

Mr. Sagg and Mr. Crow, inspectors of pavements and nuisances for the parishes of St. Margaret and St. John, Westminster.

Mr. Chadwick, in reference to the evidence given by Mr. Crow before the magistrate, as to the annoyance received by the inhabitants from the use of the pump and hose, read the evidence of the same person on this subject contained in the third report of the Sanitary Commissioners, in which he stated that he had introduced the use of the pump and hose in emptying between 300 and 400 cesspools; that it was cleaner, and cheaper by one-third; that he had had his own house cleansed by this means, and that the only dissatisfaction expressed by any party was that it would not remove the hard and solid substances. In conclusion, he remarked that if cholera appeared in the neighbourhood, and he was left to himself as to what was to be done, he should apply the pump and hose as actively as possible.

This report led to a long desultory conversation, in which it was asserted by Dr. Southwood Smith that if any odour escaped in the night more danger was to be apprehended from it than if the work was performed by day, to say nothing of the additional expense that would be incurred in having it removed by night. But if the work was properly performed that no odour whatever could be detected, and that it might even be performed in a drawing-room. It was also necessary that the commissioners should have the entire control over these works, to carry them out in the way most conducive for the public interests.

John Merry, the foreman, was suspended from his duties until further orders, and a committee appointed to investigate his conduct.

Mr. John Grant, of Exeter, was appointed an assistant-surveyor at a provisional salary of 250*l.* per annum. After some severe comments from Mr. Lamb and Mr. Jones that no information was received from the Committee of Works as to the eligibility or qualifications of any of the other candidates for that appointment, some works were ordered, and the court adjourned.

### Miscellaneous

**INSTITUTION OF CIVIL ENGINEERS.**—At a meeting on Tuesday, 24th, Mr. W. Cubitt, Vice-President, in the chair, the paper read was "On the Construction of Locomotive Engines, especially those modifications which enable additional power to be gained without materially increasing the weight, or unduly elevating the centre of gravity," by Mr. T. R. Crampton. It was contended that the durability of the working parts of the engine, the stability of the permanent way, and the freedom from oscillation, so essential for the comfort of travelling, all depended upon the steadiness of the engines when at high speeds. This consideration led the author to introduce several modifications of the ordinary construction of locomotives; the driving-wheels were removed from the centre of the engine to behind the fire-box, placing all the weight on and between the extreme points of support. The centre of gravity was so reduced, that on the narrow-gauge railways the angle of stability equalled that of the broad-gauge engines. All the moving parts of the machinery were removed from beneath the boiler and placed on the two sides, within the easy inspection of the workmen, and enabling the repairs to be effected with ease and despatch. These dispositions had the effect of enabling a larger amount of heating surface to be given in the boiler, within a certain length of engine, than even in the larger class of engines of much heavier weight; thus, in fact, simultaneously concentrating the power and reducing the weight.

**PORTLAND.**—We are happy to observe that within this past week the Breakwater begins to show itself, so that from the road leading to Portland it now forms a conspicuous object. The "navvies" are putting their best leg foremost; in fact, all hands are putting their shoulder to the wheel in good earnest.—*Somerset Herald.*

**INDIA-RUBBER RIGGING SPRINGS.**—Mr. Newall, wire rope manufacturer, has patented an elastic support for rigging. It consists of a long box of iron plates, at each side of the ship, containing square blocks of India-rubber, divided by thin plates of sheet-iron. By a regulating screw the rigging can be strained to any degree of tightness, and whatever strain is afterwards produced by winds, lurching of the vessel, or other cause, the spring, by its reaction, pulls the rope back to its place when the strain is removed.

**PROJECTED WORKS.**—Advertisements have been issued for tenders,—by May 7th, for the erection of an additional wing to the Licensed Victuallers' Asylum, Old Kent-road; by 9th, for the erection of the Seamen's Infirmary, Ramsgate; by 11th, for the erection of dwelling-house and farm buildings upon the Bedlam estate; by 11th, for the erection of an infirmary at Urbridge Union Workhouse, Hillingdon, Middlesex; by 30th April, for taking down and rebuilding Upper Chapel, at Idle, Bradford; by 5th May, for filling up site required for cattle market, Shrewsbury; by 14th, for erection of proposed lock-up house, &c., at North Sunderland, Bamburgh; by 8th, for extensive alterations and additions to St. Ives Union workhouse; by 8th, for the conversion into embankment of present pleyway of Preston and Wyre Railway into Fleetwood; by 14th, for completion of works of Plymouth Great Western Docks; by 1st, for works in remodelling fittings of lecture-room of Portsmouth and Portsea Literary and Philosophical Society; by a date not specified, for erection of gas-holder and station meter, also for setting up retorts, and for other gas works for Western Gas Light Company; by a date not specified, for erection of gas-holder and other works, and for supplying and laying down necessary mains and pipes in Blue and Mile-towns, Sheerness, for new gas company there; by 1st May, for lamp-posts, to contain hydrants or water valves, for borough of Liverpool; by 2nd, for excavation and formation of public sewers at Gateshead; by 4th, for construction of new road, embankments, culverts, fencing, &c., at Stafford-bridge (Bedford); by 1st, for 36 mile-stones, with cast-iron plates, for Hereford Turnpike Trust; by 8th, for the supply of soft melting pig-iron, for the dockyards at Woolwich, Chatham, and Portsmouth; by 1st, for the supply of works and articles in numerous branches of the building trades, including gas fitters, iron foundries, painters, &c., for Shoreditch parish; also by 7th, for lighting St. Paul's, Deptford, with gas, for three years.

**COMPETITION.**—Plans and estimates are required for the erection of a new workhouse for the parish of Birmingham, to contain 1,550 inmates. Premiums of 150*l.* (for the plan finally adopted), and 50*l.* for the second, as advertised.

**SHAKESPEARE'S HOUSE.**—It appears that the sum of 478*l.* is yet required to make up the amount for the purchase of the house, and that this has been borrowed on the usual terms, of the Stratford bank, on the security of the deeds of the property. The amateur performances have realised 1,500*l.* for the endowment of a custodianship, and this sum has been invested in the funds. Would it not be better and safer to borrow the 478*l.* from this amount, and pay the interest to the fund instead of to the banker's?

**NEW CHURCH, WESTMINSTER.**—It is stated that another new church is about to be built in Westminster, at the cost of the Rev. W. H. E. Bentinck, one of the canons residentiary of Westminster.

**BURIALS IN TOWNS.**—A public meeting, to petition Parliament to close burial-places in towns, will be held this (Friday) evening, at the Western Literary Institute, Leicester-square.

**COMMONS' COMMITTEE ON SCHOOLS OF DESIGN.**—This committee began its labours on Friday, the 20th, by electing Mr. Midner Gibson its chairman. The examination of witnesses commenced on the following Monday, and Mr. Stafford Northcote was summoned to give the best account he could of the recent management of the school by the Board of Trade direct. We have understood that he at once admitted that the schools were too elementary, and that he was rather puzzled to say what progress had been made in actual "design!" He did not appear very well informed about the state of the finances, although he said he was one of the managers of them. Sir Robert Peel was present during the examination, and seemed most attentive, and taking an evident interest in the subject. Indeed, all the members present seemed thoroughly interested, and they mustered strongly. Besides Sir Robert, there were Sir G. Clerk, Mr. Labouchere, Mr. Rich, Mr. Scholefield, Mr. Moffat, Mr. Haastie, Mr. H.

Hope, Mr. Baring Wallis. So that there is every promise of the committee being tolerably effective. We understand some questions were ordered to be sent to the principal manufacturers, soliciting information as to the benefits they have derived from the schools, and asking to have specimens of designs forwarded.

**THE LATE TRADES' CONVENTOR, DAVID SMITH, OF LEITH.**—A correspondent has forwarded the following paragraph, recording the death of this gentleman, who was a master builder in Leith, and convener of the trades, and departed this life there on the 21st ult., after an hour's illness, aged fifty-one. Few public men in Leith, of late years, have been more universally regretted. Energetic in business, affable in manners, and humane in his disposition, it may safely be affirmed of Mr. Smith that he belonged to that honourable class of men, who, from their conciliatory spirit, "sweeten the breath of society." Within the last twelve or fifteen years, in conjunction with his late partner, Mr. Watson, he contracted for and erected the martyr's monument on the Calton Hill and Professor Dick's class-rooms and residence in Clyde-street, Edinburgh; and besides being engaged in his extensive improvement of the old harbour, in Leith, he built the Rev. Mr. Lewis' church and tower, in Constitution-street, Dr. Bell's public seminary, in Junction-street, and very recently he completed the renovation of the ancient cathedral church of St. Mary's, in South Leith.

**"COLD-HARBOUR," AGAIN.**—At a meeting of the British Archaeological Association on the 13th, Captain Shortt asked permission of the chairman (Mr. Crofton Croker), to make an observation on the meaning of the term "cold-harbour," which he perceived had engaged the attention of the Society of Antiquaries. He considered it to be derived from the Saxon "*ylid herbergora*," the old mansion or resting-place of the soldiers, with the Scandinavian prefix, *c*; or it may be from *cool yld herbergora*, the cottages, or *ceold* of the soldiers' halting or resting-place.—Mr. Gould said that he had hoped the discussion on this word had ended; for his part he thought it a pity to go away from that which was obvious and at hand, to that which was abstruse and far-fetched. He believed the word to be what it expressed,—a harbour, or shelter, or dwelling of some sort, in a cold, exposed, or barren situation,—that he was acquainted with about a dozen cold-harbours, and nearly all of them sufficiently established their name from their locality. In the ridge of hills beyond Guildford he remembered half-a-dozen such places. The word arbor or arbour is one common to the languages of German or Saxon affinity; in the Dutch language *herberg* is a shelter, a cover, a public house, and in French we have also "herberg;" now written "Auberge," for the same; and even in Italian "albergo." Johnson, an authority he was not generally fond of, however, gives harbour and harbinger as derived from the Dutch word. From the little he had acquired of the Gaelic language he did not believe that anything could be got from it, without a stretch of imagination, and the same of the Latin language. Mr. Windus considered that the term was derived from the burning of charcoal.

### NOTICE.

ON May 1 will be published, Part I., price 2s. 6d., of "BUILDINGS AND MONUMENTS, MODERN AND MEDIEVAL;" being Illustrations of recently-erected Edifices, and of some of the Architectural Works of the Middle Ages, with Descriptive Particulars. Edited by George Godwin, F.R.S., Fellow of the Royal Institute of Architects, &c.

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