

**Liverpool.**—The foundation-stone of a new school, in connection with St. Joseph's Roman Catholic chapel in this town, was laid on Monday week. The site of the intended erection is at the corner of Edgar-street, Marybone. The building will be of stone, the style chosen being the Gothic, and the estimated cost 1,600*l*.

**Rotherham.**—Tenders have been lodged for the erection of the new Mechanics' Institute in this town, designed by Mr. W. Blackmore, architect. The building will comprise a lecture-room, with two laboratories, and a dwelling-house for the librarian. There will be an assembly-room, built in form of an amphitheatre. There will also be a news and reading room.

**Blackburn.**—The contract for the erection of the new building to be occupied by the District Bank, in the New Market-place, has just been taken by Mr. W. Stones, and the building will be proceeded with immediately.

**Cocentry.**—The new baths in Hales-street, Coventry, have been opened to the public. The plunge bath is 60 feet by 30. The prices charged are 1*d*. for the plunge bath, and 2*d*. for a warm private bath with use of towel. There were upwards of 1,000 bathers on the day of opening. The committee, according to the local *Herald*, contemplate the formation of two large private and two more plunging baths of a superior class, one for women and the other for men.

**Derby.**—A meeting of the supporters of the Midland Institution for the Blind in the counties of Nottingham, Lincoln, Leicester, Derby, and Rutland, was lately held at Derby, when it was stated that land for the erection of suitable premises has been obtained, and the sum of 3,100*l*. subscribed or promised for this purpose, but from 700*l*. to 1,000*l*. more is requisite to complete the buildings. In the first instance it is intended that the building shall be fitted to receive sixty inmates, and so constructed that additions may afterwards be made as the number of applicants may require, and the finances of the institution may admit.

**Clifford.**—The formal opening of the Wesleyan Training Schools took place on Friday week. The school is 41 feet by 21 feet within, and has class rooms and a master's house contiguous. Messrs. Roberts, Bateson, Wharton, and Jennings, were the contractors.

**Doncaster.**—Mr. M. E. Hadfield, of the firm of Messrs. Weightman, Hadfield, and Golly, has given it as his opinion that the memorial glass for the west window of the parish church ought not to be put in without extensive reparation of the stonework, much of the tracery being disjointed and fractured, and the key-stone of the arch separated. Settlements have taken place in the side walls of the nave, from the weight of the organ and west gallery, which are to be removed. The organ is recommended to be placed in the north chapel, and some other requisite alterations and improvements are pointed out.—The first stone of a sawmill was laid on Wednesday week, in presence of the mayor and others, by a boy, the son of Mr. Elwis, the proprietor. The chimney will be 20 feet square towards the base, and the rest rounded, with cast metal cap, and will be 90 feet high, and formed on the smoke-consuming principle.—The *Doncaster Gazette* recommends the re-erection and enlargement of the Grand Stand of the Doncaster races, with other improvements on the course.—A building committee has been appointed, to prepare a suitable site and estimate of costs for the erection of an infirmary for Doncaster.

**Edinburgh.**—The City Council have had submitted to them by Mr. Charles Millar, of Dundee, a proposal to move the public clocks and ring the church bells by means of water. He stated that as much water as would pass through a goose-quill, with three feet of a fall, would be enough for his purpose. The proposal was referred to the plans and works committee.—The capital expended on the Piling model buildings, according to the local *News*, amounts to about 4,000*l*. and the dwellings to forty-four in number, while the rental is upwards of 300*l*. a year, or more than

7½ per cent. on the capital expended.—In the Victoria lodging-houses there are now at the rate of 5,796 men, 756 women, and 214 children, a month, as lodgers.

**Glasgow.**—Preparations have been commenced by the contractor of the Victoria-bridge for the casting of one of the arches.

—A weir is in course of construction above the jail-bridge, where it is proposed, by a correspondent of the local *Gazette*, to form a plunge bath on a large scale, flagged with stones and from 2 to 5 feet deep. Other improvements about the Glasgow-green have been suggested, and some of them carried out, within the last two or three years.

#### RAILWAY JOTTINGS.

This gross receipts of railway traffic for week before last, according to *Herapath*, amounted to 305,869*l*.; for corresponding week of last year, 329,441*l*. The number of miles travelled over same week was 6,729; against 6,377 in corresponding week of 1851. The amount received per mile per week was 46*l*. 3*s*.; for corresponding period of 1851, 51*l*. 13*s*.; showing a decrease of 5*l*. 10*s*. The total amount received from January 1st is 6,918,524*l*.; corresponding period of 1851, 6,626,444*l*.; showing an increase over 1851 of 292,080*l*.—Report, states the *Sunderland Times*, "says, that the York, Newcastle, and Berwick Railway Company will undertake to make the new dock at Stockton. The site of the dock is close to the station of the Stockton and Darlington Railway, and through that line a communication opens to the York, Newcastle, and Berwick Railway. The Chairman of the Leeds Northern line says that when the Tees Conservancy Bill is passed, which would secure a site for the dock, that company would make suitable approaches to it from their line. These great rival companies are now vying with each other for the traffic of this new district: the public are reaping the advantage; and passengers can travel from Stockton to Leeds, a distance of sixty-one miles, for two shillings."—A correspondent, "R. A." suggests, for the self-acting time-signal proposed by us to be invented, a revolving light, showing a full red circle instantly the train passes, and gradually receding (diminishing?) for ten minutes, until no light whatever is visible to the following train. The apparatus required, he remarks, would be very simple, and the intimation more likely to be correctly judged of by the driver of the coming train, especially in running down a curved incline, than by the invention alluded to in our last notice of the subject. Signal lights of any kind of course would be suitable mainly at night, except in fogs, snow-storms, &c.—The same correspondent suggests the use of lamps over the doors of carriages, worked by springs inside, as a signal from passengers to guards. There must really, however, be first of all some mode of transit invented whereby the guards may have it in their power to pass along to the carriage signalled from.—It has lately become the practice, it is said, on Austrian railways to place a looking-glass on the top of the locomotive, inclined in such a way as to enable the engine-driver to see the whole train reflected, so that he can at once stop in case of accident. This plan has just been adopted on the railway from Brussels to Antwerp.—An official statement concerning the railways of the United States gives the following particulars:—The number of miles in operation in the States, on 1st January, 1852, was about 10,814. At same time there were in course of construction about 10,898 miles. Most of the new lines will be in operation in about five years. The length of line opened since January 1, 1848, is 5,224 miles. During 1851 2,153 miles were completed. About 1,000 to 1,500 miles will be put under contract this year. The management of the American, like that of the English railways, is entirely in private hands. Their concerns are managed by corporations, chartered by the respective states, and having for officers, a president, secretary, and directors. Each of the directors must be a stockholder. The president and

secretary have liberal salaries, but the services of directors are gratuitous. The rate of speed in America is not so great as in England. The ordinary velocity of a passenger train is twenty miles an hour. Special trains frequently keep up a speed of forty-five miles an hour for a long distance. In New England the average price per mile, first class, is about a penny. The second class throughout the country is only used by railroad labourers, emigrants, negroes, and other persons of the same class. From New York to Boston the fare is about a penny farthing per mile; from New York to Philadelphia about a penny three farthings; and from Philadelphia to Baltimore three halfpence.

#### CAST-IRON GRAVE PLATE.

THIS is a cast-iron mural grave plate about 4 feet long, 15 inches wide, and 1 inch thick (measured by eye), fastened against a buttress at the east-end of Withyham Church, near Tonbridge Wells, Kent, and thus inscribed:—

HEARE · LIET  
H · WILLIAM · A  
LFREY · LATE  
OF · WYTHIH  
AM · YEOMAN ·  
WHICH · ENDE  
D · HIS · LIYE  
THE · 15 · DAY  
OF · IVNE · AN  
NO · DO · 1610.

The letters are raised from the plate, and are one inch long, with spaces of ½ of an inch between. The whole is in good preservation, though fixed now (if put up at the time) upwards of 240 years ago, and is curious, as an early instance of cast-iron in a part of the country where much iron ore exists, and where casting in iron was practised, and also as an instance of the durability of cast-iron in a pure air, as it appears never to have been painted. The lower part of plate is blank, and a raised diamond mark separates the words.  
Rus.

#### PINE TIMBER.

ALLOW me to amplify your recent reply to a querist about red and yellow pine. The red fir or pine is the "Pinus Sylvestris" common to the north of Europe,—by our people called Scotch Fir: in commerce, it is called Baltic Fir, Riga Fir, Memel Timber, &c. It grows also in British America and the north of the United States; and is called Red Pine in commerce: it appears to be identical with the Red Fir of the north of Europe, but seems to grow quicker, being a freer wood, with fewer knots. The European is always called, in shipbuilding, Fir; the British American, Pine. The White Pine is the "Pinus Strobus," and is a softer and much freer wood, shows scarcely any fibre, and is indigenous to the North American continent only, especially to Canada and New Brunswick. This is the largest of the pines or firs of commerce, and per excellence the house-carpenter's wood. The deals from it are the largest import of wood stuffs. The finest growth is from the entrance of the Gulf of St. Lawrence to Quebec, and frequently called Yellow Pine: its colour inclines to a pale yellow: perhaps its vicinity to salt atmosphere and the sea may have some influence on it. The white wood of Europe is the Norway Spruce ("Abies"), from which the ordinary deals of commerce, called White Spruce, are manufactured—the inferior qualities being very knotty. The same, or very nearly the same wood, is found in North America, especially in New Brunswick; but the reduction of the duties on foreign wood is greatly interfering with their import. As to strength and value in ship or house building, the red and the white differ greatly,—the Red Fir and Pine being the

\* We speak of the Red and the Yellow.—Ed.