

and imperfect notices of the Hall contained in Seow, Mainland, and other writers, and then proceeded to explain the drawings of the plans and details made for the Association, particularly a beautiful drawing by Mr. Mechanic. Mr. Black, Mr. Planché, Mr. Drumby, and Mr. Gould stated their opinions respecting the origin of the name, which is said by Seow to have been a corruption of Gisor's Hall, but the fact of a Gerard Batt having been mayor of London at the time Gisor was sheriff, was considered by some members a refutation of that assertion. Mr. Lott reported the success of his exertions to preserve the crypt, by removing it bodily to another site, as mentioned at the last meeting. He had indeed the Commissioners of Sewers to recommend his plan for adoption to the Improvement Committee, and at all events he had delayed the destruction of the building, if he had not completely averted it.

RAILWAY JOTTINGS.

In a paper lately read before the Institute of Civil Engineers, Mr. B. Poole proposed various measures for the economisation of our railway system throughout the country. The first of his proposals is that the whole of the railways in Great Britain should be worked in four divisions, or amalgamations. The North Western, Great Northern, Great Western, and South Eastern and Western; the apportionments of territory to be arranged by the uninterested companies. Second. The companies to reserve in their own hands the maintenance of way, instead of paying contractors. Third. To manufacture their own rails, chairs, and spikes. Fourth. The rolling stock in the kingdom to be amalgamated, and made common to all lines, each division contributing to maintenance, according to its traffic. Various other measures are recommended, among which are—Tenth. By the manufacture of gas at the large stations, a saving of from 30 to 40 per cent. might be effected. Eleventh. The application of steam, where practicable, at stations, to supersede horse or manual labour. Thirteenth. All brass-work to be painted over, to save the expense of polishing. Fifteenth. Exclusive use of two or more wires of the telegraph, not only for the transmission of ordinary messages, but to ascertain each morning the exact position of the rolling stock of the country, in order to conduct its distribution with economy and despatch. The paper concluded with a proposal for a general classification of trains, separating each class, and running them at different speeds, whenever practicable.—Mr. Henson, of the London and North-Western, has patented a mode of construction for rails, by which greater stability, with an equal amount of elasticity, is said to be given, and a saving caused of the serious expense on the old system of laying the rails on rigid bearings, as well as of the wear and tear and injury to locomotive and rolling stock. This rail is of a conical form, expanding at the base. In place of going crosswise, like a har-bridge, from one sleeper to another, Mr. Henson's rail is supported throughout its length upon a longitudinal sleeper, connected at intervals by wrought-iron tie-rods on transverse timbers. The advantages of Mr. Henson's invention are described to be "fewness of parts, great reduction in cost of maintenance, and unquestionable safety to passengers."—The Illinois Central Railroad, which is 670 miles in length, and for the completion of which Congress has donated an aggregate of 2,572,900 acres of land to a company at New York, composed of some of the first men in the Union, is progressing in a satisfactory manner: 150 miles will shortly be completed, and the entire line will be finished within four years. It is proposed to meet the cost of construction by the issue of bonds, bearing 6 per cent. interest, payable in 1875. Part of the iron for this road is now being manufactured in South Wales, and upwards of 30,000 tons have altogether been agreed for, 15,000 tons of which have been purchased by Mr. Neal, the vice-president of the company, from an eminent London firm. The port of Chicago, on Lake Michigan, forms the north-eastern

terminus of this great enterprise, and already boasts a tonnage equal to Glasgow; while the port of Cairo, near the junction of the Mississippi and Ohio Rivers, is already scarcely inferior in importance to our Bristol, and constitutes the south-western boundary of the railway.—"We learn," says the *Morning Herald*, "that active parties are engaged in reviving a scheme, projected some years ago, namely, a line of railway from Shrewsbury to Aberystwith; and it is stated to be also probable that the country from Shrewsbury to Crews will be similarly occupied. We are informed, though we do not believe, that the latter will be promoted by the London and North Western Company, as a competing line to the Shrewsbury and Chester."—It is proposed to provide locomotive drivers with a looking-glass, by means of which, while looking, as they must do, straight a-head, they might at a glance see if anything were wrong with the train, by signal from the guard, or otherwise. This is not a new suggestion, however, and we doubt there are hindrances in the way of its practical adoption, such as steam, for instance, and soot, which might obscure the face of a mirror precisely at the moment it was wanted.—An ingenious plan of a self-adjusting train-signal, to be applied to each carriage, and linked, by help of what is called pin and star clutch boxes, projecting as the buffers do, has been suggested by Mr. H. Durck, of Moorgate-street. We cannot agree with the inventor, however, in thinking that the application of such an apparatus to carriages, so as to allow passengers to give an alarm whenever nervous fear, or juvenile mischief, as well as real danger might prompt, would be an "advantage," unless, indeed, or until, some means be arranged of allowing the guard so signalled to traverse the train and to ascertain personally the cause or pretence of alarm, by direct intercourse with the alarmist. A narrow gangway off the train might surely be invented for this purpose so as to secure somewhat greater safety to the guard than by crawling along the tops of the carriages, which has actually been not unfrequently done in cases where imminent peril was thus alone obviated at the double risk of the adventurer's life, as in one instance where both driver and assistant were lying insensible on the engine from previous drinking combined with rapid transit, while the train, full of passengers, was flying straight a-head at the rate of 50 miles an hour!

DOINGS IN IRELAND.

THE subscription list for the erection of a testimonial to the late Thomas Moore, is rapidly filling, and the Earl of Charlemont (who is chairman of the committee) has given his mansion in Rutland-square for the transaction of their business, and in other respects has taken a lively interest in the proceedings. The sum likely to be realised, not only in Ireland, but throughout the United Kingdom and the Continent, will be ample for the production of a monument, which ("if judicious artistic taste be displayed") may prove a credit to the country.

Mr. Beardwood, builder, has been declared contractor for the erection of the Roman Catholic church of St. Catherine, at Dublin, (lately described by us) at 6,500*l*.

The new Town-hall, at Queenstown, will be opened on the 27th May.

The dimensions of the new Roman Catholic church at Ballinasloe, are 130 feet by 60 feet, consisting of nave and aisles, with chancel and lateral chapels; bell tower, at west end of nave, under which is the baptistery. The style of architecture is Gothic.

The foundation-stone of the Dr. Sinpott testimonial, which consists of a school-house for the children of the poor, has been laid at Upper George's-street, Wexford.

Alterations and improvements have been made to the town of Gort church, under the direction of Mr. Festus Kelly, architect.

The first stone of the Grand Stand House, at the Curragh of Kildare, has been laid by his Excellency the Earl of Eglinton. The plans were furnished some time since by Mr. Sancton Wood, architect.

The erection of an Ashquagh at Belfast is in contemplation.

Mr. J. Lyons, architect, has been instructed to prepare the requisite designs for the proposed convent and schools for the Sisters of Mercy, at Ballinrobe, county Mayo. The expenditure will probably be 3,000*l*.

A new church is to be erected at Nappagh, county Mayo, according to the drawings of the Ecclesiastical Commissioners' architect.

Extensive alterations and improvements to the Waterford Cathedral, are contemplated.

His Royal Highness Prince Albert has subscribed 100*l*. to the Munster Exhibition, which will be opened in state, on the 10th June, by the Lord Lieutenant.

The Corporation of Dublin have disposed of the contract for the erection of buildings in Winetavern-street, to Mr. Meade, builder, and not to Mr. Roberts, as we were misinformed, and the adoption of whose tender was stated in a previous number.

The committee of the Museum of Irish Industry have lately made extensive additions to their establishment. Mr. George Papworth, architect; Mr. O'Brien, builder.

The Dominican Friars intend having a new church erected on the site of the present Dublin Penitents' Retreat, in Dominick-street, Dublin. The expenditure, which is being raised by subscription, will probably be 8,000*l*.

HARFLEUR.

THIS is hardly any town in France which has experienced greater vicissitudes than Harfleur. In the time of our Henry V. it was one of the principal ports of the kingdom, holding much the same position that Havre does at the present time. Its commerce was great: ships from its own port traded beyond the tropics; and, in return, vessels of all nations were to be seen floating in its basins. At the time we are speaking of, it was of so much importance that its extensive fortifications enabled it to endure a siege of forty days; and when it was at length taken, the king, delighted with his success, "vowed to erect a temple to God on the site of the humble church of Harfleur." But all this prosperity has vanished: the waters have receded before the vast accumulation of sand washed in continually by the action of the tide, and its ships, thus denied all access, gradually carried their wealth elsewhere. And now, as the traveller approaches the place, he looks in vain for the roads where the navy of Henry V. rode triumphant, or for the maritime town which Monstrelet called "*le souverain port de Normandie*." In its place he will find a small inland town, hardly better than a village, without a harbour, and without fortifications, with rich pastures in the room of docks, on which sheep graze, where once ships floated. The only monument of its departed glory is the church, which forms the subject of our illustration.

It has been said that this building was erected by Henry V. to commemorate his victory; but this cannot be the case, as the east end of the church has work of a much earlier date, particularly some fine windows now blocked up, which are of the 13th century. The tower and north aisle were probably built in the time of that monarch, and these portions of the building are deserving of attentive examination, and these only: the remaining portions are in a wretched condition; the walls despoiled of their fine windows, parapets, and pinnacles, while the south aisle has been rebuilt in a style to which it would be difficult to give a name, but which is totally at variance with the original work. The flamboyant window, shown in our drawing, has lately been restored, but by some accident the mullions are out of the perpendicular. The very beautiful north porch is well known through an illustration in the "*Glossary of Architecture*."

Near the church there is a fine specimen of a timber house, which appears to be of the fifteenth century; and in some neighbouring pleasure grounds stands an Italian villa, which, at the time of our visit, was undergoing a careful restoration.