

RAILWAY JOTTINGS.

The floating of another of the Britannia tubes, the first for the down line from London to Holyhead, was successfully accomplished on Monday morning last, during a rise of 20 feet in the tide, when the tube was placed in the recesses of the tower on the Anglesea side. The hydraulic apparatus is placed, and the raising of the tube will be at once proceeded with when the stonework at the side is built in. The fourth tube which is to complete the bridge, will be floated on 20th July, and the whole will be complete, it is believed, by October.—An official inquiry has taken place respecting the height of the intended tubular bridge at Choptow, and its probable interference with the navigation and wharf property. The demands for one set of premises are said to be as high as 12,000*l.*—The works at New Holland will be soon completed: the first tube, for passengers ascending from the pontoon to the platform, was lowered, and completed on Monday week. The weight is upwards of 90 tons: it is 140 feet in length, and has been executed by Messrs. E. B. Wilson and Co., of Leeds, under superintendence of Mr. W. Cammell. The other tube, for cattle and carriages, will be ready by the middle of the month.—The great viaduct over the Boyne on the Belfast Junction line is to be commenced shortly, according to the *Newry Examiner*, which states that the Chancellor of the Exchequer has granted 100,000*l.* to complete the line.—The traffic of the London and North-Western steadily increases. The receipts for week ending 26th inst. were 3,075*l.* in excess of those for the corresponding period of last year. The receipts since the commencement of the year exceed by 56,940*l.* those of the corresponding period of 1849—viz., by 2,700*l.* per week, or at the rate of 140,000*l.* per annum.—The central railway station at Newcastle is in an advanced state of progress towards opening on 18th inst. Six hundred men are almost constantly at work on it. The *Newcastle Chronicle*, however, referring to a criticism in the *Athenæum* on its destined architecture, as "a mere flight of architectural fancy, which it were hopeless to think of realizing," says, "We regret to learn that the hope expressed by the writer, and long cherished by the inhabitants of Newcastle, that this grand conception should be carried out in its integrity, is not to be realized. The building is just now at the critical point where the original plan must be carried out or for ever abandoned; and the Directors of the Railway Company, yielding to the pressure of economy, have determined that the covered arcades, the most imposing feature of the plan, shall be given up, and their place supplied by a heavy wall necessary to support the roof, but altering the aspect of the building completely. It seems that about 4,000*l.* will be the extent of the saving (the portico being indispensable). 12,000 have been already saved by the ingenuity of the architect in the construction of the roof; and for the other 2,000*l.* we are to have a maimed and curtailed plan, instead of one which would have made the central station at Newcastle the finest public building in Great Britain."—A meeting of the workmen employed by the London and South-Western Company took place on Tuesday night, at Nine Elms, in order to establish a library and reading-room. This movement has originated entirely among the men themselves, who state that in that crowded and neglected part of London there are no places of harmless recreation or intellectual improvement open to them when their work is over, and, consequently, they have no refuge but the public-house. The friendly society for mutual relief attached to this establishment, which numbers about 900 members, is now prosperous, and an evening school in connection with it has lately been opened.—It has been ruled in the Court of Exchequer, that railway companies are not liable on contracts unless under their corporate seal.—Lord Langdale has decided in judgment on a case before him, that it is illegal for a company to complete part of their railway only, unless by special permission of Parliament. "The public benefit to be derived from the completion of the entire works," according to his lordship's judgment, "is regarded as a compensation for the interference with private rights."

was unfortunate that after companies had obtained their powers, they frequently got the notion that these powers were given for the benefit of the shareholders only, and that they had a right to use them in their characters of partners without regard to the public benefit."

A NOTE FROM CORK.

As I have been a silent correspondent for some time, I am going to redeem my character by letting you know somewhat of our progress in the beautiful city. I often wonder why it is so called, and sometimes fancy it a cruel joke of the perpetrator who first gave Cork so flattering but deceitful a patronymic; for, if public edifices, few and in bad taste, mean-looking private dwellings, dirty and irregular streets, swarming lanes, and filthy alleys, are lineaments of beauty in a city, then is the appellation truly deserved; if otherwise, Cork must rank amongst those cities fifty years in the rear of the times. We have, unfortunately, a corporation, and other public boards, who have the happy knack of spending an immense income, and keeping the citizens heavily taxed, without showing from year's end to year's end a single substantial improvement,—frittering away large sums of money in a thousand trifles, tending generally to the benefit of some individual, while the interests of the citizens at large are uncared for. A short time since they took a mania for building markets, and in a few years they built markets in every outskirt of Cork. And such markets! People wondered what they were for: people began to inquire was the whole city going to be turned into markets. At last it was discovered that the committee numbered amongst its members a brick and lime burner, and a timber and slate merchant, and the wonder ceased.

I went to look at these markets a short time ago: there was scarcely an inch of one of them but was overgrown with grass. Another, only three years built, was occupied as a depot for old building materials. Another, about an acre in extent, contained a donkey, a butt of potatoes, and a churn of sour milk for sale; and all this while the mayor has not a decent office or reception-room, the citizens not a single assembly-room or edifice for any municipal purpose; while the streets are badly paved, uncleansed, unsewered; while the river is allowed to inundate half the city half-a-dozen times a-year, for want of removing a weir and an obstructing old bridge.

I must, however, turn from these public delinquencies to notice of the efforts of private enterprise. The Cork, Blackrock, and Passage Railway was opened to-day for traffic: the directors have adopted a fair and moderate scale of charges. The Cork terminus is nearly complete. It is a plain Italian building, with a large crowning cornice, and very flat pitched roof. I am sorry to say the materials are brick, coated with Portland cement. The architect is Mr. Hargrave; the builder, Mr. Moore. One of the lightest iron roofs I have ever seen spans the passenger-sheds.

A new front has been erected to the butter market, consisting of a lofty Doric portal and screen wall: the columns, cornices, &c., are formed in brick and flags, and coated with Portland cement! The most interesting feature of the improvement is a new roof over part of the market, supported by laminated trusses of bent plank, in five thicknesses, each plank 5 feet wide and 1½ inch thick; span of roof 30 feet from plate to plate; trusses 6 feet from centre to centre.

A new Dominican friary is in course of erection. It is Italian with a campanile 100 feet high, of good proportions. A Flemish-looking gable takes from the general effect produced by the rest of the facade. The materials are the red sand stone, so much used in Cork, with limestone dressings. The architect is Mr. W. Atkins, of Cork. B.

Mr. WYATT, OF ROME, SCULPTOR.—The sudden death of Mr. Wyatt, who has resided for the last twenty years at Rome, where his works are well known and appreciated, has, we regret to say, been recently announced. The cause of death in said city has been reported

SIGHTS AND SCENERY.

Lord Lonsborough's Morning Meeting.—The party invited to Lord Lonsborough's on the 10th, to witness the unrolling of a mummy, procured for that purpose by Mr. J. Arden, comprised many leading persons in science and literature, as well as of rank. Mr. Birch officiated at the unrolling, and delivered a repetition of a lecture on mummies which he gave at a private view of an addition recently made to the Panorama of the Nile, curtailed and popularised. Two rather interesting plates of silver were found in the mummy, and the lady's finger-nails were replaced or preserved by silver plates: there were also some wheat and seeds found with the body. The former plates, which were engraved or stamped with figures, have been presented by Mr. Arden to Lady Lonsborough, and the unrolled remains to the Royal Naval Hospital at Haslar.

The Britton Club.—A meeting of this club was held on the 11th, under the pleasant presidency of Mr. W. Tooke, F.R.S., when, in addition to the members (Mr. Britton, Mr. Cubitt, M.P., Mr. Cunningham, Mr. Gibbon, Mr. Grissell, Mr. Gould, Mr. C. Hill, Mr. Humfrey, Q.C., Mr. Jordan, &c.), Lord Colborne, Mr. Cubitt (of the Engineers), Mr. Hallam (the historian), Mr. Thomas Tooke, F.R.S., and Mr. A. Tooke, were present. Some of our readers will be glad to hear that the autobiography in preparation for the subscribers to the "Britton Testimonial" is making satisfactory progress: a considerable portion of it is printed.

The Old Masters at the British Institution.—The collection now open at the British Institution is interesting, though not first-rate. A beautiful Cuyp, a wonderful picture, by Jean Van Eycke, "The Adoration of the Magi," Holbein's Henry VIII., "Figures at a Feast," by Jan Steen, and "A Nun," by Titian, offer points for study. How finely Sir Joshua Reynolds could draw is shown by a "Portrait of Lady Farnborough," and how badly Sir Joshua is treated by restorers is shown by one of Mrs. Braddyll. Our architectural friends will notice with interest a portrait of Sir Balthazar Gerbier, by Dobson.

Her Majesty's Theatre.—"La Tempesta."—At the close of this charming opera on the first night of its representation, every one importantly concerned in its production was called and applauded, with the exception of the scene painter,—the singers, M. Halévy (the composer), M. Scribe, Mr. Balse, Mr. Lumley, but not Mr. Marshall. They all well deserved it, and so did he. The public do not yet sufficiently recognise scene painters' merits. At Berlin, a month ago, the artist was called on, and the correspondent of the *Literary Gazette* expressed his astonishment thereat. The mounting and getting up of "The Tempest" are admirable. For the prologue the stage represents the deck of the vessel (the perspective is too steep as viewed from the pit). The grouping of the sailors and ultimate engulfment of the ship are well managed. The sea and atmosphere in the cavern scene, in the 1st act, have a beautiful freshness, and the growing up of the ship in the last scene, which is to take Prospero and his friends from the island, is admirably contrived and painted.

CHURCH BUILDING NEWS.

An appeal to the public has been made on behalf of Willeaden Church, the great dilapidation of which it is proposed to repair, and if possible to add to the church a north aisle. The Dean and Chapter of St. Paul's have agreed to restore the chancel, but nearly 800*l.* are still required. A committee has been appointed to carry out the repairs.—St. James's parish church, Bristol, narrowly escaped destruction by fire on Sunday week.—It is in contemplation shortly to erect a Roman Catholic Chapel in Carmarthen.—The *Birmingham Journal*, referring to Mr. Hardwick's drawings of the proposed alterations of St. Martin's Church, says, "the architect has kept strictly in view the style of the original structure, as indicated in the spire and older portions of the edifice. The spire is to be an exact copy of the present, the balustrade and pinnacles at the base being replaced by ornaments and accompaniments in keeping