

SUPPLEMENT

TO

The Economist,
WEEKLY COMMERCIAL TIMES,
And Bankers' Gazette.

Vol. III.

SATURDAY, SEPTEMBER 27, 1845.

No. 109.

IMPORTANT TO ALL CONNECTED WITH RAILWAYS.

The Economist

OF SATURDAY NEXT, THE 4TH OF OCTOBER.

WILL be published on a Double Sheet, and will contain an elaborate Review of Railways past, present, and future, with many useful Statistical Tables of Reference—a careful consideration of the effect of Railways on the national wealth, the productive industry of the country, and their future operation on the MONEY MARKET, and the Capital of the Country.

Extra Copies to be ordered on or before Saturday.

6 Wellington street, Strand, and all Newsmen.

RAILWAY INTELLIGENCE.

(Continued.)

THE SHEFFIELD AND MANCHESTER COMPANY had their half-yearly meeting on Wednesday in the Manchester station. Mr John Parker, M.P., chairman of the board of directors, took the chair. Mr John Platford, the secretary, read the report of the directors, which stated, that with the exception of the tunnel, the works on the line had been completed since the last report, and were open to the public since the 14th of July last. That, amongst other subjects of congratulation, the directors could refer to none more encouraging than the result of the imperfect experiments on the probable traffic on the line; for, in spite of every interruption of four miles of mountain road, the transit over which was necessarily most tedious, and the total absence of goods traffic from by far the greater portion of the line, the proprietors could not but recognise in the accounts of weekly produce the certain indications of an ample eventual return. The statement of the goods and passenger traffic then followed, by which it appeared that from December 1843 to June 1845, the gross sum received by the company for the transmission of goods and passengers along their line amounted to over 52,159*l.*, and that the profit to the company on the goods and passenger traffic for the half-year ending June 1845, amounted to 9,117*l.* The report then went on to state, that the board had equal reason to congratulate the proprietors upon the result of their parliamentary proceedings of last session; for, of the seven bills, in the fate of which this company were more or less interested, no less than five, all of them contributing to this line, had received the royal assent. Amalgamations with various other lines were recommended by the directors.

YORK AND NORTH MIDLAND.—This company propose the following extensions in next session:—1. A new line from York to Leeds, via Tadcaster, adopting a portion of the existing lines of the York and North Midland and the Leeds and Selby Railways, and connecting the latter line with the North Midland and other stations at Leeds. 2. A line from York to Pocklington, Market Weighton, Beverley, Driffield, and Hull, with a branch to Selby, and extension lines to Horsea and Patrington. 3. A line from the Whitty and Pickering, commencing near the Tunnel Inn, to Lealholm Bridge, Stokesly, and Yarm. Other minor extensions are, we understand, in contemplation.

LONDON AND BIRMINGHAM, AND MANCHESTER AND BIRMINGHAM.—The terms between these companies were, it is said, settled last week. The terms are an amalgamation of the latter with the former in perpetuity, at eight per cent for the first year, nine for the second, and ten for the time to come after. Of the new stock to be created one-third is to be given to the Manchester and Birmingham proprietors alone. A new line from Macclesfield to Lichfield is to be made by the two companies jointly, and when completed the Manchester and Birmingham proprietors to come in ratably for that and all new stock afterwards to be created by the Tring Railway. Since then it has transpired that it is a simple amalgamation at eight for the first year, nine for the second, and London and Birmingham dividend afterwards. The Manchester and Birmingham debentures are to be funded and reckoned as capital stock as they fall due. The next Manchester and Birmingham dividend rests on its own basis. The amalgamation comes into operation when ratified by Parliament.

SOUTH STAFFORDSHIRE.—On Monday a meeting of the inhabitants of Dudley was held in the Town-hall, Mr Terry, the mayor, presiding, who opened the proceedings by recommending the South Staffordshire line, as likely to give them a complete communication between Dudley, Wolverhampton, the north of England, and great outports of the kingdom; and, after some observations from Mr Buller, M.P., Mr Foster, Captain Dyott, and others, resolutions were passed unanimously in favour of the line.

SOUTH COAST JUNCTION.—On Friday a meeting of the merchants and others of Bridport and Lyme was held at the former place, in fa-

vour of the Bridport and Exeter or South Coast Junction, the Mayor, Mr S. Bennett, in the chair. Resolutions were passed unanimously approving of the project.

RICHMOND AND WEST-END.—The usual notice, required by act of Parliament to be given to the holders of land on new lines, having expired, with reference to the Richmond and West-end, and there being but slight objection to the works being proceeded with, 1,000 labourers have been hired to commence operations. The directors have announced that the line will be completed from Wandsworth to Richmond by Christmas next.

GREAT CENTRAL KENT (ATMOSPHERIC).—A meeting of the principal landed proprietors of the more central portion of Kent took place on Friday, last week, at the Crown Tavern, Seven Oaks, to take into consideration the several projected lines for the centre of the county. The meeting was attended by all the influential residents of the district, as also Lord Stanhope, Lord Amherst, the Right Hon. Mr Herries, and Sir John Lubbock. Mr Wilkinson, the chairman of the board of directors of the Croydon Company, explained the merits of the Great Central Kent Atmospheric, which was the one ultimately approved of.

The directors of the Northumberland Atmospheric line, promoted by Lord Howick in last session, have announced that they are prepared to return 2*l.* 3*s.* 4*d.* per share to the shareholders, having deducted 16*s.* 8*d.* for parliamentary expenses.

BARNET RAILWAY.—This place, which has suffered so severely from the withdrawal of the traffic from the High North Road, consequent upon the opening of the London and Birmingham Railway, is now likely to have its former prosperity restored, and once more become a flourishing town. In consequence of a requisition from the inhabitants, the directors of the Eastern Counties Railway have determined to construct a branch line from their Cambridge Railway (at a point near its entrance into London), and, from thence passing close to the populous village of Southgate, will proceed direct to the town of Barnet, where a terminus will be erected: thus, by means of the intended Metropolitan Extension of the Eastern Counties from Shoreditch to Finsbury, Barnet will be brought within a few minutes ride of the Bank of England, and the heart of the metropolis.

SCOTLAND also teems with proposals of new lines, among which the most important is the "Glasgow and Dundee Direct." The Perth and Inverness also progresses; Lord Glenlyon's consent having at last been bought up. The Alford Valley line will branch off from the Great North of Scotland, at the Kintore station, and will proceed along the fertile banks of the Don to Alford, passing in its route Fetternear, Kemnay, Monymusk, Paradise, Castle Forbes, and Haughton. The length will be about sixteen miles, and the estimated cost under 100,000*l.* It will pass through a large grain and cattle district. At present the whole produce is conveyed, at a heavy expense, to Aberdeen, to be either there consumed or shipped; and the coals, lime, and manure have to be conveyed from Aberdeen at an expense more than treble that of railway carriage. It will open up railway communication to Cushnie, Towie, Kildrummy, and Strathdon. A new line under the title

DIRECT NORTHERN has been proposed, between Inverness and Wick, to complete the line of railway communication from Land's end to John o'Groat's. It is to proceed from Inverness by Bennly, Dingwall, and Novar, through the counties of Ross, Sutherland, and Caithness, containing many important pastoral districts. It has already, we are informed, received the report of a great many landowners and others along the line, and the plans and surveys are to be immediately executed. From the main line there will be branches to Tain, Thurso, and other towns in the north.

The following hints, gleaned from the experience of the older lines, may be of service to the new:—To make the flanges to the carriage wheels much longer, as such will be more secure and cause no more friction, as they would still touch the rail only at one point. To make very moderate stations in the first instance, but so to construct them that they may be hereafter enlarged. To paint the name of the station on the walls, so as to save the expense of the two large standard boards, which cost at least 20*l.* at each station. The word "station" is also useless. To place milestones only at each mile, but larger, and not at each quarter. To give the superintendents a uniform, that they may be known. To ring a bell when the train is to go on, and not call out as many do. To swear in all the police, &c. as constables.

A pier in connection with the Furness line is to be built at Barrow, for the convenience of vessels.

COMMERCIAL INSTRUCTION.—Mr FOSTER, Author of "Prize Essay on the Best Method of Teaching Penmanship," "Pencil Copy-books," "Double Entry Elucidated," and other commercial works, having returned from the Continent, intimates that he gives lessons in WRITING, BOOK-KEEPING, &c. as hitherto, at his residence, 161 Strand, adjoining King's College, where young gentlemen are prepared for Commercial or Government situations in an efficient and expeditious manner.

The notorious inefficiency of the school-acquired knowledge of Book-keeping, is to be attributed solely to the mode in which the art is taught. Book-keeping has been treated as a mechanical process, depending upon arbitrary rules, and these rules absolutely stifle all rational investigation—principles of universal application are not only kept out of view, but the learner is prevented from making such discoveries as his natural resources would have led him to.

The limits of an advertisement preclude any discussion of the merits of this system. Its main features, however, are sufficiently marked; the first object being to develop, by means of ANALYSIS, the principles upon which every plan or form of accounts is based, and thereby to substitute *real* for mechanical progress.

The exercises are varied in form and substance, in order to involve the student in a train of investigation, having, for its object, to unfold the principles of the science, in test the accuracy of his attainments, and to fix the knowledge firmly in his mind. He is, in fact, compelled to THINK, and cannot proceed unless he comprehends the means and the end—the process and the result—the whole and the parts.

The writer is aware of the distrust which prevails with regard to anything new. Nothing is more common than the cry of improvement; and pretensions, greater than he can claim, are every day put forth by the promulgators of "short and easy methods," with no other view than to impose upon the credulity of the public. He solicits all who are interested in the advancement of education, to test this system, and pledges himself to prove, that it leads with certainty to a knowledge of BOOK-KEEPING, utterly unattainable by any other process. It abridges the period of study, removes every difficulty in auditing accounts, and imparts a power of investigation which neither FRAUD nor ERROR can escape.

SELECT CLASSES IN THE EVENING.

. Prospectuses may be had of his publishers, Messrs Souter and Law, 131 Fleet street, to whom reference is made.

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ANODYNE OPODELODC.—For Gout, Rheumatism, Sprains, Bruises, Cramp, Chilblains, &c.—Sold in bottles at 1s 6d and 2s 6d, each.

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The calamity that has just visited the city of Smyrna is so great, that it is hopeless to look to that city's own resources for mitigating the terrible distress that must speedily ensue. Out of its population at least thirty thousand souls, at no time far removed from poverty, are now entirely ruined; for so extensive a conflagration as that which occurred on the 3rd of July not only deprives individuals of their homes, but puts a stop to business, and cuts off from the poor the means of procuring their daily bread. So great indeed was the immediate distress, that several thousands were deprived of food for forty-eight hours, and, in all probability, will remain without shelter during many months; without the assistance, therefore, which may naturally be expected from the charity of this and other wealthy and benevolent countries, it will be impossible to avert the horrors of starvation from being superadded to the misery already entailed upon that devoted city. The public press has already made known, in a general way, how vast has been the destruction of property by the late fire, and what unhappy consequences must ensue. It may here be repeated, that upwards of five thousand houses have been burnt, and that this destruction has fallen chiefly upon the poor. Confident of not making an unsuccessful appeal to the many benevolent persons ready, at all times, to relieve distress wherever it exists, the above committee has been appointed to solicit assistance in favour of the unfortunate citizens of Smyrna. In European countries, under pressure of similar misfortune, numberless means exist of alleviating the calamity; but in eastern cities, poverty is so general, and the resources of charity so few, that, without extraneous succour, irremediable destruction would ensue from such a visitation of Providence as that of the 3rd of July. There, not even the wealthy have the

consolation of securing their property by availing of the protection afforded by insurance companies—for none exist. On a former occasion—viz., the conflagration of 1841—two thousand persons were kept from actual starvation, during a space of three months, by the benevolent assistance of this and other countries. It is hoped that, on this occasion likewise, the generous British public will nobly respond to an appeal founded upon such urgent necessity.

Subscriptions will be received by the gentlemen of the Committee, and by the following Bankers:—Jones Loyd and Co.; Masterman and Co.; Roberts, Curtis, and Co.; Denison, Heywood, and Co.; Willis, Percival, and Co.; Cunliffe, Brooks, and Co.; Glyn, Hallifax, and Co.; Coutts and Co.

Committees are already formed at Manchester, Liverpool, Leeds, Glasgow, &c., to co-operate with the London Committee.

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Table with columns for names and amounts. Includes entries like D. Baltazzi, Esq. 200 0 0, R. Witherby, Esq. 10 10 0, etc.

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; Cross and Blackwell, Soho-square; Barclay and Sons, Farringdon street; and by vendors of sauces generally.

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 finest 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.

BY the QUEEN'S LETTERS PATENT. COLOURLESS INK for Use with PREPARED PAPER, styled by Royal permission, the QUEEN'S PAPER, and INK.

On account of their cleanliness and elegance these articles will be found invaluable for general use. The QUEEN'S INK is nearly as colourless as spring water, and the characters appear—Dark or Blue, according to the paper used—the instant it touches the QUEEN'S PAPER, which, in external appearance, resembles ordinary Paper, while the fluid does not soil the fingers nor any thing with which it may come in contact, neither does it deposit any sediment, even in the warmest weather.

Also, INDELIBLE and INDESTRUCTIBLE BLACK INK, approved by the highest Chemical authorities, for Records, Legal Deeds, and general Business Transactions. This INK, when used with the QUEEN'S PAPER, or with the Patented Prepared Parchment, gives perfect security from Fraud and Forgery, and is strongly recommended for all writings that require to be preserved. The prepared Parchment is equal to Vellum for writing on, and is considerably cheaper.

The QUEEN'S PAPER may be had of all sizes and qualities, done up in neat wrappers.

The QUEEN'S INK is sold in Bottles, 4d, 8d, 1s, and 2s each, and the INDELIBLE INK in Bottles, 9d, 1s 6d, and 2s each.

Manufactured for the Patentee by James Gordon, 1 Amphion place, Edinburgh, who is also Agent for the sale of the QUEEN'S PAPER. Agents in London, A. Cowan & Sons, 45 Upper Thames Street; and to be had of all respectable Stationers throughout the Kingdom.

PATENT GALVANISED IRON. 100 PER CENT STRONGER AND FROM 200 to 300 PER CENT CHEAPER THAN COPPER.

The Patent Galvanised Iron Company are ready to Galvanise any Iron sent to their Works, either at Millwall, London; Phoenix Iron Works, West Bromwich; Lee Brook, Tipton, Staffordshire; or Broad street, Birmingham, and to supply Roofing, Ship's Sheathing, Fastenings, Chains, Bolts, Nails, Screws, Pumps, and the endless variety of articles to which Iron, not subject to rust, may be applied. The Patent Galvanised Iron is well adapted for Roofing, especially for Tropical Climates, being cheaper and more durable than Zinc, Lead, Tin, or any other material, calculating weight, strength, elegance, and durability; Sheathing Ships, being not more subject to clog by barnacles, sea-weed, or oxidation, than any other Sheathing; Bolts, Chains, and all Iron Work about ships, Boats, and Steam Vessels, Miner's Implements, Agricultural and Ornamental Fencing, Rick Covers, &c. The validity of the patent was contested in February last before Lord Chief Justice Tindal, when among others the following eminent gentlemen gave evidence:—Charles Barry, Esq., F.R.S., architect, "that he is roofing the new Houses of Parliament with the Patent Galvanised Iron, and is perfectly satisfied with it." Oliver Lang, Esq., master shipwright at Woolwich Dock, on whose recommendation the Admiralty have ordered H. M. steamer *Sphinx*, about to be built by him, to be wholly bolted and fastened with Galvanised Iron. Captain Faulter, resident superintendent of the Trinity Board Establishment, "that it is employed by the Trinity Board for their buoys, &c., and found to be perfectly effective in protecting the iron from injury at sea, the buoys retaining their colour, a point never before attained." Captain Denison, Royal Engineer, superintendent of all buildings in Woolwich and Deptford Dockyards. T. H. Brande, Esq., F.R.S., Professor of Chemistry, &c. George Frederick Young, Esq. of the firm of Curling, Young, and Co., all deposed in the strongest manner to the perfect efficacy of the Company's patent process for the preservation of iron from rust. Amongst other testimonials the following certificate has been received from Lloyd's surveyors.

(Copy.)

Lloyd's Register of British and Foreign Shipping,

2 White Lion, Court, Cornhill, Feb. 7, 1845.

This is to certify that the undersigned surveyors to this society, did, at the request of Messrs Malines and Rawlinson, examine the Patent Galvanised Iron Sheathing upon the bottom of the *Mary Stewart*, laying at Messrs Curling, Young, and Co.'s Dry Dock, Limehouse, and lately returned from a voyage to the Island of Ichaboe, on the Coast of Africa, and found it unbroken and perfect throughout the ship's bottom, and no appearance of corrosion, or oxide of iron upon its surface. The iron that had been exposed by puncturing the nail holes had become coated with zinc; the sheathing was nearly clean and free from marine groes and animalcule. It appears to have answered very well during the before-mentioned voyage, and the ship has sailed without its being found necessary to do any repairs to it.

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That another and a more direct line of railway is necessary between the metropolis and the manufacturing districts around Manchester is now fully admitted, and the question is, which is the best line to be adopted?

The above proposed railway will form the shortest and most direct route from London to Manchester, and will, therefore, complete the direct communication with the metropolis at a much less expenditure of capital than by either of the projected London and Manchester lines (Rimington's and Ashurst's), the actual distance to be constructed being only 73, instead of 170 to 180 miles.

A careful preliminary survey has determined the promoters of this railway to adopt nearly a straight line from Rugby to Macclesfield, as an increased expenditure of £200,000 or £300,000 judiciously applied in the present perfected state of the science of civil engineering, and at the reduced cost of the execution of earth works, will prove in the end a far greater real economy, both to the Company itself, in the saving effected in the annual expense of working, and also what is of more importance to the country in general, by accomplishing at a much less cost the same end proposed by an entire and distinct line from London to Manchester.

These considerations have not been sufficiently kept i

view by other parties who have also proposed to make a railway from Rugby to Macclesfield, but who, by deviating from the direct tract, to pursue valleys and to avoid the irregularities of the face of the country, obviously lose the advantages proposed by this Company.

The parliamentary decision on the choice of the London and Brighton Railway is a parallel case, the direct line, although presenting more difficulties to overcome, and involving a greater outlay, having been adopted by Parliament in preference to the many competing projects, in a more or less sinuous direction, which were at that time supported in the house by very influential parties.

Should it be found necessary, arrangements have been made by which additional lines of rails will be laid between Rugby and London on the London and Birmingham Railway, whereby the surplus traffic northwards will be abundantly provided for.

This line also possesses the singular advantage of affording the shortest and most direct route from Manchester to Southampton, Gosport, and Portsmouth, a feature presented by no other proposed railway. By adopting the Rugby and Oxford branch of the Great Western as far as Didcot, and thence the proposed Oxford, Southampton, Gosport, and Portsmouth line, the distance from Manchester to Southampton will be 23 miles less than by any other route; and on this account the project has been warmly supported by the Oxford, Southampton, Gosport, and Portsmouth Railway Company.

The deviations from a perfectly straight line between Rugby and Macclesfield, to avoid high ranges of hills, ornamental parks, or valuable buildings, are very slight, and the line in general offers no engineering difficulties of any magnitude. The towns more directly interested as a local line are Nuneaton, Hinckley, Atherstone, Market, Bosworth, Barton-upon-Trent, Tutbury, Ashbourne, and Leek.

The Company has made arrangements with the North London Junction Railway Company, whereby it has secured the use of their station for the extent of six acres in the centre of the City of London, at the bottom of Moorgate-street, which will prove of the utmost importance to this line.

Amidst the many railway projects that now occupy the public mind, and involve a vast outlay of capital, it will readily be conceded that a line that will attain such important results, at so small an outlay of capital, and the time required for its construction, and without interfering with any existing vested interests, must meet with general approbation, and at the same time offer a very excellent investment for capital.

The shareholders in the Oxford, Southampton, Gosport, and Portsmouth, in the London and Birmingham, and in the Manchester and Birmingham Railways, will have a preference in the allotment of the shares.

The deeds will provide that no call shall be made on the shareholders beyond the deposit now paid until the Act of Parliament is obtained, and power will be taken in the act to allow £4 per cent. interest on all calls.

Applications for detailed prospectuses, maps, and shares may be made to the Secretary, at the offices, 78, King William-street, City, London, and at 22, Cross-street, Manchester; and the following sharebrokers:—Messrs. R. Sutton, Gribble, and Sutton, 22, North-side, Royal Exchange, London; George Burnand, Esq., Cornhill; Messrs. Mackenzie and Lawrence, 36, Cornhill; Messrs. Farclay, Allsop, and Co., Royal Exchange; Messrs. Houghland and Leese; 51, King-street, Manchester; Mr. William Marshall, Manchester; John Wills, Esq., Royal Bank-buildings, Liverpool; Messrs. Wellbeloved and Oastler, Leeds; Messrs. Edwards and Son, and W. H. Land, Esq., Bristol; J. R. Lane, Esq., Birmingham; Messrs. Garton and Wright, Sheffield; J. G. Kershaw, Esq., Huddersfield; F. C. Spencer, Esq., Halifax; Messrs. Hall, Brothers and Co., Cheltenham; Henry Besant and Co., Exeter; R. P. Lemon, Esq., Bath; Joseph Clark, Esq., Southampton; and Messrs. Flint and Tootal, Hull.

FORM OF APPLICATION.
 To the Provisional Committee of the Manchester and Rugby Direct Railway Company via Macclesfield.
 I request you will allot to me _____ shares of £20 each in the capital of the above-named Railway; and I will accept the same, or any less number, and pay the deposit of £2 2s. per share, and sign the parliamentary contract and subscribers' agreement when required.
 Dated the _____ day of _____ 1845.

Name

Address

Profession

Reference

THE MANCHESTER and RUGBY DIRECT RAILWAY COMPANY, via Macclesfield.—A certain portion of the shares in this Company will be apportioned to the scrip-holders in the Oxford, Southampton, Gosport, and Portsmouth Railway Company, and will be allotted among those gentlemen who apply and who produce their scrip between the 3rd and 7th day of October next to the persons named below, when their names and the number of their shares will be entered, and a proportionate number of their shares in this Company allotted to them. At 78, King William-street, City; or at 22, Cross-street, Manchester; Messrs. Sharp and Harrison, Southampton; Mr. Godwin, solicitor, Newbury; Messrs. Bailey and Wickham, Winchester; Messrs. Willis and Co., Liverpool; Messrs. Wellbeloved and Oastler, Leeds; Mr. Lord, Bristol; Messrs. Garton and Wright, Sheffield; Mr. Kershaw, Huddersfield; Mr. Spencer, Halifax; Mr. Lemon, Bath; Messrs. Flint and Tootal, Manchester.

THE MANCHESTER AND RUGBY DIRECT RAILWAY COMPANY.—No further APPLICATION FOR SHARES in this Company can be received after MONDAY, the 29th of September last.

JAMAICA SOUTHERN, EASTERN, and NORTHERN RAILWAY.
 From KINGSTON to MONTEGO BAY.
 Office, No. 43 Moorgate street.
 Capital 1,500,000*l.*, in 30,000 Shares of 5*l.* each.
 Deposit 2*l.* per Share.
 A Reservation of Shares for the Proprietary and others interested in the Island.
 Provisional Committee.
 Major-General Sir Love Parry, K.C.B., Madryn park, Carnarvonshire.
 Sir John Key, Bart., Alderman of London, King's Arms yard.

Sir John J. Hansler, F.R.S., Upper Bedford place.
 Sir George Rich, 43 Lowndes street, Belgrave square.
 P. S. Butler, Esq., M.P., Queen square, Westminster.
 Thomas Farncomb, Esq., Alderman of London.
 Major Adair, U.S. Club, Pall mall, Director of the Church of England Insurance Company.
 Joseph Bishop, Esq., Director of the Blackwall Railway.
 John Blunt, Esq., Upper Bedford place, Director of the London Docks.
 Charles Collins, Esq., Caldwell hall, Worcestershire.
 Henry Cornfoot, Esq., Coptall court, Director of the Commercial Bank, London.
 Captain Edwards, Baker street, Portman square.
 Thomas Edwards, Esq., Bethel place, Camberwell.
 Lieut.-Colonel Gillies, Cambridge terrace.
 F. W. Hamilton, Esq., Gloucester place, Portman square.
 Klein Grant, M.D., 73 St James's street, Pall mall.
 D. J. Hoare, Esq., Percy street, Bedford square.
 D. T. Johnson, Esq., Aldermay churchyard, Director of the London and Manchester Railway.
 John Francis Lambert, Esq., 6 Kensington gardens terrace.
 Francis Lloyd, Esq., 10 Crown office row, Temple.
 James Macmillan, Esq., Southampton, Director of the Southampton, Manchester, and Oxford Junction Railway.
 Thomas Newte, Esq., Harley street, Director of the Barbadoes Railway.
 James Reeves, Esq., Cheapside and Leyton, Director of the London and Manchester Direct Railway.
 Edward Seard, Esq., Kew, Director of the Toronto and Lake Huron Railway.
 B. M. Senior, Esq., Compton lodge, Jamaica, Magistrate of St Elizabeth's.
 J. G. Senior, Esq., Leonard place, Kensington, and Jamaica.
 Algeron W. B. Greville, Esq., Cambridge terrace, Hyde park, Director of the Barbadoes, and Great Eastern and Western Railways.
 W. G. Beare, Esq., Porchester place, Director of the Worcester, Shrewsbury, and Crew Railway.
 William Fitzgibbon, Esq., Director of the Cork and Bandon and Cork and Kilkenny Railways.
 John Joseph Keene, Esq., St John's wood, Director of the National Bank of Ireland.
 William King, Esq., Waterloo place, Director of the Freemasons Insurance Company.
 Matthew Richard Scott, Esq., Devonshire place, Portman man square, and Jamaica.
 John Griffith Frith, Esq., Austin friars.
 Charles Bleaden, Esq., Adelaide place, London bridge, and Coulsden court, Surrey, Chairman of the Licensed Victuallers' and General Fire and Life Assurance Company.
 Henry Stock, Esq., Beddgelert, North Wales.
 Major Croft, 15 Regent street, Deputy-Chairman of the Chester and Manchester Railway Company.
 John King, Esq., St John's wood, London, and Glastonbury, Somersetshire.
 John Lilley, Esq., Worcester, Director of the Somersetshire Midland Railway.
 J. Haines, Esq., Edgbaston, Birmingham.
 John Burgess, Esq., the Boroughreeve of Manchester, Director of the Manchester and Birmingham Continuation and Welch Junction Railway.
 Captain D. R. Pulteney, Parliament street.
 Jeremiah Clark, Esq., Macclesfield.
 (With power to add to their number.)

Engineers—William Gravatt, Esq., F.R.S.; James Pilbrow, Esq., C.E.; Frederick Braithwaite, Esq., M.I.C.E.

Solicitors—Messrs. Elmslie and Preston, 47 Moorgate street, London; and Andrew Graham Dignum, Esq., Jamaica.

Bankers—Sir Claude Scott, Bart., and Co., 1 Cavendish square; Messrs. Rogers, Olding, and Co., 29 Clement's lane, London; and the Planters' Bank, Jamaica.

The great difficulty, delay, and expense attending the transit of passengers and goods from Kingston to Montego Bay and the intermediate ports, either by sea or land, is well known to all persons conversant with the island of Jamaica.

The average passage by steamer between Montego Bay and Kingston occupies forty-four hours, and the costs, including expenses on the route, amount to nearly 5*l.* each passenger; while the quickest journey by land occupies three days, and the expenses, including horse hire, reach nearly 20*l.* By the railway the whole line will be traversed in eight hours, at an expense not exceeding an average of 30*s.* per passenger.

The difference in the freights between the northern and southern sides of the island and England is such, that, independently of the saving of time, this railway will enable proprietors on the northern side, after payment of the costs of transit, to ship their produce at much less expense than at present, and will afford them the advantage of shipping at all times from the very excellent harbour of Kingston, instead of being confined, as they now are, to the exposed ports of the east and north of the island.

The line will commence at a spacious quay, to be constructed at Kingston harbour, with a depth of water sufficient for vessels of the largest tonnage employed in the export trade of the island, at or near which point it is proposed to form a junction with the Kingston and Spanish Town Railway, and proceed thence by or near Rock Fort, Yallahs, Morant Town, Port Morant, Plantain Garden, Manchioneal Harbour, Port Antonio, Buff Bay, Annotto Bay, Port Maria, St Ann's, Duncan, Martha Brae, and terminate at or near Montego Bay. By these means a line of intercommunication will be formed between the most important and populous places, and facility offered for carriage of the produce of the most productive portion of the island.

Through the southern portion of the line, the physical features are gentle elevations, almost parallel to the principal range of mountains which run east and west, nearly the length of the island; the eastern portion, from Port Morant to Plantain Garden, is almost level; while the northern runs through an exceedingly rich country, rising into hills separate from each other by spacious vales. The whole of the country traversed by the line abounds in the staple articles of sugar, coffee, rum, molasses, ginger, pimento, and other spices, dye woods, drugs, &c.; and as more than one-third of the land is still uncultivated, the production of these articles will, by the increased facility for traffic, be greatly increased; and

cotton, indigo, cocoa, &c., and dye stuffs, at present unimported, will again be brought into extensive cultivation. Timber of great variety abounds along the line; besides the pimento tree, which flourishes spontaneously, there are mahogany, lignum vitae, ebony, Spanish elm, fine cedar, and other trees of enormous bulk. The line will also bring largely into use the valuable palmetto, and various other woods for agricultural and household purposes, and cabinet works.

The mineral wealth of the country on the line is very considerable; lead ore is extremely rich and heavily impregnated with silver; whilst every variety of copper ore is found in abundance. Carbonate of lime, valuable as manure, &c., of which Long Mountain is composed, will form a considerable item in the tables of traffic.

The peculiarly favourable circumstances attending the construction of this railway, render it highly probable that a considerable portion of the capital demanded will not be required, as every material necessary for its formation is to be found on the line, and should the atmospheric principle of propulsion be adopted the necessity for cuttings and embankments will be generally superseded.

A gratuitous grant of the unappropriated land required for the line, and the free use of all the timber, stone, &c. necessary for its construction, will, it is expected, be ceded by the Legislative Assembly; the mineral wealth which may be developed by the construction of the line will accompany the grants of the land, and may be leased to capitalists for the benefit of the shareholders.

Of the various imports and the internal traffic a satisfactory estimate can scarcely be given. It will be sufficient to state that coals, fish, lime, and salt, empty puncheons, shingles, bricks, hoops, lead, timber, provisions, cattle, flour, tobacco, hardwares, and manufactures generally, form important sources of profit.

The working expenses of the Railway will require but a moderate per centage, and from all the circumstances already stated, and careful inquiries into the traffic, there can be no doubt that this line of Railway will yield a very remunerative return upon the capital required, and the speedy communication established between the Island and Great Britain, by means of the Royal Mail Steam Packet Company, will enable the directors in this country to exercise an efficient control over the management of affairs in the Island.

The Committee propose to make provision in the Local Act for the payment of four-and-a-half per cent interest upon the amount paid upon the Shares from the passing of the bill until the opening of the Line.

* Wood is prepared nearly as hard as iron, and in that climate is more durable.

Applications for shares in the annexed form may be made to the Provisional Committee, at the offices of the Company, 43 Moorgate street; to Messrs Elmslie and Preston, solicitors, 47 Moorgate street, London, and the following Sharebrokers:—S. H. Ellis, 17 Throgmorton street; Mr D. B. Major, 27 Change alley; Messrs Preece and Evans, 39 Lothbury, London; Messrs Schroeder and Ashlin, Mr W. A. Brown, and Messrs Alston and Gage, Liverpool; Mr John Clegg, and Messrs Green and Oldham, Manchester; Messrs R. B. Watson and Co. Leeds; Messrs Tate and Nash, Bristol; Mr Wm. Miles, Worcester; Mr F. Stamp, Hull; Mr James Pearson, Birmingham; Mr Samuel Hutchinson, Bradford; Messrs Hall, Brothers, and Co. and Mr William Lee, Cheltenham; Messrs Eyre and Shaw, Derby; Mr Thomas F. Dickenson, Newcastle-upon-Tyne; Mr F. C. Spenser, Halifax; Messrs Thomas May and Co., Exeter; Mr Joseph Clark, jun., Southampton; Mr Samuel Clerk, Edinburgh; Mr Wm. Gordon, Aberdeen; Messrs Black and Lorimer, Glasgow; Mr Percy Bolger, Garden street, Dublin; and Mr C. Forster, Cork; and of whom Prospectuses may be had.

To the Provisional Committee of the Jamaica Southern, Eastern, and Northern Railway.

Gentlemen—I request you will allot to me Shares of 50¢ each in this undertaking, and I engage to pay the deposit of 25¢ per Share upon the number allotted to me, and to sign such deeds as may be necessary, in furtherance thereof, when required.

I am, Gentlemen,
Your obedient servant,

Name in full _____
Trade or Profession _____
Residence _____
Place of Business (if any) _____
Date _____
Reference _____

JAMAICA SOUTHERN, EASTERN, and NORTHERN RAILWAY.—Notice is hereby given, that no further Application for shares in this undertaking can be received from parties resident in London after Thursday, the 25th day of September instant; and from parties resident in the country after Saturday, the 27th day of September instant.

By order,
ELMSLIE and PRESTON, Solicitors.

47 Moorgate street, September 18, 1845.

DARTMOUTH, TORBAY, & EXETER RAILWAY. from Dartmouth, Brixham, Paignton, Torquay, Newton Abbot, Chudleigh, and the neighbourhood of Moretonhampstead, to Exeter, forming—in continuation of the London and South Western, the London, Salisbury, and Yeovil, and the Yeovil, Dorchester, and Exeter Railways—a direct line from the Metropolis to Dartmouth, Brixham, and the above-mentioned districts. (Provisionally registered).—Capital 600,000, in 30,000 shares of 20¢ each. Deposit, 25¢ per share. Liability limited to amount of shares.

Temporary Offices, 2 Moorgate street.

PROVISIONAL COMMITTEE.

The Right Hon. Lord Arundell, Wardour castle
The Right Hon. Lord Clifford, Ugbrook park, Chudleigh
The Right Hon. Lord Rossmore, London
The Hon. William Ashley, London
The Hon. Charles Pelham Villiers, M.P. London
The Hon. Colonel Dawson Damer, M.P. London
The Hon. William Hare, Dartmouth
The Hon. William De Courcy, Dartmouth
Sir Henry Paul Seale, Bart. Mount Beon, Dartmouth
Sir William Magnus, Bart. Alderman for the City of London
Sir William Twysden, Bart. 41 Dorset street, London
Lieut.-Colonel Sir H. Bayly, K.H. Lyme Regis

Sir Warwick Hele Tonkin, Teignmouth, Devon
Baldwin Fulford, jun. Esq. Great Fulford, Devon,
Chairman of the Quarter Sessions of Devon
Edward William Wynne Pendarves, Esq. M.P. for
West Cornwall, and Chairman of the Quarter Ses-
sions for Cornwall

George Moffat, Esq. M.P. for Dartmouth, Eaton square,
London, Director of the Cornwall and Devon Central
Railway

William Taylor Copeland, Esq. M.P. Alderman for the
city of London
John Humphrey, Esq. M.P. Alderman for the city of
London

Thomas Gisborne, M.P. for Nottingham
John Beilfield, Esq. Pringley hill, Paignton, magistrate
for Devon

Edmund Francis Dayrell, Esq. Lillingstone Dayrell,
High Sheriff for Buckinghamshire
John Masterman, Esq. Banker, London

Thomas Farcomb, Esq. Alderman of London, Director
of the London and Westminster Bank
William John Watts, Esq. banker, Teignmouth and
Newton

Arthur Bailey Harris, Esq. Mayor of Dartmouth
Edward Prior, Esq. Berryhead Villa, Brixham
Robert Harris, Esq. banker, Dartmouth

John Chapman, Esq. Blackheath Park,
London

The Chisholm, Chapel street, Groe-
venor place, London

James Farquhar, Esq. Blackheath,
London

J. J. Kinloch, Esq. Gloucester road,
Hyde park, London

James Ramsay, Esq. Bushey House,
Herts

Richard Walter Wolston, Esq. Brixham
Thomas Lakeman, Esq. merchant, Brixham
Matthew Wyatt, Esq. Upper Hyde park street, London

William Mitchell, Esq. M.D. Bodmin
The Rev. Frederick Sandys Wall, Bradley, Newton
Abbot

The Rev. Thomas Twysden, Charlton Rectory, Devon
The Rev. Dr Worthington, London

William Gunston Maclean, Paignton, and Trethay
house, Somerset

Edward Archer, Esq. Trelasko, Laun-
ceston, magistrates for Cornwall

Thomas Richard Avery, Esq. Boscastle
Cornwall

Humphrey Wilyams, Esq. banker,
Truro, and Carnanton, Cornwall

The Rev. Nicholas Watts, Kingsteignton, Devon
Charles Kelson, Esq. Hennou's, Teignmouth, magistrate
for Devon

Samuel Whiteway, Esq. banker, Newton Abbot
William Wilking, Esq. Dawlish
Edward Woolmer, Esq. Mayor of
Exeter

Captain John L. Hulme, R.E. Exeter
C. T. Holcombe, Esq. Valentine's,
Essex

Henry Knight, Esq. Terrace Lodge,
Axminster

Lieut.-Colonel Macalester, Loupe
Cottage, Axminster

John Eyre Kingdon, Esq. Exeter
Henry Twyden, Esq. Capt. B.N. Torquay
William Follitt, Esq. merchant and shipowner, Dart-
mouth

Henry Petherbridge, Esq. shipowner, Dartmouth
John Jennings, Esq. merchant, Dartmouth
John Teage, Esq. merchant, Dartmouth

John Yarde, Esq. Trowbridge House, Crediton, Devon
Richard Carpenter, Esq. London } Directors of the Taw
John Griffith Frith, Esq. London } Vale Railway Ex-
William Thorne, Esq. London } tension and Dock
John Wheelton, Esq. London } Company

Captain Powney, R.N. Orisava, Chudleigh
William Creed, Esq. Abbotskerwell, Devon
William Prout, Esq. Dartmouth

John Baker, Esq. merchant, Dartmouth
Noah Clift, Esq. merchant, Dartmouth
George Cox, Esq. Torbay house, Paignton

William Miskin, Esq. Grosvenor place, Camberwell
Giles Yarde, Esq. Lamb's Conduit street, London
Henry Mitchell Baker, Esq. merchant, Dartmouth

Charles Hutchings, Esq. magistrate, Dartmouth
Philip Francis, Esq. Moor, Crediton, Devon
William Langley, Esq. merchant and shipowner, Tor-
quay

Samuel Cockings, Esq. merchant and shipowner, Tor-
quay

W. Dimes, Esq. Oldstone house, Dartmouth
William Flower, Esq. Funnival's Inn, London
Joseph Thompson, Esq. London, Director of the London
and Brighton Railway

John Webster, Esq. 19 Aldermanbury, London
Jeremiah Pilcher, Esq. Russell square, London
Richard Edward Arden, Esq. Bedford square, London,
Director of the West of England and Argus Insur-
ance Offices

Samuel Segar Bastard, Esq. Exeter
Hugh J. Smerdon, Esq. Christow, Devon
(With power to add to their number, from whom the
directors will be chosen.)

Engineer—Joseph Locke, Esq. F.R.S.

Assistant Engineers—W. R. Neale, Esq.; J. A.
Knight, Esq.

Parliamentary Agent—Joseph Parkes, Esq. Great
George street

Solicitors—P. Pearce, Esq. Newton Abbot; John Whid-
borne, Esq. Teignmouth; and Shepherd Scar-
brough, Esq. Paignton

London Agents—Messrs Humphrys, Keightley, and
Parkin, Chancery lane

Interim Secretary—J. Widborne, Esq. 2 Moorgate street,
London

Bankers—Messrs Masterman, Peters, Mildred, and Co.,
London; Messrs Watts and Co., Teignmouth, and
Newton Abbot

District Bankers—Messrs Sanders and Co., Exeter; the
National Provincial Bank of England, Dartmouth;
and Messrs Green and Co., Brixham

PROSPECTUS.

This Railway will commence at the towns of Dart-

mouth and Brixham, and pass through or near Paignton
and Torquay; thence, following the course of the Teign,
by Newton Abbot, Chudleigh, and Moretonhampstead,
will proceed direct to Exeter by the proposed line of the
intended Cornwall and Devon Central Railway, and, by
means of the Exeter, Yeovil, and Dorchester, the Lon-
don, Salisbury, and Yeovil, and the London and South
Western lines, a direct communication will be thus
opened from all the above-mentioned districts to the
Metropolis.

The following is an outline of the general and local
advantages which render it an enterprise of national and
commercial importance:—

Dartmouth and Brixham, from their great facility of
access at all times, present safe and ready refuge for
homeward-bound vessels, which, either from stress of
weather or in time of war, find it desirable to make a
western port, in the English Channel, and the cargoes of
these vessels, which are frequently of a valuable and per-
ishable nature such as those from the Mediterranean and
the Levant, may at once be landed, and, by means of this
railway, forwarded direct to their destination, by which a
great saving in time, and loss, now frequently accruing
from damage to perishable commodities, will be effected.

It has been ascertained that the harbour of Dartmouth
is at all times capable of affording a safe anchorage for
at least forty ships of the line, with an additional num-
ber of frigates, as will appear by the sketch, which ac-
companies the prospectus; and there is good reason to
expect that Dartmouth will be selected as one of the har-
bours of refuge.

Dartmouth has been recommended by the government
commissioners as the best port in the English Channel
for the departure and arrival of steam-vessels employed
in the conveyance of her Majesty's mails; and in all pro-
bability will, on the formation of this railway, become
the packet station. The following are extracts from the
report of the commissioners:—

"We beg to state our opinion that Dartmouth will be
found the most eligible port wherein the mails to and
from the West Indies may be embarked and landed.

"In coming to this conclusion, it behoves us to state
the reasons which have governed us in this selection; and
in the endeavour to set forth the advantages which
we consider Dartmouth to possess for the contemplated
service, as they apply to the packets, the Post-office, and
the public generally, we shall abstain from bringing it
into direct comparison with any other port, further than
to exhibit their respective distances by sea and land from
a given point, and the probable time that would be oc-
cupied in the transmission of the mails to and from two
great centres—viz., London and Birmingham; the result
of which we find to be not unfavourable to Dartmouth,
independent of the superior qualifications we deem that
port to possess."

"Under all circumstances, the waters of Dartmouth
cannot but be perfectly tranquil, so that in the most tem-
pestuous weather the mail steam packets would not there-
by be prevented from embarking and landing the mails,
or from receiving coals from floating depots moored
either above or abreast of the town, or from wharfs car-
ried out from either shore."

Brixham, the port of the well-known excellent anchorage
of Torbay, is also a safe and commodious harbour; its
claims are fairly set forth in the following resolutions, in
which "the merchants of Brixham, desirous of calling
the attention of railway companies to the advantages it
offered, in support of their projects, on the 4th of April
1844, at a meeting, unanimously passed, amongst others,
the following resolution:—

"That the shipping at present belonging to this port
(Brixham) is upwards of 20,000 tons (independent of its
well-known numerous fishing craft), employing upwards
of 1,500 seamen; for which, and other important rea-
sons, the railway companies are invited to give the port
of Brixham (Torbay) every consideration in the arrange-
ment of their proposed line and stations, with reference
both to the traffic of its mercantile community, and the
produce of its extensive fishery."

Torbay, with the adjacent neighbourhood, so cele-
brated for its scenery and genial climate, has grown into
its present state of prosperity with a rapidity unequalled,
and has already become the favourite place of abode of
many who, whilst seeking a mild climate during the
winter months, prefer remaining in England to a residence
abroad.

Torbay also presents the nearest point of approach
to the Channel Islands; and steam-boats now ply be-
tween those places.

Paignton, "the garden of Devon," and which has the
finest and most extensive beach on the far-famed
southern coast of Devonshire, is becoming a most popu-
lar and improving watering-place, and is a favourite
and fashionable resort during the summer months.

Newton, immediately adjoining, and contiguous to
which the line will pass, is situated on the banks of the
Teign, and in the very heart of the south of Devon, sur-
rounded by a rich agricultural country most numerously
populated, is a considerable and flourishing town, and
its market is the best in that part of the county, sup-
plying the neighbouring watering-places and their vicin-
ities.

Chudleigh and Moretonhampstead are large and popu-
lar agricultural districts, distant from any market
towns, and now totally unprovided with railway accom-
modation. Besides, Chudleigh abounds in lime of the
best quality for agricultural and other purposes, which
by means of this railway will be supplied at a very re-
duced cost to the north of Devon, and a large district
round Crediton, Dunston, and Moretonhampstead,
places now provided with lime from a great distance,
and at a very heavy expense.

This Railway will also effect that which must be con-
sidered a great national object, namely, the junction of
the English and Bristol Channels. By the junction of
these channels, an immense traffic must ensue between
the termini at the respective ports of Dartmouth and
Barnstaple.

The above Railway will be about 35 miles in length,
and the Committee are satisfied, from the result of the
preliminary survey, that the proposed capital will be
amply sufficient.

The Committee think it unnecessary to present any
detailed estimate of the expected traffic and revenue, as
it must be obvious from an inspection of the map, the
above outline of the objects to be accomplished, the well-
known populousness and productiveness of the district
to be traversed, and the comparative cheapness at which

the line will be constructed, maintained, and worked...

The Committee will at once proceed to complete the surveys...

The Committee, in the allotment of the shares, will give a preference to parties locally interested...

Applications for shares, in the form annexed, may be made to the Secretary...

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Dartmouth, Torbay, and Exeter Railway.

GENTLEMEN—I request you will allot to me shares of each in the above Company...

Dated the day of 1845. I am your obedient servant, Name, Residence, Profession or trade, Place of business, Reference.

DARTMOUTH, TORBAY, & EXETER RAILWAY.

The Committee have pleasure in stating that arrangements have been made for a complete and cordial CO-OPERATION...

By this arrangement there will be one continuous line of railway, with the same gauge and without change of carriage...

By the Taw Vale Extension, a direct railway will be opened between the harbours of Torquay, Paignton, Brixham, and Dartmouth...

J. WHIDBORNE, Int. Secretary. 2 Moorgate street, Sept. 23, 1845.

DARTMOUTH, TORBAY, & EPETER RAILWAY.

Notice is hereby given, that NO APPLICATION for SHARES will be RECEIVED after Monday, the 29th September inst.

J. WHIDBORNE, Int. Sec. Temporary Office, 2 Moorgate street, Sept. 24, 1845.

IRISH WEST COAST RAILWAY

(Registered Provisionally.) Capital 2,500,000l. in 100,000 shares of 25l each. Deposit 2l 2s 6d.

(No subscriber to be liable beyond the amount of his shares.)

PROVISIONAL COMMITTEE.

- Mark Blake, Esq. M.P. Ballinacorney, Mayo; Robert Dillon Browne, Esq. M.P. Glencorrib, Mayo; John Patrick Somers, Esq. M.P. Sligo; Sir Thomas Bernard Going Dancer, Bart. Modreney house, Cloughjordan, county Tipperary, Director of the Galway and Kilkenny Railway; The Hon. Geoffrey Browne, D.L., Wilton crescent, London, and Castle M'Garrett, Mayo; The Hon. Douglas Kinnaird Pulteney, Parliament street, Whitehall, Director of the York and Lancaster Railway; Michael Gallagher, Esq. Mayor of Sligo; John Netterville Barron, Esq. Resident Magistrate Sanders park, Cork; Owen Edmund Blake, Esq. J.P. Frenchfort, Galway; William Butler, Esq. J.P. Bunnahow, Ennis (late High Sheriff of Clare.); James F. Burke, Esq. J.P. St. Clarence, Galway; Dominick Joseph Burke, Esq. J.P. Greenhill, Mayo; Theobald Burke, Esq. J.P. Woodville, Mayo; William Campbell, Esq. Sackville street and Brighton; John Carmichael, Esq. T.C. Riverston house, Cork, Director of the Cork and Killarney Railway; Charles Collins, Esq. Adelaide place, London Bridge, Director of the Southern, Eastern, and Northern Jamaica Railway; Thomas Comins, Esq. Ballybrit house, Galway; Edward Deane, Esq. J.P. Curragowan, Mayo; James Dillon, Esq. J.P. Cogue, Mayo; John Dunn, Esq. M.D. M.R.C.S. L. and D. Drumsna, Leitrim; Thomas Edwards, Esq. King William street, London, Director of the Direct London and Dublin Railway; Robert Fiske, Esq. Chepstow, Monmouthshire; Robert Graham, Esq. J.P. Drumgoon, Fermanagh; Klein Grant, Esq. M.D. St. James's street, Pall Mall, Director of the Southern, Eastern, and Northern Jamaica Railway; Henry Griffith, Esq. D.L. J.P. Port Royal, Sligo, Director of the Sligo and Shannon Railway; W. A. Hill, Esq. Lonsdale square, Deputy Chairman of the Gloucester and Abergystwith Railway.

- Dean John Hoare, Esq. Percy street, Bedford square; Robert Hughes, Esq. Ely house, Wexford, Director of the Provincial Bank of Ireland; John Kerschner, Esq. Middle Temple; William King, Esq. Spring gardens, and Putney, Surrey; John Knox, Esq. J.P. Greenwood park, Mayo; Joseph Myles M'Donnell, Esq. J.P. Doocastle, Mayo; Captain Charles Carden Mansergh, Louisa, Wexford, Director of the Wexford, Waterford, and Valentia Railway; Captain Newton, Bruton street, and Lugwardin, Herts; Francis R. O'Grady, Esq. Tavrane, Mayo; Richard O'Grady, Esq. Tavrane, Mayo; Charles Ormsby, Esq. D.L. Cummin, Sligo; Michael Perrin, Esq. Galway; Robert Dudley Peusee, Esq. Galway; Rees Price, Esq. M.D. Tyne Hall, Great Ilford, Essex; Richard Polhill, Esq. Brompton, Middlesex; Joseph Richardson, Esq. J.P. Summer Hill House, Clones; Thomas Seymour, Esq. J.P. Ballymore Castle, Ballinasloe; James Sexton, Esq. J.P. Limerick; S. W. Simcocks, Esq. Galway; John Walsh, Esq. Castlehill, Mayo; Captain George Edward Watts, R.N. Langton Grange, Darlington.

(With power to add to their number.)

Colonel Landmann, R.E., F.A.S., M.I.C.E.

London.—Messrs Williams, Deacon, and Co. Scotland.—Edinburgh and Glasgow Bank

Ireland.—National Bank and Branches Provincial Bank and Branches

Standing Counsel.—James Monson Carrow, Esq.

Messrs Langley and Mead, Bedford row, London; William Thomas Kelly, Esq. 16 Mountjoy square North, Dublin, and Castlebar, Mayo

Galway.—Captain F. O'Shaughnessy; Castlebar.—Mr Henry Murphy; Sligo.—M. W. C. Tuite

Secretary.—Henry T. Stuart, Esq.

PROSPECTUS.

The object of this line of railway is to complete the chain of coast communication, and form a connection with lines already established or projected with reasonable hopes of success.

It will commence at or near the city of Limerick, and taking a northerly direction, proceed through the counties of Clare, Galway, Mayo, and Sligo, terminating at Sligo, by a junction with the Sligo and Enniskillen Railway, and accommodating on its route the important cities and towns of Limerick, Ennis, Gort, Loughrea, Athenry, Monivea, Tuam, Ballinrobe, Castlebar, Westport, Foxford, Ballina, Killala, Swineford, Streamstown, and Sligo, which town being connected with the north, east, and south, by the different lines through Enniskillen, Londonderry, Coleraine, Belfast, Armagh, Newry, Dundalk, Drogheda, Dublin, Wicklow, Wexford, Waterford, Cork, Killarney, Valentia, Tralee, and Limerick, the establishment of this line will cause Ireland to present a completeness of locomotive communication which no other country in the world enjoys.

The country through which the proposed line travels is most fertile in mineral and agricultural products; it embraces many extensive coal-fields, whose advantages it will extend to all parts of Connaught and Ulster; and intersecting, as it does, so many metropolitan lines of railway, it will develop those advantages in an equal degree to the province of Leinster.

The lead, iron, marble, and slate works on its route will be rendered available to the most distant parts of the island, and perhaps not the least advantage in a national point of view, will be the establishment of an intercourse between the population of the extreme north and that of the extreme south, as well as placing the trade of, and communication with, Scotland within the easy reach of all towns of any importance in Ireland. Added to this, the certainty that on the completion of the projected southern, eastern, and western lines, the noble and natural harbours on the Atlantic shore of Ireland will become the British depots of American Traffic, and most probably the established packet stations for postal communication between the two countries; it is impossible to overrate the value of this truly national project.

The counties which this railway traverses abundantly supply the English markets with cattle, pigs, &c. This line, communicating with so many ports, will afford the greatest facilities for the shipping of this portion of trade, some idea of the extent of which may be formed from the fact of upwards of 500 fairs being held annually in its immediate vicinity, among them the fair of Ballinasloe, acknowledged the greatest for sheep and cattle in the British Islands.

It has been ascertained that the country presents great engineering facilities for the construction of a railway, and, in communications which have been received from the landholders along the line, the greatest anxiety is manifested for its completion.

The subscribers will be held liable only to the extent of their first deposits until an act of Parliament is obtained, and afterwards only to the amount of their subscriptions.

Power will be applied for in the act—and in the meantime is hereby given to the committee—to alter the capital, if necessary; to vary or abandon any part of the line, to make branch lines, or enter into arrangements with any other company or companies; and also to nominate the first directors of the Company.

The parliamentary contract and subscribers' agreement will be ready for signature on payment of the deposits.

It will be seen from the plan that the railway intersects many main lines, and will thus contribute to, and receive from them, a considerable amount in passenger and merchandise traffic.

From the estimates that have been made, a return of at least 10 per cent must be realised on the capital.

Application for shares to be made in the usual form to the Solicitors in London and Dublin; to the local agents; to the Secretary, at the Office of the Company, 10 Old Jewry Chambers; and to the undermentioned brokers:—Messrs Martin and Heseltine, Finch lane, Cornhill; Mr D. B. Major, Change alley, Cornhill; Mr Anthony Laurie, Liverpool; Messrs Brady and Stanforth, Manor

street, Hull; Mr S. Grindrod, Manchester; Messrs Watson and Co. Leeds; Mr George Edwards, Bristol; Messrs Tythe and Wills, Plymouth; Mr T. Sanford, Exeter; Mr Robert Allan, Edinburgh; Messrs M'Ewen and Auld, Glasgow; Mr William Gordon, Aberdeen; Messrs Curtis and Power, Dame street, Dublin; Mr James Morgan, Cork; of whom prospectuses may be had.

WORCESTER & MERTHYR TYDVIL JUNCTION RAILWAY.

(Provisionally Registered, pursuant to 7 and 8 Victoria, cap 110.) Capital 800,000l. in 40,000 Shares of 20l each. Deposit 2l 2s per share.

PROVISIONAL COMMITTEE.

- Sir William Wynn, Maesynewydd, chairman of the North Wales Railway; William Chadwick, Esq. Montague square, Director of the North Wales Railway, and chairman of the Worcester and South Wales Junction; Gideon Colquhoun, Esq. Walmer lodge, Avenue road, Regent's Park, Director of the Manchester and Southampton Railway; Thomas Farncomb, alderman of London; John Knill, Esq. Thames street, Director of the Worcester, Shrewsbury, and Crewe Union Railway; William Lechmere Whitmore, Esq. 19 James street, Buckingham gate; Henry Plumtre Gipps, Esq. Montague place, Bryanstons square, Director of the Trent Valley and Holyhead Junction Railways; Major-General Paribby, C.B. Rutland gate; Thomas Kelly, Esq. alderman of London; Thomas B. Simpson, Esq. Rutland lodge, Brixton, Director of the North Wales Railway, and deputy chairman of the Worcester and South Wales Junction; John Purchas, Esq. Upton Bishop, near Ross; The Rev. Edward Higgins, Rosebury house, Herefordshire; John Turner, Esq. Ledbury; William Barnes, Esq. Foregate street, Worcester; George Alfred Ellis Wall, Cross house, near Worcester, and Wortly park, Hampshire; Philip Matthews, Esq. Burton court, near Ross; Samuel Higgins, Esq. Barrow court, Worcester (with power to add to their number).

Acting Engineers.—Messrs R. and T. Hopkins, M.I.C.E.

Bankers.—The London and Westminster Bank, Lotherbury; Messrs Cocks, Biddulph, Biddulph, & Co. Charing cross; Messrs Webb & Co. Ledbury; Messrs Morgan, Hoskins, & Co. Ross; Messrs Berwick, Lechmere, & Co. Worcester; the National Provincial Bank, Gloucester; Messrs Baileys, Graterex, & Williams, Abergavenny.

Solicitors.—Messrs Gilbert, Hooke, Street, and Gutierrez, Philpot lane, London; Charles G. Jones, Esq. 11 Gray's inn square; Messrs J. and F. Higgins and Chamberlain, Ledbury.

Local Agents.—Messrs Hydes and Tymbs, Worcester; Messrs Edward, Ross; and Messrs Gabb and Secretan, Abergavenny.

Secretary pro tem.—William Barrow, Esq. Offices of the Company, 7 Walbrook.

This Railway will commence at the station of the Monmouth and Worcester and South Wales Junction at Ross, proceeding through a rich agricultural district, now devoid of railway accommodation, to Abergavenny, and from thence by Llanely, Nant-y-Glo, Tredegar, Ebba Vale, Rumney, and Downia to Merthyr Tydvil, at which place it will join the Taff Vale Railway. The distance will not exceed forty miles.

On reference to the map, it will be seen that this line, in conjunction with the proposed Worcester and South Wales Junction Railway, via Ledbury, Malvern, and Ross, will perfect a continuous and direct communication from Merthyr Tydvil to London, Gloucester, Birmingham, South Staffordshire and the North.

The population of Merthyr and the surrounding mineral districts exceeds 120,000, and this line will place it in direct connection with the agricultural counties of Monmouth, Hereford, and Worcester.

The line will be laid down so as to render the greatest accommodation to the principal Iron Works in the districts through which it will pass, and a saving of ten miles over any other line will be effected between Merthyr and Worcester, and other places north and east of that city.

Arrangements are in progress with the Worcester and South Wales Junction Railway Company, for the mutual advantage of both Companies.

Applicants for shares who are personally known to members of the provisional committee, are requested to refer to one of such committee; all other applicants will be required to give a reference to some banker or other person of known respectability in London or the town from which the application is made. A preference will be given to holders of scrip of the Worcester and South Wales Junction Railway.

The usual power will be taken by the act to allow interest at 4 per cent per annum on the amount of subscription paid up, and no subscriber will be answerable for more than the amount of his deposit until the act is obtained, and then not beyond his subscription.

Detailed Prospectuses, with the names of a powerful local Provisional Committee, will shortly be published, and may be obtained of the solicitors and local agents, and of the following sharebrokers:—Messrs Aston and Scott, Throgmorton street, London; John Sandford, Esq. Exeter; Messrs Ridsdale, Myers, and Bailey, Leeds; Messrs Cameron, Cazenove, and Taunton, Liverpool; Messrs Green and Oldham, Manchester; Messrs Soames and Tripp, Bristol; Nathaniel Lee, Esq. Birmingham; and Mr William Miles, Worcester.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Worcester and Merthyr Tydvil Junction Railway:

Gentlemen—I request that you will allot me shares of 20l each in the proposed Worcester and Merthyr Tydvil Junction Railway, and I undertake to accept the same, and pay the deposit thereon, or upon any lesser number that may be allotted to me, such payment to be made within the time limited and prescribed by you, and I undertake to execute the agreement and parliamentary contract when required.

Dated this day of 1845. Name, Residence, Description, Reference, Usual signature.

Directors in the Worcester and South Wales.

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 Debates, 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.

PRELIMINARY NOTICE.

GRAVESEND.—(Provisionally Registered).—PILBROW'S ATMOSPHERIC LONDON TO GRAVESEND DIRECT RAILWAY COMPANY, without a tunnel or the possibility of collisions. The promoters of the above Company take this opportunity of informing the parties who have taken an interest in this undertaking that in a few days they will issue a prospectus, with an influential Provisional Committee. In the interim applications for shares and other information may be obtained by application to John Jones, Esq., Secretary, at the offices, 4 Charlotte row, Mansion House.

September 12, 1845.

CAMBRIDGE and LINCOLN EXTENSION, and LINCOLN, YORK, and LEEDS JUNCTION RAILWAY, with a Branch to Doncaster. (Provisionally Registered.)

Capital 1,200,000, in 60,000 shares of 20l each.
Deposit 2l 2s per share.

PROVISIONAL COMMITTEE.

Lord Viscount Dillon, Belgrave square, and Ditchley, Oxon
Lord George Paget, Uxbridge house
Sir Wm. Henry Clarke, Bart. Baker street, Portman square, Director of the Rugby, Warwick, and Worcester
Sir Henry Webbe, Bart. Pall Mall, Director of the Rugby, Warwick, and Worcester
Major General Parby, C.B. 18 Rutland gate, Director of the Worcester and Crews, and Shropshire Union
Major Beresford, M.P. 77 Pall Mall
Admiral Ayscough, Southampton, Director of the South and Midlands Junction
Hugo Charles Meynell Ingram, Esq. Temple, Newsam, Leeds
J. R. Atkinson, Esq. J.P. Leeds
James Holdforth, Esq. J.P. Leeds, Director of the Leeds and Liverpool Direct, and Leeds, York, and Midland
Richard Hobson, Esq. M.D. Leeds
Joseph Robert Wilkin Atkinson, Esq. Leeds, Director of the Leicester and Bedford, and Rugby and Huntingdon
John Ellershaw, Esq. Roundhay, Leeds
Joseph Gill, Esq. Leeds, Director of the Leeds, York, and Midland, and South and Midlands Junction
William Singleton, Esq. Leeds, Director of the South and Midlands Junction, and Leeds and Liverpool Direct
Charles Hivas, Esq. Chapel Allerton, Leeds
John Wilkinson, Esq. Gledhow Mount, Leeds, Director of the Leeds and Liverpool Direct
Thomas Heatherington Barker, Esq. Leeds
George Young, Esq. Ridge house, Leeds
William Cadman, Esq. Leeds, Director of the Oxford and Worcester Extension, and West Midland
Joseph Austin, Esq. Leeds
John Hillary Hebblethwaite, Esq. Thorp Arch, near Leeds
Richard Harrison, Esq. Woodlesford, Leeds
Charles Reynard, Esq. Hob green, Ripley
The Worshipful the Mayor of Ripon
S. Pennocks, Esq. Manchester
Joseph Clarke, Esq. Sherburn, near Ferrybridge
The Worshipful the Mayor of Doncaster
Sir Gregory Allnatt Lewin, Recorder of Doncaster
Joseph Birley, Esq. Alderman, Doncaster, late Mayor of Doncaster
Frederick Fisher, Esq. Westfield house, Doncaster, Member of the Corporation
William Cooper, Esq. Doncaster
Frederick William Flack, Esq. Gainsborough
William Lister Sharpe, Esq. Gainsborough
Robert Cook, Esq. Gainsborough
Henry Hall, Esq. Gainsborough
John Hepworth Hill, Esq. Leeds, Recorder of the Pontefract
Francis Valentine Lee, Esq. Temple, Director of the Eastern Counties
Richard Dutton, Esq. London, Director of the South and Midlands Junction, and West Midland
Charles Thomas Warde, Esq. Clopton house, Warwickshire, Director of the Warwickshire and London
Thomas Chitty, Esq. 8 Upper Gower street, Director of the Rugby and Worcester
Captain T. Hodges, 65 Connaught terrace, Hyde park, Director of the Leeds and Carlisle
W. F. Bendon, Esq. John street, Berkeley square, Director of the Essex and Suffolk
Thomas E. Evans, Esq. Lothbury, Mayor of Carnarvon, Director of the Rugby and Worcester
Thomas Farncomb, Esq. Alderman of London, Director of the London and Westminster Bank and of the Namur and Liege, and South and Midlands Junction
Captain T. Chamier, Halkon-street, Belgrave square, Director of the Great Paris and Lyons
Alexander Craig, Esq. Lowndes street, Belgrave square, Director of the Leicester and Birmingham
John Anderson, Esq. Director of the Church of England Life Insurance and South Midlands Junction
John James, Esq. Secondary of the City of London
Joseph Underwood, Esq. The Hall, Blackheath, Director of the Metropolitan Life Insurance Co. and Director of the London and Birmingham Extension
James Beech, Esq. 15 Grosvenor place, and Brandon lodge, Coventry, Director of the South and Midlands Junction
W. P. Courtenay, Esq. Temple, Director of the Legal and Commercial Life Insurance Co.
Clarkson Stanfield, Esq. R.A. Mornington place, Hampstead road

John Helbert Helbert, Esq. Gloucester place, London, Director of the Leicester and Birmingham
R. S. Wilson, Esq. Oulton Hall, Warwickshire
T. G. Norbury, Esq. Director of the Leicester and Bedford
Rev. F. R. Hall, D.D., Rector of Fulbourne, Cambridge
William Spooner, Esq. Chapel street, Belgrave square, Director of the Newcastle and Liverpool
J. M. Cottle, Esq. Leamington, Director of the Coventry, Nuneaton, and Leicester
Captain William Cousins, Director of the Goole and Doncaster
George Parbury, Esq. Russell square, Director of the Leeds and Carlisle
George William Killest Potter, Esq. Secondary of the City of London
Martin John West, Esq. Preston Hall, near Leeds
Charles Robert Colman, Esq. Irongate wharf, London
John Campbell, Dickor, Esq. New Hall by Neston, Cheshire, Director of the Birkenhead and Holyhead
William Shaw, Esq. Director of the Thames Embankment Co. and Managing Director of the Farmers' Life Insurance Co.
W. T. Fraser, Esq. Manchester square, Director of the Manchester and Rugby
John Brocke Walbanke, Esq. Director of the South and Midlands Junction
Major Morse Cooper, Director of the South and Midlands Junction, Wargrave, Henley-on-Thames
James Burness, Esq. Director of the Oxford and Worcester Extension, and of the Staffordshire Potteries Line, and London and Liverpool Direct, 64 Cornhill, London
Vero Clarke Kembell, Esq. Chester place, Hyde Park gardens, Director of the South and Midlands Junction
Samuel Griffiths, Esq. Pense fields, Wolverhampton, Director of the Liverpool and Leeds
Charles R. Court, Esq. Leamington, Director of the Coventry and Birmingham
William Bradley, Esq. Manor Oaks, Sheffield
Richard Kelly, Esq. Chairman of the Ross, Carlou, and Kilkenny Junction Railway, and Director of the York and Lancaster
James Reeves, Esq. Director of the South and Midlands Junction
Warren Stormes Hile, Esq. Director of the Oxford and Worcester Extension
Colonel Fitch, Director of the Oxford and Worcester Extension
John Inglis Jerdein, Esq. Director of the Manchester, Rugby, and Southampton
William Hallett, Esq. Kemp Town, Brighton, Director of the South and Midlands Junction
John Dennis, Esq. Director of the Erewash Valley Extension
H. G. Orlry, Esq. Director of the Trent Valley and South and Midlands Junction
William Peppercorne, Esq. London, and Bexhill, Sussex
Thomas Collingridge, Esq. Higigate, Middlesex
J. Bennet Luces, Esq. Manchester street, Manchester square
Willis Coventry, Esq. Director of the Britannia Life Assurance office
J. M. Douglas, Esq. Director of the Exeter and Weymouth
Col. Robt. Douglas, C.B., United Service Club, Director of the London and Birmingham Extension and South and Midlands Junction
Erasmus Forster, Esq. Director of the South and Midlands Junction
Wm. Stone, Esq. Wimpole street, Cavendish square, Chairman of Church of England Life Insurance Co.
John Anderson, Esq. E.I.C.S., Director of Church of England Life Insurance and South and Midlands Junction
John Bloor, Esq. Finsbury, Director of Tean and Dove Valley, and Buxton, Leek, and Staffordshire Potteries
George Henry Brook, Esq. Edgulin lodge, Huddersfield, Director of the Huddersfield, Halifax, and Bradford
J. Wheelton, Esq. Bath street, Newgate street, Director of the Leicester and Bedford
Sir William Twysden, Bart. 41 Dorset street, Portman square
Major White, Pall mall
Capt. Wm. Dawson, R.N. Barnes, Surrey, Director of the Rhondda and Ely Valleys
Wm. S. Potter, Esq. Sussex gardens, Hyde Park, Director of the Leeds and Carlisle, and the Great Grimsby, Louth, and Lincoln
Wm. G. Harrison, Esq. Hill house, Surrey, Director of the Wisbeach, Peterborough, and Birmingham
G. R. Pye, Esq. Lavenham, Suffolk
H. Chaytor, Esq. Chevereux castle, Darlington, Director of the Wisbeach, Peterborough, and Birmingham
R. Gray, Esq. 5 Adam court, Broad street, Director of the Oxford, Whitney, and Cheltenham Extension
Samuel Pooock, Esq. Bloomsbury square, Director of the Bridgewater and Minehead
Nicholas McCann, Esq. Parliament street, London
William Lawrence, jun. Esq. Brixton, Surrey, Director of the London and Manchester Direct
Rev. Stephen Isaacson, M.A. Director of the Hull and Holyhead, and Cheltenham, Oxford, and Brighton
Richard Charles, Esq.
Richard Lambert, Esq. Lyston hall, Essex, Director of the East and West Junction
J. E. Bristowe, Esq. Beesthorpe park
Bumford Samuels, Esq. Poultry
Sir John Hansler, F.R.S. Deputy Lieutenant of Essex, Walton, near Saffron Walden, Essex
Thomas Strother, Esq. Claypit house, Leeds, Councillor of the Borough of Leeds
George Price Hill, Esq. Gowan Tree house, Hampstead
Richard Kelly, Esq. Director of the York and Lincoln and Rhondda and Ely Valleys
Charles R. Bigge, Esq. 17 Bryanstone square
Rev. R. H. Fowler, Felton, near Bristol, and 7 Manchester square, Director of the Rhondda and Ely Valleys Junction
W. A. Wilkinson, Esq. Director of the South and Midlands Junction

(A further list will be published in a few days.)

BANKERS.

London.....
Doncaster.....Yorkshire Banking Company
Leeds.....Beckett and Co., and Leeds Commercial Banking Company

ENGINEERS—Messrs George Leather and Son

SOLICITORS.
Leeds.....John Blackburn, Esq.
London.....W. B. James, Esq. 5 Basinghall street
PARLIAMENTARY AGENTS—Messrs Parratt and Walsley,
Palace yard, Westminster

While two gigantic projects are struggling for a victory, which, if obtained, would inevitably prove fruitless to the victor, the dense and wealthy population between Lincoln and York, and between Lincoln and Leeds, are left unsupplied with railway accommodation. Not less ambitious of accomplishing a great public benefit, the projectors of the Lincoln, York, and Leeds Junction Railway have adopted Lincoln (with 30,000 inhabitants), York (with 40,000), and Leeds (with 152,000), as the termini of their line; and calculating upon the ultimate success of the Cambridge and Lincoln bill, in the ensuing session of Parliament, propose to complete the whole line of rail from London to York and Leeds by the execution of this design.

Leaving the terminus of the Cambridge and Lincoln line at Lincoln, the proposed line will be taken by Saxelby and Lea to Gainsborough, where it will cross the Trent, and thence to Haxey Gate, whence a branch will issue to Doncaster. At this latter place a communication will be formed with projected lines from Manchester and Sheffield to the port of Goole; and by this arrangement a communication will be opened with the inexhaustible coal fields of Eiseac and Silkstone—a species not inferior to that of Durham and Sunderland—as well as with the lime-stone quarries at Warmsworth, so valuable for building purposes.

Proceeding to Thorne, the line reaches Snaith, and, continuing its direct course westward to Selby, near to which it is crossed by the Hull and Selby Railway, will have its northern terminus at the city of York.

At Thorne, or some convenient point near to it, an auxiliary line will emanate from the main trunk to Askern, and either by means of the proposed branch of the Wakefield, Pontefract, and Goole line to that place, or by an independent course, as may hereafter be determined upon, will run through Pontefract direct to Leeds. By this means the whole of the manufacturing districts of the West Riding of Yorkshire and Lancashire will be rendered easily accessible.

This line will be the shortest between Lincoln and York, Lincoln and Leeds, Lincoln and Selby, York and Selby, and York and Hull.

The gradients throughout the line are so favourable that none exceed 15 feet in the mile—an instance unparalleled, if the length of it be taken into consideration. There will be no tunnels; the works will everywhere be light; no invasion of ornamental property is necessary; and the local interests have expressed themselves favourable to the project.

From the combination of advantages, facilities, and patronage—from the great breadth of new country to be supplied with railway accommodation—moderate cost of labour on the line—enormous supply of materials, and encouraging traffic returns, an interest of ten per cent on vested capital is confidently expected, exclusive of a fair allowance for working expenses.

Power will be taken in the bill to allow interest at the rate of four per cent on all deposits.

The plans and sections of the Lincoln, York, and Leeds Company being now in the possession of the promoters of this Company, an immense saving of expense will thereby be secured.

Applications for prospectuses and plans, and forms of application for Shares, may be had at the offices of the solicitors; and of the following brokers:—
London.....Messrs Peppercorne and Co., 2 Old Broad street.

Leeds.....Messrs Ridsdale, Myers, and Bailey; Messrs John Young and Co.; Mr John Watson, and Mr T. W. Powell.

Derby.....Samuel Eyre, Esq., and Messrs Cuff and Fox.

Liverpool.....Mr James Pratt, Messrs Ridsdale and Chauncy, and Mr J. O. Binger.

Manchester.....Messrs Cardwell and Son, and Messrs Houghland and Leese.

Edinburgh.....Messrs McCullum and Co., and Messrs Robertson and Co.

Glasgow.....Messrs Tassie and Co.

Hull.....Messrs Collinson and Flint, and Mrs Henry Corlass.

Wakefield.....Mr Nightingale, and Mr Charles Clapham

Halifax.....Messrs Crowther and Brooke, and Mr Hartley.

Bradford.....Mr Mason.

Gloucester.....Mr J. M. Balme.

Blackburn.....Mr Booth.

Birmingham.....Mr Collis, and Mr John Wright.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Cambridge and Lincoln Extension, and Lincoln, York, and Leeds Junction Railway Company.

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

Name in full.....
Residence.....
Profession or calling.....
Referee.....
Address of referee.....
Date.....

CAMBRIDGE and LINCOLN EXTENSION, and LINCOLN, YORK, and LEEDS JUNCTION RAILWAY, with a Branch to Doncaster.—Parties having applied for shares in the Lincoln, York, and Leeds Railway will be considered as continuing them in the above Company, unless their applications are withdrawn on or the 30th instant. By order,
JOHN BLACKBURN, Leeds.

C. B. JAMES, 5 Basinghall street, London.
Sept. 22, 1845.

Printed and published by WILLIAM PORTER, of No. 6 Wellington street, Strand, London, at the office there.—Sept. 27, 1845.