPTISTE DESPLACE** begs to inform his Friends and the Public, that he has RESIGNED the Editorship of the Weekly French Newspaper, L'OBSERVATEUR FRANCAIS, from the 29th September last.

COLLEGE OF CHEMISTRY.

**THE Laboratory of this Institution** will be opened to Students on Monday, the 22d inst., under the direction of PROFESSOR HOPMANN.

The Fee for those working every day will be 12/ 10s for the Season of Five Months. The hours are from Nine in the Morning till Five in the Afternoon.

Gentlemen are admitted to work one, two, or more Days in the Week, at reduced Fees.

The Course of Study is that recently perfected at Gresen. On this plan each Student will proceed by himself, under the immediate direction of the Professor, who will be present during the whole day. There are no classes.

Further particulars may be obtained on application at the College, 16 Hanover square, London.  
JOHN GARDNER, M.D., Secretary.

**PATENT IMPROVEMENTS** in CHRONOMETERS, WATCHES, and CLOCKS.

E. J. DENT, 82 Strand, and 33 Cockspur street, London, Watch and Clock Maker by Appointment to the Queen, His Royal Highness Prince Albert, and His Imperial Majesty the Emperor of Russia, begs leave to acquaint the public that the manufacture of his Chronometers, Watches, and Clocks, is secured by three separate Patents respectively granted in 1836, 1840, 1842. Silver Lever Watches, jewelled in four holes, six guineas each; in gold cases, 8l to 10l extra. Gold Horizontal Watches, with gold dials, from eight guineas to twelve guineas each.

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