

DA

625

.F854



Class _____

Book _____



THE
GRAND JUNCTION
RAILWAY COMPANION

TO

LIVERPOOL, MANCHESTER, AND BIRMINGHAM;

AND

Liverpool, Manchester, and Birmingham

GUIDE :

CONTAINING

AN ACCOUNT OF EVERY THING WORTHY THE ATTENTION OF
THE TRAVELLER UPON THE LINE;
INCLUDING A COMPLETE DESCRIPTION OF EVERY PART
OF THE RAIL-ROAD;
OF THE NOBLEMEN OR GENTLEMEN'S SEATS
WHICH MAY BE SEEN FROM IT;
AND OF THE TOWNS AND VILLAGES OF IMPORTANCE IN ITS
NEIGHBOURHOOD.

DEDICATED (BY PERMISSION) TO THE CHAIRMAN AND DIRECTORS
OF THE GRAND JUNCTION RAILWAY COMPANY.

✓
BY ARTHUR FREELING.

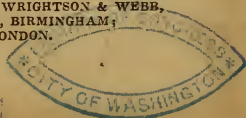
LIVERPOOL:

PUBLISHED BY HENRY LACEY, 64, BOLD-STREET,

AND SOLD BY THE OTHER BOOKSELLERS;

ALSO BY BANCKS AND CO., G. SIMMS, AND J. AND J. THOMSON, AND THE
OTHER BOOKSELLERS, MANCHESTER; WRIGHTSON & WEBB,
AND THE OTHER BOOKSELLERS, BIRMINGHAM;
AND CHARLES TILT, LONDON.

1837.



D. MARPLES AND CO., PRINTERS, LIVERPOOL.

Da 625

3854

4632

6335

TO

JOHN MOSS, ESQ., CHAIRMAN;

AND TO

THE DIRECTORS

OF THE

GRAND JUNCTION RAILWAY COMPANY;

16

THIS WORK IS

(BY PERMISSION)

MOST RESPECTFULLY DEDICATED,

BY

THEIR OBEDIENT SERVANT,

THE AUTHOR.

THE UNIVERSITY OF CHICAGO
LIBRARY

1850

1851

1852

1853

1854

1855

1856

1857

1858

1859

1860

1861

1862

1863

1864

1865

1866

1867

1868

1869

1870

1871

1872

1873

1874

1875

1876

1877

1878

1879

1880

1881

1882

1883

1884

1885

1886

1887

1888

1889

1890

1891

1892

1893

1894

1895

1896

1897

1898

1899

1900

1901

1902

1903

1904

1905

1906

1907

1908

1909

1910

1911

1912

1913

1914

1915

1916

1917

1918

1919

1920

1921

1922

1923

1924

1925

1926

1927

1928

1929

1930

1931

1932

1933

1934

1935

1936

1937

1938

1939

1940

1941

1942

1943

1944

1945

1946

1947

1948

1949

1950

PREFACE.

I HAVE been compelled rather precipitately to send this Volume forth to the Public;—the necessity has arisen from the appearance of another work with a similar title.

This Work has been repeatedly taken for mine;* and containing as it does numerous errors,† it was calculated to do me much injury in the estimation of the Public. In self-defence, therefore, I was compelled to bring out mine earlier than I originally intended.

From the report of my Publisher, I find I have now to return thanks to the Booksellers of Liverpool, Manchester, and Birmingham, in particular, for the liberal manner in which they have patronised my Volume; they having ordered, before the publication, five-sixths of the edition, which consists of 3,000 copies. As

* In one instance, a most respectable Firm in Liverpool ordered twelve copies under this impression.

† The following is a specimen. On page 51 in Mr. Cornish's book, the public are informed, that *Warrington Bridge* "has TWENTY ARCHES, which are SIXTY-FIVE feet span, and the same number of feet high." WHEN THE FACT IS, it has but TWELVE ARCHES, nine of which are but SIXTEEN feet span, and twenty-eight feet high.

I cannot assume to myself any peculiar merit in the compilation, I am obliged to regard this fact as an expression of their feeling as to the propriety of a publisher bringing out a work under the title of another, which has been previously extensively advertised ; and I doubt not but this feeling will be participated in by the Public.

In executing the work, I have received the greatest kindness from the Directors of the Grand Junction Railway Company, and every facility for gaining information has been afforded me, for which I return my sincere thanks. It would, however, be ungrateful in me not particularly to mention John Moss, Esq. and N. D. Bold, Esq., who have at some personal trouble enabled me to acquire facts which otherwise could not have been obtained. To Joseph Locke, Esq., the able Engineer under whose direction the Grand Junction Railway has been completed, I am also indebted for any peculiarity which distinguishes the Map from those usually compiled, and also for much information contained in the work. The gratifying duty of returning thanks and acknowledging obligations being accomplished, I take my leave of the Public for the present, hoping my little volume will not disappoint its expectation.

FREELING'S RAILWAY COMPANIONS.

In progress, and will be published, by H. LACEY, as soon as the operations of the various Railways are so far advanced as for a time to be fixed for their opening:—

FREELING'S LONDON AND BIRMINGHAM RAILWAY COMPANION, *in considerable progress.*

————— LONDON and SOUTHAMPTON.

————— MANCHESTER, LEEDS, SELBY, and HULL.

————— MANCHESTER and BIRMINGHAM.

————— GREAT WESTERN, LONDON to BRISTOL, *in considerable progress.*

————— MARYPORT, CARLISLE, and NEWCASTLE, *in considerable progress.*

————— NEWCASTLE, SHIELDS, and SUNDERLAND.

————— SUNDERLAND and DURHAM.

————— BIRMINGHAM and GLOUCESTER, &c. &c. &c.

The general plan of these Volumes is similar to the Grand Junction Railway Companion; upon which such improvements will be made as the Author's experience in the work may suggest.

N. B.—Railway Companions for every other Line will be published, as soon as their state of progression will allow.

ERRATA.

*The only errata of any importance are the following :—
For E. J. Lyttleton, Esq., read Lord Hatherton; in one
case also the H has been left out of his Lordship's name. In
the account of Aston Viaduct, for eight read ten arches. At
p. 121, line 12, for "to the Kennel," read "to a Meeting."*

ACCOUNT.

IT will not be considered necessary to go into any detail of the history or progress of the Line, from Liverpool to Manchester and Warrington, as separate works have long since made the public acquainted with everything interesting regarding it. A slight sketch of the various applications to Parliament for power to complete the Grand Junction portion of the line will, however, not be uninteresting, especially as it exhibits the difficulties which invariably attend the promotion of a public good, when opposed to private interest. It is too often to be regretted, that the chief opposition to the efforts of those public-spirited individuals who originate such works, arises from persons whose real interests are not affected, but whose temper or caprice raise up a host of evils which exist only in their perverted imaginations.

Men who propose and carry through, without regard to evil or to good report, such works as the Grand Junction Railway—who have over-

come, not only the opposition which the stupendous operations of nature present, but the more stubborn and unbending resistance of haughty and interested minds—are far more worthy of the laurel crown than the victor of a hundred fights. The one confers on his country honour and prosperity—crime, devastation, woe, wailing, and death attend the career of the other; which, at the best, ends in the attainment of but equivocal benefits.

In 1823 the project of the Liverpool and Manchester Railroad suggested to some gentlemen in Birmingham the idea of a Railroad to connect Lancashire and the north with the south of England. To effect this object, Mr. R. Spooner, Mr. Sparrow, and Mr. Foster came over to Liverpool, and, when there, arranged a Committee of Liverpool and Birmingham gentlemen to carry forward the project; and in 1824 an application was made to Parliament for permission to make a Railroad from the Cheshire side of the Mersey, opposite Liverpool, to Birmingham.

This Bill was most violently opposed by the canal and landed interest, and was lost on standing orders in the House of Commons. In 1826 another application was made, which shared the same fate.

It would appear that, disheartened by the opposition encountered, the Committee relinquished the prosecution of their first project; and all public operations, with a view to effect this national work, lay in abeyance until just before the opening of the Liverpool and Manchester Line in 1830. Meetings were then held in Liverpool and Birmingham, and another line proposed.

It was now arranged that the Liverpool Committee should apply for a line from Liverpool to Chorlton, in Cheshire, and the Birmingham Committee for a line from Birmingham to Chorlton. It is not necessary to insert the particulars of the prospectus then issued; suffice it to say that, after a most violent opposition, the bill from Birmingham to Chorlton was ultimately lost.

The bill from Liverpool to Chorlton was but a little more fortunate, for, having passed its first stages, it was lost by the dissolution of Parliament on the Reform question. The great opposition which the Committee had to encounter, in their progress with this bill, was made by the Mersey and Sankey Canal Companies, on the ground that the bridge which it was proposed to erect across the Mersey would impede the navigation of the river: and when we con-

sider the number of persons connected with these companies, the extensive ramifications of their connexions, in addition to the ground of opposition being one purely of theory, and, therefore, more open to debate, we may form some idea of the difficulties the Committee had to contend with. As this opposition was, however, overcome,—as it must be frivolous, though vexatious,—we trust that it will not be repeated when a project of which we have yet to speak comes before Parliament.

In 1831 preparations for applying to Parliament were again made; but the fate of previous attempts, and the opposition threatened, caused the Committee and subscribers to defer further proceedings that year.

In 1832 a meeting was held in Liverpool, John Moss, Esq., in the chair, when it was determined that one bill only, and that from Birmingham to Warrington, from which place there was a Railroad to Liverpool and Manchester, should be applied for; that the shareholders in the two concerns should be invited to unite in one, and the management be transferred to Liverpool. This was ultimately done, and Mr. Rastrick was appointed engineer for the Birmingham, and Mr. Stephenson for the Liver-

pool end of the proposed line; and a bill to effect this project was, after some short time, prepared for Parliament.

The whole management of the concern had, however, fallen into the hands of Liverpool gentlemen, who had had experience in the Liverpool and Manchester Railroad, both in obtaining the Acts of Parliament, and making a railroad. To the experience of these gentlemen in the latter object are the subscribers indebted for the extraordinary fact, that the $82\frac{1}{2}$ miles of their line (which is accomplished with a degree of solidity and finish at present unrivalled) have cost them but about £1,500,000, while the works on the Liverpool line, which is but 31 miles, have cost two-thirds, or perhaps more, of the same amount; an expenditure, be it recollected, not recklessly or carelessly incurred, but one which was necessary to obtain the experience and information which will now enable others to execute similar works at so great a reduction of cost. Every railroad company which may in future exist is infinitely indebted to the Liverpool and Manchester Company; and if the feelings and principles which regulate the actions of individuals towards each other, when their own affairs alone are concerned, could be brought

to bear upon their operations when incorporated in public bodies, committees, boards, &c., &c., the proprietors of every railroad would contribute handsomely to a compensation fund, to repay some of the enormous expense incurred, in their experimental outlay, by the shareholders of the Liverpool and Manchester Railroad; for, as their intelligent and talented secretary observes, in his able pamphlet, "In matters of detail, no less than in the grand outline and structure of their work, the Liverpool and Manchester Railway Company have found, that on them has devolved the task of making experiments for the rest of the world."* Alas! I fear this act of justice will never be accomplished. There is no chivalry in "Companies."

The anxiety of the gentlemen into whose hands the prosecution of the project had now been consigned was, to conciliate and do away with the opposition of the landed and canal interests; this they were most successful in accomplishing, and that too with a very small sacrifice of money, as compensation for *ideal*

* I cannot lose the opportunity of recommending all persons who are interested in railroads to read this pamphlet; for, in addition to the most elaborate details, it contains a most popular and easy-to-be-understood illustration of the mechanical principles applicable to railways. (See "An Account of the Liverpool and Manchester Railway, by Henry Booth, Esq.")

and real injury to landed proprietors; and the bill for making the Railroad from Birmingham to Warrington obtained the royal assent on 6th May, 1833, after having experienced a phenomenon in the history of railroads, the like of which never has been seen, and, probably, never will be seen again—the bill having passed both Houses of Parliament almost unopposed, without putting the Company to the expense of a single fee to counsel. The conducting of the case was left entirely to Mr. Swift, of Liverpool, the solicitor for the bill, who thought it prudent to retain counsel, in case of opposition, but the briefs were never delivered. The directors aided Mr. Swift in the removal of difficulties, by personal applications to all parties who felt themselves injured, or likely to be so; and thus, by tact, prudence, and perseverance, brought the projected bill through Parliament.

In 1834 an amended bill was obtained, to alter the line through Staffordshire, and another to purchase the Warrington and Newton Railroad, which is now, therefore, the property of the Grand Junction Railway Company.

At the commencement of the present year, 1837, notice was given for a bill to alter the line to Liverpool, by forming a Railroad from Daresbury, in Cheshire. It is proposed to carry

it over the Mersey and Irwell Canal, and to cross the river Mersey at Fiddler's Ferry; from thence to proceed near Penketh Lodge to Rain Hill Stoops, and, leaving the grounds of Halstead a little to the south-west, join the Liverpool and Manchester Line at the bottom of the Whiston inclined plane. Thus six miles will be saved, and three inclined planes will be avoided, a most desirable object, for, independent of the time saved, the prodigal waste of steam power which is caused by these inclines will be unnecessary.

We have before stated the names of the two eminent engineers who drew the original plan of the Railroad, as carried through Parliament in 1833. It devolved, however, on Mr. Locke, to carry their plans into operation, and to make such alterations as circumstances suggested as improvements. To this gentleman belongs the honour of completing this stupendous work, within a few days of the time calculated on; and too much credit cannot be conferred on him, and the contractors, for the masterly manner in which it has been accomplished, and the punctuality with which it has been completed. The directors never calculated on opening the line until June, 1837, and on the 4th of July they received the first sum for the carriage of passengers.

The opening of this national undertaking was unattended by any display. This did not arise from apathy on the part of the public, as the thousands that waited at many of the stations for the arrival of the first trains which passed along the line fully testified; but out of respect to the memory of the late Mr. Huskisson, who met with the fatal accident which caused his death at the opening of the Liverpool and Manchester Line. The chairman, John Moss, Esq., and deputy chairman, Charles Lawrence, Esq., having been present at that melancholy event, requested, on this account, that a public opening should be dispensed with; and we are happy in finding that this sensitive propriety of feeling—this respect for the memory of the deceased, was responded to in the breasts of their brother directors.

On the 3d of July the directors, the secretary, and some of their friends, rode along the whole line, to inspect the works, and returned on the 4th; having discharged their duty to the public, and paid a marked tribute of respect to the great man whose name will ever be so lamentably associated with the history of railroads in this country.

We have thus traced this great work from its earliest projection unto its completion. In

collecting information, we have made frequent inquiries, and find that the work has been finished with fewer accidents than usually attend such great undertakings; this must be equally gratifying to the directors and to the public.

We shall now give an account of such objects as we have deemed specially worthy of notice on the line. Some of the seats of the nobility and gentry are opposite a portion of the Railroad which passes through a cutting; it is, however, not the less interesting to the intelligent traveller, to be aware that he is passing through a country which affords scope for such establishments; and as we have made the mile-posts the point from which to direct the attention, there will be no difficulty in imparting the information.

The towns in the vicinity of the Railroad form an important feature in its statistics, as some calculation of the probable success of such undertakings may be made, from a knowledge of their population and employments; as the moral character of a people may in some measure be determined by the number of their churches and institutions; to these, therefore, we have paid particular attention.

THE GRAND JUNCTION,

AND THE

Liverpool and Manchester Railway.

We shall proceed to give the regulations which equally apply to the two Companies, and then the time of starting and regulations peculiar to the Grand Junction Railway Company.

GENERAL REGULATIONS

At the Principal Station, Lime-street, Liverpool.

Coaches and cars with passengers and *heavy luggage* must drive in at the north gateway (nearest London-road), and, having set down their passengers, must depart immediately.

Passengers in coaches and cars, without luggage, or with light packages, which they can conveniently carry through the Booking-offices without the assistance of porters, are requested to set down at the office doors, in Lime-street.

Passengers on foot cannot be admitted through the carriage gateway, and no *omnibus* will be admitted through the gateway, without the special licence of the Directors, and subject to such regulations as they may impose.

TIME OF DEPARTURE.—The gateway and office doors for the admission of passengers will be closed precisely at the several specified times of departure, and no person can be admitted afterwards, for that train.

CARRIAGES AND HORSES.—Gentlemen's carriages, intended to be conveyed by the trains, are required to be in the yard fifteen minutes before the time of departure. Carriage horses, *accompanying* carriages to be conveyed by the trains, will be received at the station in Lime-street. All other horses must be taken up and set down at the Edgehill station, at the top of the New Tunnel. Carriages to be conveyed with the trains, will also be received at the Edge-

hill Station; and both horses and carriages are required to be at the said station ten minutes before the hour of departure from Lime-street.

At the Station at Edge-hill.

The gates of the station at Edge-hill will be closed five minutes after the hours of departure from Lime-street, and no passengers can be admitted to *book* after time; passengers having *previously* taken their places, and producing their tickets, will be admitted till the train departs.

REGULATIONS FOR ARRIVALS.—Persons arriving by any of the trains leave the Lime-street Station by the South gateway, nearest Ranelagh-place, or, till that gateway be completed, by a temporary gateway at the corner of Gloucester-street.

Coaches and cars specially licensed by the Company, and subject to their regulations, will be admitted into the yard *to wait the arrival of the trains*. But no carriage for hire can be admitted, *unless so licensed*; and the owners of coaches and cars, desirous to attend the arrivals, must make application at the Railway Office for a licence for that purpose.

REGULATIONS

Of the Grand Junction Railroad Company.

BOOKING.—There will be no booking places, except at the Company's Offices at the respective stations. Each Booking Ticket for the first class trains is numbered to correspond with the seat taken. The places by the mixed trains are not numbered.

LUGGAGE.—Each passenger's luggage will be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies. No charge for *bonâ fide* luggage belonging to the passenger under 100lbs. weight; above that weight, a charge will be made at the rate of 1d. per lb. for the whole distance. The attention of travellers is requested to the legal notice exhibited at the different stations, respecting the limitation of the Company's liabilities for the loss or damage of luggage.

GENTLEMEN'S CARRIAGES AND HORSES.—Gentlemen's carriages and horses must be at the stations at least a quarter of an hour before the time of departure. A supply of trucks will be kept at all the *principal* stations on the line; but to pre-

vent disappointment, it is recommended that previous notice should be given, when practicable, at the station where they may be required. No charge for landing or embarking carriages or horses on any part of the line.

ROAD STATIONS.—Passengers intending to join the trains at any of the stopping-places, are desired to be in good time, as the train will leave each station as soon as ready, without reference to the time stated in the above table, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally upon there being room on the arrival of the trains, and they will have a preference of seats in the order in which they are booked. All persons are requested to get into and alight from the coaches *invariably on the left side*, as the only certain means of preventing accidents, from trains passing in an opposite direction.

CONDUCTORS, GUARDS, AND PORTERS.—Every train is provided with guards, and a conductor, who is responsible for the order and regularity of the journey. The Company's porters will load and unload the luggage, and put it into or upon any omnibus or other carriage at any of the stations. No fees or gratuities allowed to conductors, guards, porters, or other persons in the service of the Company.

SMOKING, SELLING OF LIQUORS, &c.—No smoking will be allowed in any of the coaches, even with the consent of the passengers. No person will be allowed to sell liquors or eatables of any kind upon the line. The Company earnestly hope that the public will co-operate with them in enforcing this regulation, as it will be the means of removing a cause of delay, and will greatly diminish the chance of accident.

PARCELS.—The charge for parcels, including booking and delivery, will be from 1s. 6d. upwards, according to size and weight.

TRAVELLING TO LONDON, &c.

Arrangements have been made with respectable coach proprietors, by which passengers may secure places in Liverpool and Manchester for London, and other parts south of Birmingham, by coaches, which will await the arrival of the trains at Birmingham; and the delay arising from a change of conveyance in the despatch of parcels is obviated by their being booked throughout, and sent in closed bags.

Every assistance will be given by the Company's officers, to protect the public from the imposition and annoyance in cars and omnibuses attending the trains, some of which have been already excluded for improper conduct.

 TIME OF STARTING.

FROM				ARRIVAL AT			
LIVERPOOL & MANCHESTER.				BIRMINGHAM.			
	H.	M.		H.	M.		
1st Class..	6	30	o'clock A.M.	. . .	11	5	o'clock A.M.
Mixed ...	8	30	" A.M.	. . .	2	0	" P.M.
1st Class..	11	30	" A.M.	. . .	4	5	" P.M.
1st Class ..	2	30	" P.M.	. . .	7	5	" P.M.
Mixed ...	4	30	" P.M.	. . .	10	0	" P.M.
1st Class ..	6	30	" P.M.	. . .	11	5	" P.M.

FROM				ARRIVAL AT			
BIRMINGHAM.				LIVERPOOL & MANCHESTER.			
	H.	M.		H.	M.		
1st Class..	7	0	o'clock A.M.	. . .	11	30	o'clock A.M.
Mixed ...	8	30	" A.M.	. . .	1	45	" P.M.
1st Class..	11	30	" A.M.	. . .	4	0	" P.M.
1st Class ..	2	30	" P.M.	. . .	7	0	" P.M.
Mixed ...	4	30	" P.M.	. . .	9	45	" P.M.
1st Class ..	7	0	" P.M.	. . .	11	30	" P.M.

N.B.—The First-class Trains only take up and set down passengers at the six principal Stations, which are distinguished in the Table by being printed in roman characters.

The Mixed Trains will also take up and set down Passengers *to or from any part of the Grand Junction Railway*, at all the usual stopping places on the Liverpool and Manchester Railway. An allowance is *included* in the above Table of five minutes for *all* the Trains at the *principal* Stations, and of three minutes for *the Mixed Trains*, at the intermediate stopping places.

The First Class Trains will consist of coaches carrying six inside, and of mails carrying four inside, one compartment of which is convertible into a bed-carriage, if required. The Mixed Trains will consist of both First and Second Class coaches, the latter affording complete protection from the weather, and differing only from the First Class in having no lining, cushions, or divisions of the compartments. Both kinds have seats on the roof, for the accommodation of those who prefer riding outside.

FARES

From Liverpool or Manchester to Birmingham, or vice versâ.

First Class Coach, six inside, whether in First Class	£.	s.	d.
or in Mixed Trains	1	1	0
Mail Coach, four inside	1	5	0
Bed-carriage, in Mail Coach	2	0	0
Second Class Coach	0	14	0
Children under Ten Years of Age, half-price.			
Gentlemen's Carriage, four wheels	3	0	0
Ditto ditto two wheels	2	0	0
Passengers, if belonging to and riding in Gentle-			
men's Carriages, each	0	15	0
Servants, ditto ditto, each	0	10	0
Grooms in charge of Horses, each	0	10	0
One Horse	1	10	0
Two Horses	2	10	0
Three Horses	3	10	0
Dogs	0	3	0

A WOLVERHAMPTON TRAIN

Will start daily at the following hours: from Wolverhampton Station to Birmingham at Eight o'clock in the Morning, and from Birmingham to Wolverhampton at Seven o'clock in the Evening.

Fares from Wolverhampton Station to Birmingham.

	Close Carriage.	Open.		Close Carriage.	Open.
To Willenhall....	1s. 0d.	0s. 6d.	To Newton Road ..	2s. 0d.	1s. 0d.
„ James's Bridge	1 6	0 9	„ Perry Bar.....	2 6	1 6
„ Bescot Bridge	1 6	0 9	„ BIRMINGHAM..	2 6	1 6

Fares from Birmingham to Wolverhampton Station.

	Close Carriage.	Open.		Close Carriage.	Open.
To Perry Bar....	1s. 0d.	0s. 6d.	To James's Bridge ..	2s. 0d.	1s. 0d.
„ Newton Road	1 6	0 9	„ Willenhall	2 6	1 6
„ Bescott Bridge	2 0	1 0	„ WOLVERHAMPTON	2 6	1 6

A WARRINGTON TRAIN

Will start daily from Warrington to Liverpool and Manchester at Eight o'clock in the Morning.

ON SUNDAYS,

The four First Class Trains only, with the addition of Second Class Coaches, will start at the same hours as on the week days, but will not take up and set down passengers at any but at the six principal stopping places.

TABLE OF FARES AND DISTANCES FROM LIVERPOOL & MANCHESTER TO BIRMINGHAM,
*Shewing the Time (after starting) occupied in arriving at the several Stations, as also the Distance from each Station
to the various Places lying East of the Line.*

STATIONS.	Distance to Liverpool and Manchester.	Time occupied in arriving from Liverpool and Manchester.		FARES.				Places lying East.	
		Mixed.	1st Class.	2nd Class Coach.		1st Class Coach.	Mail.		Gentlemen's Carriages.
				s.	d.					s.	d.
LIVERPOOL.	Miles.	H. M.	H. M.	s.	d.	s.	d.	£.	s.
MANCHESTER.	14 $\frac{1}{2}$	0	40	3	0	4	0	0	15
NEWTON JUNCTION ..	19 $\frac{1}{2}$	0	55	3	6	5	0		
WARRINGTON	22 $\frac{1}{2}$	1	3	3	6	5	0		
MOORE	25	1	16	3	6	5	0		
PRESTON BROOK	29 $\frac{1}{2}$	1	30	4	0	5	6		
ACTON	31 $\frac{1}{2}$	1	40	4	6	6	0	8	0
HARTFORD	36 $\frac{1}{2}$	1	56	5	6	6	6		
WINSFORD	38 $\frac{1}{2}$	2	2	6	0	7	0		
MINSHULL VERNON ..	42 $\frac{1}{2}$	2	13	6	6	7	0		
COPPENHALL	43 $\frac{1}{2}$	2	23	7	0	9	6		
CREWE	51 $\frac{1}{2}$	2	52	7	6	11	0		
MADELEY	54 $\frac{1}{2}$	3	5	8	0	11	6		
WHITMORE	62 $\frac{1}{2}$	3	28	9	6	13	6		
NORTON BRIDGE	64 $\frac{1}{2}$	3	37	9	6	13	6		
BRIDGEFORD	68 $\frac{1}{2}$	3	45	10	0	14	0		
STAFFORD	73 $\frac{1}{2}$	4	6	11	0	15	6		
PENKRIDGE	76	4	15	11	6	16	6		
SPREAD EAGLE	77 $\frac{1}{2}$	4	19	11	6	16	6		
FOUR ASHES	83 $\frac{1}{2}$	4	36	13	0	19	0	21	0
WOLVERHAMPTON ..	85 $\frac{1}{2}$	4	50	13	0	19	0		
WILLENHALL	87 $\frac{1}{2}$	4	56	13	6	19	6		
JAMES'S BRIDGE	88	4	59	13	6	19	6		
BESCOT BRIDGE	90 $\frac{1}{2}$	5	9	14	0	21	0		
NEWTON ROAD	94	5	19	14	0	21	0		
PERRY BAR	97 $\frac{1}{2}$	5	30	14	0	21	0	24	0
BIRMINGHAM		4	35	14	0	21	0	3	0

Walsall 1 $\frac{1}{2}$ mile.

Uttoxeter 14, Sandon 5, Rugeley 9, Lichfield Cannock 5. [17.

Sandbach 5, Congleton 11, Macclesfield 19. Newcastle 5, Betley 3, Potteries 7. Newcastle 5, Lane-end 9, Trentham 5, Leek 16. Stone 3, Cheadle 14.

Northwich 2, Knutsford 9. Middlewich 2.

Altringham 12.

Shewing the Time (after starting) occupied in arriving at the several Stations, to and from Birmingham, to and from the various Places lying West of the Line.

STATIONS.	Distance to Birmingham	Time occupied in arriving after starting from Birmingham.		FARES.						Places lying West.		
		1st Cl.		2nd Class Coach.		1st Class Coach.		Mail.	Gentlemen's Carriages.			
		H. M.	Mixed.	s.	d.	s.	d.				s.	d.
BIRMINGHAM.	Miles.											
PERRY BAR	34	0 8		1 0	6	1 6						Hands worth 1 mile.
NEWTON ROAD.....	6½	0 20		1 0	6	1 6						West Bromwich 2.
BESCOT BRIDGE.....	94	0 30		1 6	0	2 0						Wednesbury 1, Dudley 5½.
JAMES'S BRIDGE.....	10	0 33		1 6	0	2 0						Darlaston ¾.
WILLENHALL.....	11½	0 46		2 0	6	2 6						Bilston 1½.
WOLVERHAMPTON..	14	0 56	0 40	2 6	0	3 0	3 6	0	10			Chifhall 14, B'north 14, Town of W ^m 1.
FOUR ASHES.....	19¾	1 13		3 0	0	4 0						Brewood 2.
SPREAD EAGLE	21¼	1 17		3 0	0	4 0						Newport 12.
PENKRIDGE	23¾	1 40		3 6	6	5 6						Eccleshall 2½.
STAFFORD	29	1 43	1 15	4 0	6	6 0	6 0					Market Drayton 10.
BRIDGEFORD.....	32½	1 57		4 6	6	6 0						Moore 2¾.
NORTON BRIDGE.....	34¾	2 9		5 0	6	6 6						Nantwich 4.
WHITMORE	43	2 29	1 55	6 6	6	9 0	11 0					Tarporley 8, Chester 16.
MADELEY	45¾	2 41	2 24	7 0	0	9 6	13 6					Frodsham 3, Chester 13.
CREWE.....	53¾	2 59		8 0	6	12 0	16 6					Runcorn 4.
COPPENHALL.....	55	3 10		8 6	6	13 0						
MINSHULL VERNON..	58½	3 18		9 0	0	13 0						
WINSFORD	61	3 27		9 0	6	13 6						
HARTFORD	65½	3 37	2 59	9 6	6	14 0						
ACTON	68	3 48		10 0	6	15 0						
PRESTON BROOK.....	72¼	4 1		10 6	6	15 6						
MOORE	74¾	4 6		11 0	6	16 6						
WARRINGTON	77¼	4 14	3 34	11 6	6	18 0	19 6					
NEWTON JUNCTION..	82½	4 32		12 6	6	21 0						
MANCHESTER.....	97¼	5 15	4 30	14 0	0	24 0	24 0					
LIVERPOOL	97¼	5 15	4 30	14 0	0	21 0	24 0					

JOURNEY, &c. &c.

The traveller, having taken his place in the Grand Junction Carriages at the Station at Lime-street, will immediately proceed through the Great Tunnel, which was opened in August, 1836. It is 2,230 yards long, 17 feet high, and 25 feet wide, and cost one hundred and fifty thousand pounds; the carriages are drawn up by means of a stationary engine at Edge-hill; the steam to supply this engine is furnished by boilers situated at a considerable distance, viz. at the area from whence the locomotive engines formerly started. This communication and its machinery are well worthy of the traveller's notice, if he has time to examine them. (See *Liverpool and Manchester Railway Companion*.)

Emerging from the tunnel, we arrive at the Edge-hill station, at which is the stationary engine before-mentioned.

As it is not our object to give a minute account of the Railroad from Liverpool to Manchester, we shall just give a rapid sketch of it, referring our readers to the "*Liverpool and Manchester Railway Companion*," for more detailed information respecting the road, seats, villas, &c.; and at the end of the book we shall give a Guide to Liverpool, Manchester, and Birmingham, as stated in our Prospectus.

Immediately after the trains leave the Edge-hill station (at which place the locomotive engine is attached), two lines of rails will be observed

turning to the right; they lead to the Crown-street station, situated at the end of the small tunnel, now, we believe, used principally for coals, and to the large tunnel which communicates with the Company's warehouses at Wapping. The tunnel through which the trains with merchandise pass, is 2,250 yards in length, 22 feet wide, and about 16 high, and rises 1 in 48. The small one parallel to it, formerly used by the carriage trains from Liverpool, is 291 yards long, 15 feet high, and 12 wide; it has an inclination of half an inch to the yard. In the area, at the head of these tunnels, are the stationary engines, employed to draw the waggons up the large one and down the smaller, the former being an inclined plane downwards, the other upwards; here also are the boilers which supply the steam to the engine at the Edge-hill station. A little further on we arrive at the

WAVERTREE-LANE STATION,

which is $1\frac{3}{4}$ miles from Liverpool; the seat on the left is the residence of Charles Lawrence, Esq.; shortly after, the carriages pass through the

OLIVE MOUNT EXCAVATION.

This is cut through the solid rock, and is in some places 70 feet below the fields above. Here is an inclined plane, the declination of which is about four feet in the mile, and causes a decided acceleration of speed. The next place we arrive at is the

BROAD GREEN STATION,

which is little more than $3\frac{1}{2}$ miles from Liverpool.

A little further on is the BROAD GREEN EMBANKMENT, which is near two miles in length, and in some places 50 feet above the valley; from hence may be seen many seats of the nobility and gentry.* The view here is worthy of the traveller's attention. After having crossed this embankment, we arrive successively at the ROBY-LANE and HUYNTON STATIONS. The latter is $5\frac{3}{4}$ miles from Liverpool. Proceeding for one mile further, the Whiston inclined plane commences; at the foot of which is a stationary engine to assist the trains when necessary. This acclivity rises eighty-two feet in one mile-and-a-half, and very sensibly decreases the speed of the ascending, and of course accelerates that of the descending carriages. Having arrived at the summit of the incline, we proceed along the Rainhill Level for about two miles, and then descend the Sutton incline, which is very quickly perceived by the increased velocity of the carriages. (It was at the Rainhill Level that the engines, with their tenders, contended for the prize of £500, which was gained by Mr.

* Every information respecting this Railroad to Manchester, including the charges from every station, are in the Author's other work, "The Liverpool and Manchester Railway Companion," which could not be inserted here without much enlarging the book. Those who wish for that information, can purchase it separately at Mr. LACEY'S, 64, Bold-street, Liverpool; Wrightson & Webb's, New-street, Birmingham; and at the principal Booksellers in Manchester; price 1s.

Stephenson's engine, the Rocket.*) We now pass under an iron bridge of two arches, over which passes the Railway from St. Helens to Runcorn Gap; the engine-house, for the assistant engine, is on the right, at the bottom of the incline; the railroad to the left is the St. Helens Junction Line, and close to it is the

ST. HELENS JUNCTION STATION.

We now proceed across Parr Moss. The township in which it is situated was formerly the property of the family of Catherine Parr, wife of Henry VIII. The

COLLIN'S GREEN STATION

is the next we arrive at; and shortly after cross the Sankey Embankment. Burton Wood is on the right: Newton Race-course is on the left, and may be discovered by the Grand Stand, which from hence is a conspicuous object. The Sankey Embankment, over which the traveller has been passing since he left the post marked $13\frac{1}{2}$ miles, is the heaviest on the line, being, in some places, 70 feet above the level of the canal. The viaduct is built on piles; the road is 25 feet wide, and is supported by 9 arches of 50 feet span; the work cost £45,000. We now arrive at the Sankey Viaduct; it is an object well worthy of the traveller's attention. The Sankey Canal flows beneath it; this canal was the first ever cut in England.

* For the further particulars, see "Liverpool and Manchester Railroad Companion."

A quarter of a mile further on, we shall arrive at

THE NEWTON JUNCTION STATION.

If the reader is occupied in tracing the progress of the carriages, he had better turn to page 28, on which commences the GRAND JUNCTION LINE. In the mean time, as it is possible the carriages may stop here, we shall give a hasty glance along the road to Manchester.

Proceeding towards Manchester, then, we cross the Sandymain's Embankment, and arrive at Newton Bridge. The railroad here is at an elevation of 40 feet from the road below; the bridge which carries it across this valley has 4 arches, each of 30 feet span. After passing this, we arrive at

THE NEWTON BRIDGE STATION,

distant from Liverpool 16 miles, from Manchester rather more. We shall notice the extinct borough of Newton when we return to the Newton Junction Station, as it is not a part of our present plan to notice the towns on the Liverpool and Manchester line. At the above station is the Newton Hotel and Post Office. Half a mile further on is

PARK-SIDE STATION.

This station will always be deemed worthy of attention, as here the late Mr. Huskisson received the dreadful injury which terminated in his death.

Opposite the site of the accident a white marble slab is let into the wall, and on it the event is recorded. A quarter of a mile further on we must direct the reader's attention to what has hitherto been called the Wigan Junction Railway. There is no station here; passengers going to Wigan get into the carriages at Parkside. This branch railway will shortly become of vast importance: it will be the grand connecting line between the Grand Junction Line and the North; the works are nearly complete as far as Preston, and we expect that next year the line will be opened to Lancaster. We now enter the Great Kenyon Excavation, and proceeding along a slightly inclined plane, we soon pass the

BOLTON JUNCTION STATION,

which is only remarkable as being near to Culcheth, in which township, we are informed, one of our Saxon kings held a council. Across Brossley Embankment we are quickly conveyed to

BURY LANE STATION.

which brings us within 11 miles of Manchester; and half a mile further we enter the dreary waste of Chat Moss. Some attempts at cultivation will be perceived—successful or not in point of profit, time will tell. The road across the Moss is perfectly safe, although, at one time, it was deemed scarcely possible to make it sound. After passing over the Moss for three miles and a half, the traveller will reach the BARTON MOSS STATION; and $2\frac{1}{2}$ miles further, the

PATRICROFT STATION,

which is not quite $5\frac{1}{2}$ miles from Manchester.

The next STATION is that of ECCLES, $4\frac{1}{2}$ miles from Manchester. To the right is the village of Eccles, unexpectedly immortalised in history as the place where Mr. Huskisson breathed his last. To this place he was conveyed in a carriage drawn by the Northumbrian, and the house of the Rev. Mr. Blackburn, vicar of Eccles, was the scene of his last agonies; after his decease his remains were conveyed to Liverpool, and buried in St. James' Cemetery, where a splendid monument has been erected to his memory.

CROSS LANE BRIDGE STATION

is the next we come to, and is $2\frac{1}{2}$ miles from Manchester. From hence a few minutes more will bear us across the Irwell into the Company's yard at Manchester.

For an account of MANCHESTER, LIVERPOOL, and BIRMINGHAM, see end of book.

We shall now return to the NEWTON JUNCTION STATION, where we left our readers some minutes since; and here we must inform them that the mile-posts (from which we shall direct their attention to various objects) are on their right hand, as they proceed to Birmingham, and that, although the Grand Junction Line in fact commences here, the posts are numbered from Liverpool, or, if they are not yet, they shortly will be: eventually there will also be posts on the other side, numbering from Birmingham.

GRAND JUNCTION RAILWAY.

Before starting on our journey, it will be well to give an explanation of the various abbreviations used in the Work; and also a few preliminary observations.

P. R.—Parliamentary return of livings amounting to not more than £150 per year. If not mentioned in this return, the living is estimated at more than that annual sum.

C. V.—Certified value of chapelries—from the same source.

K. B.—The amount at which the living is valued at in the King's Books.

Dis.—Discharged from the payment of first-fruits.

Pop.—Population.

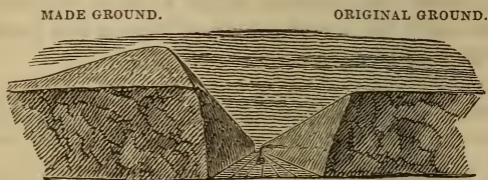
To.—Town.

Pa.—Parish.

An. As. Val.—Annual value of the real property assessed in April, 1815.

Our readers will observe, that the embankments on the Grand Junction Line are thirty feet wide at the level of the rails, and that the slope towards the base is at the least in the ratio of $1\frac{1}{2}$ foot perpendicular to one foot horizontal; in some cases it is as 2 to 1; and that the inclination of the excavations are the same. The enormous labour that is expended upon these works may be imagined when we state, that in the present undertaking five millions five hundred thousand cubic yards of earth and rock have been cut and removed. It will easily be imagined that the embankments would not consume half this material; when an overplus was

obtained, the soil was carefully removed from the adjoining land, then the ballast from the excavation was laid on the land in the following shape—



the steep portion of the figure being towards the excavation. The soil which had previously been removed, was then spread over this ballast, and instances have been in which this surface has produced crops the same year as it was laid down.

We shall endeavour to convey to our readers an idea of the importance of this Junction; and in attempting it, we cannot do better than adopt the words of the Directors, as expressed in their circular.

“The Grand Junction Railway is $82\frac{1}{2}$ miles in length; it commences in Curzon-street, Birmingham, at a station adjoining that of the London and Birmingham Railway, and passing by or near Wednesbury, Walsall, Dudley, Bilston, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, the Potteries, Nantwich, Sandbach, Middlewich, Northwich, Preston Brook, Frodsham, Runcorn, and Warrington, terminates at Newton, on the Liverpool and Manchester Railway, by which it commu-

nicates with Liverpool and Manchester; the distance from Birmingham to those places respectively, being $97\frac{1}{4}$ miles.”

“The Grand Junction Railway also forms an important link in the great chain of railway communication from London to Lancaster, a distance of 237 miles; the whole of which, with the exception of 22 miles at the northern extremity, is expected to be completed in the course of next year.”

In conformity with our plan, we shall give an account of each place lying east and west of the line, to which the directors in their circular have directed attention, and whenever we think an omission of importance has been made, we shall notice it.*

For old acquaintance sake, we shall bestow a few words on the extinct borough of

NEWTON, commonly designated by topographers, “*Newton-in-Mackerfield*;” it is a borough by proscription, and chapelry, in the parish of Winwick, and the hundred of West Derby. It has a population of about 1,643, and the actual value of real property assessed in 1815, was £6,302. Its fairs are held Feb. 12, May 17, July 15, and every Monday fortnight for cattle and sheep, and on Aug. 12, for horses,

* If the reader is desirous of leaving for the present the description of the towns, to trace the road as the carriages proceed, he will notice that the portion of the book in which the Railroad is described is printed within rules, with the distances marked on each side; with this mark he can easily confine his attention to the Line, and what may be seen near it. (See pages 29 and 36.)

horned cattle, and toys. The living is a curacy in the archdeaconry and diocese of Chester; C. V. £18 9s. The chapel is dedicated to St. Peter: patron, Thomas Legh, Esq.

Newton belonged to the crown in the time of Edward the Confessor, and, until disfranchised by the Reform Bill, had returned two members to Parliament ever since the first year of Elizabeth (1558). It is a singular fact that a place so long noted for political fervour, should never have had a contested election against the manorial interest until 1797. The right of election was vested in the free burgesses, whose number was about thirty-six. It has a Free School which is endowed, and a Sunday School which is well attended. This little place has many ancient houses, and if the traveller is inclined to stop at the Newton Hotel, it contains much that would contribute to his amusement. *For Races, see Index.*

From Birmingham.

From L'pool & Manch'r.

NEWTON JUNCTION STATION.* †

	Miles.	2nd Class.
From Liverpool and Manchester	14 $\frac{3}{4}$	2s. 6d.
From Birmingham	8 $\frac{1}{2}$	12s. 6d.

Two hundred yards after leaving the Station, is a line of railroad turning off

* There are only six Stations at which the First Class Carriages stop in the journey; these are distinguished by type of a different character from the rest, and by the charge for First Class Carriages being placed, in addition to the charge for the Second Class Carriages. Where these distinctions are wanting, it is only a *Second Class Station*.

† To Manchester and Liverpool, see page 22.

From Birmingham.

From L'pool & Manch'r.

to the left; this is the line from Manchester to Birmingham; and for about the same distance the carriages travel along a perfect level, but here they begin to descend a plane. At the 15 $\frac{1}{4}$ mile-post, an excavation, the first on the Grand Junction Line, commences. We continue to descend what may perhaps be properly called the Bradley Incline, as the village of Bradley lies to the left; this is the steepest that the locomotive engines travel on during the whole journey. It is rather more than three quarters of a mile in length, and has a descent of one inch in 85; at the post marked 15 $\frac{1}{2}$, the steep ends, and a gentle declivity of 1 inch in 476, succeeds, which, with but little alteration, continues to Warrington; opposite this post the Bradley excavation ends, and a slight embankment commences. To the left is the Vulcan Foundry, a red brick building; a great many locomotive engines are here made: the adjoining house belongs to the proprietor of the foundry; and, a little further on, opposite the 15 $\frac{3}{4}$ post, are a number of cottages, built of red brick, which are principally, if not wholly, occupied by the families of the foundry people.

82 15 $\frac{1}{4}$

81 $\frac{3}{4}$ 15 $\frac{1}{2}$

81 $\frac{1}{2}$ 15 $\frac{3}{4}$

81 $\frac{1}{4}$ 16
The country here is a flat valley, richly wooded; opposite this post, to the

From Birmingham.

From L'pool & Manchester.

right, the Sankey Canal flows parallel with the road; on a fine day, the flats (a class of vessel adapted to this navigation, of from 40 to 80 tons burden) may be seen bearing their burden of merchandise to and from the commercial metropolis of the kingdom, and, with their large red sails, adding much to the picturesque appearance of the scene. On the left, about a mile from the railroad, is

80 $\frac{3}{4}$ 16 $\frac{1}{2}$

WINWICK, which, though now in appearance but an insignificant township, was formerly a British city, known by the appellation of Cair Guintguic. Winwick is remarkable as being one of the, if not the, richest living in England. It is a rectory, in the Archdeaconry of Chester, valued in the K. B. at £102 9s. 9 $\frac{1}{2}$ d; patron, the Earl of Derby. The Church is dedicated to St. Oswald, and is said to be coeval with the establishment of Christianity in Britain. This was the favourite place of residence of Oswald, King of Northumberland, and here it is supposed he was slain by Penda, King of Mercia. A little to the north of Winwick, is Red Bank, the scene of an obstinately contested battle between a detachment of Cromwell's army and a party of Highlanders who had escaped from Preston, under the Duke of Ha-

From Birmingham.

From L'pool & Manch'r.

milton. A dreadful slaughter of the
 latter ensued, and many of the prisoners
 were hanged in a field hard by, which
 still bears the name of Gallows Croft.
 The population of the township is 603;
 of the parish, near 18,000. The annual
 value of assessment in 1815 was £4,291.
 Winwick has an endowed Grammar
 School, founded by Gwalter Legh, Esq.,
 about the middle of the 16th century.
 Winwick Hall is close by the church,
 which may be best seen from this post

80 $\frac{1}{4}$ (17th mile); the trees to the left are in 17
 Winwick Park. When winter has

thinned the foliage, the spire of the
 venerable church may be plainly seen.
 A little past here (17 $\frac{1}{2}$), the Sankey
 Canal turns to the right, towards RUN-
 CORN GAP, at which place it enters
 the river Mersey, about 18 miles above
 Liverpool.

79 $\frac{3}{4}$ 17 $\frac{1}{2}$

79 Here ends the Bradley Embankment. 18 $\frac{1}{4}$

78 $\frac{3}{4}$ One hundred yards past here, a single 18 $\frac{1}{2}$
 line of rails turn off to the left, towards

the town of Warrington. Here are
 various works connected with the rail-
 way carriages. One mile further on, is
 a bridge across the Line, over which
 passes the London road; and just
 through the bridge is the

WARRINGTON STATION.

	Miles.	1st Class.	2nd Class.
Distant from L'pool & Manchester	19 $\frac{1}{2}$	4s. 0d.	3s. 0d.
Distant from Birmingham	77 $\frac{3}{4}$	16s. 6d.	11s. 6d.

From this Station, Runcorn lies 4 miles west; Altrincham, 12 miles east. Except, however, he is travelling by a first class train, we should advise the traveller who is desirous to go to Runcorn, to alight at the Moore Station.

We shall now proceed to give a short account of

WARRINGTON.* It is a market town and parish, in the hundred of West Derby; the population of the parish is 19,155; of the town, 16,018. An. Ass. Val. £29,069. Its principal manufactures are, cottons, sail-cloth, hardwares, files, pins, and glass. Its public buildings are, a town-hall, market-hall, and cloth-hall. It has assembly-rooms, a theatre, gas-works, and a dispensary. Its markets are on Wednesday and Saturday; it has two fairs, for horses, horned cattle, and cloth, viz., on July 18 and November 30 (St. Andrew's), and a fair every Wednesday fortnight for cattle. Mr. Whittaker asserts, that it was formerly a Roman station, but as the ancient name of the town was

* As the traveller may be desirous of tracing the route of the carriages as he passes on his journey, we shall direct him for the future to the continuation of the Line itself, whenever we break off to describe places; for example, thus, on this occasion, (LINE continued, page 35,) means that the description of the Line, and whatever may be seen from it, is resumed on page 35.

Walingtune, it completely destroys his theory. It appears probable that the present name was a corruption of the Saxon appellation Wœring and Tun, signifying a fortified town. Leaving the antiquarians to settle these points, we proceed to give a short sketch of the place. It is situated on the Mersey, over which a bridge was erected in the time of Henry VII. (1496) by the first Earl of Derby, to facilitate the progress of the king, who was about to visit Latham House; this bridge, after being many times repaired, was pulled down in 1812, and its successor is about to share the same fate, a handsome stone bridge having been just finished; one every way worthy of the importance of the town. In the time of the Civil Wars, this was frequently the scene of obstinate conflicts, occasioned perhaps by there being no other bridge nearer than Burton-upon-Irwell. In 1643, the town was twice taken by storm by the Parliamentary forces. In 1648, the Scottish army, under the Duke of Hamilton, here made a stand; General Lambert also here repulsed the Scottish army under the young king (Charles II.); and last, in 1745, it was found necessary to break down the middle arches of the bridge, to check the progress of the Rebels. The livings are, a rectory and two canons, in the archdeaconry and diocese of Chester. C. V. rectory, £40, patron Lord Lifford; the curacy of St. Paul, patron the rector (not in charge); that of the Holy Trinity, certified value, £17 10s.; An. Val., P. R. £106; patron, Thomas Leigh, Esq. The church, dedi-

cated to St. Elphin, or Helen, is a handsome building, built of red free-stone, probably of Saxon origin, and contains some very curious old monuments; two ancient chapels remain, in one of which are some modern monuments of the Pattern family; in the other, the magnificent tomb of Sir Thomas Boteler and his lady; the former was murdered in his mansion, Bewsey Hall. Here are places of worship for most classes of Dissenters, and one Roman Catholic chapel. The schools are numerous, among which are pre-eminent, the Free-school, founded and endowed in 1526, by one of the Boteler family; and the Blue Coat School, which is a flourishing institution, and richly endowed for the education of 150 boys and 40 girls. There are many charitable institutions in the town. Warrington was the birth-place of Dr. Percival, founder of the Literary and Philosophical Society at Manchester; of Litherland, the inventor of the patent lever watch; of Mrs. Leland, who died in 1593, at the age of 140; and here the Right Hon. George Tierney received his education; and its neighbourhood gave birth to John Blackburne, who so successfully cultivated the Cotton-tree, and who was the second person who brought the Pine-apple to perfection in England. Warrington gives the title of Earl, in addition to Stamford, to the Grey family.

RUNCORN—named by the Saxons *Rornicofan*, is situated on the banks of the Mersey, 18 miles from Liverpool. Since the completion of the Duke of Bridgewater's navigation, the

town has assumed an importance which it never before possessed. It is now a place of resort for salt water bathing, and its quarries of freestone employ a number of people. Population of parish, 10,326; of town, 5,035. Its church, dedicated to St. Bartholomew, is a very ancient structure, partly in the early and partly in the later style of English architecture; the living is a vicarage in the archdeaconry and diocese of Chester, K. B., £10. 4s. 2d. per year; patron, Christ Church, Oxford. Runcorn had once to boast of its castle, built by the renowned Ethelfleda, daughter of Alfred the Great, and widow of Ethelred, Earl of Mercia, some traces of which are still visible by the river-side, about 300 yards below the Church. This fortress commanded the passage from the kingdom of Mercia to that of Northumberland.

ALTRINGHAM, is a neat market town in the county of Chester, parish of Bowden, and hundred of Bucklow; it is 12 miles east of the Railroad. Pop. 2,708. An. As. Val. £4,547. Although it possesses several factories of yarn, cotton, and worsted, the greater proportion of its population are engaged in agricultural pursuits. The Duke of Bridgewater's canal passes the town. It has a market on Tuesday, and fairs, April 29, August 5, and November 22, for cattle and drapery. The living is a perpetual curacy, not in charge, it being a chapelry to Bowden; An. Val. P. R. £102.

From Birmingham.

From L'pool & Manch'r.

77 $\frac{3}{4}$ We take our departure from the 19 $\frac{1}{2}$

WARRINGTON STATION, and enter upon the ARPLEY EMBANKMENT, which is nearly two miles long, and, in some places, from 16 to 18 feet above the fields. The road passes over five bridges, besides the viaduct, in crossing this Embankment. The ascent of the road for the next mile is one inch in 500; then for 2 $\frac{1}{2}$ miles, nearly to the mile post (23rd mile), the ascent is scarcely perceptible, being but one in

77 $\frac{1}{2}$

3474. Looking to the westward, the high chimneys at Runcorn, and Halton Castle, may be plainly seen. The view from the ruins of this ancient fortress, which was demolished in the civil wars, is very extensive; we have not space to describe it, but if our readers are about to sojourn for any time at Liverpool, we would recommend them to take the steam boat to Runcorn, and promise them much gratification in a visit to the castle and neighbourhood. To the left is Latchford; the spire of its church may be plainly seen; and looking back, the traveller will now have a view of Bank Hall, the seat of Wilson Patten, Esq., the member for North Lancashire. Looking forward, the Hill Cliff quarry, from whence the stone was obtained for the formation of the bridges and viaducts, is to the south-east. Tradition

19 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

asserts that the celebrated Nixon prophesied, that when these rocks visited Vale Royal, the family of Cholmondely would have attained its zenith, and much more which this deponent sayeth not.

77 $\frac{1}{4}$ About forty yards before we come to this post ($20\frac{1}{2}$), the Railroad passes into Cheshire, by crossing the Warrington Viaduct, which has twelve arches, viz., nine land arches of 16 feet span, and 28 feet high from the level of the water; 2 river arches of 75 feet span, and 34 feet high, and one canal arch of 23 feet high from the same level. The river Mersey and the Mersey and Irwell Canal here flow under the road. The Viaduct has a very handsome stone parapet. To the left is Walton Inferior; a little more to the south east is Walton Superior. About 30 yards before this post, we enter the Moore Excavation, which is near one mile and a half in length, and is crossed by five handsome bridges, the first and last of which are built on the skew principle. We now arrive at the

MOORE STATION,

	Miles.	2nd Class.
Distant from Liverpool and Manchester	} 22 $\frac{1}{2}$ . . .	. . . 3s. 6d.
Distant from Birmingham..			74$\frac{3}{4}$ . . .	11s. 0d.

MOORE is a small township in the parish of Runcorn; it lies a little to the

From Birmingham.

From L'pool & Manch'r.

east of the line, and its population is 243, principally agriculturists. (LINE continued page 42.)

From this station Frodsham is three, Chester thirteen miles to the westward. We shall notice these places here, because the Railroad Circular places them as easiest of access from this Station, though we should certainly have chosen Preston Brook as the most eligible point from which to proceed to either.

FRODSHAM is a market town, parish, and township, in the hundred of Eddisbury. The population of the parish and town is 5,547, of the town 1,746; An. As. Val. £,5780. It is pleasantly situated on an eminence under the hills, which form the northern extremity of Delamere Forest, at the confluence of the Weaver and Mersey. It has an ancient church, dedicated to St. Lawrence, which stands on an eminence above the town; the living is a vicarage, in the archdeaconry and diocese of Chester, C. V. £23 13s. 11½d.; patron, Christ Church, Oxford.

Here is a well endowed free school, and a house for the master, on the summit of which is an observatory. This, like many of the towns in this county, formerly had a castle, which was given by Edward the First to David Llewellyn, who afterwards broke his alliance with that monarch, and put one of

his garrisons to the sword. He was afterwards taken, and was the first person who was executed as a traitor, according to the law in use a few years back, but which piece of barbarism will, we trust, never more be exhibited before a civilized people. The castle was destroyed by fire in 1642. About a mile east of the town are some salt works, which, with the cotton manufacture, employ a great many of the inhabitants.

CHESTER is a city and county in itself. It is situated on a rocky eminence above the river Dee, which half encircles the walls. Population of city 21,363. It has a considerable maritime trade with Wales and Ireland, Spain, Portugal, and the Baltic; but the continual shifting of the bed of the river will ever prevent its port becoming of much importance. Its exports are copper, cast iron, coal, lead, calamine, and large quantities of cheese. It has large iron foundries, snuff mills, and some considerable ship building establishments: its principal manufacture is gloves. It has markets every Wednesday and Saturday; fairs on the last Thursday in February and April; on July 5 to 10, October 10 to 15, for cattle, Irish linen, woollen cloths, hardware, hops, drapery, and Manchester goods. The markets are well supplied, and there is now a good market-place.

The diocese of Chester includes 256 parishes, and the city is divided into nine, viz. St. Bridget's, a rectory, not in charge, P. R. £100; St. Martin's, a rectory, not in charge, £70; St. Peter's, dis-

curacy, K. B. £6 13s. 6d., P. R. £82 18s. 4d.; St. Olave, curacy, not in charge, P. R. £54; St. Michaels, curacy, not in charge, P. R. £90; the patron of these livings is the Bishop of Chester; the Holy Trinity, a dis-rectory, valued in K. B. £8 15s. 5d., patron, the Earl of Derby; St. Oswald, dis-vicarage, K. B. £8 18s. 4d., united with the curacy of Bruen, of the certified value of £41 0s. 2d., in the gift of the dean and chapter; St. Mary's-on-the-Hill, a rectory, K. B. £52, in the gift of Earl Grosvenor; St. John's-the-Little, a curacy, not in charge, patrons, the corporation. The church of St. John contains some fine specimens of Saxon architecture. In the city are places of worship for all sects of Dissenters; for Quakers, Roman Catholics, &c. &c.

We have not space to trace its early history; suffice it to say, that from the frequent discoveries made of coins, inscriptions, sculptured figures, altars, statues, and hypocausts, it is evident that it was a Roman station; in addition to which, the buildings of the city are disposed in the form of a Roman camp, consisting principally of four streets, running to the cardinal points from a common centre. There is very much which is worthy of notice in this ancient city. The streets have evidently been excavated from the rock, which circumstance has induced a singular construction of the houses. On a level with the streets are low shops, apparently wholesale warehouses, and above them are balustraded galleries, which have a most

singular appearance to strangers, who with difficulty can persuade themselves they are not up one pair of stairs in the house; in these galleries are, however, the shops of most of the light and fashionable businesses. The wall, which surrounds the city, is not the least remarkable object; it forms a pleasant promenade, and from it may be seen Rowton Moor, the site of that disastrous battle which Charles the First witnessed from one of the towers.

Of the ancient castle, said to have been erected by William the Conqueror, only a small portion remains; the modern one is, perhaps, the finest edifice in the city; the grand entrance is formed on the model of the Acropolis at Athens. It contains an Armoury, Barracks, Court of Justice, Offices of the Palatinate, County Jail, and Shire Hall.

The Cathedral is a spacious and irregular pile, formed of red stone; this was originally a nunnery, founded by Walpherus, king of Mercia, for his daughter, St. Werburgh, to whom it was dedicated. It subsequently became the abbey church of a monastery of Benedictines. At the dissolution of the monastery, Henry VIII. endowed the cathedral, for the maintenance of a dean, six prebendaries, six minor canons, and other officers. We have not space to comment on the interior; the reader must see it, and it will amply repay the trouble of a visit; it contains some of the finest specimens of Gothic architecture in the kingdom. St. John's Church; a Roman hypocaust and sudatory, with

a beautiful altar inscribed to Esculapius, and a new bridge across the Dee, are well worthy of the stranger's attention. Besides the public buildings above mentioned, there is an infirmary, an Exchange, a Commercial-hall, in which is the Concert-room and City Courts of Justice; two Public Libraries, a Theatre, and a Commercial News-room. The corporation of Chester consists of a Mayor, Recorder, 2 Sheriffs, 24 Aldermen, and 40 Common Councilmen. The city returns two members to parliament; electors, about 1800, consisting of the old constituency of resident freemen and £10 householders; the Sheriffs are returning officers.

The public charities are very numerous, and include a Blue-coat School, a Diocesan School, an Infirmary, and several Almshouses. We regret that we are not able to devote more space to this interesting city.—(*For Races, see Index.*)

From Birmingham

From L'pool & Manch'r.

74 $\frac{1}{4}$ Proceeding through the Moore excavation, we leave to the left Moore Hall, the seat of General Hearon, and "The Elms," occupied by William Stubbs, Esq., and, just before the 23 mile-post, 23 we enter on the Moore Embankment; it is nearly a mile and a quarter long, and in some places 16 feet above the fields; in crossing this embankment, the railroad passes over three bridges, and rises about 1 inch in 510, which continues unto the post marked (24 $\frac{1}{2}$), when a steep inclination of 1 in 100,

From Birmingham.

From L'pool & Manch'r.

which is half a mile in length, is succeeded by a continuation of the acclivity, but reduced to 1 in 180, which brings us to the level, just before we arrive at the $25\frac{3}{4}$ mile-post.

73 $\frac{3}{4}$ The country here is worthy of attention: to the left may be seen Daresbury Wood, or Daresbury Firs, the tower of Daresbury Church; and Daresbury Hall, the seat of Mr. Chadwick; to the right is Norton Priory, surrounded by thick woods, the property of Sir Richard Brooke. This modern mansion occupies the scite of the former religious edifice; four of the ancient vaults of the priory, and the ornamental door-way, are preserved in the present erection. In 1643, Norton Priory was besieged by a party of royalists, who were beaten off by the family with considerable loss. This extensive vale is bounded to the west by gently swelling hills, luxuriant in wood and verdure.

72 $\frac{3}{4}$ Here is a neat lodge on the right, in which the person who takes care of the gates resides. The gate to the right opens on the road leading to Norton; that on the left, to the Daresbury road. At about 60 yards further, we enter the great cutting at Preston Brook; it is about a mile and three quarters in length, and in some places 45 feet deep; and in it is one bridge, an aqueduct, and

From Birmingham.

From L'pool & Manch'r.

a small tunnel of about 100 yards in length; opposite this post, to the left, is the village of

PRESTON BROOK; it is a small township in the parish of Runcorn, and hundred of Bucklow, with a population of 461; An. As. Val. £3,164. The Grand Trunk Canal here forms a junction with the Duke of Bridgewater's. 200 yards past the post, the railroad passes under the Duke of Bridgewater's Canal, which is supported by an aqueduct of two arches.

It is probable the traveller will here observe that strong plankings are placed between the rails, as also through the western arch of the viaduct; this is a substitute for a bridge, which could not very well have been erected here. A considerable stream of water runs under the railroad, the course of which may be traced by the planking, which is laid down to sustain and keep the rails in their places. Just through the bridge is

PRESTON BROOK STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	25	3s. 6d.
From Birmingham	72 $\frac{1}{4}$	10s. 6d.

71 $\frac{1}{2}$

Just before this post, we arrive at the small tunnel; this was resorted to on account of the great value of the land and the buildings upon it; if the

24 $\frac{1}{2}$ 25 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

idea had occurred at an earlier period of the work, it would probably have been of much greater extent. The

71 $\frac{1}{4}$ Trent and Mersey Canal flows parallel 26
with, and close to the east side of the road. We here pass through Bird's Wood, an extensive fox cover; this cutting will add greatly to the safety of the ancient family of foxes, although a sad foil to the amusement of the squirearchy. The road is here a perfect level for about a quarter of a mile; it then has a descent of 1 in 330, for little

70 $\frac{3}{4}$ more than a mile; at the 26 $\frac{1}{2}$ post, the 26 $\frac{1}{2}$
Dutton Embankment carries us across Dutton Bottoms; to the right, opposite here, is Aston Hall, the seat of — Aston Esq.; a little further on, the road crosses a bridge, and to the left may be discerned the village of Dutton; a slight cutting (over which is a handsome skew bridge) brings us in view of

DUTTON VIADUCT,

which carries the railroad across the valley of the Weaver. This magnificent work cost about £50,000. It consists of twenty arches, each of 65 feet span. The road is 27 $\frac{1}{2}$ feet wide, and is 65 feet above the level of the Weaver and Canal, which passes under it. It was found necessary to drive piles in some places, to form a foundation for the

From Birmingham.

From L'pool & Manch'r.

piers; but for the most part they are built on a fine solid ground.

We cannot pass this work without being struck with wonder at the mighty energies of man. We glory in being a portion of that nation which has produced this and other works equally astonishing—works not executed under the spirit-stirring influence of war, or carried on by the unwearying spirit of national enmity; but works contrived for the benefit of our fellow-creatures—which, in their moral influence, must affect the happiness and comfort of millions yet unborn. From the centre of the viaduct is a view, which is an extraordinary auxiliary to the effect produced on the mind by the contemplation of this stupendous work. To the westward is a thickly-wooded dell, with the Weaver and the Canal, like twin waters, gracefully wending their way in close contact. To the eastward is the most diversified and brilliant scenery that such a space could contain. The falls of the Weaver are just before us, and send up a murmuring sound (the music of silence) which, aided by the pictorial scene, cannot fail to produce that exquisite feeling of peace which the contemplation of nature, in her beauty and holiness, alone can impart.

In directing attention to this lovely

From Birmingham.

From L'pool & Manch'r.

valley, we must not forget that the Weaver affords good sport to the fly-fisher. In coming along the fields from Preston Brook, which is two miles and a half from here, he will pass a little house, which is called Pickering's Boat, at which he may obtain excellent accommodation. Visitors, particularly if ladies are of the party, had better leave the railway carriages at ACTON, from whence, for a trifle, a guide can easily be procured; and there cannot be a more delightful scene for the enjoyment of a *pic-nic*, than this valley affords; the river may here be crossed on a raft, if a visit to "Pickering's Boat" be desirable.

69 $\frac{1}{4}$. The railroad has now an ascent of 28
 1 in 330; the road is here a considerable height above the valley; it crosses one bridge, and a little further arrives at an excavation of about a mile in length, which is crossed by three bridges. The country is open, the view being bounded by hills at a great distance; and the line is perfectly level for about a mile, within which distance we arrive at the

ACTON STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	29 $\frac{1}{4}$	. 4s. 0d.
From Birmingham	.....68	. 10s. 0d.

ACTON is a small township in the

From Birmingham.

From L'pool and Manch'r.

parish of Weaverham ; its population is 335. An. As. Val. £1,847.

67 $\frac{1}{4}$

We now pass over one bridge, and then, with but a slight embankment not worth notice, proceed through the Great Hartford Excavation, which, with one or two other slight embankments, and the intervention of that over Vale Royal, continues for nearly 7 miles, and is crossed by 13 bridges, one of which has three arches. In this contract there were about 900,000 cubic yards of earth removed. The road for the last quarter of a mile has had an ascent of 1 inch in 440, which continues for three quarters of a mile further. Nearly opposite this post, to the right, is Grange Hall, the seat of Lady Brooke ; it is situated upon a hill, surrounded by park-like grounds, which have a gentle declivity towards the Railway. The Railway is nearly level for the next three quarters of a mile, when we pass under Chester Lane bridge, and, sixty yards further, arrive at the

30

HARTFORD STATION.

	Miles.	1st Class.	2d Class.
From L'pool & Manch'r, rather more than }	31 $\frac{3}{4}$	6s. 0d.	4s. 6d.
From Birmingham, rather less than }	65 $\frac{1}{2}$	13s. 6d.	9s. 6d.

HARTFORD is a small township in

From Birmingham.

From L'pool & Manch'r.

the parish of Great Budworth, and hundred of Eddisbury; its population is 863, and the An. As. Val. £3,245.

From this station Tarporley is 8 miles, and Chester 16 to the westward; Northwich 2, and Knutsford 9 to the eastward. (LINE *continued page 52.*)

NORTHWICH is a market-town, township, and chapelry, in the parish of Great Budworth, situated on the river Weaver, near its confluence with the Dane, and has a population of 1,481; An. As. Val. £1,952; it is $17\frac{1}{2}$ miles E. N. E. from Chester. It derives its name from its relative position to other wiches or Salt-towns. It was called by the Britons *Hel-lath-du*, or the Black Salt Town. The market is held on Friday, and the fairs on April 10 for cattle; August 2, December 6, for cattle, drapery goods, and bedding.

The living is a curacy, in the archdeaconry and diocese of Chester (not in charge); patron, the vicar of Great Budworth. It has a well-endowed free grammar-school, and chapels for Independents and Methodists. The inhabitants are principally occupied in the manufacture of cotton, and in the salt trade; as much as 240,000 tons of salt have been sent to Liverpool in one year. Salt is here manufactured both from the rock and the brine springs; these latter are from 60 to 100 feet in depth, and the water is so impregnated with saline particles, as to be fit for evaporation as soon as it is raised by the

pump. The mines of rock salt were discovered in 1670; the upper stratum lying from 180 to 200 feet below the surface of the ground. This vein was 30 feet in thickness, but, we believe, is now abandoned, as, a century after the above discovery, a superior description was obtained at from 100 to 150 feet lower, the intermediate space being a mass of stone. The interior of these mines has a most brilliant appearance when lit up by candles; the roof and pillars then resemble the most sparkling crystal; but they must be seen to be estimated.

Northwich was fortified by the Parliamentarians during the civil war, but, after an obstinate resistance, was taken by the Royalists; it was, however, once more taken by the Parliament, and held till the Restoration.

KNUTSFORD is a market town and parish in the hundred of Bucklow; it has a population of 2,823; An. As. Val. £5,051. Its market is held on Saturday: fairs, Whit-Tuesday, July 10, and November 8, for cattle and drapery. The principal manufactures carried on here are those of tanned leather, sewing thread, &c. The church is dedicated to St. John; the living is a vicarage, in the archdeaconry and diocese of Chester, endowed by the Crown with £400; and £16 per annum by a private benefaction; patrons, the lords of the following manors, in succession:—Over Knutsford, Nether Knutsford, Ollerton Toft, and Buxton. The town has a Sessions House, a spacious County Prison, three places of worship for Dissenters, and two

Charity Schools. It derived its name from Knut, or Canute, who here forded the river with his Danes, and defeated the Saxons in a great battle.

This town has a singular MARRIAGE CUSTOM. On the morning of the ceremony, it is usual for the friends of the happy pair to strew the street before their doors with brown sand, upon which they form fanciful devices with white sand, and over this artificial carpet strew various flowers which the season may afford; thus producing an emblem of the harmony and beauty of the social compact; and the pure feelings which generally accompany "young love"—alas! I fear we must allow—an emblem also of their evanescent nature: each wayfaring man that passes by carries away a portion of the sand, and the wind bears away the flowers; and the wear and tear of the world bears away the delicate feelings, and the gentle attentions, to which love first gave birth; and the flowers of courtship, are they not too often allied to thorns by marriage! (*For Races, see Index.*)

For CHESTER—see page 39.

TARPORLEY, a market town, parish, and township, in the hundred of Eddisbury; pop. of parish 2,391, of town 995; An. As. Val. £2,866. The inhabitants are chiefly employed in the manufacture of stockings and breeches. Market on Thursday; fairs, May 1st, the first Monday after August 24th and December 11th. The church is dedicated to St. Helen; the living is a rectory, in the archdeaconry and diocese of

Chester, K. B. £20 3s. 4d., in joint patronage of the Dean and Chapter of Chester, Lord Anvanley, and Sir P. Egerton. The town has also a methodist chapel, and a school endowed by Lady Jane Done with £20 per annum. Here the principal gentlemen of the county assemble at an annual hunt. In the neighbourhood is Cliefden, formerly the residence of the parents of George the Third, but more remarkable for its grounds, which were planted with trees upon the plan in which the great Marlborough arranged his troops at the battle of Blenheim. Near here are also the ruins of Beeston Castle, formerly one of the strongest fortresses in the kingdom; it was dismantled by the Parliamentarians; enough, however, remains to evidence its former strength.

From Birmingham.

From L'pool & Manch'r.

Resuming our journey, we have now a descent of 1 in 330 for near a mile, when, with but slight alteration, and an occasional level, we have an average ascent of about 1 in 280, until, at the $53\frac{1}{4}$ post, (one mile on this side of WHITMORE,) we attain an elevation of 390 feet above low water mark at Liverpool, being nearly 250 feet above the road at this station.

64 $\frac{1}{2}$

The Vale Royal Embankment, which is about 150 yards long and 60 feet high, here meets the Viaduct midway in the valley. This bridge has 5 arches, each 63 feet span, and carries the Railroad across Vale Royal, at an elevation

32 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

of near 70 feet from the water in the river Weaver, which flows beneath. The village of Moilton may be distinguished to the left, by the spire of its church; and to the westward may be seen the chimnies of Vale Royal Abbey, the seat of Lord Delamere. There is nothing remarkable in the appearance of the present mansion; it is rather low in its elevation, and consists of a centre and two wings, built of red stone: there is but little about it to remind us of the ancient monastic edifice, except, indeed, the noble woods which surround it—these well accord with the ideas we form of the wealth, and ease, and enjoyments of the *holy* men who constituted those brotherhoods.

The family of Cholmondeley were the reputed patrons of the prophet Nixon, whose visions, it would appear, have great credit among the peasantry even of the present time, who look at the VIADUCT with a sort of ominous fear, regarding it as a fulfilment of one of them, viz., “That when the rocks near Warrington should visit Vale Royal, the sun of this ancient family should set.” The stone of which the viaduct was built did come from the Hill Cliff quarry; hence the good *villagios* are now filled with expectancy, while the nobleman who is the subject of their

From Birmingham.

From L'pool & Manch'r.

alarm thinks no more of Nixon or his prophecies, than the fox he follows with so much zeal, or the grouse that he is probably at this moment (12th August) shooting. As a matter of curiosity, we must, however, mention that, in support of the one prophecy, we were informed of another, viz., that this same Nixon had foretold that in the year 1837 England should be without a king. Whether this has been invented to support the other, or whether the fact of our country being kingless is an accidental fulfilment of one of his reveries, it cannot but surprise us that, in the nineteenth century, the ravings of an idiot should be regarded in authority as but a trifle only inferior to Holy Writ.

63 $\frac{3}{4}$ Opposite here, to the left, is a place 33 $\frac{1}{2}$
for the engines to take in water (it is
not a station) and Eaton Hall, the seat
of Sir E. Antrobus.

63 On the right, about 200 yards before 34 $\frac{1}{4}$
you arrive at this post, is Newbridge
Salt Works, Mr. Johnson, proprietor:
here are 30 or 40 men employed. The
works are about a quarter of a mile from

62 $\frac{1}{2}$ the road. To the left is Walton Green, 35
a red house, occupied by Mr. Penning.
A little more to the eastward is Bostock
Hall, the seat of James France, Esq.
A mile further we arrive at the end of
the Great Excavation, and

From Birmingham.

From L'pool & Manch'r

WINSFORD STATION,

which is about 40 yards past the bridge.

	Miles.	2nd Class.
From Liverpool and Manchester	36 $\frac{1}{4}$	5s. 6d.
From Birmingham	61	9s. 0d.

There is so little worth attention in this village, that it is not even noticed in Parliamentary Population Returns. (LINE resumed, page 56.)

From this station MIDDLEWICH is two miles to the eastward; this is a market town, parish and township, in the hundred of Northwich, County of Chester. It derives its name from its central situation between the wiches or salt-towns; its origin is of very ancient date. Pop. 1,325; An. As. Val. £1,569. Markets are held every Tuesday; fairs, on St. James's, August 5, and Holy Thursday, for cattle. The principal manufacture of this town is salt; to which, during the last few years, may be added that of cotton and silk. The church, dedicated to St. Michael, is a spacious structure. On the south side of it is a college, founded by Thomas Savage, Archbishop of York, and an oratory, founded by one of the Leigh family. The living is a discharged vicarage, in the archdeaconry and diocese of Chester; K. B. £14; P. R. £130; it is endowed with £400 by private benefaction and a gift from the Crown, and £1,000 by a parliamentary grant; patron, Rev. Isaac Wood. It has a free school, and three places of worship for Dissenters. The salt obtained here is principally from the brine

springs, the water from which is said to yield one-fourth of its weight in salt. The Grand Tunk Canal passes through the town, which gives it the benefit of an extensive inland navigation.

From Birmingham.

From L'pool & Manch'r.

61	We now enter on the Middlewich Embankment. There are five bridges in this work, which is about one mile and a quarter in length. To the right of the bridge is Winsford Lodge, the seat of J. Dudley, Esq.; and to the left, about a mile and a half from the road, is Manor Hall, the residence of W. Court, Esq. Here, to the right, is an extensive view of a level, open country, through which the river Weaver may be seen pursuing its course in graceful evolutions. To the left, the Derbyshire and Staffordshire hills bound the view.	36 $\frac{1}{4}$
60 $\frac{3}{4}$	The Middlewich Branch Canal here flows beneath the Railroad.	36 $\frac{1}{2}$
60	To the left is Lear Hall. The remains of a moat for the most part surround the house. From this post the Minshull Vernon Excavation (with the intervention of a short embankment) extends for about a mile; three bridges cross this cutting.	37 $\frac{1}{4}$
59 $\frac{3}{4}$		37 $\frac{1}{2}$
59 $\frac{1}{4}$		38

MINSHULL VERNON STATION.

	Miles. 2d Class.
From Liverpool and Manchester ..	38 $\frac{3}{4}$ 6s. 0d.
From Birmingham	58 $\frac{1}{2}$ 9s. 0d.

MINSHULL VERNON is a township in

From Birmingham.

Fram L'pool & Manch'r.

the parish of Middlewich, and hundred of Northwich, county of Chester; Pop. 385; An. As. Val. £3,146.

58 $\frac{1}{4}$ A slight embankment carries us to 39 within a short distance of the 39 $\frac{1}{2}$ post, when a cutting of three quarters of a mile (across which are two more bridges) succeeds.

56 $\frac{1}{2}$ We now arrive at an embankment 40 $\frac{3}{4}$ which crosses Wanningham Moss; this extends to within 200 yards of the 41 $\frac{1}{4}$ post, when we enter Coppenhall Moss. A quarter of a mile further we

55 $\frac{1}{2}$ pass under a bridge, and shortly after 41 $\frac{3}{4}$ enter the Coppenhall Excavation; this is not quite a mile and a quarter in length; it is crossed by three bridges, the first of which is built on the skew principle; and just by the 42 $\frac{1}{4}$ post is

THE COPPENHALL STATION.

	Miles.	2d Class.
From Liverpool and Manchester ..	42 $\frac{1}{4}$	6s. 6d.
From Birmingham	55	8s. 6d.

COPPENHALL is a parish and township in the hundred of Nantwich, county of Chester; Pop. 350; An. As. Val. £2,013. The church is dedicated to St. Michael; the living is a rectory in the archdeaconry and diocese of Chester; K. B. £6 10s.; patron, the Bishop of Lichfield and Coventry.

An embankment of a quarter of a

From Birmingham.

From L'pool & Manch'r.

54 mile, and a cutting of about the same length (across which is a bridge), bring us to the $43\frac{1}{4}$ post; nearly opposite here, to the left, is the place at which it was proposed to commence the Manchester and Cheshire Junction Railway. From a short embankment which extends to the Coppenhall Station, a good view of the country may be obtained; it is here particularly rich, abounding with wood and luxuriant pasture. The

43 $\frac{3}{4}$ **CREWE STATION.**

	Miles.	1st Class.	2d Class.
From Liverpool & Manchester.....	$43\frac{1}{2}$	9s. 6d.	7s. 6d.
From Birmingham	$53\frac{3}{4}$	11s. 6d.	8s. 0d.

CREWE is a small township in the parsh of Barthornley, and hundred of Nantwich; Pop. 295; An. As. Val. £1,993.

From this station Nantwich lies 4 miles to the westward; Sandbach, 5; Congleton, 11; Macclesfield, 19 to the eastward. (LINE resumed page 63.)

NANTWICH is a market-town and parish in the hundred of the same name, county of Chester, situated on each side of the Weaver, in a valley which contains some of the richest dairy-land in the kingdom; Pop., town and parish, 5,357, town, 4,886; An. As. Val. £6,484. Market on Saturday; Fairs, March 26, the 2nd

Tuesday in June, September 4th, and December 4th, principally for cattle, sheep, pigs, and once a fortnight for horned cattle, from Candlemas to the fair in March. The principal occupation of the inhabitants is the manufacture of salt, shoes, and cotton; it has also a large trade in cheese. Nantwich, it would appear, existed in the time of the Britons, previous to the Roman Invasion, when it was called *Halen Gwyn*, or the White Salt Town. Its present name is undoubtedly from the British word *nant*, a brook or marsh, and the Saxon *vic*, or as commonly pronounced, *wich*, a settlement, usually applied to places in which salt is made; the words combined signifying a salt town in a low or marshy situation. This is the first place in which salt was manufactured in Britain; hence the Romans named it *Salinis*; it is tolerably certain, however, that they obtained salt from the brine-springs only, as we find no mention of the salt-mines until the latter part of the seventeenth century. The inhabitants have the privilege of not serving on juries out of the town, or with strangers; this was confirmed in the reign of Elizabeth, but is of still more ancient date. The church, dedicated to St. Mary and St. Nicholas, is built in the form of a cross, with a semicircular choir, and a fine octagonal tower rising from the centre. This church contains a portion of the remains of Vale Royal Abbey, several of the stalls having been brought from thence at the period of the dissolution. The living is a rectory, in the archdeaconry and

diocese of Chester; K. B. £27 3s. 4d.; An. Val. P. R. £100. It is endowed with £1200 by private benefaction, the crown, and a parliamentary grant; patron, Lord Crew. The town has many charitable institutions. The widow of the immortal Milton resided here several years before her death, and here died in 1726. Nantwich is the only town in the county which, in the Civil Wars, uniformly adhered to the Parliamentary party. It suffered, however, severely, although it several times repelled the Royalist forces with great slaughter. The town was visited by the plague (1604), which carried off upwards of 500 persons, at that time probably more than half its inhabitants.

SANDBACH is a market-town, parish, and township, in the hundred of Northwich, county of Chester, situated on an eminence near the river Wheelock; Pop., town and parish, 7,214, of town, 3,710; An. As. Val. £8,169. Market-day, Thursday; fairs, on Easter Thursday, first Thursday after September 12, for cattle and horses. It was formerly celebrated for its malt liquor, and also for the manufacture of worsted yarn and stuffs for country wear, but its trade has much declined. The church is dedicated to St. Mary, and has a lofty steeple; the living is a vicarage, in the archdeaconry and diocese of Chester; K. B. £15 10s. 2½d.; patron, Rev. J. Armistead. Here are places of worship for various denominations of dissenters, and an endowed school. In the market-place were two crosses, ornamented with a carved representation of the cru-

cifixion, and various images, but these are now removed.

CONGLETON is a market-town and chapelry, in the parish of Astbury, and hundred of Northwich, county of Chester; it is situated on the river Dean, near the borders of Staffordshire; Pop. 9,352; An. As. Val. £11,189. Market on Saturday; fairs, Thursday before Shrovetide, May 12, July 5, November 22, for cattle and pedlars' ware. The principal manufactures are leather, cotton, silk, and ribbon. The church is dedicated to St. Peter; the living is a curacy, subordinate to the rectory of Astbury, in the diocese of Chester; K. B. £41 15s. 0d.; P. R. £140; it is endowed with £800 by private benefaction, the crown, and a parliamentary grant; patrons, the Corporation of Congleton. The town is governed by a mayor and six aldermen: it is healthily situated, and the houses are neat and clean. Lime-stone of very excellent quality is obtained in its neighbourhood. We cannot but record an instance of the singular taste of this town in days of yore. It would appear that, in 1622, they had so great a predilection for bear-baiting, that upon the town-bear dying, when the corporate funds were exceedingly low, the townsmen appropriated the funds which had been saved for the purchase of a new Bible, to the purchase of a new Bear!—and it is yet a bye-word in the mouths of the enemies of the good people of Congleton, that “they prefer their Bear to their Bible.”

MACCLESFIELD is a market and cor-

porate town, borough (by the Reform Bill), and a parish in the hundred of Macclesfield, county of Chester; it is situated on an eminence at the border of the forest to which it gives name, the river Bollin, or Jordan, running through the town. Pop. of the hundred, 123,429, of the town, 23,129; An. As. Val. £30,305. Its silk manufactures are very extensive; that of cotton has also been successfully introduced. Here are also manufactures of rope, nails, brass, and iron; and the vicinity abounds with coal, slate, and stone. The Macclesfield Canal runs to the eastward of the town. The elements of wealth are here prodigally lavished, and the rapid increase of trade evinces that the inhabitants estimate their advantages. The town has four churches, two of them perpetual curacies in the archdeaconry and diocese of Chester, endowed with £2,000 by private benefaction and a Parliamentary grant, viz. All Saints, K. B. £50; P. R. £122; patrons, the mayor and corporation, with the sanction of the Bishop of Chester; and Christ Church, not in charge, P. R. £150; patron, Wm. Roe, Esq. Another church, dedicated to St. Michael, founded by Edward I. in 1279, was nearly rebuilt in 1740. It is a spacious Gothic edifice, with a lofty spire; it has attached to it a sepulchral chapel, and in it are many ancient monuments; it has also a modern painted window, which cost £500. The New Church, erected by William Roe, Esquire, in 1775, is endowed with £100 a-year by its founder. There are also places of worship for

various classes of Dissenters, and one Catholic chapel. The government of the town is vested in a mayor and 24 aldermen, four of whom, including the mayor, are justices, elected annually by the freemen. It sends two members to Parliament; the electors are householders of £10 and upwards, and are about 1,100 in number. The mayor is the returning officer. There are several charities and public buildings worthy of the attention of the visitor; and the records of the town furnish much curious historical information.

From Birmingham.

From L'pool & Manch'r.

53 $\frac{3}{4}$	<p>From hence there is, within a little more than five miles, a succession of four excavations, and as many embankments, varying from a quarter of a mile to a mile in length, on which ground the railroad goes under 9 bridges, and over 1. We have stated them together, as doing so in detail would weary the reader. There is nothing further worthy of remark until we arrive at the 44$\frac{1}{4}$ mile-post, when we have a view of the woods in Lord Crew's domain. At the 44$\frac{1}{2}$ post, a little to the south-east, and about a mile from the railroad, is CREWE HALL. This is a fine specimen of the singular style which prevailed at the commencement of the 18th century; it is a quadrangular building of considerable dimensions, principally built of red brick; the cornices and door-cases being of stone; the large bay windows in the front, and the open</p>	43 $\frac{1}{2}$
52 $\frac{3}{4}$		44 $\frac{1}{2}$

From Birmingham.

From L'pool & Manch'r.

worked battlements, add much to the bold appearance of this elegant structure. Crewe Hall is well worthy of a visit from the tourist, as, independent of the general effect, its details are very interesting. The southern entrance opens to an ancient staircase of singular structure and great beauty; its principal dining-room is a noble apartment, highly ornamented; the drawing-room, portrait gallery, and private chapel, are well worthy of notice; in the latter is a fine painting of the Last Supper, and two very ancient specimens of stained glass. The grounds in the vicinity of the house are very extensive, presenting a fine undulating surface, the effect of which is much heightened by an extensive lake. The mansion is surrounded with thick woods, abounding with game; the private gardens are enclosed by a ring fence of lofty trees, and are of such dimensions that their shadow does not impede vegetation. The Hall is not however much occupied by its noble owner, as the walks, overrun with the rank luxuriance of the woods and gardens, amply testify; the reason whereof, popular tradition has not failed to ally with the marvellous. Thus sayeth the peasantry, the truth whereof this deponent voucheth not —“The late Lord Crewe, it would appear, was addicted to the noble vice of betting, and laid so

From Birmingham.

From L'pool & Manch'r.

enormous a sum on a race between two grubs, that on losing it, this estate was obliged to be mortgaged for the payment; on his death, the present noble occupant did, with filial chivalry, allow the remaining portion of the debt to be paid out of the estate, which has hitherto caused him to live in comparative seclusion, without such an establishment as this pre-eminently English mansion would appear to demand."

52 Basford Hall is to the right; its glory has departed, and it is now no more than the residence of an English yeoman. 45 $\frac{1}{2}$

50 $\frac{1}{2}$ To the left is a farm house, of Elizabethan appearance; proprietor, Mr. Garnet. A little to the north formerly stood Chorlton Hall: the cottage, which is evidently an appendage thereto, was formerly fortified, and is to this day called the Moat House. 46 $\frac{3}{4}$

49 $\frac{3}{4}$ We are now approaching the borders of Staffordshire, which are but half a mile to the left, and continue about that distance for the next two miles, when we enter that county. From this spot, looking to the left, is another scene worthy of the pencil of a Claude—hill and valley, wood and village, covering a county, the surface of which is only surpassed in riches by the mineral treasures contained in its bosom. To the 47 $\frac{1}{2}$

From Birmingham.

From L'pool & Manch'r.

right Cheshire presents, as it were, a rival scene: her gently swelling hills bound an amphitheatre of rich pasture; and the noble woods of Doddington Park scarcely conceal the princely structure they encompass. This noble work of art must now draw our attention from the interesting works of nature, which the sister county is presenting to our view.

49 $\frac{1}{2}$

About a mile to the right is Doddington Hall, the seat of Lieutenant General J. D. Broughton; it is situated in an extensive park, whose venerable oaks and ancient avenue add much to the appearance of the modern mansion: this was erected from designs by Wyatt, towards the close of the last century. A short distance from the mansion are the remains of a fortified house, said to have been erected by Sir John Delves, in the reign of Edward the Third (1364). Near this was formerly a splendid mansion of Elizabethan origin, the recollection of which is preserved, though scarcely a vestige remains, by its having been twice occupied by the Parliamentary forces during the civil wars. To the ancient fortalice, above referred to, has been attached an outer hall and staircase, and in this are preserved the only relics of the Elizabethan mansion; viz. five statues of

47 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

Lord Audley and his esquires, which formerly ornamented the ancient erection.

48 $\frac{3}{4}$ About 100 yards past this, looking 48 $\frac{1}{2}$ to the left, a panoramic view of a portion of Staffordshire is obtained, which has all the appearance of a vast wood. Proceeding forward on the embankment, the country opens, and presents a scene of perfect enchantment. Betley Hall, the seat of William Tollet, Esq., is seen in the distance, amid park-like grounds. Betley Court, the residence of — Twemlow, Esq., is immediately before you; and Betley Mere, a fine piece of water, adds much to the beauty of the domain, though unconnected therewith. The village of Betley is a little more to the south; it may be distinguished by the spire of its church, which is a prominent object in the landscape. Ravenshall is still more southward; and in the distance, crowning the hills, are the extensive woods of Grafton and Wrine Hill, the resort of foxes innumerable. The end of this Embankment, which is perhaps 30 feet high, brings us to the 49 post: it is followed by a short but deep excavation. A similar embankment, and another cutting of 300 yards in length, over which is one bridge, introduce us to the Madeley Embankment, one of the

From Birmingham.

From L'pool & Manch'r.

heaviest on the line, being three quarters of a mile in length, and, in some places, from forty to fifty feet above the fields below. In crossing it the railway passes over two bridges.

47 $\frac{3}{4}$ Proceeding along this great work, we enter the county of Staffordshire. The eye is attracted to the right by a group of houses, in front of which is a large piece of water; the most prominent is Mr. Twemlow's mill. The red brick building surrounded with trees is Wrine Hall, now a farm house, occupied by Mr. Timmis, but formerly the family seat of the Egertons: a great portion of the original mansion has been removed; it formerly covered the whole of the present garden. 49 $\frac{1}{2}$

47 $\frac{1}{4}$ The Madeley Excavation here commences; it is between forty and fifty feet high, and, with the exception of an embankment across a deep dell in Grafton wood, of about 50 yards in width, it is a mile and a half in length. The Railroad proceeds under two bridges through Grafton Wood, the trees of which have a singular appearance, at the great height above you. This country used to be hunted by hounds, kept at Betley; but the extent of the woods, and the close approximation of the covers would, we should think, ever prevent much sport: it would be a gallant fox indeed, 50

From Birmingham.

From L'pool & Manch'r.

that would leave the security these extensive woods afford.

100 yards past this post is the

MADELEY STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	51 $\frac{1}{2}$	7s. 6d.
From Birmingham	45 $\frac{3}{4}$	7s. 0d.

MADELEY is a parish in the hundred of Puchell, county of Stafford; Pop. 1,190, chiefly agriculturists; An. As. Val. £7,273. The church, dedicated to All Saints, is a commodious structure, and has a square embattled tower. The living is a dis-vicarage, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £4 16s.; P. R. £94; endowed with £600, in equal sums, by a parliamentary grant, the crown, and private benefactions; patron, Lord Crew. Here is an endowed school for boys and girls.

From this station Newcastle is 5 miles, Betley 3, Potteries 7, eastward; Woore 2 $\frac{3}{4}$ westward. (LINE resumed page 77.)

NEWCASTLE-UNDER-LYNE, or LYME, is a borough and market town in the hundred of Pirehill and county of Stafford, having separate jurisdiction, and pleasantly situated on the river Trent. Pop. 8,192; An. As. Val. £12,609. Its principal market is held on Mondays, and there is a small one on Saturdays. Fairs on Shrove Monday, Easter Monday, Whitmonday, Monday before July 15, Monday after September 11, and November 6, for cattle. It derived its name

from a castle, built by Edmund, earl of Lancaster, after Chesterton Castle had fallen into decay; and it received the addition of Lyme from its proximity to the forest of Lyme, which formerly extended nearly to the town. The principal trade of the town is the manufacture of hats, clothing, silk, and cotton-throwing, and in the neighbourhood stoneware is made in prodigious quantities, as much as £100,000 worth of it having been exported in one year. The coal trade is also carried on to a very considerable extent. The Grand Trunk Canal passing through the town greatly facilitates its trade. The town was incorporated by Henry the First, and afterwards by Elizabeth, which charter was confirmed by Charles the Second; it is governed by a mayor, two bailiffs, and twenty-four common-council men. It has sent two members to Parliament ever since the 27th of Edward the Third. The Reform Act confirms the privilege, but extends the suffrage to £10 householders; the constituency are about 360 in number. This town had formerly four churches, three of which were destroyed in the barons' wars. The present very ancient church has a lofty square tower; it is dedicated to St. Saviour. The living is a rectory, in the arch-deaconry of Stafford, and diocese of Lichfield and Coventry (not in charge); patrons, the Society for purchasing Livings. The town has meeting houses for various classes of Dissenters, a Catholic chapel, a free grammar school, a national, and several other endowed schools, and twenty almshouses for twenty poor widows; the latter were

built and endowed by the Marquis of Stafford and Lord Grenville. This town has had no slight influence on the destinies of the country, in giving birth to two of the most staunch supporters of the regicide Cromwell; viz., John Goodwin, whose powerful talents and pen were always at his service; and Major General Harrison, who contributed much to his military progress.

The town is said to have had a singular mode of taming a shrew; we only mention it from a thorough persuasion that there is not such a being in existence, and that, at the present time, it would be considered a *lusus naturæ*; it would, however, appear that such did exist in days of yore, for here the remedy has often been practised, which is as follows:—"A bridle was placed in the scold's mouth, she was then led through the town, and exposed to public shame in the market-place, until a promise of amendment was extracted." Newcastle gives the title of Duke to the noble family of Clinton. (*For Races, see Index.*)

BETLEY, a parish in the hundred of Pirehill, county of Stafford; Pop. 870, principally agricultural; An. As. Val. £2,804; it formerly had a market, but it has been discontinued, and the produce of the neighbourhood is sent to Newcastle. It has still an annual fair on the 31st of July. The church is dedicated to St. Margaret. The living is a perpetual curacy, not in charge, in the archdeaconry of Stafford and diocese of Lichfield and Coventry, endowed with £1,200, be-

stowed by private benefaction and royal bounty ; P. R. £101 9s. 6d. ; patron, George Tollet, Esq. About a mile from the town are the remains of Healy Castle.

POTTERIES. The populous and interesting district, known under this general designation, is in the hundred of Pirehill and county of Stafford, 7 miles eastward of the Railroad. It extends 10 miles in length and a mile and a half in breadth, and comprises the borough and market-town of Stoke-upon-Trent, and the several townships and villages of Hanley, Shelton, Etruria, Burslem with Long-port and Brown-hills, Lane-end with Longton, Tunstal, Lane Delph, Fenton, Cobridge, and their neighbourhoods. The country abounds with coal and clay, which, with its canal intercourse, extending to all parts of the country, make it the most eligible and most prosperous seat of the manufactures for which it has so long been distinguished. We shall give a short account of each of the interesting places of which "The Potteries" is composed.

STOKE-UPON-TRENT is a parish, market-town, and borough (by the Reform Bill) ; Population, 37,220, having more than doubled since 1801, when it was but 16,414. Market day, Saturday ; annual fair, first Monday in August. An. As. Val. £59,553. It is situated, as its name implies, on the River Trent, and the Trent and Mersey Canal passes through it. The parish, including a district of 17 square miles, contains nine townships, four chapelries, and one liberty. It had formerly a very ancient church, dedicated to St.

Peter : it has, however, given place to a modern structure, erected in 1826, partly by subscription among the inhabitants of the town, and the workmen of the Potteries, and partially by a parochial rate. The monument, which was originally erected in the old church, to the memory of the highly respected and enterprising Josiah Wedgwood, in 1795, has been removed to the new church. The living is a rectory, in the archdeaconry of Stafford and diocese of Lichfield and Coventry ; K. B. £41 0s. 10d. ; patrons, the dean and chapter of Lichfield.

The town contains many china manufactories, wharfs, and warehouses, and is considered the parish town of the Potteries. The New Boundary Act (an appendix to the Reform Bill) somewhat curtails the extent of the parish, which was originally of much greater extent. The Reform Bill created this town a borough, and William Foster Copeland, Esq., alderman of London, and one of the largest china manufacturers in England, in conjunction with John Davenport, Esq., of Westwood Hall, now represent it in Parliament. The constituents are householders of £10 and upwards, and are about 1,500 in number. This was the first place in which a steam engine was erected for grinding calcined flint. There are places of worship in the town for various sects of dissenters, and a commodious school, in which about 500 children are educated upon the national plan.

HANLEY is a market town and chapelry, in the parish of Stoke, about two miles from Newcastle ; Pop. 7121. Markets, Wednesday and Saturday.

A large market for cattle is also held four times a year. The chapel is a handsome and commodious structure, erected in 1788, and is remarkable for its tower, which is 100 feet in height. The living is a perpetual curacy, in the archdeaconry of Stafford and diocese of Lichfield and Coventry, endowed with £1,100 private benefaction, £1,000 by the Crown, and £200 by a parliamentary grant; patrons, the trustees. There are also places of worship for various denominations of Dissenters, a Roman Catholic chapel; and a National School, supported by subscription, in which 500 children are educated. The Grand Trunk Canal flows near the town, and such is the quantity of earthenware exported, that there is a company established for the express purpose of carrying that article. The town contains a Mechanics' Institution, and an excellent Dispensary.

SHELTON is a township and chapelry, 2 miles E.N.E. of Newcastle: Pop. 9,267. The Trent and Mersey Canal passes through the village and much facilitates its trade. There are upwards of thirty manufactories in the town, which employ upwards of three thousand of its inhabitants. The village is well paved, and lighted with gas. In it is a British and Foreign School, in which 600 children are instructed, Sunday schools, belonging to the establishment and to dissenters, and a Mechanics' Institution. The living is a curacy, in the archdeaconry of Stafford and diocese of Lichfield and Coventry, not in charge; patron, the rector of Stoke-upon-Trent. There

are also places of worship for various denominations of Dissenters.

In this township are the potteries, and the villa of Etruria, erected by the celebrated Josiah Wedgwood, and so named from Mr. Wedgwood's ingenious imitation of the Etruscan Vases. The villa is remarkable for the beauty of its situation and the classical arrangement of its architectural details. Elijah Fenton, the poet, was born in this village; the house in which he lived is still existing. (*For Races, see Index, Potteries.*)

BURSLEM is a market-town and parish, situated 3 miles from Newcastle, on a gentle eminence near the Trent and Mersey Canal; Pop. 12,714; An. As. Val. £22,208. Market days, Monday and Saturday. Fairs, February 24, April 14, June 28, October 13, December, 26 for cattle and horses. The ancient Church, dedicated to St. Peter, is a brick edifice, with a massive square tower. The living is a curacy, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £22. 9s. 6d. A District Church has been erected, to the building of which the Parliamentary Commissioners contributed £8,000, the curacy of which is subordinate to the original living. Here are also places of worship for various denominations of dissenters, a Catholic Chapel; a handsome Town Hall, or Market House, in which are an elegant News Room, and the Offices of Police; a Free Grammar School; and several Sunday Schools. It is also remarkable as being the original seat of the Staffordshire Potteries: by far the major part of its inhabitants are at present occu-

pied in this branch of manufacture, which is now perhaps not inferior to china itself. Josiah Wedgwood here cut the first clod of the Trent and Mersey Canal, a work which has been of such infinite importance to the district.

LONGPORT and BROWN HILLS are portions of the parish of Burslem, and their population is included in the Burslem return.

LANE-END AND LONGTON, a market town, and a hamlet, forming together an extensive township, 4 miles from Newcastle; Population, 9,608. Market days, Wednesday and Saturday; fairs, Feb. 14, May 20, July 23, Nov. 1. The church was built in 1764, rebuilt in 1795, and enlarged in 1828; it is a chapel-of-ease to Stoke-upon-Trent; the living is a perpetual curacy in the gift of trustees. A new church is building under the direction of the Parliamentary Commissioners; there are also places of worship for methodists, independents, baptists, and Roman Catholics, and there are two Free Schools. This most prosperous town has risen into opulence within a comparatively few years.

TUNSTAN, or TUNSTAN COURT, a market town and liberty in the parish of Walstanton; it is situated on an eminence four miles N. by E. from Newcastle; market on Saturdays; Population, 3673, chiefly employed in the manufacture of bricks, tiles, and porcelain, and in its neighbourhood are fine veins of coal, clay, and iron ore. The Grand Trunk Canal passes within half a mile of the town, and the great double Tunnel, which runs for two miles under Hare Castle

Hill is in the vicinity. The Church was erected partially by a grant from the Parliamentary Commissioners, and partly by subscriptions among the inhabitants; the right of presentation to the living is vested in the perpetual curate of Wolstanton. There are three Wesleyan Chapels in the town, also a neat Court and Market House.

LANE DELPH, FENTON, and COBRIDGE are small hamlets, but contain some extensive pottery works, which employ a considerable population; this, however, is included in the townships to which they belong.

WOORE is a small township in the parish of Mucklestone, hundred of Bradford, and county of Salop; Population, 400, principally agricultural. The living is a curacy, subordinate to the rectory of Mucklestone; K. B. £18, P. R. £27; patron, the Rector of Mucklestone. There is an annuity attached to this township of £15, by which thirty poor children are educated—we should think “the shoolmaster must be abroad” with such a task and such emolument.

From Birmingham.

From L'pool & Manch'r.

45 $\frac{3}{4}$	The cutting at Madeley is followed	51 $\frac{1}{2}$
45	by a short embankment and excavation, which brings us to the 52 $\frac{1}{4}$ post; the succeeding embankment is one mile in length, and carries us, with the aid of one bridge, across a portion of Whit- more Moss. The view is here bounded by hills on each side; those to the right are in many places so rugged as to create the impression that you have sud-	52 $\frac{1}{4}$

From Birmingham.

From L'pool & Manch'r.

denly been transported to the Highlands of Scotland, and that you are vegetating among the grouse.

44 We have now attained a short level 53 $\frac{1}{4}$ of about half a mile; we then descend an inclined plane of $13\frac{1}{2}$ miles in length, varying from 1 in 390 to 1 in 650, which ends at the $65\frac{3}{4}$ post. On the right hand, near this post, is a goodly farmhouse, rejoicing in the euphonious title of Bog Hall; the resident is Mr. Jones. A deep cutting, two miles in length, and crossed by two bridges, is next entered; the mossy character of the ground continues for about a mile; the remainder of the cutting is through earth and spongy rock. Just before the post marked $54\frac{1}{4}$ is the

WHITMORE STATION.

	Miles.	1st Class.	2d Class.
From Liverpool and Manchester..	$54\frac{1}{4}$	11s. 6d.	8s. 0d.
From Birmingham	43	9s. 0d.	6s. 6d.

WHITMORE, a parish in the north division of the hundred of Pirehill, in the county of Stafford; Pop. 281. The annual value of real property assessed in 1815 was £2,433. The living is a curacy, subordinate to Stoke-upon-Trent, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry, not in charge. (LINE continued p. 82.)

From this station Newcastle is 5 miles, Lane-end 9, Trentham 5, and Leek 16 eastward; Market Drayton is 10 miles westward.

For NEWCASTLE, *see page 69.*

For LANE-END, *see page 76.*

TRENTHAM is a parish and township in the hundred of Pirehill and county of Stafford. Pop., parish, 2,344; An. As. Val. £11,909; Pop., town, 631, principally employed in the manufacture of bricks and tiles, the most of which are of a dark blue colour. The Trent and Mersey Canal passes through the parish. The church is a very ancient structure, dedicated to St. Mary; the living is a perpetual curacy, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry, endowed with £1,400 by parliamentary grant and the Crown; K. B. £14; P. R. £113 9s. 2d.; the patronage is vested in the Duke of Sutherland, who takes the title of Viscount Trentham from this place. About the end of the 10th century, Ethelred here erected a nunnery, of which he appointed his sister the abbess. In the reign of Henry I., about a century afterwards, it was converted into a priory of Augustine Canons; no vestige now remains of the establishment.

LEEK is a market-town and parish in the northern division of Totmonslow, situated on an eminence near the Churnet, a branch of the river Trent, in the moor-lands of Staffordshire; Pop. town and parish, 10,780, town, 873, principally occupied in the manufacture of silk and cotton; An. As. Val. £4,958. Market on Wednesday; fairs, February 7, Easter Wednesday, May 18, Whit Wednesday, July 3 and 28, Wednesday after October 10, for cattle of all sorts, and ped-

lars' ware; Wednesday before old Candlemas, and November 13, for cattle and pedlars' ware. A branch of the Trent and Mersey Canal passes near the town. The church, dedicated to St. Edward, is an ancient Gothic structure, with a square tower; K. B. £7 1s. 9½d., endowed with £1,000 by the Crown, private benefaction, and Parliamentary grant.. In the church-yard is a curious pyramidal cross, decorated with fretwork and various imagery; antiquarians state that it is of Danish origin. Here are places of worship for various denominations of Dissenters, and one belonging to the Society of Friends; a free endowed Grammar School; Almshouses for eight widows, endowed by Mrs. Ashe; several Sunday Schools, one of which has from 1,000 to 1,500 regular attendants; and a Savings Bank. The hills in the neighbourhood (some of which have a very remarkable appearance, and present certain indications of volcanic origin,) abound with coal, and in many places are deeply impregnated with lead strata; from this portion of them issues a saline spring, which forms a chemical experiment by the addition of gauls, which immediately turns it as black as ink. A curious phenomena is seen in this neighbourhood at certain seasons of the year—which is, that the sun sets twice in the same evening; this is caused by the intervention of one of those remarkable hills above alluded to; for, after it has sunk, or apparently set behind the summit of the mountain, it again appears on its northern side, when it will of course at even-tide exhibit its usual disappearance below the horizon.

MARKET DRAYTON, is a small market town and parish, partly in the hundred of Bradford-north, in the county of Salop, and partly in the in the hundred of Pirehill; Pop. 4,619, principally employed in the manufacture of paper, and hair-cloth for seating; An. As. Val. £16,777 Market on Wednesday; fairs, Wednesday before Palm Sunday, September 19, October 24, for horned and other cattle, horses, and hempen and woollen cloth. Though now but a small township, it was formerly a British city of considerable dimensions, known under the name of *Caer Draithon*. *Blore-heath*, two miles from here, was the scene of an obstinately contested battle between the Yorkists, under the command of the Earl of Salisbury, and the Lancasterians, under Lord Audley; the forces of the latter were nearly double those of the former, who, however, defeated them with great slaughter, and in this case exhibited more than the usual talent of the commanders of those times, having gained the victory entirely by his superior generalship. The business of this once prosperous town, has of late years sensibly fallen off, the opening of the Grand Trunk Canal having, it is supposed, diverted the tide of its prosperity, and enabled other towns to rival it with success.

The Church, dedicated to St. Mary, is a very ancient edifice, and dates its origin from the early part of the 12th century; the living is a vicarage, in the archdeaconry of Salop, and diocese of Lichfield and Coventry; K. B. £12 10s. 7d.; P. R. £130; patron, R. Corbet, Esq. In the

town are places of worship for various classes of Dissenters, a free endowed Grammar School; a School conducted on the national plan; several bequests for clothing the poor; and an apprenticeship fund.

From Birmingham.

From L'pool & Manchester.

42 $\frac{1}{4}$ | This excavation now becomes very | 55
 deep, and is in some places between 50
 and 60 feet below the fields.

Swinnerton Park, the seat of Mr. Charbut, lord of the manor, is to the left; the grounds are said to be seven miles in circumference. A pack of hounds is, we believe, kept there.

About two miles more to the left or eastward, is Trentham, the magnificent seat of the Duke of Sutherland; this mansion is built on the plan of the late Buckingham-house (now the Queen's palace); the grounds are very extensive, and highly ornamented with hill and valley, wood and water; the latter is abundantly supplied by the river Trent, which, in its course through the grounds, has been converted into artificial lakes. A handsome, but somewhat heavy family mausoleum, has been erected on the east side of the road, near the grounds; this seat, being situated in a valley, at the foot of four high hills, cannot be seen from the Railroad, particularly as this part of the Line is in a deep cutting; but the stranger,

From Birmingham.

From L'pool & Manch'r.

in search of information, is not the less desirous of knowing that such a place is so near the line, nor will the foreigner, who may be contemplating a Railroad in his own country and neighbourhood, receive information with less *gout*, (as to the extent of occupation in a country through which a railroad passes, and by which it must in some measure be directly or indirectly supported,) because he cannot prove its correctness with his eyes.

To the right, is Maer Hall; and, a little further on, the township of Maer. The parish and township contains a population of 505, chiefly rural; An. As. Val. £2,548; living, a curacy, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry; C. V. £20 6s. 8d. This is an ancient place; for we read that in 705 a great battle between the Mercians and Northumbrians was here fought. An embankment of one mile in length here commences; it has one bridge over the Railroad, and two under. To the right is Hill Chorlton (pop. 135); a little further, on the left, opposite $55\frac{3}{4}$, is Shelton Farm, occupied by Mr. Dimmock; Mr. Beat's mill, and the village of Stapleford, are on the right. Chapel Chorlton (pop. 251; An. As. Val. £2,301) cannot be seen, but its scite is pointed out by the steeple of

41 $\frac{1}{2}$ 55 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

its church, which forms a conspicuous object just surmounting the hill. A little to the south-west of this village is a fine quarry, from which much of the stone for the bridges and works on this part of the line was obtained.

41 $\frac{1}{4}$

A little more to the westward is Ashley, a parish and hamlet, in the northern division of the hundred of Pirehill, county of Stafford; Pop. 825, chiefly rural; An. As. Val. £3,206. The church is dedicated to St. John the Baptist, and contains some very fine specimens of monumental sculpture: among others is a wall figure, in memory of William Kennesley, Esq., of Clough Hall, one of Chantry's happiest efforts. We have noticed this hamlet for the purpose of directing the attention of the artist and virtuoso to the sculpture, and particularly to this work, which is well worthy of their attention. The living is a rectory, in the archdeaconry of Wilts and diocese of Salisbury: K. B. £9 16s. 5 $\frac{1}{2}$ d.; patron, we believe, J. L. Anwill, Esq.

56

40 $\frac{1}{2}$

Here, an excavation of little more than half a mile, across which is a bridge, brings us to one of the largest embankments on the line; it is four miles in extent, and carries the Railroad across two bridges and under four.

56 $\frac{3}{4}$ 40 $\frac{1}{4}$

Hatton Mill is to our left; the village

57

From Birmingham.

From L'pool & Manch'r.

from which it is named is three quarters of a mile more to the eastward.

38 $\frac{3}{4}$ To the left, 200 yards before this, is 58 $\frac{1}{2}$
 Standon Cottage, the residence of Mrs. Lunt. Just through the bridge, on the right, is Standon, a small parish and township, bounded on the north by the river Sow. Pop. 420; An. As. Val. £4,194.

36 $\frac{3}{4}$ To the eastward is Swinnerton Hall, 59
 the seat of T. Fitzherbert, Esq.; to the

37 $\frac{1}{2}$ left is Mill Meese. The river Sow runs 59 $\frac{3}{4}$
 near the Railroad for about twelve miles, when, turning off to the eastward, it falls into the Trent. The country from this spot is well worthy of attention, presenting a fine prospect, and being well wooded.

36 $\frac{1}{4}$ We now proceed for some distance 61
 without anything particularly worthy of attention; a little past the 61 mile-post, we arrive at the end of this long embankment, which is followed by an alternate succession of ten embankments and excavations, averaging from one quarter to three-quarters of a mile in length, but not of sufficient importance to require a separate notice; in travelling these four miles, we pass *under* six, and *over* six bridges.

36 Here is Hames Farm, occupied by 61 $\frac{1}{4}$
 Mr. Robertson, and, a little past the 62 $\frac{1}{2}$ mile-post, we arrive at the

From Birmingham.

From L'pool & Manch'r.

NORTON BRIDGE STATION.

	Miles.	2d Class.
From Liverpool and Manchester	62 $\frac{1}{2}$	9s. 6d.
From Birmingham	34 $\frac{3}{4}$	5s. 0d.

From here Eccleshall is 2 $\frac{1}{2}$ miles west; Stone 3, and Cheadle 14 eastward.

NORTON is a small township in the parish of Chebsey, and south division of the hundred of Pirehill; Pop. by return of 1821, 44; return of 1831, 37; An. As. Val. £1,543. This is one of the few places in which the population has decreased. (*LINE continued p. 89.*)

ECCLESHALL, a market town, parish, and township in the north division of the hundred of Pirehill, county of Stafford, pleasantly situated on one of the rivulets that flow into the river Sow; Pop., town 1,285, town and parish 4,471, essentially agricultural. Market on Friday; fairs, Thursday before Mid Lent Thursday, Holy Thursday, Aug. 16, and first Friday in November, for cattle, sheep, and horses. An. As. Val. 23,454. The church, dedicated to the Holy Trinity, is an ancient structure, in the early English style of architecture, but principally remarkable as the place in which Queen Margaret took sanctuary when she fled from Mucklestone after Lord Audley's disgraceful defeat by the Marquis of Salisbury. The living is a discharged vicarage, and a peculiar of the Dean and Chapter of Lichfield; value K. B. £7 14s. 4d., P. R. £97 12s.; endowed with £1,300 by the Crown, private benefaction, and Parliamentary grant. Patron,

the Bishop of Lichfield and Coventry. Here is also a chapel for Independents, a grammar school, supported by rates, and a school on the national plan, supported by subscriptions. The castle of Eccleshall, which is the palace of the Bishop of Lichfield and Coventry, traces its origin to a very early period, the first mention of it is in the reign of John, who "empowered Bishop Muschamp to embattle the castle and make a park;" this mention proves the existence of the edifice at an earlier period. In 1310 it was in a very dilapidated state and was then rebuilt. Little more than three centuries sufficed, to reduce it once more to a state of decay, not, however, unassisted by man, for we learn that the castle was besieged by the Parliamentary forces, and, after being severely battered, the garrison surrendered. In 1695 Bishop Lloyd restored it, and ever since it has been the principal residence of the Bishops of Lichfield and Coventry.

STONE is a market town and parish in the southern division of the hundred of Pirehill, county of Stafford, on the banks of the river Trent; Pop. 7,808; An. As. Val. £31,756. Market, Tuesday; fairs, Tuesday after Mid Lent, Shrove Tuesday, Whit Wednesday, August 5, and September 25, for cattle. A vast quantity of shoes are made in this town; it has also a patent roller pump manufactory, and several mills for grinding flints: the Grand Trunk Canal has added much to the prosperity of the town. The church, dedicated to St. Michael, is a modern structure, with a low square tower, in the style of early English architecture. The altar-piece is a fine

painting by Sir William Beechey—St. Michael binding Satan. The living is a curacy in the archdeaconry of Stafford and diocese of Lichfield and Coventry, C. V. £4 13s. Endowed with £200 by the Crown, and £13 per annum by private benefaction. Patron, the Lord Chancellor. The reputed origin of the town is curious. Wolferus, king of Mercia, embraced Christianity after the death of his father, but relapsed to paganism; in which religion he educated his two sons, who, however, were converted, and became disciples of St. Chad, a zealous Christian ecclesiastic, Bishop of Lichfield, (afterwards canonized), which so incensed the king that he put them to death. The Saxons, as usual, formed a *caern*, by heaping stones over the bodies of the two princes, in commemoration of the dreadful act. Wolferus, after some time, was reconverted to Christianity, when he founded a monastery to expiate his crime; and his queen, Ermilda, the mother of the murdered princes, erected a nunnery over their tomb; a town gradually arose in the neighbourhood, which, in commemoration of the event, was called *Stone*; the female votaries were some time after removed, from the nunnery, which was then converted into a priory, by filling it with canons from Kenilworth Abbey. Stone was the birth-place of the celebrated Earl St. Vincent, and his remains were interred in its church-yard.

CHEADLE is a small market town and parish in the south division of the hundred of Totmonslow, county of Stafford, pleasantly situ-

ated in a beautiful and romantic valley, surrounded by wooded hills. Pop. 4,119; An. As. Val. £1,348. Market on Friday; fairs, January 1, March 25, Holy Thursday, for horned cattle; August 18, August 24; for horses and horned cattle. Here is a large tape manufactory. From the proximity of the coal mines, the town has many manufactories of brass, copper, and tin; among others, a brass wire and copper roller manufactory, which is well worth attention: proprietors, Messrs. Patten and Co. The church, dedicated to St. Giles, is an ancient structure, in the decorated style of English architecture, with a square embattled tower. The living is a rectory in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £12 9s. 2d.; Patron, Trinity College, Cambridge. It has also a chapel of ease (the living of which is in the gift of the rector), several places of worship for dissenters, a Roman Catholic chapel, a free school, endowed by a Mr. Stubbs, and one upon the national plan. Since the opening of the Grand Trunk Canal, the commercial importance of this town has considerably increased.

From Birmingham.

From L'pool & Manch'r.

34 $\frac{3}{4}$	There is nothing that can excite the inquiry of the traveller until we arrive at the 63rd mile post, when the river Sow is again seen approaching the railroad, and, by its quiet, silvery, slow meandering, contrasted with the rapidity of the carriages, forcibly reminds us of the singular change which a few years have	62 $\frac{1}{2}$
34 $\frac{1}{4}$		63

From Birmingham.

From L'pool & Manch'r.

made in our powers of migration. In the landscape, however, a railroad is not so pleasing an object as the stream; and there are some who believe that for the conveyance of heavy merchandize, the question is still to be answered—will it ever be so economical a means of transport as a canal?

33 $\frac{3}{4}$

To the left is the village of Shallowford. Here the Sow flows under the railway (this river affords excellent sport to the angler) and accompanies the railroad in its immediate vicinity to Stratford.

63 $\frac{1}{2}$

33

About 20 yards before this post is a large building, the machinery of which is set in motion by the current of the Sow; it is Mr. Milner's silk factory, which gives employment to many of the poor in the neighbourhood.

64 $\frac{1}{4}$

32 $\frac{3}{4}$

Here to the left is the village of Bridgeford, and a quarter of a mile further is the

64 $\frac{1}{2}$

BRIDGEFORD STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	64 $\frac{3}{4}$	. 9s. 6d.
From Birmingham	32 $\frac{1}{2}$	. 4s. 6d.

From the 66th mile post the railroad has a rise of 1 in 2,105; this continues for about two miles and three quarters, which will take us half a mile beyond Stafford, in proceeding to which place, we pass under four bridges and over one, through three excavations of a

From Birmingham.

From L'pool & Manch'r.

quarter of a mile each, or rather more, over one embankment of the same length, and another across Seighford meadows of two miles; we have, however, some objects to notice on our way.

32 $\frac{1}{2}$

Sandon Hall, the beautiful seat of the Earl of Harrowby, lies about five miles to the right of this post (or westward).

65

This noble mansion is erected on the site of an ancient fortified house, on the declivity of a considerable hill, from which an extensive and rich prospect is obtained. The erection is of stone, which was obtained from a quarry near the spot. In the grounds is an elegant Obelisk, erected to the memory of William Pitt. The remains of strong walls are traceable, and the moat which formerly surrounded it is still to be seen. Sampson Eardwick, the celebrated Staffordshire antiquary, was born in the ancient edifice. He died in 1603, and there is a handsome monument erected to his memory in Sandon Church. To the right is Seighford Hall, Francis Eld, Esq.; this gentleman keeps a pack of otter hounds, which occasionally have excellent sport.

The embankment is here across the Seighford meadows, in which are abundance of snipes; occasionally herons also may be found. The river Sow has for some time been on the left of the

From Birmingham.

From L'pool & Manch'r.

Railroad; a little further on it passes under a handsome iron bridge, with stone piers, and pursues a similar course on the right. To the left is Creswell Hall, a large white house with numerous offices; it is the residence of the Rev. T. Whitley.

On the right, about a mile and a half distant, the towers of Stafford Castle may be plainly seen emerging from the trees. The site of this castle has been occupied as a fortalice from the time of William, who appointed Robert de Toeni (the progenitor of the present house of Stafford) governor; it was afterwards rebuilt in the time of Edward the Third, by Ralph de Stafford, and in the civil war was garrisoned by the Royalists under the Earl of Northampton, who perished in a sharp skirmish on Hopton Heath. After his death the castle was taken by the Parliamentarians, and eventually demolished. Sir William Jerningham underbuilt the walls of the ruin, to prevent their falling; since then Sir George restored the existing portion of it (one front flanked by two round towers), about half a century since; and it now has a very imposing appearance, as seen from the Railroad.

The road still continues through these marshy fields, and, though the embank-

From Birmingham.

From L'pool & Manch'r.

ment is so slight, the engineer had considerable trouble in its completion; a vast quantity of earth having been used before a solid superstructure could be formed. At the $68\frac{1}{4}$ post is the

STAFFORD STATION.

	Miles.	1st Cl.	2d Cl.
From Liverpool and Man- chester.....	$68\frac{1}{4}$	14s. 0d.	10s. 0d.
From Birmingham	29	5s. 6d.	4s. 0d.

From this station Newport is twelve miles westward, Uttoxeter 14, Sandon 5, Rugeley 9, Lichfield 17, eastward.
(*LINE continued p. 102.*)

STAFFORD, a borough, market town, and parish, in the south division of the hundred of Pirehill and county of Stafford, it is situated on the north bank of the river Sow, three miles from its junction with the Trent; Pop. 6,998, An. As. Val. £5,780. The principal trade of the town consists in making boots and shoes, tanning leather, and, to a certain extent, cutlery and cabinet work; the two former are, however, its most prominent objects of trade. Market on Saturday; fairs, Tuesday before Shrove Tuesday, April 3, May 7 and 14, for horses and cattle; Saturday before St. Peter and June 29, for wool; September 16, 17, 18, for cattle and horses; October 2, for colts; December 4, for cattle and pigs. The corporation of the town consists of a mayor, ten aldermen, ten principal burgesses, a recorder, town clerk, sergeants-at-

mace, and several subordinate officers. The town sends two members to Parliament; the mayor is the returning officer. It has two churches—St. Mary's, formerly collegiate, a cruciform structure, in the early English style of architecture, with a lofty octagonal tower, and St. Chad's, a small edifice, principally in the Norman style of architecture, with a tower in the later English style. The living of St. Mary's is a rectory, with the perpetual curacy of St. Chad's, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; the former not in charge, (patron, the Lord Chancellor), the latter C. V. £7 10s., P. R. £49; patron, one of the prebendaries of Lichfield Cathedral. Here are places of worship for various denominations of dissenters, and a Catholic chapel. The principal trade of the place is the tanning of leather, the making of boots and shoes (for which it has long been remarkable), malt, cabinet work, and cutlery. The grammar school of this town is of very ancient origin; it was, however, refounded by Edward VI. in 1550, who much increased its revenues. The present income is from £350 to £400 per annum. The school is open to the sons of any person belonging to the town; the masters are in the appointment of the corporation. The charities are numerous: among others is the Institution for the Relief of Widows and Orphans of Clergymen of the County of Stafford, which is liberally supported by annual subscriptions, and has also an endowment of £2,400, South Sea An-

nities. The Hospital is a commodious building, with every requisite such an establishment can require ; it has about £3,000 in the funds, and has a liberal list of annual contributors. Medical students, who attend this institution regularly, have the same professional advantages as those derived from the London hospitals. The Lunatic Asylum is a building on a large scale, and, with the grounds, gardens, &c., covers 30 acres, and Almshouses for 12 aged persons. The County Hall is the finest piece of architecture in the town ; in it is an armoury, containing 1,000 stand of arms for the Staffordshire militia. The County Goal is also a fine building ; but we have not room for further details—we trust sufficient has been given to assure the stranger that the town is worth a visit. We must, however, notice, that the hotels are numerous and highly respectable ; but if our reader should happen to be an old bachelor, or a man who has seen the world, and who prefers a good table and snug quarters to show and exhibition, we would verily recommend our old friend MORRIS, at the Vine Inn, in Vine-street, pledging our own particular experience that he will no where find a better bed, a better bottle, or better board, than at this antiquated-looking hostelrie, the very appearance of which bears the significant expression of COMFORT, which expression is never eradicated by the appearance of a bill with extortionate charges, for here every thing is as reasonable as *good things* can be.

Stafford gives the title of Baron to the family

of Jerningham, and of Marquis to that of Gower. (*For Races, see Index.*)

NEWPORT, a market town and parish in the hundred of Bradford, county of Salop, situated near the Roman Watling Street, on the borders of Staffordshire; Pop. 2,745, An. As. Val. £4,396. This town possesses no manufacture of importance. Malting is, however, carried on to a considerable extent; mines of coal and iron and several corn mills are in its neighbourhood, and are the basis of the little business attached to the town. The market is held on Saturday; fairs, 1st Tuesday in February, Saturday before Palm Sunday, May 28, July 27, for horned cattle, horses, and sheep; September 25, for cattle, sheep, and hogs; and December 10, for fat cattle—when the 10th falls on a Sunday, the market is held on Saturday. The church, dedicated to St. Nicholas, is in the early English style of architecture, with some little modern innovation. The living is a curacy in the arch-deaconry of Salop and diocese of Lichfield and Coventry, not in charge; patron, the Lord Chancellor. In the time of Henry VI. the church was made collegiate for a warden and four lay chaplains, by Thomas Draper, a rich citizen of London. There are chapels for various denominations of dissenters, and one for Roman Catholics. The corporation consists of a high and deputy steward, two bailiffs, and twenty-five burgesses. Here is a richly endowed free school, a school on the national plan, some almshouses, and a market hall.

UTTOXETER, a market town and parish, in the south division of the hundred of Totmonslow and county of Stafford, occupies a lofty situation near the river Dove; Pop. 4,864, An. As. Val. £24,257. Market on Wednesday, principally for corn; fairs, Tuesday before Old Candlesmas, Thursday in Easter week, May 6, June 3, July 4 and 31, for horned cattle and sheep; September 1, 19, November 11 and 27, for colts and horned cattle. The town depends chiefly upon the influx of persons attending its excellent markets. It has, however, a good trade in clock cases, malt, corn, cheese; a great many bricks are made in the neighbourhood, in which also there are a number of forges. The Grand Trunk Canal, which passes near one end of the town, very much assists the export of bricks.

The Church, dedicated to St. Mary, has been rebuilt in the Gothic style, with the exception of the ancient tower and beautiful and lofty spire, which is 150 feet high. The living is a disvicarage, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £7 1s. 8d. Patrons, the dean and canons of Windsor. Here are also places of worship for various dissenters and the society of friends, a Free Grammar-school for 15 boys, a National School, supported by subscription, Almshouses for twelve poor people, and an Apprentice Fund of £60 per annum. The town has a fine stone Bridge, over the Dove, and a handsome Market Place. This was the birth-place of Admiral Gardner, who successfully opposed Horne Tooke

in the representation of Westminster. It is said, that the gallant admiral was more frightened at Tooke's wit, satire, and eloquence, than he would have been at a shower of cannon balls from the enemy.

SANDON, a parish in the south division of the hundred of Pirehill, county of Stafford. Pop. 558, chiefly rural. An. As. Val. £5,170. The Church, dedicated to All Saints, contains an elegant monument to the geologist, Sampson Eardwick, who died in 1603. The living is a dis-rectory, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £7 10s. Patron, the Earl of Harrowby. The Grand Trunk Canal passes here, parallel with the *Trent*.

RUGELEY, a market-town and parish, in the east division of the hundred of Cuttlestone, county of Stafford, pleasantly situated on the main road between Stafford and Lichfield, near the south bank of the River Trent, over which which the Grand Trunk Canal is carried by a noble Aqueduct. Pop. 3,165; An. As. Val. £6,383. The chief trade of the place is in iron, brass, tin-plates, hats; there are also some chemical works attached to the town, for the manufacture of white lead and verdigrease. The Grand Trunk Canal passes the town, giving it the benefit of this great inland navigation. The Church, dedicated to St. Augustine, has been rebuilt, with the exception of the tower and chancel of the ancient church, which still remain. The stone was given by the Marquis

of Anglesea, who is lord of the manor. The living is a discharged vicarage, and a peculiar of the dean and chapter of Lichfield; K. B. £5 2s. It is endowed with £400 by the Crown and private benefactions. Patrons, the dean and chapter of Lichfield. Here is a Free Grammar School, endowed by Walter Wolsley with estates which now produce £320 per annum, in which the children of the parish may receive a classical or commercial education, at the option of their parents, an endowed School on the national plan, and Almshouses for four aged women. (*For Races, see Index.*)

LICHFIELD is a city and county of itself, with separate jurisdiction, but within the northern division of the hundred of Offlow, county Stafford, pleasantly situated in the midst of a fertile valley, and surrounded by gently swelling hills, on the banks of a stream which falls into the Trent. Pop. 6,499. It is principally dependent on its local trade. Its neighbourhood, however, produces abundance of vegetables, with which it supplies the populous district which surrounds it. Its breed of cattle is also of a very superior kind, and is in great demand. The Wyrley and Essington Canal passes near the city. Markets, Tuesday and Friday. Fairs, Jan. 10, Shrove Tuesday, and Ash Wednesday, for iron, cheese, bacon, and cattle; May 12, for sheep and cattle; first Tuesday in November, for geese and cheese. Some have derived its name from the term *Lichfield*, signifying the field of the dead, up-

wards of a thousand Christians having perished here in the Dioclesian persecution : others maintain that the name is descriptive of its situation, which was formerly in a marshy ground, and assert it is derived from the word *lich*, signifying a morass. These disputes are, however, of little importance to our purpose, which is much more interested in the present than in its past state. It is a corporate city, and received its first charter from Edward the Sixth, which was confirmed, with additional privileges, by Mary. In 1553 it was constituted a county. Queen Elizabeth and James the First ratified these charters ; and, in 1664, the charter under which its corporation exists was granted by Charles the Second ; for though James the Second, during his short but arbitrary career, demanded and received the surrender of its ancient charter (1686), yet, within two years afterwards, he was forced to issue a proclamation restoring its ancient privileges. The Corporation consists of two bailiffs, and twenty-four brethren, who are empowered to elect a recorder, high steward, and sheriff. The bailiffs are elected from the council, one being appointed by that body, and one by the bishop. The city sends two members to Parliament. The number of electors is about 700 ; the sheriff is the returning officer. The ecclesiastical officers of Lichfield Cathedral consist of a bishop, dean, precentor, chancellor, treasurer, four archdeacons, viz., Coventry, Derby, Salop, Stafford, twenty-seven prebendaries, five priests, vicars, seven lay clerks, and

eight choristers. Its revenues are stated in K. B. at £559 17s. 3½d; those of the dean and chapter at £275 13s. 4d. The Cathedral, dedicated to the Virgin Mary, is a most magnificent structure, in the decorated Gothic style of architecture; its western front is a most majestic specimen of the pointed order. The interior of this edifice is remarkable for its many admirable specimens of sculpture, among which are the busts of Dr. Johnson (who was born in this city), and David Garrick; but the most exquisite specimen of the perfection at which this art has arrived is the monument erected to the memory of the two infant children of Mrs. Robinson; the classic elegance of the design is well worthy of the taste, beauty, and finish of the execution. The infatuated bigots who composed the portion of the army that besieged Lichfield in the civil wars, committed the most scandalous excesses in this majestic pile, defacing its monuments and breaking the exquisite tracery which once ornamented it, the groined roof of the nave being almost the only portion of the building that escaped injury. The livings are all peculiar, in the patronage of the dean and chapter of Lichfield. St. Mary's, a dis-vicarage, K. B. £10; St. Chad's, a curacy, not in charge, P. R. £89 10s; St. Michael's, a curacy, not in charge, P. R. £91 12s. Here are also places of worship for various denominations of dissenters, and a Catholic Chapel. The charities in this city are very numerous and important, among which are

a Free Grammar-school, founded by Queen Elizabeth, several schools on the national plan, a Dispensary, Almshouses, an Hospital for men and women, Newton's Charity for twenty females not under fifty years of age, and relicts or daughters of clergymen of the Establishment; an appointment to this confers a neat residence and fifty pounds per year. There are other bequests for the benefit of the poor, which amount to about £1,000 per annum. The principal buildings are the Cathedral, before mentioned, the Guildhall, Market House, and Theatre, respecting which latter we must mention, it was the first in which Mrs. Siddons appeared after her marriage.

From Birmingham.

From L'pool & Manch'r.

29 | The embankment, which commences 68 $\frac{1}{4}$
 | immediately after we pass through the
 | next bridge, is for some time very
 | slight, but from here to the 68 $\frac{3}{4}$ post
 | is the portion of the line which gave
 | the engineer most trouble. Many days
 | were employed in throwing in ballast,
 | but without any visible effect. It was
 | ultimately made firm by placing a layer
 | of trees, brushwood, &c. upon which
 | ballast was placed; until it gradually
 | sunk to a substance sufficiently solid
 | to stop it. Upon a subsequent in-
 | spection of this foundation, it was
 | found that the platform was bent in
 | the form of a curve, from the pressure
 | above acting on the spongy surface

From Birmingham.

From L'pool & Manch'r.

below; it is, however, now perfectly solid.

28 $\frac{3}{4}$ Four miles to the left is Ingestrie Hall, the seat of Earl Talbot. This venerable mansion has been in this family since the time of Edward the Third, and though it has undergone extensive alterations, still retains the style of architecture denominated Elizabethan. It is situated on the acclivity of a hill, and is surrounded by extensive and well wooded grounds; these are ornamented with noble walks, which are sometimes seen skirting the woods, and at others are lost in their deepening shades. The earldom was created in 1784, and conferred by GEORGE THE THIRD upon John Chetwynd Talbot, by the title of Earl Talbot of Ingestrie.

28 $\frac{3}{4}$ Immediately to the left is Haugh House, occupied, we believe, by the Rev. — Hill. To the right is Rowley House; W. Keen, Esq. was, and we believe still is, the proprietor.

28 $\frac{1}{2}$ Just through the skew bridge, 300 yards before the 68 $\frac{3}{4}$ post, a singular phenomenon presented itself in the attempt to erect the embankment. Vast quantities of material disappeared at this spot, the men being employed six weeks in throwing in ballast. As it disappeared in the bog, the ground in the neighbouring field was observed to

From Birmingham.

From L'pool & Manch'r.

rise until, after a time, it exhibited the appearance of a huge fungus, of perhaps 200 yards circumference at the base. Perseverance did, however, overcome this difficulty, and I believe the bed of the Railroad is here as firm as any portion of the line, although the workmen almost despaired of it; frequently, in the progress of the work, having finished an apparently firm and straight embankment at night, which in the morning had either totally disappeared or materially sunk.

28 $\frac{1}{2}$

Here the rise of the Railroad is much increased, it being for the next mile and a half 1 in 656, thence continually ascending (with the exception of two short levels) until the steep is increased to 1 in 330, which continues to the 84th mile, a little beyond Wolverhampton. The traveller will find a decided alteration in the speed of the carriages when he arrives at the 76th mile post, which will not be increased until he passes through the tunnel, just before the 83 $\frac{1}{2}$ post beyond the Wolverhampton station. The ground at the 83 $\frac{1}{2}$ mile post is the highest on the line, it being 440 feet above low water mark at Liverpool, 50 above the high ground at Whitmore, 80 above the railway station at Birmingham, and 380 above the lowest ground on the line, which is at

68 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

the post marked $17\frac{1}{2}$ miles from Liverpool, just where the Sankey Canal turns off towards RUNCORN GAP, the rails there being barely 50 feet above low water mark.

28 $\frac{1}{2}$

The embankment we are now on extends for one mile and a half, and passes under two bridges; it is succeeded by a slight excavation of a quarter of a mile, over which are two more bridges: this brings us to the commencement of another embankment, opposite the 70th post. The village of Rickersford is to the left.

68 $\frac{3}{4}$ 27 $\frac{1}{4}$

70

26 $\frac{3}{4}$

About four miles to the left, or eastward, is Shugborough Park, the elegant seat of Lord Viscount Anson. The name of Anson is intimately associated with the naval glory of England; and as the birth-place of that great commander and navigator, this spot receives an interest independent of that which it commands as an object of taste. This splendid mansion was considerably enlarged and ornamented some few years since; the grounds and surrounding scenery, however, attract the principal attention of the visitor—there nature and art combine to captivate the senses. The Trent and the Sow flow through grounds upon which science has exhausted her power in rendering beautiful; the Gothic architecture of the

70 $\frac{1}{2}$

From Birmingham.

From L'pool & Manch'r.

darker ages of superstition—that of the tawdry Chinese, and the classic temples of Greece; each has its specimen here—an appropriate arena for a contest of the arts. In 1761 Lord Anson brought the late Queen Charlotte (wife of George III.) to England; this was his last act in the public service.

26 $\frac{1}{2}$

Here is a very extensive prospect of this beautiful county, studded with the seats of nobility and gentry. The Vale of Shugborough detains the eye as it wanders across a country abounding with every variety of beauty; the silver Trent and meandering Sow water this fertile valley, and the Acton hills, rising in calm majesty, at a distance of many miles, bound the view. Two hundred yards further on we enter an excavation of a mile and a half in length, averaging from 10 to 15 feet in depth; over this are three handsome bridges. On emerging from thence upon what I shall

70 $\frac{3}{4}$ 25 $\frac{3}{4}$

call the Dunston embankment, as the township of Dunston lies a little to the left, we have an extensive prospect; Cannock Chace being in the extreme distance, and in the intermediate space Teddesley Hall, the seat of Lord Atherton; it is reputed to have as many windows as there are days in the year.

71 $\frac{1}{2}$

DUNSTON is a township and chapelry in the parish of Penkridge, county of

From Birmingham.

From L'pool & Manch'r.

Stafford. Pop. 272; An.As.Val. £1,624. The chapel, dedicated to St. Leonard, is a perpetual curacy within the jurisdiction of the peculiar Court of Penkridge; the living is endowed with £1,200 by the Crown, and is in the patronage of Lord Atherton. Our principal object in referring to this village is, however, to mention, that in a field, close by the chapel, there is an extraordinary echo, which returns seven or eight syllables distinctly.

25

The Dunston Embankment is but three quarters of a mile in length; passing across this, and through an excavation of one mile long (over which is a single bridge), we arrive at the Great Penkridge Embankment, which is upwards of a mile in length, and, for a considerable distance, from 30 to 40 feet above the surrounding fields. From this elevation a varied prospect is obtained; opposite this post ($73\frac{1}{4}$), and just at the foot of Cannock Chase, Old Tiddesley Hall may be distinctly seen. Looking forward, the town of Penkridge has a picturesque appearance, lying far below the carriages; the steeple of its church appearing at the distance scarcely to rise above them. Here, we arrive at the

72 $\frac{1}{4}$

24

73 $\frac{1}{4}$

From Birmingham.

From L'pool & Manch'r.

PENKRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester..	73 $\frac{1}{2}$	11s. 0d.
From Birmingham	23 $\frac{3}{4}$	3s. 6d.

From this station Cannock is 5 miles to the eastward. (*LINE continued p.109*).

PENKRIDGE is a market-town, parish, and township in the hundred of Cuttlestone, county of Stafford, situated on the river Penk; pop. 2,991. It had a market, which is now discontinued; its fairs are, April 30, for cattle, and first Monday in September, for saddle horses and colts, which is allowed to be one of the best in England. It has also a considerable trade in iron. The parish church, dedicated to St. Michael, is a large Gothic structure, with a square tower; the living is a curacy, and a peculiar in the diocese of Lichfield and Coventry: C. V. £24; patron, E. J. Lyttleton, Esq.; perpetual curate, Rev. Joseph Salt, whose residence is on the west side of the Railroad, from which access to the church is obtained by means of a small tunnel which passes under it. Here is a school in which 200 children are educated on the Madras system, the whole expense of which is defrayed by E. J. Lyttleton, Esq.; there is also an endowed school for 12 boys and 8 girls.

CANNOCK, a parish and township in the east division of the hundred of Cuttlestone; pop. 3,116; An. As. Val. £4,167. The church, dedicated to St. Luke, is a Gothic structure; the living is a curacy, and a peculiar of the

Dean and Chapter of Lichfield, not in charge; P. R. £100; patron, the Dean and Chapter of Lichfield. In the neighbourhood is the celebrated Cannock Chace, formerly a forest, on which are herds of wild deer, and immense quantities of game, the property of the Marquis of Anglesea.

From Birmingham.

From L'pool & Manch'r.

23 $\frac{3}{4}$ About 50 yards past this station, is 73 $\frac{1}{2}$
 the 73 $\frac{1}{2}$ mile-post; to the right hand is
 the Race-course (*Races, see, Index*); a
 little further on, the Railway is borne
 across the river Penk, and a portion of
 the valley, by a viaduct of seven arches,
 each 30 feet span, and 37 feet high
 from the level of the river: there are
 three bridges in this embankment. To
 23 $\frac{1}{2}$ the left is Penkrige; to the right is a 73 $\frac{3}{4}$
 house of considerable size, with an
 Italian roof; it is the residence of the
 Rev. J. Salt, incumbent of Penkrige
 Church. This has been much enlarged,
 and there is an *on dit* to the purport
 that it has been effected by the produce
 of a fine or recompence for the *great*
injury inflicted on the Rev. Gentleman
 by the Railroad; it having shut from
 his view the parish church, the scene
 of his labours.

23 The embankment extends to within
 100 yards of the 74 $\frac{1}{4}$ mile-post. Here, 74 $\frac{1}{4}$
 to the left, is a red house, surrounded

From Birmingham.

From L'pool & Manch'r.

by a brick wall; it is the residence of Mr. Hazeldine.

The excavation we now enter is of considerable depth; it is about three quarters of a mile in length, and is crossed by three bridges. To the right is a large tank to supply the engines with water, should occasion require: it is not a station. The reader will have observed the admirable apparatus with which the watering *Stations* are supplied; the pumps which are not at stations, are to supply the engines on emergencies, such as the water failing at a station, or loss on the road.

22 $\frac{1}{4}$

A little past this post, the turnpike road runs parallel with the Railway for three quarters of a mile: our readers will observe that a large earth-work conceals it from view, though an occasional glimpse of the top of a carriage or cart may be obtained: it ought not to be overlooked, that this has been erected by the Directors solely for the protection of the public, and to prevent accidents by horses being frightened by so close an approach of the railway carriages; without any benefit to their works, and without any necessity for them to do so, as the Act of Parliament does not oblige them to erect such works. We mention this thus pointedly,

75

From Birmingham.

From L'pool & Manch'r.

because it exhibits a degree of consideration for, and liberality towards the public, that we seldom meet with in public companies; it being unfortunately notorious, that so far from treating the public or individuals with liberality, public bodies are too frequently guilty of meannesses which the persons who constitute them would, individually, despise.

21 $\frac{3}{4}$

An embankment, half a mile in length, brings us to the SPREAD EAGLE Excavation, which is from 10 to 15 feet deep, nearly two miles long, and is crossed by five bridges. Shortly after entering it, we arrive at the

75 $\frac{1}{2}$

SPREAD EAGLE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	76	. 11s. 6d.
From Birmingham	21 $\frac{1}{4}$	. 3s. 0d.

21 $\frac{1}{4}$
20

From here there is nothing to interest the reader, until we arrive at the 77 $\frac{1}{4}$ post, when we enter on the Standeford Embankment, the longest on the line; it is, indeed, an extraordinary work. In many places it is from thirty to five and thirty feet above the level of the fields; it is six miles in length, and carries the Railway over thirteen bridges, and under two:

76
77 $\frac{1}{4}$

From Birmingham.

From L'pool & Manch'r.

THE FOUR ASHES STATION

is a quarter of a mile from its commencement.

	Miles.	2nd Class.
From Liverpool and Manchester	77 $\frac{1}{2}$	. 11s. 6d.
From Birmingham	19 $\frac{3}{4}$	. 3s. 0d.

This station takes its name from a small hostelry, situated on the Liverpool road, about three hundred yards from the Railway, and which has probably administered to the comforts of our forefathers for a century or two, at the sign of the **FOUR ASHES**. From this station Brewood is two miles to the westward.

BREWOOD, a small market town and parish, in the hundred of Cuttlestone, county of Stafford, pleasantly situated on the banks of the river Penk. Pop. 3,799; An. As. Val. £16,428. The principal trade is in malt. It had formerly a market, which has been discontinued. Fairs, September 19, for horses and cattle. The Church, dedicated to St. Mary, is a spacious and handsome edifice. The living is a vicarage, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £6 7s. 8d.; patron, the dean of Lichfield. Here is an excellent Free School.

From Birmingham.

From L'pool & Manch'r.

nourable E. Munkton, is to the right. 19 $\frac{1}{4}$ The village of Standeford is a little 78 further on. It is not mentioned in the population returns. Still more to the westward, about three miles distant, is Chillington Hall, the seat of T. W. Giffard, Esq., one of the few "fine old English gentlemen" that are to be met with in *modern times*. The hall is surrounded by magnificent grounds, in which is a large artificial lake. To Mr. Giffard, Wolverhampton is indebted for the flourishing state of its races, and the consequent advantages to the town. To the left is Apsley Hall, now a farm house, occupied by Mr. Lovatt. From this high embankment an extensive view of the country is obtained. To the eastward the view is bounded, at several miles distant, by the high lands of Staffordshire; the intermediate country is like a vast garden, and presents the most happy combinations of wood and verdure. On the right, or westward, the prospect is equally striking, though more confined. The country is dotted with farm houses and villas, and the hills, rising in gentle undulations, complete a scene upon which the eye loves to dwell. Here is another beautiful view 19 to the westward, which could not be 78 $\frac{3}{4}$ seen from the former site.

From Birmingham.

From L'pool & Manch'r.

- 18 $\frac{3}{4}$ The London road is now on the right, and, for near four miles, runs parallel with the Railway. We here cross the Stafford and Worcestershire Canal, by means of a handsome cast iron bridge. The village of Slade Heath is close to the right. This long embankment is here interrupted by a short excavation of about three hundred yards. 78 $\frac{1}{2}$
- 17 $\frac{1}{4}$ Opposite here, on the left, is a large house, embosomed in trees; it is Moseley Hall. 80
- 17 Near to this post, on the right, is Mr. Chamberlain's mill; the mill-head is supplied by a small stream that flows under the embankment. To the right is the village of Ford-houses. To the left is a small red house; it is the parish school of the Hamlet of Bush-bury, which is in a valley about a mile more to the south-east: the church may be plainly seen. 80 $\frac{1}{4}$
- 16 $\frac{1}{2}$ One hundred and fifty yards before we arrive at the 81 $\frac{3}{4}$ post, is Low Hill, the seat of Mr. Pountnoy; it is a large white house, pleasantly situated on the acclivity of a considerable eminence, backed by a thick wood, and has a commanding view of the county to the westward. 80 $\frac{3}{4}$
- 15 $\frac{1}{2}$ Opposite here, to the westward, is Oxley Hall, the birthplace of the late 81 $\frac{3}{4}$

From Birmingham.

From L'pool & Manch'r.

Mr. Huskisson; and, a little further on, to the left is a neat Villa, occupied by Mr. Minnocks, surgeon; at the end of his grounds, towards the south, is a dilapidated building; lest any antiquarian should be tempted to form a speculation thereon, we had better inform our readers, that it was formerly devoted to the very useful purpose of grinding corn, though now it is very nigh useless.

14½ From here the town of WOLVERHAMPTON may be seen to great advantage; it appears what it is, a place of bustle, and full of commercial spirit. A quarter of a mile further we arrive at the

WOLVERHAMPTON STATION.

	Miles.	1st Class.	2d Class.
From Liverpool & Manchester	} 83¼	19s. 0d.	13s. 0d.
From Birmingham		14	2s. 6d.	3s. 0d.

From this station Wolverhampton is 1 mile, Shiffnall 14, and Bridgenorth 14 to the westward. (LINE continued p. 121.)

WOLVERHAMPTON, a market town, borough, and parish, in the north division of the hundred of Seisdon, county of Stafford. Pop. of parish 48,080, town 24,732; An. As. Val. £32,967. Market, Wednesday: fair, July 10 for cattle, and two following days for all kinds

of goods. In this town there are four churches—St. Mary's and St. Peter's, formerly collegiate, is a spacious cruciform structure, with a handsome tower rising from the centre. The font in this church is of great antiquity, and is most elaborately carved with figures, basses, flowers, and foliage. In the chancel are many curious and ancient monuments. In the church-yard is a column, twenty feet high, (supposed to be of Danish origin,) on which is a profusion of rude sculpture. The living of St. Mary and St. Peter is a perpetual curacy (not in charge), in the archdeaconry of Stafford and diocese of Lichfield and Coventry; P. R. £130; patron, the dean of Windsor. St. John's is a handsome edifice, in the Grecian style of architecture, with the absurd addition of a tower and lofty spire; the interior is pleasingly arranged, and the altar is ornamented by a painting of the Descent from the Cross, by Barney, a native of the town. The living is a perpetual curacy, in the same diocese, &c. &c. as St. Mary's and St. Peter's (not in charge); P. R. £69; patron, the Earl of Stamford and Warrington. St. George's is a handsome structure, completed in 1827, under the Acts of Parliament for building new churches: St. Paul's is a perpetual curacy, and was erected at the expense of the present incumbent, who, with Mr. Dalton, is joint patron of the living. Here are also places of worship for a variety of denominations of Dissenters, for the Society of Friends, and for Roman Catholics.

Here is a free Grammar School, founded and

endowed by Sir Steven Jenyns, Knt., a native of the town, and Mayor of London, Anno Domini 1508. It is liberally endowed to the amount of £1,200 p annum, and has from between 140 to 160 boys on its foundation. Among the eminent men educated in this school, are the late Mr. Abernethy, the very eccentric but talented physician, who certainly will never add much to the reputation of the town for politeness; and Sir William Congreve, the eminent engineer, who invented that most destructive missile the Congreve Rocket. Here is also a Blue-coat School, for the education of 36 boys, and 30 girls. Wolverhampton was created a borough by the Reform Bill, and now sends two members to Parliament; the High Constable is the returning officer. This town has a very large and important trade, particularly in every branch of ironmongery, tools, brass, and japaned wares, all of which are here brought to the greatest perfection. It has the benefit of a large and very regular inland navigation by means of the Stafford and Worcester, and the Wyrley and Essington Canals, upon which fly-beats proceed daily to London, Liverpool, and the various places between them which lie on their course. The town contains a Theatre, Subscription Library, and Assembly and Concert Room, and a Dispensary. We must not entirely overlook the early history of this important town. In 996, a college was here founded by Wulfruna, sister of King Edgar, and widow of Aldhelem, Duke of Northampton; previous

to this the place had been called Hampton, but in honour of this act of liberality the name was changed to Wulfrunas-hampton; it appears, however, more probable that at first this was only a local term, but gradually becoming general, it was, after a series of years, corrupted to the present cognomen, Wolverhampton. Nor must we entirely lose sight of the part it took in the Civil Wars: it early declared for the King, in 1645. It became the head-quarters of Prince Rupert, and was visited by King Charles in his retreat after the disastrous battle of Naseby, immediately after which it succumbed to the overwhelming power of Parliament. (*Races, see Index.*)

SHIFFNAL, a market town and parish in the hundred of Brimshey, county of Salop, situated in a country abounding with coal and iron ore. Pop. 4,779; An. As. Val. £20,662. Market on Friday; fairs, first Monday in April, August 5, for horned cattle, horses, sheep, and pigs; November 22, for the same. Its chief manufacture is of paper; it, however, depends principally upon its situation and the custom of the gentry and farmers in its neighbourhood. The church, dedicated to St. Andrew, is an ancient edifice; the living is a vicarage, in the archdeaconry of Salop and diocese of Lichfield and Coventry; K. B. £15 6s. 8d., patron, Geo. Brook, Esq. Here is a free school, some bequests for the benefit of the poor, and a savings bank; the Baptists, Independents, and Methodists have chapels in the town.

BRIDGENORTH is a borough and market town, in the hundred of Slotterden and county of Salop. It is delightfully situated on both banks of the river Severn. Pop. 5,065, chiefly employed in the manufacture of cloth, stockings, carpet-making, and iron-melting, and steel tools; it has, however, a large business connected with the navigation of the Severn, to which it forms a sort of depôt. Markets on Saturday; fairs, Thursday before Shrove-tide; May 1; June 30; August 2; and October 29, for horned cattle, horses, sheep, wool, linen, yarn, butter, and cheese. There are two churches in the town; one, dedicated to St. Leonard, is a curacy, not in charge, and exempt from visitation; P. R. £83. The other, dedicated to St. Mary, is also a curacy, under the same circumstances as the former; the livings are in the gift of Thomas Whimore, Esq., of Apley Park. The town has places of worship for various classes of Dissenters, a Free Grammar School for the sons of burgesses, and Almshouses for widows. The government of the town is vested in 2 Bailiffs, a Recorder, a Deputy Recorder, 24 Aldermen, 48 Common Councilmen, 2 Bridge Masters, a Town-clerk, 2 Serjeants-at-mace, and various subordinate officers. It has sent members to Parliament since the time of Edward the First, and the Reform Bill confirmed the privilege; the electors are about 700 in number, and return two representatives; the Bailiff is the returning officer. The situation of the town has been said to resemble that of Jerusalem in

the olden time; whether this exists in the imaginations of travellers, which is generally rather vivid, or whether a resemblance really exists, one thing is certain, that Jerusalem was not divided by a large navigable river, or it would not so long have withstood the assaults of the Romans. Bridgenorth is divided into the upper and lower town; the higher town is built on a hill, which rises upwards of a hundred feet from the level of the Severn, and commands extensive and delightful prospects; many of the houses are founded on the rock, and have their cellars excavated therein; from this portion of the town to the bridge, there is a curious walk, hewn out of the rock, the descent by which is however rendered easy and safe by steps formed of pebbles, and secured by a frame-work of iron. Bridgenorth is said to owe its origin to Ethelfleda, the heroic daughter of Alfred the Great. It was fortified in the time of Henry I., and became forfeited by its opposition to the Crown. In the time of the second Henry, it is memorable for an heroic act of self-devotion on the part of Sir Robert Sinclair, who intercepted an arrow aimed at the King, by interposing his own body. During the wars of the King and the Parliament (1646), it suffered severely; for, being taken by the forces of the latter, the Royalists, with that recklessness, wantonness, and cruelty which they so often exhibited, and so lamentably for the cause of the King,—set fire to the town, by which it was for the most part destroyed. The town had formerly a castle,

in which the Royalists stood a siege for three weeks after the town was taken: nothing now remains of it but a portion of the tower.

From Birmingham.

From L'pool & Manch'r.

14 | The Allbrighton hounds did, and we | 83 $\frac{1}{4}$

believe do hunt this country; but as the kennel is at Aqualate Hall (Sir Thomas Boughey's), Stafford is the best place to send a horse to, if you wish to meet them. Thus the railroad enables you, for a few shillings, to send your hunter fresh to the kennel, 60 or 70 miles off, in a few hours.

Two hundred yards after leaving this station we pass into the great tunnel; it is about 200 yards in length: the Wyrley and Essington Canal passes over it. Emerging from this cavernous looking passage, we enter the Wednesfield Cutting. This is very near a mile in length, and in some places from 15 to 20 feet deep; it is crossed by one bridge. A short distance from the tunnel, a coal vein was cut through, and the coals have been used as ballast for the railway. A curious sight will it be for a person from London, when he is aware, that, within a ride of five hours, this ballast would procure, perhaps, 30 or 40s. a ton.*

13 $\frac{3}{4}$ | At the 84th mile post, the line is | 84

* I refer to the time when the London and Birmingham Line is open.

From Birmingham.

From L'pool & Manch'r.

level for about half a mile, and then commences a descent which carries us into Birmingham, the inclination varying from 1 in 330 to 1 in 532.

13

We now pass over an embankment three-quarters of a mile in length, crossed by one bridge, which is succeeded by an excavation and an embankment of a quarter of a mile each. We then enter the great Willenhall cutting, which is, in many places, from 28 to 30 feet deep. This ground is crossed by six bridges, and the Railway passes over two. We must not, however, too far anticipate our journey. About

84 $\frac{1}{4}$ 11 $\frac{3}{4}$

200 yards before we arrive at this post, is Mr. Nevill's works and residence, and opposite them, to the right, is a machine for grinding heavy instruments, moved by steam power. Further, on the left, is Mr. Carpenter's manufactory for patent locks, &c. &c. A little past the post, on the left, is the hamlet of Willenhall, and just past it, the

85 $\frac{1}{2}$

WILLENHALL STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	85 $\frac{1}{4}$	13s. 0d.
From Birmingham	11 $\frac{3}{4}$	2s. 0d.

From this station Bilston is one mile and a half to the westward. (LINE *continued p. 124.*)

WILLENHALL, is a parish and chapelry in the south division of the hundred of Offlow.

Pop. 5,834 ; An. As. Val. £5,508. It is said this place derives its name from the Saxon Winchala, a word signifying victory ; this being the spot on which Edward the Elder defeated the Danes in a great battle. This place has been celebrated for the manufacture of iron ever since the time of Elizabeth, and it is still so for the making of locks, files, currycombs, gridirons, and every description of hardware for exportation. It has the advantage of inland carriage, by means of the Wyrley and Essington canal, which passes near it. The Church is dedicated to St. Giles ; the living is a curacy, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry ; patron, the lord of the manor. The neighbourhood contains immense collieries and ironstone mines.

BILSTON. A township and chapelry, in the parish of Wolverhampton, north division of the hundred of Seisdon, county of Stafford, one of the most extensive villages in England, situated a short distance from the north bank of the Birmingham Canal. Pop. 14,492 ; An. As. Val. £15,634. The town is situated on a rising ground, in the centre of a district abounding with rich mines of coal, firestone, clay ; with numerous steam-engines, forges, furnaces, &c., which give it the appearance of a vast forge by day, and a perfect pandemonium by night. With such a basis for its trade, the reader will not wonder at the population. Its extensive water carriage affords every facility of transport, which advantage the enterprising proprietors of

the various works avail themselves of to the utmost extent. The town is celebrated for the manufacture of all sorts of iron, tin, enamelled and japanned ware, steam-engines, machinery, and, indeed, every article of the iron trade. The Chapel is dedicated to St. Leonard; the living is a perpetual curacy, within the jurisdiction of the Dean of Wolverhampton. It is endowed with £400 from the Crown, and the same amount from private benefaction. The presentation is in the gift of the householders of the parish, both male and female having a right to vote. In 1829 a church was erected here, dedicated to St. Mary. Part of the expense was defrayed by the Parliamentary Commissioners. There are places of worship for several classes of Dissenters, and a Blue Coat School for six boys. Near here a fire has been burning in the earth for upwards of fifty years; it arises from a stratum of coal, 30 feet deep, and 4 thick, and it arose from the main strata having been cut from under it, which admits the air, and thus feeds the fire, which has defied every attempt which has been made to extinguish it.

From Birmingham.

From L'pool & Manch'r.

11 $\frac{1}{4}$ | There is nothing worthy of note until 86
 | we have cleared this cutting. At the
 | 86th post to the right we then have a
 | view of the coal-pits, for which this
 | part of the country is celebrated. The
 | steam engine may be seen. To the
 | left is Bentley Hall, in which King
 | Charles the First was for some time

From Birmingham.

From L'pool & Manch'r.

concealed after the battle of Worcester. The red brick building, a little further on, is Bentley Farm, Mr. Foster.

10 $\frac{3}{4}$

An embankment of half a mile, on which is one bridge, brings us to the Darlaston Cutting, which is crossed by an aqueduct, supported by two arches and two bridges. This cutting is three quarters of a mile long, and from 10 to 15 feet deep. Darlaston Church is a conspicuous object, and may be here seen, on the right, to the south-west; and 150 yards further is

86 $\frac{1}{2}$

JAMES'S BRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	87 $\frac{1}{4}$	. 13s. 6d.
From Birmingham	10	. 1s. 6d.

From this station Darlaston is three-quarters of a mile to the westward.

DARLASTON. A parish in the south division of the hundred of Offlow, pleasantly situated on the banks of the Trent. Pop. 6,647; An. As. Val. £4,213. The Church, which is a brick building, is dedicated to St. Lawrence; K. B. £3 11s. 5 $\frac{1}{2}$ d. The living is a rectory, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry. Patron, the Society for the Purchase of Advowsons. There are places of worship for various classes of Dissenters, and a National School,

From Birmingham.

From L'pool & Manch'r.

supported by subscription, in which upwards of 150 boys and 80 girls are educated. The neighbourhood abounds with coal and iron; the principal manufacture of the town is gun-locks, nails, hinges, and a variety of hardware. Near the town are the ruins of a castle, built by Wolferus, King of Mercia, who sacrificed his sons for becoming disciples of the Christian bishop, St. Chad. The ruins bear evidence of a very strong fortification.

10 This embankment is crossed by two bridges, and carries the Railroad over one; at the ($87\frac{3}{4}$ post), the hamlet of 87 $\frac{1}{4}$

Wednesbury may be seen to the southwest. At the post the road passes over the above-mentioned bridge, which is constructed of cast iron, and has two arches. At this post we enter a small cutting; to the right is a house; it is 87 $\frac{3}{4}$
Bescott Hall, occupied by Mr. Marshall; and at 170 yards past the 88th post is

BESCOT BRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	88	. 13s. 6d.
From Birmingham	$9\frac{1}{4}$	. 1s. 6d.

From this station Wednesbury is 1, and Dudley $5\frac{1}{2}$ to the westward, and Walsall 1 mile to the eastward. (LINE continued p. 133.)

WEDNESBURY is a market town and parish, in the south division of the hundred of Offlow, county of Stafford, situated near the river Tame. This place was called Weadesbury by the Saxons, from its having been a forest, in which was a temple to their god WODEN. In 916 it was strongly fortified by Ethelfleda, who, it is probable, also built the castle which formerly stood here. Pop. 1,437; An. As. Val. £,7614. Market on Friday; fairs, May 6, Aug. 3, for cattle. The principal trade of the town consists in the manufacture of gun-locks, horse shoes, ironmongery, screws, nails, gas fittings, agricultural instruments, iron axletrees, stirrups, bits, &c. &c. In the vicinity of the town are collieries, yielding a superior species of coal, which is principally used for forges, for which it is admirably adapted, from the intense heat it supplies. Here also is found that peculiar ore called blond metal, used principally for the manufacture of axes, and other heavy instruments which require sharpness. The Birmingham canal passes near, and gives it the advantage of an extensive water communication. The church, dedicated to St. Bartholomew, is an elegant structure, principally in the later style of English architecture; it has a handsome tower, with a lofty spire, and, in the interior, has some very ancient monuments, and singular wooden seats. It is situated on a hill, and commands an extensive prospect. The living is a dis-vicarage, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry. K. B.

£4 3s. 4d., in the patronage of the Crown. Here are also chapels for Methodists and Independents, almshouses, and a Lancasterian school, supported by voluntary subscriptions. The brutal amusement of bull-baiting is here carried on, in defiance of all authority. The passion of the people of Wednesbury for their bulls appears only second to that of the ancient inhabitants of Congleton for their bears.

DUDLEY, a market town, parish, and borough, in the lower division of the hundred of Halfshire, county of Worcester. Pop. 23,043; An. As. Val. £20,833. Market on Saturday, fairs, May 8, for cattle, cheese, wool; August 5 for lambs, and October 2 for horses, cattle, cheese, and wool. This place derives its name from Dudo, a Saxon prince, to whom it belonged at the time of the Heptarchy. This prince built a castle here, in the year 700, which, during the war between Stephen and the Empress Matilda (1139), was garrisoned in her favour by Gervase Paganell. It was, however, demolished in the reign of Henry the Second, and re-built in the reign of Henry the Third. In 1644 it stood a siege by the Parliamentary forces, against which it was successfully defended by Colonel Beaumont. In the siege it was very much injured, but was never repaired; a fire occurred in 1750, which completed its demolition. The remains are interesting to the stranger; they are surrounded by woods, through which are excellent walks, affording a variety of views of these most picturesque ruins.

Under the hill on which the castle stands are vast subterranean caverns, hewn in the solid limestone, this having been, for years, a most excellent quarry, of no slight pecuniary importance to its noble owner. Strangers have access to these caverns; but we recommend them to employ a guide, or they may take an unexpected cold bath, by finding themselves immersed in a canal, which, for the transit of the stone, has been led into these gloomy regions, and communicates with the Birmingham and Worcester Canal. In these quarries are several chalybeate springs, and the fossil called the "Dudley Locust," not now particularly valuable, as it is found here in *great numbers*, and variety of size. It is supposed to be a petrification of an extinct species of monocolus. From the castle is an extensive prospect, in which the remains of a monastery, formerly occupied by Cluniac monks, and erected in the year 1161, by the aforesaid Gervase Paganell, and the spire of St. Thomas's Church, form interesting objects. A handsome building, in the immediate neighbourhood of the monastic ruins, is called the Priory. It is the residence of the Earl of Dudley's mining agent. In this district are extensive collieries, and iron and limestone mines. The country around is very beautiful; and a short distance, at Hales Owen, is "The Leasowes," the elegant seat of the poet Shenstone. It is to be regretted that the public are not now admitted to view these delightful grounds, which bear so many recollections of the beautiful

spirit of their former proprietor; though we fear the cause is to be found in the accursed spirit which generally pervades Englishmen, inducing them to record their visits; injuring monuments, trees, and buildings, by inscribing their names thereon in ineffaceable characters. This barbarism no man will allow to be perpetrated in his grounds, while he has the power of prevention; thus the man of taste is excluded by the rudeness of these *Vandals*. The manufacture of nails, chains, chain-cables, every description of hardware, and glass, form the staple trade of the town. Here are two Churches: the one dedicated to St. Thomas was rebuilt in 1819, in the later style of English architecture, with a lofty spire, at an expense of £23,000. Of this sum, £7,600 was collected by subscription, including the munificent gift of the Earl of Dudley, viz., £2,000; the rest was raised by a rate. The living is a vicarage, in the archdeaconry and diocese of Worcester; K. B. £7 18s. 6½d; patron, the Earl of Dudley. The Church of St. Edmund is used as a chapel of ease to St. Thomas, the parishes having been united. There are chapels for various denominations of Dissenters, and for the Society of Friends. This borough had the privilege of sending two members to Parliament, in the reign of Edward. The inhabitants, at a subsequent time, it does not appear from what cause, petitioned for the abolition of the privilege, which petition was granted, and they remained unrepresented until the Reform Bill gave them

the right of returning one member. The electors are householders of from £10 upwards; of these there are about 800. The returning officer is appointed by the Sheriff of the county.

Dudley possesses many charitable institutions, among which are three endowed charity schools; one for clothing and educating 50 boys, one for clothing and educating 40 girls, and the Blue Coat School, which is, we believe, under the management of the Unitarians. Here is also a Free Grammar School, endowed to the amount of between £300 and £400 per annum. The celebrated James Baxter lived here for some time. Dudley confers the title of Earl on the family of Ward.

WALSALL is a market town, parish, and borough, in the south division of the hundred of Offlow, county of Stafford. Pop. 15,066; An. As. Val. £6,692. Markets on Tuesday; fairs, Feb. 24, Whit Tuesday, and Tuesday before Michaelmas Day, chiefly for horses, cattle, and cheese. The derivation of the name is evidently from the word *Waleshall* and *Walshale*, from its situation having been near a Druidical forest, in which the Saxons afterwards erected a temple to WODEN. Queen Elizabeth visited the town of "*Walshale*," as did Henrietta Maria, Queen of Charles the First. The former, however, visited as a patron; the latter to await the event of the first battle between the people and their sovereign—the former on the 13th of June, a harbinger of prosperity, anticipating summer; the other on the 23rd of October,

a harbinger of devastation, and war, and civil disunion. The season of these visits might have been supposed an omen of their results. These are the only events of historical interest connected with the place. The principal trade of this town is the manufacture of saddles, ironmongery, buckles, every description of hardware, plated ware, and a variety of small chain. Limestone is found in great abundance in its vicinity, and a considerable trade is carried on in malt. The old Birmingham, and the Wyrley and Essington Canals, confer on this town an abundant water conveyance to all parts of the country. The inhabitants of this town are exempted from toll all over England, and from serving on juries out of their own limits. There is a curious custom here, that of throwing apples and nuts from the Town Hall, on St. Clement's day, to be scrambled for by the populace.

This borough returns one member to Parliament. This privilege was conferred by the Reform Bill. The electors are householders, of £10 per annum and upwards. There are about 800. The Mayor is the returning officer.

The Corporation consists of a mayor, recorder, 24 burgesses, town clerk, 2 sergeants-at-mace, and subordinate officers. There are two Churches in the town. That dedicated to St. Matthew was an ancient cruciform structure. In 1821 it was taken down, with the exception of the tower and chancel, and rebuilt at an expense of £20,000. It is now in the later style of English architecture. The living is a vicarage,

in the archdeaconry of Stafford, and diocese of Lichfield and Coventry; K. B. £10 19s. 7d.; patron, the Earl of Bradford. That of St. Paul's is in the Grecian style of architecture, and was erected by the Governors of the Free Grammar School, who obtained an Act of Parliament to allow them to devote a portion of their funds to this purpose; patrons, the Governors of the Grammar School. There are chapels for various denominations of dissenters. Walsall has more than an ordinary share of charitable institutions, but our limits have been already so far trespassed on, that we can only particularise a few. The free Grammar School, richly endowed, an English school, supported from the same funds, a Blue Coat School, several Sunday Schools, Almshouses, and very numerous benefactions.

From Birmingham.

From L'pool & Manch'r.

9	The buildings with a high chimney	88 $\frac{1}{4}$
	are Mr. Thelwall's iron-plate works, called, we believe, Wednesbury Forge. Walsall can be seen to the left, a little to the south-east. The embankment on which we are now travelling is one mile and a half in length; it is crossed by two bridges, and carries the rails over	
8 $\frac{3}{4}$	one. At this post we enter the Tame Hill Cutting, which is in some places upwards of twenty feet below the level of the fields: in this, one bridge crosses the line.	89 $\frac{1}{2}$
7 $\frac{1}{4}$	One hundred and fifty yards further, on the right, is Chorley Mount,	90

From Birmingham.

From L'pool & Manch'r.

the residence of Mr. Aldford. The river Tame runs for some distance parallel with the line, and in its graceful evolutions twice passes under this embankment, which is one mile in length. In this river is a great abundance of fish; they may be taken by fly or bottom fishing. The Railway is carried across the Tame by two bridges, each of five arches, and it passes under one bridge and over another near the $90\frac{3}{4}$ post, and here is the

NEWTON ROAD STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	$90\frac{3}{4}$	. 14s. 0d.
From Birmingham	$6\frac{1}{2}$	. 1s. 0d.

From this station Westbromwich is 2 miles to the westward.

WESTBROMWICH is a parish in the southern division of the hundred of Offlow, county of Stafford; Pop. 15,327; An. As. Val. £13,245. The inhabitants are principally employed in the manufacture of iron and hardware. The parish is crossed by the Birmingham Canal and the river Tame, and it contains mines of coal and iron-stone, which employ a large proportion of its population. The church, dedicated to St. Clement, is endowed by the Crown with £200, and by a parliamentary grant with £2,800. The living is a perpetual curacy in the archdeaconry

From Birmingham.

From L'pool & Manch'r.

of Stafford and Diocese of Lichfield and Coventry; C. V. £22; patron, the Earl of Dartmouth.

6 $\frac{1}{2}$ Opposite here, to the south-west, is 91
Sandwell Hall and Park, the beautiful seat of the Earl of Dartmouth. The mansion is an elegant erection, and is situated in a romantic valley, with a noble lawn, tastefully laid out in front, and backed by deep woods.

5 $\frac{1}{4}$ We are now fast approaching the 92
Newton Hill Cutting; it is the deepest on the line, being upwards of 70 feet below the level of the fields, and half a mile in length.

5 $\frac{1}{4}$ Here to the right is Hampstead Hall, 92
the residence, we believe, of Wm. Wallis, Esq. The grounds are beautifully laid out, and present as great a variety of scenery as such a space could produce: the woods are rich, and the grounds formed in easy undulations. A little further on is a white cottage—we believe, Claremont Villa.

5 At this post the embankment over 92 $\frac{1}{4}$
which we have been travelling for the last half-mile ends. We now pass two excavations and embankments, over which are two bridges, and under them one, of two arches; these bring us to Perry Bar Station, but ere we arrive there we must notice that the grounds of Perry Hall, the seat of J. Gough,

From Birmingham.

From L'pool & Manch'r.

4 $\frac{1}{4}$ Esq., are to our left, near the 93rd post, 93
 that the white house to the right is the
 residence of Mr. Rawlins, of Birming-
 ham,—the red brick building a little
 further on is Lea Hall, occupied by
 Wm. Spencer, Esq., and that a little
 more to the westward is SOHO, the ex-
 tensive manufactory of the late Messrs.
 Boulton and Watt, and the magnificent
 mansion and grounds of the late Mat-
 thew Boulton, Esq. We must now
 direct attention to

PERRY BAR STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	94	. 14s. 0d.
From Birmingham	3 $\frac{1}{4}$	. 1s. 0d.

From this station Handsworth is one
 mile to the westward.

HANDSWORTH is a parish in
 the south division of the hundred of
 Offlow, county of Stafford, 2 $\frac{1}{4}$ miles
 from Birmingham, and pleasantly situ-
 ated on the banks of the river Tame.
 Pop., with Soho, 4,944; An. As. Val.
 £16,874. The principal trade of the
 parish is in Birmingham wares, steam
 engines, and other iron-work. Here is
 the extensive manufactory of the late
 Messrs. Bolton and Watt, which is
 perhaps one of the handsomest build-
 ings of the kind in England. The
 church, dedicated to St. Mary the Vir-

From Birmingham.

From L'pool & Manch'r.

gin, is an ancient Gothic structure, with a tower rising from the centre. It a few years since received an addition of 450 sittings, of which 250 are free; the Parliamentary Commissioners contributed £500 to this enlargement. In the church are two elegant monuments to the memory of Mr. Bolton and Mr. Watt, whose fame rests not on sculptured monuments but in the usefulness of their lives, and in the benefits their intellectual ardour has conferred upon mankind. As long as science is dear, as long as the steam-engine exhibits its gigantic powers to an admiring world, so long will their names be in the mouths and minds of mankind. The living is a rectory, in the archdeaconry of Stafford and diocese of Lichfield and Coventry; K. B. £13 9s. 2d.; patron, Wyrley Birch, Esq.

We have lately crossed the river TAME—this river has some very superior fishing stations, which (not to interrupt the progress of our narrative) we shall here mention. From the above place to Aston it may be fished with great advantage, and at the Aston Tavern is a most excellent pool. From Aston up to the mill, and in some pools above the mill, superior sport may usually be obtained. Opposite or about the 95 post is a small island, which is

From Birmingham.

From L'pool and Manch'r.

- well known as a spot, on which if sport is not obtained, the fault will lie at the butt end of the rod—not in the river.
- $3\frac{1}{4}$ An excavation of one quarter of a mile, over which are two bridges, brings us to the Great Aston Embankment, which is one mile and three quarters in length, in some places between thirty and five and thirty feet from the fields below. It passes over two bridges and one viaduct of eight arches, under which flows the Birmingham and Fazeley Canal; this work is one hundred yards in length, and between nine and ten wide. Proceeding a short distance on this embankment, we enter the county of Warwick, and shortly after cross the Tame. Near the $94\frac{3}{4}$ post, to the right, is a mill, the machinery of which is worked by the flow of the river Tame, to which this little erection gives a picturesque effect. After leaving the mill, the stream flows at the base of the embankment and parallel with it for nearly a quarter of a mile; its serpentine evolutions through the meadows on the left may then be traced for a considerable distance.
- 2 Near the $95\frac{1}{4}$ post the village of Aston may be distinguished by the very handsome tower and spire of its church, which is in the later style of English architecture.

From Birmingham.

From L'pool & Manch'r.

ASTON is a parish in the Birmingham division of the hundred of Hemlingford, county of Warwick. Pop. 32,118; An. As. Val. 53,142, chiefly inhabited by artisans employed in or for the neighbouring manufactories. There is a church and two chapels in the parish; the former is dedicated to St. Peter and St. Paul; the living is a vicarage in the archdeaconry of Coventry and diocese of Lichfield and Coventry; K. B. £21 4s. 9½d. The church contains some curious tombs and effigies.

1¾ About 200 yards past this post, to the right, is Aston Hall and Park, the seat of James Watt, Esq. This beautiful and stately fabric is best seen a little further on, by looking up a long avenue of trees. It was erected at the commencement of the seventeenth century, by Sir Thomas Holt, one of the staunchest adherents of Charles the First, who was here entertained for two nights, about six days previous to the battle of Edgehill, the first in which the troops of the King and the Parliament met—disastrous to both, but to neither advantageous. Some time afterwards the Parliamentarian troops inflicted their vengeance upon Sir Thomas, by firing at and plundering his house; the effects of several cannon-shot are visible in the interior of the building. 95½

From Birmingham.

From L'pool & Manch'r.

About 150 yards from the viaduct, a fine view of Aston Hall may be obtained.

 $1\frac{1}{2}$

Just past here we arrive at the before-mentioned viaduct; from this the end of the Aston Embankment is quickly obtained. Birmingham is in sight, bearing evidence, by its appearance, of the prodigious works which it contains.

 $95\frac{3}{4}$

Two excavations and an embankment, of a quarter of a mile each, in the progress through which the Railway passes over two and under four bridges, bring us to the Company's Station at Vaux-

 $\frac{1}{2}$

hall, near the $96\frac{3}{4}$ post. Here the passengers alight for the present, and proceed to Birmingham in coaches, omnibuses, or cars, as may suit their inclination. The Railroad, however, proceeds past it, upon a high embankment, connected with the large Birmingham Viaduct, which carries it across the valley and the river Rea, by means of twenty-eight arches of thirty-one feet span, and twenty-eight feet above the level of Lawley-street; the 97 mile-

 $96\frac{3}{4}$ $\frac{1}{4}$

post is about the centre of this bridge; a quarter of a mile further will be the permanent station, at the bottom of Curson-street, where also is the station of the London and Birmingham Line. Having conducted our readers to this great manufacturing town, we shall just take a glance of the works upon the

97

From Birmingham.

From L'pool & Manch'r.

Line, to enable them more correctly to estimate the greatness of the undertaking.

100 LY. ————— 5500000 cu. yds. earth.

The reader who has accompanied us in our journey will, perhaps, scarcely be aware that he has passed *one hundred excavations and embankments*—yet such is the fact. In the formation of these, *five millions five hundred thousand cubic yards of earth and stone* have been cut and removed, *three millions* of which have been employed in the embankments; the remainder has, for the most part, been laid out for spoil, as described at page 26. In the Line, there are about *one hundred and nine thousand distinct rails*, which rest on *four hundred and thirty-six thousand chairs*, which are supported by *four hundred and thirty-six thousand blocks of stone*. The Railway passes under *one hundred bridges, two aqueducts*, and through *two tunnels*; it passes over *fifty bridges and five viaducts*, the latter are stupendous erections. In the formation of the line upwards of *forty-one million four hundred and forty thousand pounds of iron* have been used for rails and chairs, and upwards of *six hundred and fifty-six thousand nine hundred and forty cubic yards of stone* for

blocks to support them.* These few facts will suggest to the intelligent reader an idea of the magnitude of the work, and of the intelligence and activity necessary in the governing power which has superintended its formation. We should have been glad, if our space would have allowed, to have looked at the question in a national point of view, as affecting the employment of the population, but this our limits forbid; from a superficial view of the question, we are, however, inclined to think that this mode of transit will give more employment than the former, and that by rendering the employment of horses of a certain description comparatively unnecessary, will induce our agriculturists to grow that description of produce which is used for human food, and probably be the means of rendering the *staff of life* cheaper to the poor man—for these, independent of more obvious reasons, we think railroads deserve the support of the public, and the encouragement of the Legislature.

* This is a rough estimate, we should think under, rather than over, the fact. We have calculated the whole line as being fixed on stone, and have therefore made no allowance for the sleepers, as when the ground is sufficiently firm these will be dispensed with.

RACES.

For the information of our sporting readers, we have added a List of Races (and, as near as we could obtain them, of the time of their coming off), to the vicinity of which access may be obtained by the Railroad. Some few of them are at a considerable distance from the Stations; but all, we believe, may be attained in a day.

List of Races, and the time at which they are held, to which easy access may be obtained, by means of the Grand Junction and Liverpool and Manchester Railways.

Bridgnorth	July 26.—Two Days.
Burton-on-Trent	Aug. 23.—Two Days.
Buxton	June 13.—Two Days.
Cheltenham	July 2.—Two Days.
Chester	May 2.—Four Days.
Coventry	March 11.—Two Days.
Dudley	July 24.—Two Days.
Eaton Park	Sept. 26.—Three Days.
Gloucester.....	July 5.—Three Days.
—————	July 13.—Two Days.
Hedgeford.....	Oct. 27.—Two Days.
Knutsford...Last Tuesday	in July.—Two Days.
Lichfield	March 24.—Two Days.
—————	Sept. 12.—Two Days.

Liverpool	May 11.—Three Days.
—————	July 19.—Four Days.
Manchester	May 25.—Four Days.
Newton.....	June 3.—Three Days.
Newcastle.....	Aug. 11.—Two Days.
Penkridge.....	Oct. 12.—Two Days.
Potteries	Aug. 8.—Two Days.
Rugeley	Oct. 3.—Two Days.
Shrewsbury	Sept. 19.—Three Days.
Stafford	Oct. 11.—Two Days.
Stone	Oct. 10.—Two Days.
Stourbridge	Oct. 29.—Two Days.
Walsall	Sept. 27.—Two Days.
Warwick	March 16.—One Day.
—————	Sept. 5.—Three Days.
Wenlock	Aug. 4.—One Day.
Wolverhampton	Aug. 14.—Three Days.
Worcester	Aug. 1.—Two Days.
Wrexham.....	Oct. 12.—Two Days.

THE
LIVERPOOL GUIDE.

THE town of Liverpool is situated on the eastern bank of the River Mersey, is in the county of Lancaster, and hundred of West Derby. It is 205 miles from London; 220 from Glasgow; 80 by sea, and 105 by land, from Holyhead; 120 from Dublin; and 75 from the Isle of Man. It contains about 200,000 inhabitants. It is not our intention to enter into any of the etymological quibbles respecting its cognomen which, with its original orthography, appears involved in much obscurity. Suffice it to say, that the most popular conjecture respecting the former is, that the town was originally situated on a pool, or estuary of the Mersey, which pool was the resort of a water-fowl, designated "the Liver;" from thence the word Liverpool appears a natural derivation: even this is, however, quite hypothetical, for we in vain search the chronicles of the naturalist for a history of this fowl, the existence of which, therefore, appears as problematical as that of the phœnix. However, as the corporate signet bears this device, we shall adopt the hypothesis. With respect to the orthography, Leland, in his Itinerary, spells it *Lyrpole*, and *Lyrpoole*. Dr. Enfield, in his "History of Liverpool," speaks of it as having been spelt *Lerpoole*, and

Leverpoole. In the Harleian MSS. it is also spelt *Leverpoole*. Camden, in his *Britannica*, spells it *Lirpoole*, and *Litherpoole*; and it has been spelt by others *Lirrpol* and *Lyverpoole*. The latter appears to have immediately preceded the present mode of spelling it, *Liverpool*. The ancient history affords but few particulars worthy of notice. It is not mentioned in *Doomsday Book*, unless, as some antiquarians assert, it is mentioned under the appellation of *Esmedune*, or *Smedune*; our limits, however, forbid our giving the adverse arguments on this point. On the authority of the Kenion MSS. it is stated, "that Roger de Poictou, Earl of Lancaster, built a castle at Liverpool, and there placed as Governor and Castellan his trusty friend Vivian Molyneux;" yet others, with more probability, attribute the foundation of the fortress to King John, who visited this place, and observed its local advantages, when he embarked hence on one of his expeditions to Ireland. It is probable that John granted the first charter that conferred any peculiar privileges; for although two charters are mentioned in the corporation records, as having been granted by Henry I., it does not appear they were of any available benefit to the town. Henry III. confirmed the charter granted by John, and conferred additional privileges. The castle was governed by a constable, and that office was vested in the family of Molyneux from the reign of Henry V. to that of Elizabeth. It was dismantled in 1659, and in 1721 the ruins were removed to make way for

the erection of St. George's Church. The feuds of the Stanleys and Molyneux are equally uninteresting; and nothing worthy of notice appears in the history of the town till, in 1644, it was garrisoned and fortified by the Parliament, and held out against Prince Rupert for twenty-four days, when it was treacherously surrendered, with its internal fortress, by the governor, Colonel More; but the royal cause being soon after utterly ruined, at the battle of Marston Moor, it was re-taken for the Parliament by Lieut. Gen. Meldrum, and held till the Restoration. From Dr. Enfield we learn that in addition to the charters mentioned above, Liverpool accumulated various charters and privileges, from the time of Henry I. George III., in 1808, confirmed the whole, and constituted the mayor a justice of the peace for life, provided he should continue a member of the common council.

The present Corporation consists of a Mayor, Recorder, sixteen Aldermen, forty-eight Councillors, two Bailiffs, a Town Clerk, and various subordinate officers. The Mayor is elected annually by the Council, on the 9th of November.

Liverpool sends two members to Parliament; the constituency is 17,427 in number, and consists of the old freemen and householders of £10 and upwards.

The town is second only to London in commercial importance, wealth, and foreign trade. As it is therefore so essentially commercial, we shall commence our Guide to the town by recording the necessary information respecting the Post Office.

LIVERPOOL POST-OFFICE.

DELIVERY OF LETTERS.—The First Delivery commences at 8 A.M., and the Office continues open till the arrival of the *London Mail*, (per Grand Junction Railway,) about 11 40 A.M. The letters comprised in this delivery are those of the over-night Birmingham Mail (with a bag from Manchester and a Foreign bag from London); the Holyhead and Carlisle Mails (with bags from Edinburgh and Glasgow); and the Dublin Packet.

2nd DELIVERY—commences about 9, with the first Manchester Mail per Railway; bringing also bags from Rochdale, Halifax, Bradford, Leeds, and York.

3rd DELIVERY—commences about 10 45 A.M., and includes the letters by the 2nd Manchester Mail per Railway, with a bag from Newton.

4th DELIVERY—commences about 12 30 A.M., (and continues until about 3 40 P.M.,) in which are included Bags from Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-Brook, Warrington, Eccleshall, Stone, Towcester, Northampton, London, Bristol, Exeter, Falmouth; and the Letters from Portugal, North and South America, and the West Indies, are also included in this Delivery.

5th DELIVERY—commences about $\frac{1}{4}$ past 1 P.M., and includes letters brought by the *Bristol Mail*.

6th DELIVERY—commences about 4 P.M., and includes letters brought by the 3rd Manchester Mail, per Railway.

7th DELIVERY—commences about 4 50 P.M., and includes Bags from Birmingham, Wolverhampton, Stafford, Warrington, Prescott, and Edinburgh, Glasgow, Carlisle, Lancaster, Preston, Chorley, and Wigan.

8th DELIVERY—commences at 10 minutes past 6; with the letters by the *Lancaster Mail*, from Ormskirk and Maghull.

9th DELIVERY—commences at $\frac{1}{4}$ past 7 P.M. It includes the letters of the 4th Manchester Mail (per Railway), with bags from York and Leeds.

10th DELIVERY—commences about 7 30 P.M., and includes Bags from Bristol, Northampton, Towcester, Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-Brook, Warrington, and Prescott.

The Delivery closes finally at 9 P.M.; on Sundays at 8 P.M.

There are THREE DELIVERIES within the Town by Letter Carriers, every day (except Sunday); the *first* delivery to commence about 8 A.M.; the *second* about $\frac{1}{2}$ past 12; the *third* about 5 P.M. On *Sundays*, only the *first*, at 8 A.M.

When any delay occurs in the arrival of the Mails, a corresponding delay will, of course, occur in the delivery.

The Office is closed on *Sundays* from 9 A.M. until 1 30 P.M., and finally at 8 P.M.

DESPATCH OF LETTERS.

The following are the hours at which the letter-box is closed for making up the several mails, and at which each mail is despatched :

<i>Box closes at</i>		<i>Despatched at</i>
	FIRST GRAND JUNCTION.	
H. M. 6 0 A.M.	{ Bags made up for Warrington, Preston-Brook, Northwich, Middlewich, Nantwich, Congleton, Newcastle, Market-Drayton, Stafford, Penkridge, Wolverhampton, Walsall, and Birmingham; and on <i>Tuesdays</i> and <i>Fridays</i> a FOREIGN BAG to London. <i>The postage of Foreign Letters can be paid from 5 30 to 6 A.M. and up to 9 o'clock the previous evening.</i> }	H. M. 6 20 A.M.
	FIRST MANCHESTER MAIL.	
6 30 A.M.	{ Bags for Manchester, Bolton, Rochdale, Leeds, and York..... }	6 50 A.M.
	LANCASTER MAIL.	
8 0 A.M.	For Maghull, Ormskirk, and Southport	8 15 A.M.
	SECOND MANCHESTER MAIL.	
8 30 A.M.	{ A bag for Prescott, and (<i>per Railway to Newton</i>) bags for Newton, Wigan, Chorley, Preston, Lancaster, Carlisle, Glasgow, Edinburgh, and Manchester. }	8 50 A.M.
	SECOND GRAND JUNCTION.	
11 0 A.M.	{ Bags for Warrington, Stafford, Wolverhampton, and Birmingham	11 20 A.M.
	THIRD MANCHESTER MAIL.	
11 30 A.M.	{ For Prescott, St. Helen's, Warrington, Wigan, Bolton, Blackburn, Colne, Bury, and Manchester	11 50 A.M.
	PENNY POSTS.	
11 0 A.M.	{ For Birkenhead, Upton, Seacombe, New Brighton, Crosby, Bootle, Walton, West Derby, Old Swan, Woolton, and Wavertree..... }	12 45 P.M.
	FOURTH MANCHESTER MAIL.	
1 30 P.M.	{ For Newton, Prescott, Warrington, and Manchester	1 50 P.M.
	THIRD GRAND JUNCTION.	
1 45 P.M.	{ Bags for Prescott, Warrington, Preston-Brook, Northwich, Middlewich, Nantwich, Newcastle, Ecclehall, Stone, Stafford, Penkridge, Wolverhampton, Walsall, Birmingham, Worcester, Northampton, LONDON, and Bristol; and Letters for Portugal, North and South America, and the West Indies. <i>The Letters for London sent by this Despatch will be included in the first delivery there the following morning</i>	2 20 P.M.

	CARLISLE MAIL.		
	4 0 P.M.	{	For Ormskirk, Preston, Chorley, Wigan, Bolton, Bury, Blackburn, Haslingden, Lancaster, Westmoreland, Cumberland, and all Scotland
			4 30 P.M.
	FIFTH MANCHESTER AND THE YORK MAILS.		
	4 30 P.M.	{	For Manchester, Rochdale, and the Counties of York, Lincoln, and Durham (per Railway)
			4 50 P.M.
	BRISTOL MAIL.		
	4 30 P.M.	{	For Chester, South Wales, and Bristol
			5 0 P.M.
	DUBLIN MAIL PACKET.		
	BOLTON MAIL.		
	4 30 P.M.	For Bolton	5 0 P.M.
	HOLYHEAD MAIL.		
	5 30 P.M.	{	For Birkenhead, New Ferry, Chester and North Wales,
			6 0 P.M.
	FOURTH GRAND JUNCTION.		
	6 0 P.M.	{	Bags for Manchester, Warrington, Stafford, Wolverhampton, Birmingham, and London.
			6 20 P.M.
	<i>The Letters for London sent by this Despatch will be delivered there about 11 A.M.....</i>		

India.—Letters to and from the East Indies are regularly forwarded by ships. The postage must be paid when posted.

The rate outwards is two-pence per package under three ounces, and one shilling per ounce above that weight.

Letters conveyed outwards in *sealed* bags, are chargeable with 8d. *single*, if sent by ship from the port at which they are posted; but if sent from any inland town, or to another port, 1s., which must be paid when posted.

Foreign Letters.—No Letters for Foreign Parts, except British America, the British West India Islands, and France, can be forwarded, unless postage be first paid; in default, they are sent to the General Post-Office, *London*, opened, and returned back to the writers.

FOREIGN POST DAYS, AT 2 20 P.M.

For Demerara, Jamaica, and the Leeward Islands, 1st and 15th day in every month; North America and the Bahamas, the first Wednesday in each month.

For Carthagena, Mexico, Cuba, Honduras, and Havannah, 15th of every month.

For Portugal, every Friday.

For South America, La Guara, Madeira, Gibraltar, and the Mediterranean, the first day of every month.

TIME OF STARTING AT THE RAILROAD.

For GRAND JUNCTION, see page 14.

The Trains start for Manchester at the following hours, and leave Manchester for Liverpool at the same time :—

FIRST CLASS.	MAIL.	COACHES.	SECOND CLASS.	COACHES.	OPEN.
7 o'clock ..	6s. 6d. ..	5s. 6d.	7 $\frac{1}{4}$ o'clock ..	5s. 6d. ..	4s. 6d.
9 " "	.. " "	.. "	10 " "	.. " "	.. "
11 " "	.. " "	.. " "	12 " "	.. " "	.. " "
2 " "	.. " "	.. " "	3 " "	.. " "	.. " "
5 " "	.. " "	.. " "	5 $\frac{1}{2}$ " "	.. " "	.. " "
7 " "	.. " "	.. " "	7 " "	.. " "	.. " "

(The latter Train stopping only at NEWTON.)

Except on Tuesdays and Saturdays, when the Evening Second Class Train, from Manchester, will start at Six o'clock, instead of Half-past Five o'clock.

ON SUNDAYS.

FIRST CLASS.	SECOND CLASS.
8 o'clock.....	7 o'clock.
5 " 	5 $\frac{1}{2}$ " ,

LIVERPOOL AND MANCHESTER TO WIGAN.

By the First Class Train, 7 o'clock in the Morning.

By the Second Class Trains, 10, 12, 5 $\frac{1}{2}$ o'clock.

On Sundays.—By the Second Class Trains, 7, 5 $\frac{1}{2}$ o'clock.

LIVERPOOL AND MANCHESTER TO BOLTON.

By the First Class Train, 9 o'clock in the Morning.

By the Second Class Trains, 7 $\frac{1}{4}$, 12, 5 $\frac{1}{2}$ o'clock.

On Sundays.—By the Second Class Trains, 7, 5 $\frac{1}{2}$ o'clock.

LIVERPOOL AND MANCHESTER TO ST. HELENS.

By the Second Class Trains, 7 $\frac{1}{4}$, 10, 12, 3, 5 $\frac{1}{2}$ o'clock.

On Sundays.—By the Second Class Trains, 7, 5 $\frac{1}{2}$ o'clock.

LIVERPOOL AND MANCHESTER TO RUNCORN GAP.

By the Second Class Trains, 7 $\frac{1}{4}$, 3 o'clock.

On Sundays.—By the Second Class Trains, 7, 5 $\frac{1}{2}$ o'clock.

FOREIGN PACKETS.

New York.—Agents: Wm. and James Brown and Co., Chapel-street; Messrs. Cray, Fletcher, and Co., Brunswick-street; Roskill, Ogden, and Co., Chapel-street.

Philadelphia.—Agents: Wm. and James Brown and Co., Chapel-street; Messrs. Fitzhugh and C. Grimshaw, Goree.

Boston.—Agents: Murray, Latham, and Co., Exchange-buildings; T. and I. D. Thornely and Co., Goree; Humbertson and Co., George's Dock; Baring Brothers, Goree.

STEAM PACKETS.

OFFICES.	TIME OF SAILING.	PLACE.
POST OFFICE PACKET, Capt. Chappell, India-bdgs. S. Perry, Clarence Dock, and 21, Water-street	Daily, at Five o'clock	To Dublin.
Matthie and Martin, 34, Water-street.	Daily, according to the tide.	Ditto.
Mc Iver and Co., 33, Wa- ter-street.	Monday, Wednesday, and Saturday.	Greenock & Glas- gow.
Moore and M'Creight, 20, Water-street.	Ditto, Ditto.	Ditto, Ditto.
G. Purdon, 21, Water-street.	Wednesday and Satur- day.	Londonderry.
Theakstone, Water-street.	Twice a Week.	Newry.
J. D. Thompson, 9, Goree.	Ditto.	Carlisle and An- nan, calling off Whitehaven and Maryport.
W. Splaine, 20, Water-street.	Once a Week.	Carlisle.
Moore & Christian, 23, Red- cross-street	Four times a Week.	Drogheda.
Office, 23, Water-street.	Daily.	Isle of Man.
St. George Steam Packet Co.	Daily in Summer.	Rhyl.
J. R. Pim, 21, Water-street	Once a Week in winter, and daily in summer	Beaumaris and Bangor.
Ditto, Ditto.	Once a Week.	Cork and Bristol.
Samuel Perry, 27, Water-st.	Monday, Wednesday, and Friday.	Belfast.
John Mc Cammon, 27, Water-street.	Wednesday.	Ditto.
Langtrys & Co., 30, Water- street.	Monday and Friday.	Ditto.
James Winder, 4, Strand- street.	Four times a Week.	Windermere, and the Lakes.

OFFICES.	TIME OF SAILING.	PLACES.
Fisher and Steward.	Monday, Thursday, & Saturday, in Summer; once a Week in Winter.	Whitehaven.
Thomas M'Tear.	Once a Week.	Dundalk & Wex-
St. George Steam Packet Company; J. R. Pim, Water-street.	Tuesday, Thursday, and Saturday.	Dundalk. [ford.
R. Sproat, 20, Water-street.	Twice a Week in Summer; once a Week in Winter.	Dumfries.

Besides the above, Steam Packets are going to the Cheshire shore every half hour. Many pleasant excursions may be taken up or down the river, at the moderate charge of from 3d. to 6d. each person.

Coach Offices.—Angel Inn, Dale-street; Eagle, Water-street; Morgan's, Fenwick-street; Wellington, Dale-street; Saracen's Head, Dale-street; White Horse, Dale-street; Golden Lion, Dale-st.; Feathers, James-street; Dodd's, James-st.; Boar's Head, Water-street.

HACKNEY COACH FARES,

Which include a reasonable quantity of Luggage.

	s.	d.
Not exceeding 1,000 yards	1	0
Exceeding 1,000 yards, and not exceeding 1,700.....	1	6
And for each 700 yards, or any intermediate distance	0	6

CAR FARES.—Two-thirds of the above Fares.

N.B.—Carriages with two horses and two wheels, or one horse and two wheels, or one horse and four wheels, are considered cars. If a coach or car be detained above ten minutes, to be allowed 6d. for every ten minutes detained.

	s.	d.
Coach hired by the day.....	18	0
Ditto by the hour, first hour	2	6
Ditto, and for every subsequent hour	1	6
Car hired by the day.....	12	0
Ditto, by the hour, first hour	1	6
Ditto, for every subsequent hour	1	0
Double fares to be paid after Twelve o'clock at night, except on public ball nights; then, at such public balls, One o'clock.		

The driver has the option to be paid either time or distance.

HACKNEY COACH AND CAR STANDS.

Castle-street; St. George's Church; Clayton-square; Great George's place; London-road; Scotland-place; the Baths at St. George's-dock.

The following are the principal HOTELS:—Adelphi, Ranelagh-place; Albion, Ranelagh-st.; Angel, Dale-street; Bull, Clayton-square; Commercial, Dale-st.; Castle, Clayton-square; Feathers, Clayton-square; George, Dale-street; Grecian, Dale-street; King William IV., Williamson-square; King's Arms, Castle-street; Neptune, Clayton-square; Royal Hotel, corner of Moorfields, Dale-street; Saracen's Head, Dale-street; Saddle Inn, Dale-street; Star and Garter Tavern, Paradise-street; Union, Clayton-square; Waterloo, Ranelagh-street; Wellington, Dale-street; York, Williamson-square.

BANKERS.

Liverpool Bankers.

Moss and Co., Dale-street.
 A. Heywood, Sons and Co., Brunswick-street.
 Leyland and Co., 7, King-street.
 Central Bank of England, 12, Temple-street.
 Borough Bank, Water-street.
 Manchester and Liverpool District Banking Co., 43, Castle-street.
 I. Barned and Co., Lord-street.
 Liverpool Commercial Bank, High-street.
 Bank of Liverpool, Water-street
 Branch Bank of England, 55, Hanover-street.
 Phoenix Bank, Dale-street,
 Commercial Bank of England, Water-street.
 Liverpool United Trades Bank, South Castle-street.
 Albion Bank, North John-street
 Union Bank, Water-street.
 North and South Wales Bank.
 Royal Bank, Water-street.

Correspondents in London.

Barclay and Co.
 Denison and Co.
 Masterman and Co.
 Esdaile and Co.
 Glyn and Co.
 Smith, Payne, and Smith.
 Sir C. Price, Marryatt and Co., and Bult, Son and Co.
 Williams, Deacon, and Co.
 Glyn and Co.
 Bank of England.
 Grote, Prescott, and Co.
 Barnet, Hoare, and Co.
 Currie, Raikes, and Co., 29, Cornhill.
 Grote, Prescott, and Co.
 Cunliffes and Co.
 Robarts and Co.
 Robarts and Co.

THE THEATRE ROYAL

is situated on the east side of Williamson-square. The building is of brick: the front of stone, with emblematical figures in bas-relief. The interior decorations are new and beautiful; the stage is spacious, and the voice is heard most intelligibly in the remotest part of the building.

THE ROYAL AMPHITHEATRE

is situated in Great Charlotte-street. Externally it is stuccoed, in imitation of stone. The interior is both ornamental and commodious. It is principally intended for equestrian performances, and pantomimic exhibitions.

THE LIVER THEATRE

is situated at the top of Church-street. The interior is tastefully fitted up: it has an excellent stage, and the managers have deservedly received a large portion of public patronage. Open from December to May.

THE QUEEN'S THEATRE, OR CIRCUS,

is situated in Christian-street. It was originally designed for equestrian performances: it is, however, of late, more frequently used as a Minor Theatre, for which purpose it is equally well adapted.

THE SANS PAREIL

is situated in Great Charlotte-street. Its chief commendation is the cheapness and variety of its performances. Open from December to May.

THE WELLINGTON ROOMS

are situated at the upper part of Mount Pleasant, and the corner of Great Orford-street. This edifice has a handsome stone front; it is an imitation of the Sybil's Temple at Rome. The subscription balls and concerts are held in these rooms.

THE PISTOL GALLERY

is situated in Tarlton-street, Williamson-square.

THE PRINCE'S PARADE,

which is on the west side of Prince's Dock, is 750 yards long, by 11 wide, and for the most part protected from the river by a low battlement. This is one of the most agreeable parades in the kingdom, particularly at high water, when the estuary is often covered with shipping, coming from, or going on voyages to, the most distant lands.

PUBLIC BATHS.

The New Baths are situated on the west side of St. George's Dock. They are admirably arranged, and will well repay a visit.

Sadler's Baths, Hanover-street.

Whitlaw's Baths (Proprietor, Mr. Godfrey), Renshaw-street, is the only establishment at which can be obtained the much celebrated medicated vapour bath of Mr. Whitlaw.

THE FLOATING BATH

is, in the summer time, moored off the Prince's Parade. The most favourable time for bathing is as the tide comes in, when the salt water is coming from

the sea. These baths are very clean and commodious, and there is plenty of room for swimming.

THE CEMETERIES.

St. James's Cemetery is situated at the top of Duke-street. This resting-place of the dead is well worthy of a visit: it will not fail to create impressions both melancholy and pleasing. A correct Print of the Cemetery and Monument to the memory of Mr. Huskisson is published by Mr. Lacey, 64, Bold-street.

ST. JAMES'S WALK, OR THE MOUNT,

is so closely allied, as almost to constitute a walk of the Cemetery. It commands a fine view of Liverpool, the sea, the river, and the Cheshire coast.

THE NECROPOLIS, OR LOW HILL CEMETERY, is also worthy of attention. It is situated at Low-hill.

THE ZOOLOGICAL GARDENS

are about half a mile further on. Admission tickets may be gratuitously obtained at most of the hotels. Each visitor, however, pays one shilling on admission.

THE BOTANIC GARDEN

is in Edge Lane. Visitors are admitted by tickets, which may be obtained at all the hotels.

CUSTOM HOUSE.—EXCISE.—DOCK OFFICE.— POST OFFICE.

This noble building is situated at the bottom of South Castle Street; and, under the same roof, are the offices for the Customs, the Excise, the Dock Trust, and the Post Office. The latter is not yet

opened in this building. When finished, the following will be the entrances to the various offices:—

The Centre and Western Wing.—
Doors West Front, North and } CUSTOMS.
South, and in the Centre Piazza. }

* *In Eastern Wing.*—Door in } EXCISE.
the Centre Piazza. }

In Eastern Wing.—Doors North } DOCK OFFICE.
and North West side of Eastern }
Wing. }

In Eastern Wing.—Doors East } POST OFFICE.
Front, and Southern End of East }
Wing. }

THE DOCKS.

These must ever be considered as the peculiar feature of this town, the witnesses of its wealth, the consequence of its prosperity, and, at the same time, its source. They are stupendous memorials of the industry, enterprise, and perseverance of its merchants.

The Clarence Dock was opened on the 16th of September, 1830; it is appropriated exclusively to steam packets, and is computed to contain 17,605 square yards.

The Waterloo Dock, The Victoria Dock, and The Trafalgar Dock, form a series of Docks communicating the one with the other, and add greatly to the convenience of the Port.

The Prince's Dock is the principal resort of the American packet ships and transient vessels. It is 509 yards long, by 110 broad.

* Until the Long Room is finished, the Excise use the Door in the Eastern Front.

George's Dock.—This was commenced in 1767. It contains nearly 27,000 square yards, and was erected at an expense of £21,000. In this Dock is moored the Floating Church, for the convenience of seamen.

Canning Dock communicates with Nos. 1, 2, and 3 Graving Docks, and is mostly frequented by vessels from the northern ports, and in the coasting trade.

Salt-house Dock was constructed by virtue of an Act of 10 Geo. II. It is the receptacle of ships in the Levant and Irish trade, and derives its name from a salt work formerly contiguous thereto. It comprises an area of 23,050 yards.

The Duke of Bridgewater's Dock is private property, and used by the boats called flats in the canal trade.

The King's Dock, opened on the 3d of October, 1788, was completed at an expense of £25,000. It is in the immediate vicinity of the King's warehouses, and is principally appropriated to vessels laden with tobacco. The tobacco warehouses are worthy of inspection.

The Queen's Dock was completed in 1796, cost £35,000, and is 470 yards long, by 227 broad. This Dock is also appropriated to timber ships from America and the Baltic. Between it and the river are Nos. 4 and 5 Graving Docks.

The Brunswick Dock is appropriated particularly to vessels laden with timber. Its length on the east side is 460 yards, on the west, 435; the north

measures 110 yards, and the south 90 yards. To this are attached two Graving Docks and commodious Basins.

THE MARKETS

form another peculiar feature of Liverpool.

St. John's Market is situated in Great Charlotte Street; it is 183 yards long, by 45 broad, comprising an area of 8,235 yards, and was erected at an expense of near £40,000.

New Fish Market is opposite the Eastern entrance of the above Market; it is a commodious building, built for the purpose.

St. James's Market is situated at the south end of Great George-street. It was erected by the Corporation at an expense of £14,000, and covers an area of 3,000 yards.

The North Market has two fronts, one in Scotland-road, and the other in Bevington-bush. It is 213 feet long by 135 wide, and was erected by the Corporation at an expense of £13,000.

The Islington Market is partially covered in, and is situated on the top of Shaw's Brow.

The Cattle Market is most admirably arranged. It is three miles from Liverpool, on the London-road.

The Corn Market, or Corn Exchange, is situated in Brunswick-street. It is a handsome structure, was erected by subscription, at an expense of £10,000, and is 114 feet long, by 60 wide.

PUBLIC BUILDINGS.

The Town Hall and *Exchange* of Liverpool are well worthy of a visit. The Town Hall is situated at the end of Castle-street; the New Exchange-buildings to the north, forming three sides of a square, the Hall itself being the fourth. The interior of the Hall may be seen by the public, and the gallery which surrounds the exterior of the dome presents a complete panorama of Liverpool and the surrounding country; the view is on the west bounded by the Welsh mountains. The Exchange-buildings were finished in January, 1809, at a cost of near £111,000, which was raised by subscription in £100 shares. These buildings, with the Town Hall, form a quadrangle of 35,066 square yards, being double the space occupied by the Exchange of London. In the centre of this area is a bronze monument, erected in 1813, to the memory of the immortal Nelson. It was modelled and cast by R. Westmacott, Esq., R.A., from designs by Matthew Charles Wyatt, Esq., and cost £9,000.

The Statue of George the Third is situated at the bottom of Pembroke-place, in London-road. Here our late venerable sovereign is certainly a classical-looking personage; and the chief merit of Mr. Westmacott lies in the stretch of imagination which enabled him to convert the old brown wig and blue coat of George the Third into the waving locks and Roman toga of Marcus Aurelius.

The Sessions House is situated to the west of the

Exchange. It is a large quadrangular edifice of stone. In this the judicial business of the Assizes, for a portion of the county of Lancashire and the Borough, is transacted; and in it also are held the Courts of Quarter Sessions of West Derby.

The Telegraph is situated at the bottom of Chapel-street. Strangers may visit it by applying to Lieut. Watson, at the office.

The House of Industry is situated on Brownlow hill.

The Infirmary and *Lunatic Asylum* are handsome erections, and well adapted to their objects.

PLACES OF WORSHIP.

The Churches in this town are twenty-four in number. The following are the most worthy of attention:—St. Luke's, at the top of Bold-street; St. George's (the Corporation Church), at the top of Lord-street; St. Nicholas's, at the bottom of Chapel-street; St. Paul's, in St. Paul's-square (it is a miniature representation of the London Cathedral); St. Catherine's, in Abercromby-square; and the Blind Asylum, in Duncan-street East; the latter is well worthy of a visit, the service being most admirably chaunted, as in our cathedrals. It may as well be here stated, that the clocks of St. Peter's Church, in Church-street, St. Nicholas's Church, in Chapel-street, and St. George's, in Lord-street, are illuminated.

The Chapels of the Independents are Bethesda, Duncan-street, London-road; Gloucester-street Cha-

pel; Great George-street Chapel; Great Crosshall-street Chapel; Renshaw-street Chapel; Toxteth Park Chapel.

Baptists.—This connexion have Chapels in Byrom-street, Comus-street, Cockspur-street, Great Crosshall-street, Lime-street, and Russell-street.

The Wesleyan Chapels are Benn's Garden Chapel; Brunswick Chapel, Moss-st., London-road; Leeds-street Chapel; Mount Pleasant Chapel; Pitt-street Chapel; Wesley Chapel, Stanhope-street.

Scotch Churches.—St. Andrew's Church, Rodney-street; Oldham-street Church; the Scotch Secession Churches are in Mount Pleasant and Russell-street; and the Scotch Baptist Church is in Hunter-street.

Roman Catholic Chapels are St. Mary's, Lumber-street; St. Anthony's, Scotland-road; St. Patrick's, Toxteth Park; St. Peter's, Seel-street; St. Nicholas's, Blake-street.

The Friends' Meeting House is in Hunter-street; the *Jews' Synagogue*, in Seel-street.

Unitarian Chapels.—There are two; one in Paradise-street, and the other in Renshaw-street.

CHARITABLE INSTITUTIONS

are very numerous in this town, and may be said to reach every form of human suffering. We have only room for a list.

Alms-houses, St. Mary's-lane.	Charity (the Ladies'), for Relief of Women in Child-bed.
Blue Coat Hospital, School-lane.	Dispensaries; one in Vauxhall-road, one in Upper Parliament-street.
Blind Asylum, London-road.	Female School of Industry, Heathfield-street.
Bethel Union Ship, King's Dock.	
Charity Schools; there are many.	
Charity Institution House, Slater-street.	

Female Penitentiary, Crabtree-lane.	Ophthalmic Institutions; one in Slater's-court.
House of Recovery, Workhouse.	Society for Bettering the Condition of the Poor; Savings Bank, Bold-street.
Infirmary, Brownlow-street.	Society for Promoting Christian Knowledge, Ranelagh-street.
Institution for Diseases of the Ear, Duke-street.	Strangers' Friend Society.
Infants' Schools, several of them.	School for the Deaf and Dumb, Wood street.
Lunatic Asylum, Ashton-street, Brownlow-hill.	Theatrical Fund, Theatre Royal Office.
Marine Society Mariners' Church.	Welsh Charitable Society, Russel-place.
Marine Humane Society.	
Mariners' Church Society, Ship in St. George's Dock.	
Naval Bible Society, Mariners' Church.	

LITERARY AND SCIENTIFIC INSTITUTIONS.

The Royal Institution is situated in Colquitt-street. Its portico has been much admired. We need hardly add, that the objects of the Society are the diffusion and advancement of Literature and the Fine Arts. There are some good Paintings, a Museum, and a Statue Gallery, connected with the Institution.

APOTHECARIES' HALL

is situated in Colquitt-street; it is one of the handsomest buildings in the town.

MECHANICS' INSTITUTION,

situated in Mount-street, is, perhaps, the handsomest and most commodious building of the kind in England.

LIBRARIES AND NEWS-ROOMS.

The Athenæum, established in 1779, is situated in Church-street. It is a library and news-room, and is supported by 500 subscribers of £2 2s. each. It has many valuable books.

The Lyceum is a fine building, entrance at the

lower end of Bold-street. It has an extensive library and reading-room.

Law Library is situated in Clarendon-buildings.

Union News-room, founded in 1811, is situated in Duke-street.

The Public Library, for the use of Male and Female Apprentices; the former founded in 1822, the latter in 1824.

The Philosophical and Literary Society, founded in 1812.

NEWSPAPERS.

We give our readers a slight description of the character of each Paper, that they may choose for themselves.

- Monday* .. ALBION (The). Acute, pointed, and Whiggish.
 ADVERTISER (Myers's Mercantile). Devoted to Commercial Information.
- Tuesday* .. STANDARD (The Liverpool). Talented, rather sophistical, and quite Tory.
 TIMES (The Liverpool). Whig in principle.
 MAIL. By the late Editor of the Standard.
- Wednesday*, COURIER (The Liverpool). It is Tory in principle.
 TELEGRAPH. By the Editor of the Chronicle.
- Thursday* .. ADVERTISER (Gore's General). Principally devoted to Commercial information.
 MAIL. See *Tuesday*.
- Friday* . . . MERCURY (The Liverpool). A strong partisan, and Whig in principle.
 STANDARD (The Liverpool). See *Tuesday*.
- Saturday* .. CHRONICLE (The Liverpool). Sensible always,—occasionally brilliant.—Whig in politics.
 JOURNAL (The Liverpool). Radical in politics.
 MAIL. See *Tuesday*.

THE
MANCHESTER GUIDE.

MANCHESTER is situated at the confluence of the rivers Irk and Irwell, in the County of Lancaster, the Hundred of Salford, and Diocese of Chester. It is 18 miles from Warrington, 186 from London, and about 33 from Liverpool. It is the principal seat of the Cotton Manufactories, and is fast adding the Silk to its already extensive trade; with its suburbs, including Salford, it contains 226,931 inhabitants. The antiquity of Manchester is clearly proved, as (on the authority of Mr. Whitaker we state) there are accounts of its existence 500 years B. C. It was named by the Britons *Mancenion*; by the Romans *Mancuninum* and *Mancestre*; and on the departure of the Romans, *Man-kastalh*, signifying Man-Castle or City of Man; and in the wars of the Saxons the inhabitants well earned the appellation, as they did not submit for 20 years after all other parts of Lancashire were subdued, and the Isles of Anglesey and Man, and the principality of North Wales, had succumbed to the invaders. Like its neighbour, Liverpool, Manchester was exposed to

the assaults of the Civil Wars in 1462, the country about it having been laid waste by the Earl of Derby, who, however, after a spirited assault and several days' seige, was unable to take the town, and obliged to retire. Manchester has now two Members of Parliament, and Salford (which may be considered as part of Manchester) one; the former sent a Member to Parliament (Charles Worsley, Esq.) in the time of Cromwell. We have but little of the early history of Manchester to record. In 1715, the "Young Chevalier," entered the town, and put up at what is now called the Palace Inn. Manchester was early distinguished for the prevalence of Jacobinical principles, and if the "Majesty of the people" now predominates, we may assert that the same feeling is merely diverted into another channel.

The principal markets of Manchester are held on Tuesday and Saturday (*for Market-places, see page 174*); they are, however, pretty well supplied every day in the week. Its fairs are on Whit Monday, Oct. 1st and 17th, for horses, cattle, &c., &c. The municipal government of the town is vested in a Borough-reeve and two Constables. The chief duties of the Borough-reeve is, to preside over public meetings, to attend to the distribution of money arising from bequests, &c. The business of the police is attended to by the constables; and there is a Stipendiary Magistrate appointed to administer criminal justice, who has a salary of £1,000 per annum. He sits every day but Sunday. We now proceed to give a hasty sketch of the town, in which,

however, is included the various objects which will most interest the stranger.

The COTTON FACTORIES can be visited by obtaining an introduction to any of their proprietors.

POST-OFFICE.

The following are the intended Arrivals and Departures of the principal Mails at this Office, from the 6th July, 1837.

ARRIVAL.		DEPARTURE.	
	H. M.	H. M.	
London	11 45 A.M.	2 15 P.M.	—Principal London Mail.
"	11 45 P.M.	6 15 P.M.	—for a second Delivery in London.
	with Foreign Letters for the first Morning Delivery.	6 15 A.M.	—for Foreign Letters on Tuesdays and Fridays.
Bristol	11 45 A.M.	2 15 P.M.	
Birmingham	11 45 A.M.	6 15 A.M.	
"	4 15 P.M.	11 15 A.M.	
"	7 15 P.M.	2 15 P.M.	
"	11 0 P.M.	6 15 P.M.	
Edinburgh	} 11 45 A.M.	9 15 A.M.	
Glasgow		4 15 P.M.	4 15 P.M.
Carlisle			
Preston			
Liverpool	8 40 A.M.	7 15 A.M.	
"	10 40 A.M.	9 15 A.M.	
"	2 10 P.M.	2 15 P.M.	
"	3 40 P.M.	5 15 P.M.	
"	6 40 P.M.		
Ireland	8 40 A.M.		
"	or	2 15 P.M.	
"	10 40 A.M.,		
	according to the arrival of Packets.		
Leeds	6 0 A.M.	9 0 A.M.	
York	3 30 P.M.	8 0 P.M.	
Derby	} 3 45 P.M.	9 0 A.M.	
Nottingham			
Leicester			
By Buxton.			
Ditto	} 45 3 P.M.	6 15 P.M.	
By Birmingham			

GENERAL DELIVERIES AT THE OFFICE.

The first, at eight until half-past eight in the morning, includes Letters from Liverpool, Newcastle, Stafford, Wolverhampton, Birmingham, Middleton, and Bolton, the greatest part of Yorkshire, Lincolnshire, Cambridgeshire, Hertfordshire, Norfolk, Northumberland, Sunderland, and Durham.

The second, at nine until a quarter before two in the afternoon, includes Letters from Liverpool, Bolton, Blackburn, Burnley, Bury, Colne, Hyde, Denton, Geeecross, Gorton, Oldham, Stockport, Chester, all Saddleworth, Ashton-under-Line, Audenshaw, and Staleybridge, the counties of Salop and Hereford, Leominster, part of North Wales, Frodsham, Warrington, Dublin, and all Ireland.

The third, at half-past twelve at noon, until a quarter before two in the afternoon, includes Letters from London, Essex, Kent, and Sussex, Bristol, Falmouth, part of North Wales, the counties of Cornwall, Devon, Somerset, Oxford, Warwick, and all the West of England; also from Walsall, Wolverhampton, Stafford, Stone, Shiffnall, Newcastle-under-Lyne, Lawton, Congleton, Disbury, Cheadle and Winslow.

The fourth, at half-past four in the afternoon until nine at night, includes Letters from Derby, Ashbourn, Leek, Macclesfield, and Stockport, the counties of Bedford, Berks, Herts, Hants, Leicester, Northampton, and Suffolk; also includes Letters from York, Leeds, Tadcaster, Bradford, Huddersfield, Halifax, Rochdale; parts of the counties of Suffolk, Herts, and Cambridge; also *all* Scotland, Lancaster, Preston, Chorley; and from Disley, Buxton, Bakewell, Matlock, Belper, Sheffield; also Liverpool (F Railway).

The fifth, at half-past seven until nine at night, includes Letters from Liverpool (F Railway), Birmingham, Wolverhampton, Stafford, Chester, Warrington, Northwich, County of Chester, Staffordshire.

There are three deliveries by the Carriers, namely, at half-past eight in the morning, twenty minutes to one in the afternoon, and five o'clock, town deliveries, except on Sundays, when there is only a morning delivery. The deliveries of course must be delayed, if there be any irregularity in the arrival of the mails. The letter-carriers are in attendance at the Office from half-past seven to eight in the morning, and four in the afternoon; but no letters can be delivered by them at the Office, except to persons who have not been found when they have been on their rounds.

The Office continues open for strangers from eight in the morning until ten at night;—on Sundays the Office is closed from half-past ten till half-past twelve, and from three till five.

RAIL ROAD.

For time of the Trains starting, &c. see page 14.

HOTELS, COACHES, AND COACH-OFFICES.

Buck and Hawthorn, St. Anne-street; Buck, Hanging-ditch; Bush Inn, Deanes-gate; Eagle Inn,

Market-street; Golden Lion, Deans-gate; Hare and Hounds, Shude-hill; Lower Turk's Head, Shude-hill; Mosley Arms, Piccadilly; Ditto, Shude-hill; New Boar's Head, Hyde's-cross; Old Boar's Head, Hyde-cross; Palace Inn, Market-street; Peacock, Market-street; Royal Hotel, corner of Mosley-street (the Mails go from here); Swan Inn, Market-street; Swan, Whitley-grove; Talbot, Market-street; White Swan, Shude-hill; Commercial, Market-street.

HACKNEY COACH AND CAR FARES.

These Fares are to be taken either for Time or Distance, at the discretion of the Driver.	Carriages	Carriages
	drawn by 2 Horses.	drawn by 1 Horse.
The following Fares include a reasonable quantity of Luggage.	<i>s. d.</i>	<i>s. d.</i>
Any distance not exceeding 1172 yards	1 0	1 0
Any distance exceeding two-thirds of a mile, and not exceeding one mile or 1760 yards.....	1 6	1 0
And for every succeeding third of a mile, or 586 yards	0 6	0 4
If for time, then for any time not exceeding a quarter of an hour	1 0	1 0
For every succeeding quarter of an hour	0 6	0 4
For every stoppage to take up more than once, and to set down more than twice, an additional	0 6	0 4
For every quarter of an hour waiting, after being called	0 6	0 4

BANKERS,

WITH THEIR CORRESPONDENTS IN LONDON.

Manchester Bankers.
 Bank of England Branch Bank.
 Savings' Bank, Mr. Jn. Atkinson,
 Agent, 1, Cross street.
 Cunliffes, Brooks, & Co. Market-st.
 Daintry, Ryle, & Co., Norfolk-st.
 B. Heywood & Co., St. Anne's-st.
 W. Jones, Lloyds, & Co., King-st.
 Scholes, Tetlow, & Co. Cannon-st.
 Bank of Manchester, Market-st.
 Manchester and Liverpool District
 Bank, Spring Gardens.

Correspondents in London.
 Bank of England.
 R. Cunliffe, jun. & Co.
 Whitmore, Wells, & Co.
 Masterman & Co.
 Jones, Lloyd, & Co.
 Curries & Co.
 Denison & Co.
 Smith, Payne, & Co.

Northern and Central Bank,
Crown-street.
Union Bank, Crown-street.
Commercial Bank of England,
Mosley-street.
Manchester and Salford Bank,
King-street.
South Lancashire Bank, Crown-
street.

Westminster Bank.

Glyn & Co.
Masterman & Co.

Williams, Deacon, & Co.

Barclay and Co.

THE TOWN HALL

is a noble erection, of the Ionic order, surmounted with a handsome dome. It is well worthy of a visit.

THE NEW EXCHANGE.

This very handsome erection has two grand entrances; one in Market-street, the other in Exchange-street. The building is of the Doric order. The columns are fluted, and are 27 feet high. The Post-office forms a part of this pile. The Exchange Room is elegant and spacious; it comprises an area of 4000 feet.

CHURCHES.

There are in Manchester 23 Churches, and 3 Chapels, connected with the Establishment; the principal one being the Old, or Collegiate Church. This is a noble specimen of decorated Gothic architecture; both internally and externally it is well worthy of notice.

The *Independents* have 7 Chapels; the *Irvingites* 1; the *Catholics* 4; the *Baptists* 3; the *Methodists* 24; the *New Jerusalem Sect* 2; the *Presbyterians* 1; the *Scotch Church* 1; *Unitarians* 4; *Welsh Baptists*, *Calvinists*, *Independents*, *Methodists*, 7.

THE CEMETERY

is situated in Rusholme-road. It covers an area of four acres; but it is not to be compared with the establishments of Liverpool.

THE CHETHAM LIBRARY

is under the same roof as Chetham's Hospital, or Blue Coat School. It is rich in old and curious books, in works of Ecclesiastical History, Theology, and Antiquities. It has also some MSS. Strangers are gratuitously admitted, and may have access to the books, from half-past eight o'clock till twelve in the morning, and from one to five in the afternoon.

THE PORTICO

contains a Library and News-room. It is situated in Mosley-street. One Subscriber can admit a stranger to read the papers, magazines, &c. for three days—two Subscribers can extend the privilege for a month.

MANCHESTER SUBSCRIPTION LIBRARY

is in Exchange-buildings, Ducie-place. It contains about 20,000 volumes, and has 400 subscribers.

THE SUBSCRIPTION LIBRARY,

in Exchange-buildings; Librarian, Mr. W. Bamford. This Library has about 350 subscribers.

THE SUBSCRIPTION LIBRARY

FOR PROMOTING GENERAL KNOWLEDGE

is in Newall's Buildings, Market-street. Contains about 6000 volumes, and has 350 subscribers.

THE ROYAL MANCHESTER INSTITUTION,

for the encouragement of Arts and Sciences, is situated in Mosley-street. It is a splendid erection, and in it is held an exhibition of Paintings. Manchester has also an *Agricultural* and a *Horticultural Society*, and a *Natural History Society*.

THE MECHANICS' INSTITUTION

is a noble building, situated in Cooper-street. Regular courses of Lectures are delivered, syllabuses of which may be there gratuitously obtained.

CHARITABLE INSTITUTIONS.

Manchester Royal Infirmary, Dispensaries, and Lunatic Asylum; Piccadilly, Salford, and Pendleton Dispensary, 19, Bank Parade.

House of Recovery,—Aytown-street.

Lying-in Hospital,—Stanley-street, Salford.

Sick Hospital,—16, Bond-street.

Female Penitentiary,—Rusholm-road.

Institution for curing Diseases in the Eye,—35, Faulkner-street.

The Humane Society's Receiving Houses are four in number, viz.—Lying-in Hospital, Stanley-street; the Ardwick and Ancoats Dispensary; the Lying-in Hospital, Salford; and the Salford and Pendleton Dispensary.

The Chorlton and Medlock Dispensary.

The Workhouse,—Strangeways.

The Vagrant Office,—Do.

The Salford Workhouse,—Green-gate.

The Pendleton Workhouse,—Ford-lane.

Manchester and Salford District Provident Society,—Office, 11, St. James's-square.

Besides the above, there are various sums bequeathed for purposes of charity, amounting to the annual income of upwards of £5,000.

THE REPOSITORY

is situated in St. Anne's-square. It is an excellent

institution, and well deserves a visit from the stranger.

THE ALBION BAZAAR.

The principal entrances to the Bazaar are in Deans-gate and Police-street.

THE THEATRES.

The Royal Theatre is situated in Fountain-street. It is rented by the proprietor of the Liverpool Theatre Royal, and is visited by his Company from Christmas to Easter, and occasionally during the other months of the year.

The Queen's Theatre is in York-street. Its performances are confined to pantomimes, melo dramas, &c. &c., similar to the regulations of other minor theatres.

The Assembly Rooms are situated in Mosley-street. They were erected at an expense of £7000, and consist of a Ball Room, Tea Room, Card and Billiard Rooms. *The Club House* is in Mosley-street, next to the Royal Institution.

The Concert Hall is situated in Lower Mosley-street; it was opened in 1831, and its interior is both capacious and elegant.

The *Albion Club House* is just established, and is situated in King-street. *The Billiard Room* is in Mosley-street.

BATHS.

There are *Public Baths* situated at the entrance of the Infirmary Walks. The profits of these Baths are appropriated to the use of the Dispensary.

The Adelphi Swimming Baths, Reservoir Terrace, Salford, are of a very superior description.

The *Medicated Vapour Baths* are at No. 1, Lloyd-street.

Whitlow's Medicated Vapour Baths, at 35, George-street.

The Dolphin Cold Baths, Horrocks, Red Bank.

THE BOTANIC GARDENS

are situated on the road to Altringham, about two miles from the Exchange.

THE MARKETS

of Manchester are not so remarkable as those of Liverpool. The principal ones are, the **NEW MARKET**, in Brown-street; the **FISH MARKET**, in Market-place; and the **TOWN-HALL** and **MARKET**, in Salford, all of which are exceedingly well supplied.

THE NEW BAILEY PRISON

is situated in Stanley-street, Salford. It is an extensive building, arranged in the form of a cross.

We have not room further to notice the **NEWS-PAPERS**, than just to say, that they are six in number; five published on Saturday.

THE MANCHESTER COURIER..	High Tory.
THE CHRONICLE	Moderate Tory.
THE GUARDIAN	Ministerial.
THE ADVERTISER	Cobbettite.
THE TIMES	Moderate Radical

THE
BIRMINGHAM GUIDE.

Birmingham is a market town, and a borough by the Reform Bill, in the Hundred of Hemlingford, situated upon a hill near the river Rea, in the county of Warwick, 109 miles from London, $97\frac{1}{4}$ from Liverpool. Population in 1821, 106,722—in 1831, 146,986. It is probable, therefore, that at this time the population is now from 180 to 200,000. Its markets are on Monday, Thursday, and Saturday; for hay on Tuesday; the latter is held in Smithfield, the former in the Market Hall. Fairs, Thursday in Whitsun week, Sept. 23.

A contemporary has congratulated the inhabitants of Birmingham upon the fact that “the ground upon which it stands is antient as the scite of any Eternal City.” Presuming, therefore, that a native of the town must be better aware of the predilection of the inhabitants than a stranger, we venture to bespeak their favour by following the same line of antiquities, and in doing so assure them its ground is as antient as the scite of “the Garden of Eden;” but that we are happy in being able to assign a little more modern period for the commencement of its operations in the manufactures, with which it is now able to compete with the world. We shall proceed to give a

slight sketch of the ancient history of the town, and to direct the stranger to such objects of pleasure, curiosity, and convenience, as will render his sojourn either profitable or pleasurable, according to the pursuit with which he may be occupied.

First, then, as to the name. Hutton has given us a very feasible account of its origin, which I shall adopt as I have seen no better, and as it is not of vast importance.

The original name he states was Bromwich from *Brom* or *Broom*, a shrub, for the growth of which it appears its soil is specially favourable, and *wich* a descent—those words combined would then give us Bromwich, or the Broom-hill in more modern phra-seology, which appears quite natural, as the original town was situated on an acclivity: the addition of *ham* he has also as ingeniously indeed as naturally accounted for. This word, it appears, is Saxon, and signifies a *home*; this, after the town had sprung into comparative importance, the lord of the soil might, and properly did assume its name, and it thus became Bromycham, or the *Broom-hill home*. Respecting the antiquity of the town, Mr. Hutton has, by his industrious examination of the neighbourhood, given us very good data, from which to prove the probability of its having been the armoury of our forefathers, previous to the invasion of the Romans. These people found us in a comparative state of barbarism, but still with evidence of the existence of a knowledge of manufactures. The mailed legions of Rome were, it is true, met by the naked Britons, but

still were they mounted in chariots, with scythes attached to their axle-trees;—having this proof of their knowledge of smiths' work, we look for evidence of the place in which the iron was obtained and manufactured. This town was situated on one of the Roman roads (Icknield-street), and was a Roman station; this proves it was a place of importance. An examination of the neighbourhood has discovered many hundred coal pits which have been abandoned for ages; and the mountains of the refuse of melted ore prove that this manufacture is of equally antient origin—the roads, also, bearing evidence of contemporary formation, may be traced, worn as they are to the depth of thirty, and even forty feet. Those are now filled up, but the industrious antiquarian has left us irrefragable evidence of their having existed.

To the next era, in which the town is specially prominent in history, we now turn. The inhabitants were strong republicans; and when the war between the Parliament and Charles I. commenced, they took a very decided part against the king—arresting all messengers and persons supposed to be in his favor, and occasionally attacking small parties, whom they seized and sent prisoners to Coventry. In 1643, Prince Rupert attacked the town with 1,500 men; the inhabitants, assisted by 150 musketeers and a few horse, stoutly, though unsuccessfully, opposed him, for which he pillaged and set fire to the town, and the inhabitants were glad to pay a heavy fine to put a stop to the excesses of his soldiers. This town

exhibited a curious change in opinions when, on the 14th of July, 1791, a party having met at an hotel, to commemorate the anniversary of the *French Revolution*, a mob there collected, and having broke the windows of the house, proceeded to the most atrocious acts of violence—they destroyed the Unitarian chapel, Doctor Priestley's dwelling-house, philosophical apparatus, and valuable manuscripts—an irreparable loss to science, as well as to the amiable individual to whom they belonged. Similar outrages continued for several days, until they were put a stop to by the arrival of the military from Oxford and Hounslow. A great number of the rioters were taken, and two suffered the extreme penalty of the law. Barracks are now erected, with every convenience for the military, which will prevent the possibility of a similar disgraceful occurrence. Upwards of £60,000 worth of property was destroyed.

Birmingham was created a borough by the Reform Bill, and now sends two members to parliament. The constituency is about 6,532, and is composed of householders of £10 and upwards. The Borough comprises the parishes of Birmingham, Egbaston, and the townships of Bordesley, Duddeston, and Nichels and Deritend: the returning officers are the two bailiffs of Birmingham. The local government of this town is in the hands of officers chosen annually; these consist of two bailiffs, two constables, headborough, constable of the hamlet of Deritend, two ale conners, two flesh conners. It has no sti-

pendary, but fourteen of the unpaid magistracy; the former is very much wanted, as, except on the usual days of sitting, there is frequently great difficulty in finding a magistrate, when required. If we except Liverpool, perhaps no place has within the last few years improved its trading and commercial relations to such an extent as this town. As a manufacturing place it is unrivalled; but to enumerate its various productions would be impossible in this sketch, suffice it to say, that every thing which can be produced from iron, brass, copper, silver, and the various combinations of which these metals are susceptible, may be here obtained. In the time of the war, the government contract alone was usually 30,000 muskets per month; the manufacture of swords and army accoutrements still employs a large number of hands. We shall now direct the attention to three establishments, an inspection of which will give the reader an idea of the state of the arts in this important manufacturing town.

Messrs. Collis and Co.'s Establishment must be visited by every one who intends to have an idea of the state of the manufactures in Birmingham. It is situated in Church-street, adjoining St. Phillip's church-yard. The proprietors, with the greatest liberality, have appointed servants to attend visitors through the workshops and warehouse-rooms. In the former the stranger will see the various processes which are necessary to bring the crude metal to the forms of singular beauty and elegance with which the ware-rooms abound. This establishment has

produced works of more than ordinary proportions and importance, among which may be noticed the celebrated Warwick Vase, which is 21 feet in circumference, and the copper bronze statue of George IV. If the reader will refer to the notices at the end of this work, he will, however, have a better idea of the productions of this magnificent establishment.

Messrs. Maplebeck and Low's Show Rooms now claim our attention, and without any intention of detracting from other establishments, we may with truth assert, that a finer exhibition of cutlery and steel articles could not be produced, in this or any other town; and the almost endless variety of patterns, in which the visitor will see this apparently untractable metal formed, will give him a high idea of the state of this department of trade in Birmingham.

Messrs. Jennens and Bettridge's Establishment exhibits another department in the arts, for which Birmingham is now celebrated. A Birmingham man and a Birmingham blacksmith were once almost synonymous terms; now the most delicate efforts of art are exhibited as the produce of this universal manufactory. In the above establishment may be seen every variety of article in which the *papier mache* is capable of being produced: elegant tea-trays, ladies' work-boxes, and cabinets are exhibited in endless variety and beauty.

We must refer to the notices at the end of the work, as our limits forbid further description. In these will also be found very much useful information

respecting the place; and if the reader has half an hour to spare, it could not be more profitably employed than in perusing them.

THE POST OFFICE

is situated in Bennet-street; it is a neat erection, and has lately been considerably enlarged.

The following statement shews the time of arrival and departure of the various Mails.

MEM.—5h. 8m. means 8 minutes past 5, and so on in every other instance.

ARRIVALS.

Bristol Mail, 5h. 8m. A.M.—With Bags from Falmouth, Exeter, Bath, Bristol, Gloucester, Dursley, Cheltenham, Tewkesbury, Wootton, Worcester, Droitwich, Broomsgrove.

London (Carlisle) Mail, 6h. 31m. A.M.—Barnett, St. Albans, Northampton, Towcester.

London (Holyhead) Mail, 7h. 1m. A.M.—Dunchurch, Dunstable, Fenny Stratford, Stoney Stratford, Daventry, Coventry.

Banbury Mail, 7h. 50m. A.M.—Solihull, Warwick, Leamington, Southam, Banbury, Buckingham, Brackley, Bicester, Aylesbury, Tring, Berkemstead, Hemelhemstead, Watford, Stanmore, Edgeware.

Tamworth Mail, 10h. A.M.—Tamworth.

Chipping-Norton Mail, 10h. 23m. A.M.—Chipping-Norton, Oxford, Shipstone, Stratford-on-Avon, Woodstock.

First Railway Mail, DUE 11h. 15m. A.M.—Dublin (when the Packet reaches Liverpool in time), Liverpool, Manchester, Warrington, Edinburgh, Glasgow, Preston Brook, Newcastle, Eccleshall, Stone, Stafford, Penkridge, Wolverhampton, Walsall.

Shrewsbury Mail, 12 Noon.—Bilstone, Shiffnal, Shrewsbury.

Second Railway Mail, DUE 4h 15m. P.M.—Liverpool, Manchester, Warrington, Stafford, Wolverhampton.

Sheffield Mail, 4h. 25m. P.M.—Barnsley, Chesterfield, Leeds, Sheffield, Wakefield, Burton, Derby, Nottingham, Lichfield.

Yarmouth Mail, 5h. 2m. P.M.—Coventry, Hinckley, Leicester, Grantham.

Leamington Mail, 5h. 35m. P.M.—Leamington, Warwick, Solihull.

Worcester Mail, 5h. 50m. P. M.—Brooms Grove, Droitwich, Worcester
5h. 50h. P. M.—*Messengers from* Great Barr, Oldbury, Hales Owen,
and Castle Bromwich.

Stourport Mail, 6h. 30m. P. M.—Dudley, Bewdley, Stourbridge, Kid-
derminster, Stourport.

London (via Chester, to Holyhead) Mail, at 6h. 45m. P. M. with a
foreign bag from London.

Third Railway Mail, DUE 7h. 15m. P. M.—Glasgow, Edinburgh,
Carlisle, Lancaster, Preston, Wigan, Liverpool, Manchester, Pres-
cot, Warrington, Preston Brook, Chester, Northwich, Middlewich,
Congleton, Nantwich, Newcastle, Market Drayton, Stone, Eccle-
shall, Stafford, Penkridge, Wolverhampton, Walsall.

Holyhead Mail, 7h. 24m. P. M.—Bilston, Shiffnal, Wellington, Shrews-
bury, Oswestry, Chirk, Llangollen, Corwen, Bangor, Holyhead.

Fourth Railway Mail, DUE 11h. 15m. P. M.—Liverpool, Manchester,
Warrington, Stafford, Wolverhampton.

DESPATCHES.

Sheffield Mail, 5h. 38m. A. M.—With Bags for Barnsley, Chesterfield,
Leeds, Sheffield, Wakefield, Burton, Derby, Nottingham, Lichfield.

First Railway Mail, 6h. 45m. A. M.—Walsall, Wolverhampton, Penk-
ridge, Stafford, Stone, Eccleshall, Newcastle, Market Drayton,
Congleton, Nantwich, Middlewich, Northwich, Chester, Preston-
Brook, Warrington, Liverpool, Manchester, Prescot, Wigan, Pres-
ton, Lancaster, Carlisle, Edinburgh, Glasgow.

Holyhead Mail, 7h. 36m. A. M.—Bangor, Corwen, Chirk, Holyhead,
Llangollen, Oswestry, Bilstone, Shiffnal, Shrewsbury, Wellington,
Dublin.

London (Chester) Mail, at 7h. 38m. A. M., with Letters passing through
London.

Yarmouth Mail, 7h. 45m. A. M.—Coventry, Grantham, Hinckley,
Leicester.

Worcester Mail, 7h. 45m. A. M.—Brooms Grove, Droitwich, Worcester,
London Bags for Brooms Grove and Droitwich.

Leamington Mail, 8h. A. M.—Solihull, Warwick, Leamington.

Stourport Mail, 8h. A. M.—Dudley, Stourbridge, Bewdley, Kidder-
minster, Stourport.

8h. A. M.—*Messengers to* Great Barr, Oldbury, Sutton, Castle Brom-
wich, Hales Owen.

Second Railway Mail, 11h. 15m. A. M.—Dublin, Wolverhampton,
Stafford, Warrington, Prescot, Manchester, Liverpool.

London Mail, 11h. 40m. A. M.—Coventry, Dunchurch, Daventry,
Dunstable, Towcester, Stoney Stratford, Fenny Stratford, St.
Albans; and on Tuesdays and Fridays a *Foreign Bag* for London,

Third Railway Mail, 2h. 15m. P. M.—Walsall, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, Nantwich, Middlewich, Chester, Preston Brook, Warrington, Liverpool, Manchester.

Chipping-Norton Mail, 3h. P. M.—Chipping-Norton, Oxford, Shipstone, Stratford-on-Avon, Woodstock.

Shrewsbury Mail, 3h. 30m. P. M.—Bilston, Shiffnall, Shrewsbury.

Tamworth Mail, 4h. P. M.—Tamworth.

Fourth Railway Mail, 6h. 45m. P. M.—Wolverhampton, Stafford, Warrington, Liverpool, Manchester.

Banbury Mail, 6h. 50m. P. M.—Solihull, Warwick, Leamington, Southam, Banbury, Buckingham, Brackley, Bicester, Aylesbury, Tring, Berkhamstead, Hemel Hemstead, Watford, Stanmore, Edgeware.

London (Holyhead) Mail, 7h. 53m. P. M.—Barnet, Dunchurch, Dunstable, Fenny Stratford, St. Albans, Stoney Stratford, Towcester, Daventry, Northampton, London.

Bristol Mail, 8h. P. M.—Falmouth, Exeter, Bath, Bristol, Dursley, Gloucester, Cheltenham, Wootton, Droitwich, Tewkesbury, Worcester, Broomsgrove, Salisbury.

London Mail, 11h. 30m. P. M.—With a *second* London Bag.

The Letter-Box closes at 7 A. M. for the despatch of the Mails to Holyhead, Yarmouth, Worcester, Leamington, and Stourport; at 7 P. M. for the despatch of the London and Bristol Mails, and half an hour previous to the departure of any of the other Mails.

DELIVERIES.

The delivery at the Office Window commences at about a quarter after 8 A. M. with the Letters brought by the Bristol, London, and Banbury Mails. Letters brought by the other Mails are ready for delivery in 30 minutes after their arrival, until 7 P. M., at which period the Delivery Window is closed. At half-past 8 P. M. it opens again for the delivery of Letters arriving by the Stourport, *third* Railway, and Holyhead Mails, and it continues open until 10 P. M.

There are *two general deliveries by Letter Carriers* throughout the town, the first commencing at a quarter after 8 A. M., and the second at a quarter after 5 P. M., except on Sundays, when there is no *afternoon* delivery. Any delay in the arrival of a Mail occasions a corresponding delay in the delivery.

We shall now take a hasty sketch of the Town, its Public Buildings, Offices, and Institutions. Those devoted to the relief of human sorrow and suffering, are very considerable, not only in the extent of their means but in their number. The fine arts are highly cultivated in this town, the importance of a school of design, and the cultivation of a correct taste, being well appreciated—indeed being essential to the prosecution of the extensive and elegant manufactures for which it is so deservedly celebrated.

CHURCHES, CHAPELS, &c. &c.

Birmingham has 12 Churches, all of which are within the Archdeaconry of Coventry and diocese of Lichfield and Coventry, and the following places of worship for various denominations of Dissenters :— Independents, 3 ; Baptists, 4 ; Methodists, 3 ; Scotch Church, 1 ; Society of Friends, 1 ; Catholics, 1 ; Unitarians, 2 ; Jews, 1. St. Martin's, the original parish church, is charged in K.B. £19 13s. 6½d. It has a fine spire ; the other portion of it has a mean appearance. St. Phillip's is the handsomest ecclesiastical erection in the town, and being situated in an area of four acres, it can be seen to advantage. Several of the others are imposing edifices, in which the Grecian style principally obtains, but we have not here room to notice them separately.

PUBLIC BUILDINGS AND INSTITUTIONS.

The TOWN HALL ranks the first under this head, and is a fine erection of the Corinthian order ; it is

open to the inspection of the public, and is one of the Lions of Birmingham. It has one room which is estimated to contain about 9000 persons, in which is perhaps one of the finest organs in the kingdom. In this room the Musical Festival is held (the profits of which are given to the Dispensary.)

The GRAMMAR SCHOOL is a splendid Gothic edifice, erected from the designs of Mr. Barry, who is about to erect the new Houses of Parliament. It is situated in New-street, and is one of the most splendid erections in the town of Birmingham. It was founded in the time of Edward the Fifth; and though the original income was not large, its present revenue is estimated at from 5 to £6,000 per year. The edifice erected in 1707 has been lately removed, and the ground is now occupied by the present School.

The MARKET HALL is a handsome building, tastefully arranged; its principal entrance is in High-street. It is well supplied, and has every convenience for the transaction of business.

The GENERAL HOSPITAL and the GENERAL DISPENSARY are also handsome erections, as also are several others in the following list of public Offices, Institutions, and Charities.

The PUBLIC OFFICE and PRISON is situated in Moor-street. It contains the Police and other Public Offices.

The ASSAY OFFICE is in Little Cannon-street. Its name designates its purpose.

The GUN BARREL PROOF HOUSE is situated in Banbury-street, on the banks of the Canal. This is a great convenience to the manufactories in Birmingham, and produces a very large revenue.

The CAVALRY BARRACKS were erected soon after the riots in 1791; they are situated near Vauxhall; the approach is from Great Brook-street.

The Charities of Birmingham are too numerous to mention. Among the most prominent, however, are the following:—

THE GENERAL HOSPITAL, the DISPENSARY, the MAGDALEN INSTITUTION, the WORKHOUSE, LINCH'S TRUST, FENTHAM'S TRUST, the ASYLUM, DEAF AND DUMB SCHOOL, &c., &c.

LITERARY AND SCIENTIFIC INSTITUTIONS.

Birmingham has a PHILOSOPHICAL SOCIETY, situated in Cannon-street; a ROYAL MEDICAL SCHOOL, in Paradise-street; a HORTICULTURAL SOCIETY, in the Gardens of which are extensive conservatories and hot-houses, situated in the parish of Edgbaston.

A SOCIETY OF ARTS, situated in New-street, and one of the handsomest architectural specimens which the town affords. It has a splendid portico of the Corinthian order. This institution has been of great advantage to the town.

A MECHANICS' INSTITUTION—but, strange to say, in this town of mechanics, it has not a building specially devoted to its objects. The classes meet in the School Buildings, Old Meeting-street, in which is

the Library and News-room, and the Lectures are delivered at the Theatre of the Philosophical Institution, Cannon-street.

TWO LIBRARIES, viz. :—the OLD LIBRARY, situated in Union-street, which contains from 17 to 18,000 volumes, and has about 600 subscribers. The NEW LIBRARY, in Temple-road, West, which has perhaps a fourth of the above number of volumes, and 350 subscribers. Its Library, has, however, been judiciously selected, and is rapidly increasing.

A NEWS AND COMMERCIAL ROOM, situated on Bennett's Hill. It is well supplied with newspapers and publications relating to commerce.

The BLUE COAT SCHOOL is situated in St. Phillip's Churchyard. It is supported by subscriptions and endowments. In it are 110 boys and 50 girls, clothed and educated.

Birmingham has also to boast of a NATIONAL SCHOOL; PROTESTANT DISSENTERS' SCHOOL; a LANCASTERIAN SCHOOL; two INFANT SCHOOLS, and many SUNDAY SCHOOLS.

HOTELS AND COACH OFFICES.

The principal Hotels are the following :—Albion, High-street, Coach, Family, and Commercial; Castle, High-st., Coach, Family, and Commercial; George, Digbeth, Commercial; Hen and Chickens, New-street, Coach, Family, and Commercial; King's Head, Worcester-street, Commercial; Lamp Tavern, Bull-

street *; Nelson, High-street, Coach, Family, and Commercial; Pump, Commercial; Royal, Temple-row, Family Hotel; New Royal, New-street, Family Hotel; Saracen's Head, Bull-street, Coach, Family, and Commercial; St. George's Tavern, High-street, Coach, Family, and Commercial; Swan, High-street and New-street, Family and Commercial; Stork, Old-square, Family and Commercial; Union, Union-street, Commercial; Vauxhall Hotel; White Hart, Digbeth, Commercial; Wool Pack, Moor-street, Commercial.

The Grand Junction Railway Office

is at present at Vauxhall. For Regulations, Time of Starting, &c. see page 11.

The London and Birmingham Railway Office,

for the present, is in Waterloo-street.

HACKNEY COACHES.

	COACH, 2 HORSES.	DO., 1 HORSE.
Not exceeding half a mile.....	1s. 0d.	1s. 0d.
" " a mile	1 6	1 0
" " a mile and a half	2 0	1 6
" " two miles	2 6	2 0
" " three miles.....	3 6	3 0
" " four miles	5 0	4 0

Returning with the same fare, half the above. The Coachman at liberty to charge by time or distance: 20 minutes, 6d.; 40 minutes, 1s.; and from between 12 at night and 6 in the morning, double fares.

Canal and Waggon Carriage is so seldom wanted by a stranger, that it is here omitted.

* We mention it for the singular fact, that a substantial dinner is set out for 1s. per head. Short Stages start from this Tavern.

BANKERS.

<i>Birmingham Bankers.</i>	<i>Correspondents in London.</i>
Attwoods, Spooner, & Co., New-st.	Spooner, Atwood, & Co.
Birmingham Banking Company.	Jones, Lloyd, & Co.
Ditto Borough Bank.	Prescot & Co.
Ditto Branch Lichfield, &c.	Sir R. Glyn & Co.
Ditto Branch Bank of Eng- land.	Bank of England.
Ditto Midland.	Williams, Deacon, & Co.
Ditto Town and District,	Barclay, Bevan, & Co.
Moilliett & Son, Cherry-street.	Sir J. W. Lubbock & Co.
National Provincial.	Hanbury, Taylor, & Lloyds.
Savings Bank.	
Taylor & Lloyd's, Dale-end.	Hanbury & Co.

BATHS.

Many of the Hotels have Baths attached to them, but the only Public Baths are situated near Small-broke-street, out of which there is a passage to the Establishment, which is perhaps as complete as any in the kingdom. We have not space to describe it, but recommend

THE LADYWELL BATHS to the inspection of the public.

AMUSEMENTS.

The public amusements in this town are not on a very extensive scale, nor indeed are they much patronised. The Theatre is a handsome erection, situated in New-street, opposite the Post-office. Vauxhall Gardens are at Vauxhall, near the Birmingham and Liverpool Railway Station, and are open in the summer months. Subscription Balls and Concerts are occasionally held at the Royal Hotel; there are usually several concerts in the season, and of a very high character. The Balls also are very select.

NEWSPAPERS.

The circulation attached to each paper is taken from the Stamp Office returns, from the 1st of January to the 30th of June, 1837.

Monday..ARIS'S GAZETTE. An old-established paper, decidedly Conservative, but containing no original political articles. Circulation, 3,153 per week.

Thursday..HERALD (The). Devoted to business only. It is gratuitously circulated, and contains, in addition to the advertisements, commercial and other information required by men of business; no party politics are admitted. The circulation is 4,769 copies per week.

———— ADVERTISER (The). Tory; a violent partisan. Circulation, 961 per week.

———— PHILANTHROPIST (The). Philosophically Radical; a zealous advocate of the voluntary system. Circulation, 346 per week.

Saturday, JOURNAL (The). Thoroughly Radical; the organ of the Political Union. Its articles are generally terse and vigorous. Circulation, 2,115 per week.

We shall now close our remarks on this extensive and most remarkable manufacturing town by directing our readers' attention to the following objects which are deserving of notice, but for a description of which we have not space in this edition.

NELSON'S MONUMENT, situated in High-street.

THE OLD ROMAN ROAD (Icknield-street), now Monument-lane. At Sutton Coldfield Heath, a place about seven miles distant, this road may be distinctly traced for three miles; it is well worthy of a visit.

PERROTT'S FOLLY, Monument-lane.

THE PARTHENON, in New-street, and the group of buildings lately erected on Bennett's Hill.

The following interesting statement of the Grand Junction Railway Company was received too late to be inserted in the body of the work.

Statement of Receipts and Expenditure to June 30th, 1837.

Capital, £90. called on 10,400 Shares	£936,000	0	0
513 Warrington and Newton Shares, at par of £100.....	51,800	0	0
	<hr/>		
	£987,800	0	0
Less sums expended by the late Liver- pool and Birmingham and Birming- ham and Liverpool Companies, previously to the formation of this Company, in their unsuccessful endeavour to obtain an Act of In- corporation.....	26,225	16	5
	<hr/>		
		£961,574	3 7
Loans	£491,957	0	0
Amount borrowed to replace loans— notice to repay which has been given	45,000	0	0
	<hr/>		
		536,957	0 0
Interest on Back Account and from Exchequer Bills		9,233	1 0
Due to Contractors—Balance of reserves		4,385	15 9
		<hr/>	
		£1,512,150	0 4
EXPENDED.			
Parliamentary Expenses		£22,757	10 4
Land and Compensation		211,230	6 11
Law Charges, Conveyancing, Stamps, &c., together with payments for Advertising, Travelling, and other expences and disbursements connected with the Law Department and Parliamentary Business		20,794	0 3
Contracts for Works		748,698	5 3
Engineering and Surveying Expences		23,823	18 3
General Charges and Office Expenses, including Advertising, Printing, Rent, Treasurer's and Clerks' Salaries, &c.		4,551	5 10
Direction		3,134	5 0
Travelling.....		1,240	15 2
Stations.....		8,222	7 11
Locomotive Engines and Tenders		17,141	0 0
Building Carriages and Waggons		65,849	0 8
Rails, Chairs, and Keys		254,426	3 9
Sundry Disbursements connected with Coaching Establishment.....		192	0 10
Purchase of Warrington and Newton Line, less Surplus Income		65,479	6 0
Interest on Loans		22,270	18 3
Cash in Bankers' hands		25,835	17 4
Arrears of Calls, less amount of Warrington and Newton Interest not yet called for		16,502	18 7
		<hr/>	
		£1,512,150	0 4

INDEX.

	Page
Abernethy (educated at)	117
Acton Station and Township.....	47
Altringham	35
Anson (Viscount)	105
Apsley Hall	113
Aqualate Hall	121
Assay Office (Birmingham)	187
Ashley (Hamlet of)	84
Aston Hall (Cheshire)	45
—— Hall (Warwickshire)	139
—— Viaduct—Village of	138
Assembly Rooms (Manchester).....	174
Bankers (Liverpool)	154
—— (Manchester)	170
—— (Birmingham)	189
Basford Hall	65
Baths (Liverpool)	156
—— (Manchester)	174
—— (Birmingham)	190
Bazaar (Manchester).....	174
Bear and Bible	61
Bentley Hall	124
Bescott Hall, and Bridge Station.....	126
Betley Parish—Hall—Court and Mere	67, 71
Bilston	123
—— (Fire in Coal Pit at).....	124
Bird's Wood	45
Birmingham Guide.....	176
—— Battle of.....	178
—— Riots	179
Blue Coat School (Birmingham)	188

	Page
Bog Hall	78
Bolton and Watt	137
Bostock Hall	54
Botanic Garden (Liverpool)	157
————— (Manchester)	175
Brewood	112
Bridgenorth.....	119
Burslem	75
Bushbury (Village of)	114
Cannock and Chace	108, 109
Car Fares (Liverpool)	153
————— (Manchester).....	170
————— (Birmingham)	189
Cavalry Barracks (Birmingham)	187
Cemetery (Manchester).....	172
Cemeteries (Liverpool)	157
Chantry (Monument by).....	84
Chapels (Liverpool)	162
————— (Manchester)	171
————— (Birmingham)	185
Chapel (Chorlton)	83
Charitable Institutions (Manchester)	173
————— (Liverpool)	163
Charities (Birmingham).....	187
Cheadle	88
Cheshire (Entrance of)	37
Chester (City of)	39
Chetham Library (Manchester)	172
Chillington Hall (T. W. Giffard, Esq.)	113
Chorley Mount	133
Churches (Manchester)	171
Churches and Chapels (Birmingham)	185
Churches (Liverpool).....	162
Civil War (Incident in)	60, 66, 81, 87
Cliefden	52
Club-house (Manchester)	174
Coach Offices (Birmingham)	188
————— (Manchester)	169
————— (Liverpool)	153

	Page
Cobridge	77
Collis and Co.'s Establishment (Birmingham)	180
Concert Hall (Manchester)	174
Congleton	61
Congreve, Sir William (Educated at)	117
Coppenhall Station and Township	57
Crewe Hall (Account of)	63
—— Station and Township	58
Custom House (Liverpool)	157
Curious Echo	107
Darlaston	125
Daresbury Hall	43
David Llewelyn (Death of)	38
Delamere (Lord)	53
Docks—Dock Office	157, 158
Doddington Hall and Park (Account of)	66
Dunston	106
Dudley, and Castle	128
Drayton, or Market Drayton	81
Eardwick (Sampson)	91, 98
Eaton Hall	54
Eccleshall, and Castle	86, 87
Elms (The)	23
Embankments	102, 103, 107, 111, 138
Etruria	75
Excavations	68, 82, 121, 122, 133, 135
Exchange (Manchester)	171
—— (Liverpool)	161
Excise Office	157
Fenton (Elijah)	75
Fishing	47, 137
Ford Houses (Village of) ..	114
Foreign Packets	152
Four Ashes Station	112
Frodsham	38
General Hospital (Birmingham)	186
—— Dispensary (Birmingham)	186

	Page
Grafton Wood	67, 68
Grammar School (Birmingham)	186
Grand Junction Railway Office (Birmingham)	189
Grange Hall	48
Gun Barrel Proof House (Birmingham)	187
Hackney Coach Fares (Liverpool)	153
————— (Manchester).....	170
————— (Birmingham)	189
Hales Owen.....	129
Halton Castle	36
Hamstead Hall	135
Handsworth.....	136
Hanley	73
Hartford Excavation, Station, and Township	48
Hatton Mill.....	84
Hill Cliff Quarry.....	36
Hotels, Liverpool	154
Hotels, Manchester	169
Hotels	188
Haugh House	103
Hounds	68, 82, 121
House of Industry, Liverpool	162
James Bridge Station	125
Jennens and Beltridge's Establishment, Birmingham	181
Infirmary, Liverpool	162
Ingestrie Hall	103
JOURNEY TO NEWTON	18
————— NEWTON TO MANCHESTER.....	22
————— NEWTON JUNCTION STATION	22
————— BIRMINGHAM	28
Knutsford	50
Lane Delph.....	77
Lane-end and Long Town.....	76
Lea Hall	136
Lear Hall.....	56
Leek.....	79

	Page
Libraries (Liverpool)	164
———— (Manchester)	172
———— (Birmingham)	188
Lichfield	99
———— Cathedral	101
Literary and Scientific Institutions, (Liverpool) ..	164
————— (Manchester) ..	173
————— (Birmingham) ..	187-8
Liverpool Guide	145
———— Origin of name	145
———— Post-Office	148
Long Port, &c. &c.	76
London and Birmingham Railway Office (Birmingham)	189
Low Hill (Mr. Pountnoy)	114
Lunatic Asylum (Liverpool)	162
Macclesfield	61
Maer Hall	83
Madeley Station and Parish	69
Manchester Guide	166
———— Post-Office	168
Manor Hall	56
Maplebeck and Lows' Establishment (Birmingham)	181
Markets (Liverpool)	160
Markets (Manchester)	175
Market Hall (Birmingham)	186
Marriage Custom	51
Mechanics' Institution (Liverpool)	164
————— (Manchester)	173
————— (Birmingham)	188
Middlewich	55
Minshall Vernon Station and Township	56
Mill Meese	85
Moilton Village	53
Moore Station, and Village	37
Moore Hall	42
Moseley Hall	114
Moss (Whitmore)	77
Mount (The)	157

	Page
Nantwich	58
Natural Phenomenon.....	80
New Bailey Prison (Manchester)	175
Newcastle-under-Lyne	69
Newport	96
Newspapers.....	165
———— (Manchester).....	175
———— (Birmingham)	191
Northwich	49
Norton.....	86
Norton Priory, account of.....	43
Nixon's Prophecies	53
 Oxley Hall (the late Mr. Huskisson)	 114
 Penkridge	 108
Perry-bar Station	136
Perrott's Folly (Birmingham)	191
Perry Hall	135
Pic-nic Parties	47
Portico (Manchester).....	172
POST-OFFICE (Birmingham)	182
Potteries; and original seat of.....	75
Preston Brook Station and Township	44
Prince's Parade (Liverpool)	156
Public Offices (Birmingham)	187
Pumps on the Road	110
 Queen Elizabeth, and Queen of Charles I.	 131
 RACES	 143
Railway, account of its Regulations.....	11
———— First application to Parliament	2
———— Time of Starting.....	14
———— Fares, Charges	15, 16, 17. 151
———— Time on Road to each Station	16, 17
———— Highest and Lowest Point.....	104
RAILWAY— <i>Particulars of Cost</i>	192*
Rickersford	105
Roman Road (Birmingham)	191

	Page
Rowley House.....	103
Royal Institution (Manchester)	173
Rugeley	98
Runcorn	34
Salt, first place in which made.....	59
Salt Mines—Works	50, 54
Sandbach.....	60
Sandon.....	98
Sandwell Park.....	135
Seighford Hall, and Meadows.....	91
Shelton.....	74
Shenstone (The Poet)	129
Shiffnal	118
Shugborough Park (Account of)	105
Slade Heath.....	114
Soho.....	136
Sessions House (Liverpool)	161
Spread Eagle Station	111
Somerford Hall	113
Staffordshire (Entrance of)	68
Stafford	93
——— Castle.....	92
Standeford (Village of)	113
Standon and Standon Cottage	85
Statue of George III. (Liverpool).....	161
Steam Packets.....	152
Stoke-upon-Trent	72
Stone	87
SUMMARY OF WORKS ON THE LINE.....	141
Sutherland (Duke of)	82
Swinnerton Park.....	82
——— Hall	85
Taming a Shrew.....	71
Tarporley	51
Tiddesley Hall	106
Telegraph Office (Liverpool)	162
Theatres (Liverpool)	155
——— (Manchester)	174

	Pa.
Theatre (Birmingham)	19
Town Hall (Liverpool)	16
———— (Manchester)	171
———— (Birmingham).....	186
Trentham (Hamlet of)	79
———— (Seat of Duke of Sutherland	82
Tunnel (Grand Trunk Canal)	76
Tunstan Court	76
Uttoxeter.....	97
Vale Royal	52
—— Abbey and Viaduct	
Vauxhall Gardens (Birmingham).....	
—— Station	
Viaduct (Birmingham)	
—— (over Penk)	
—— (Dutton)	
—— (Warrington)	
—— (Vale Royal)	
Walsall	
Warrington Station and Town	32
Wedgwood (Josiah)	73
Wednesbury	127
Whitmore	78
Wellington Rooms (Liverpool)	156
Willenhall Station and Parish	122
Winsford Station	55
—— Lodge.....	
Winwick	30
Wolverhampton (Town of).—Station.....	115
Woore	77
Wrine Hall	68
Zoological Gardens	157

MAR 20 1941

g
F
I

of

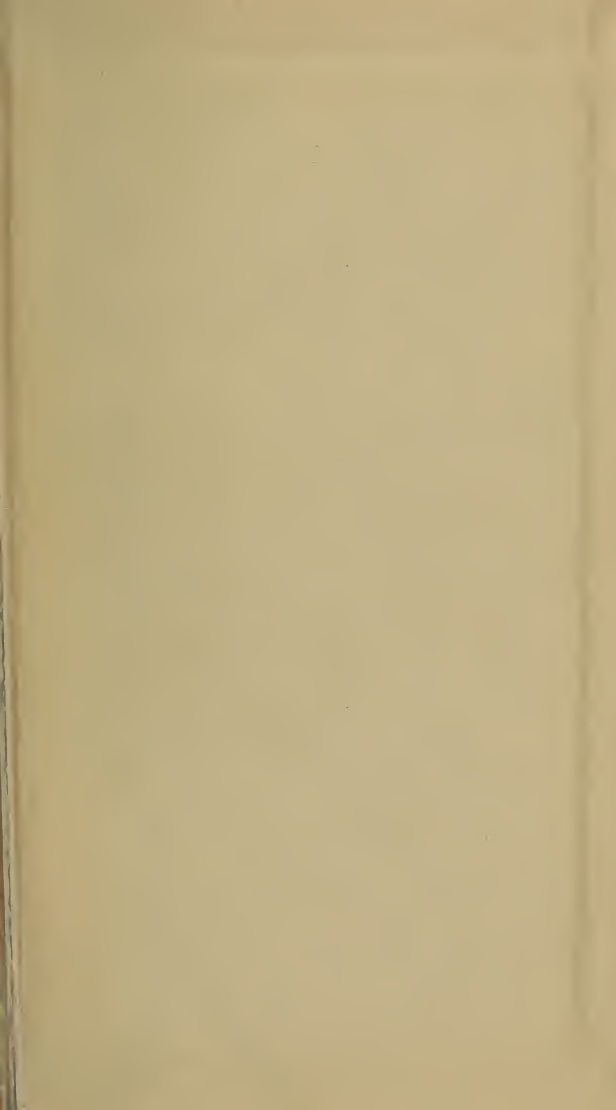
6
88
101
112
121
131
141
151
161
171
181
191
201
211
221
231
241
251
261
271
281
291
301
311
321
331
341
351
361
371
381
391
401
411
421
431
441
451
461
471
481
491
501
511
521
531
541
551
561
571
581
591
601
611
621
631
641
651
661
671
681
691
701
711
721
731
741
751
761
771
781
791
801
811
821
831
841
851
861
871
881
891
901
911
921
931
941
951
961
971
981
991
1001

101
111

121

131





LIBRARY OF CONGRESS



0 019 854 275 1