

coach-house and stable for four horses use also provided. The design was furnished by Mr. Smith, late county surveyor, and carried out by his successor, Mr. Trubshaw. The building was erected by Mr. Hartland, builder, and superintended by Mr. G. B. Nicholls, architect, both of West-Bromwich.

**Liverpool.**—The Water Committee on Tuesday week, at a special meeting of the Town Council, presented their report on the tenders received for the construction of reservoirs and works. The report was to the effect,—"That, in accordance with the advertisement issued, twenty tenders have been received for the execution of the Waterworks, comprising the Rake and Roddlesworth reservoirs, the Anglezarke reservoir, and the Rivington reservoir, with the various works connected therewith. These works are divided into three portions, distinguished as contracts Nos. 3, 4, and 5, and are separately tendered for. After mature and anxious consideration of the various tenders, your committee recommend that the tender of Mr. John Isherwood, for the contract No. 3, at the sum of 20,806l. 4s. 6d.; and the tender of Messrs. Miller and Lawton, for the contract No. 4, at the sum of 22,350l. 19s. 9d.; and the tender of Messrs. Scott and Newell, at the sum of 56,252l. 8s. 8d. for the contract No. 5, be accepted, and the necessary contracts prepared and sealed." The amounts are considerably below the estimates of the engineer. The Act applied for by the Council, after the reception of Mr. Robert Stephenson's report, makes it imperative on the Council to purchase all the land required for the works within two years from the passing of the Act, which limit of time will expire on 29th July next. The report of the committee was adopted by a majority of 5, 26 having voted for, and 21 against it.—*Bolton Chronicle*.

**Wisbech.**—On Wednesday, in last week, the foundation-stone of the new Public Hall was laid by the Mayor. In a record, placed under the stone, it was stated that "the hall and buildings connected therewith were erected by shares, donations, and contributions, for the general use and accommodation of the Temperance Societies, Mechanics' Institute, and all other useful purposes, especially having regard to the social, mental, and moral improvement of the people, for whose more immediate benefit they are intended."

**Holbeck.**—The poor law guardians here proposing to erect an infirmary, appointed a committee with instructions to proceed on a builder's plan selected by the board, and the committee have just reported that, after some preliminary procedure, they "proceeded to stake out the site of the proposed building, and gave directions to Mr. Guider, the builder, whose plan had been selected by your board, to make another plan, embodying the proposed alterations, and to submit it to your committee on the Monday following, accompanied by an estimate of the extra cost. That such amended and enlarged plan was submitted to your committee on the Monday, and of which they unanimously approve, but on account of the extra cost, amounting to no less a sum than 163l., and which did not even include a boarded floor for the male and female wards on the ground floor, and which is considered absolutely necessary, your committee did not feel justified in proceeding further without first asking for instructions from your board. That, on closely inspecting the plan selected by your board, it appeared, in the first instance, that the rooms were not sufficiently lofty, that neither bath nor receiving-rooms were provided, that a wash-house (so essential an adjunct to an infirmary) was also wanting, and that the building itself was not provided with spouting, and that the drainage taken into consideration. That your committee are unanimously of opinion that to build an infirmary, which in the end would not answer the purposes intended, would only be an entire waste of public money; and that, in the erection of all works of a permanent nature, a given sum is not so much to be looked at as an efficient building." The committee therefore asked, and were granted the necessary powers to carry out an extended plan.

## RAILWAY JOTTINGS.

An alarming fire broke out at the Eastern Counties Railway station on 19th inst., in the premises and arches occupied by a mabogany and deal merchant, whose stock was burnt, some of the arches injured, and the electric telegraph destroyed. Some other adjoining premises were also burnt.—The Victoria Station, at Sheffield, for the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland South traffic, was to be opened on Monday week. It occupies the space from the Wicker viaduct to the canal, crossing the river, the site of the Old Book Dam, the cattle market and fair ground, and the back of Sheaf Works. It is built on arches, rising 40 feet above the level of the Wicker. The station fronts south-west, having for its more prominent objects the Corn Exchange, the New Market, the canal warehouses, the Circus, &c. Its front is destitute of ornament, being very simple in its architectural character. The building is approached from Blonk-street by a straight incline, built upon arches, which is 50 feet wide, 320 yards long, and rises at the rate of 1 in 30. As it approaches the front of the station it opens out into an extended area. The station consists of a centre and wings, the latter being extended by a high fence wall, with gateways for the exit of arrived passengers, and beyond these, on each side, by covered stands for cabs. The length of the frontage of masonry is 400 feet. The station is built of rock-faced Greenmoor stone, with chiselled beds and joints, and facings of ashlar stone from Waddeley. A covered verandah, with glazed roof supported by iron brackets, extends the whole length of the centre building, in order that carriages may set down passengers under cover. The entrance or waiting hall is 50 feet by 30 feet, and 25 feet high, having an enclosed office for the booking clerks. The upper floor will contain board-room and other convenient offices. The platform is covered by a light roof of iron and glass of the width of 63 feet, and of the length of 400 feet. This roof is the work of Messrs. Fox, Henderson, and Co. It is ridge and furrow, with wooden gutters. The centre throughout its length is raised so as to permit a line of ventilation. The roof is not sustained by any pillars, but its principals, 25 feet apart, rest on the inner wall of the station buildings on one side, and on an equally lofty wall on the other side. The glass is crown, about the thickness of ordinary pottery. Its area is of the measurement of 34,600 superficial square feet. The platform is of the breadth of 40 feet, and is about 1,000 feet in length. The water that will be collected by the roof will be made available for the water-closets and urinals. The latter will be constructed of Minton's white encaustic tiles, and will be open to the roof. The station has been constructed under the direction of Mr. John Fowler, engineer-in-chief of the company, represented by Mr. King, the resident engineer; Messrs. Wightman, Hadfield, and Goldie, being the architects. The arches on which the station rests were built by Messrs. Miller, Blackie, and Shortridge. The approaches to the station, the platform, and the completion of the viaduct, are the work of Messrs. J. and A. Bidal; and the station has been erected by Mr. Carlisle, the builder of the Brighton viaduct and the new Market Hall.—Messrs. Peto and Betts, the contractors for the Oxford, Worcester, and Wolverhampton Railway, have issued a notice that they will not allow the sub-contractors on the line to carry on the truck system.—The Great Northern, instead of incurring an outlay in the shape of postage, it is said, has registered a newspaper in the stamp-office, called *The Great Northern Railway Company's Reporter*, and under this title, given in the smallest possible type, it issues all its documents, these passing through the post, whatever be their bulk, as a newspaper privileged by the penny stamp.—Mr. R. S. Norris, of Warrington, has patented some improvements in the construction of permanent ways of railways, bridges, locks, and other erections, wholly or in part constructed of metal; also an improvement in breaks of railway carriages. Mr.

Norris's specification describes a method of casting or forming the chairs on the spot where they are permanently to remain. Moulds are placed on both sides of the rail, where the chairs are to be, and on the permanent iron, wood, stone, or other sleeper or bearer, and melted cast-iron is then poured into the moulds. For the purpose of casting, the patentee employs a portable and travelling cupola furnace, which is moved along the line of railway as the work of casting progresses. This mode of fastening is also proposed to be employed in other parts of railway works.—An important trial is likely, it is said, to come on in the Court of Exchequer during the next Term. In the Act of Parliament passed in 1845, compelling railways to carry passengers in third class covered carriages, certain exceptions were made, which were stated in the Act "to secure to the poorer classes of travellers a means of travelling at moderate fares, at or under one penny per mile." These were exempt from the Government tax. When the companies began to run excursion trains they looked upon this peculiar description of traffic as coming within the meaning of the Act, and did not include their excursion passengers in their return to Government: it did not amount even to one half-penny per mile. The Board of Inland Revenue, however, demand the whole amount of duty that would be payable on ordinary trains. The railway companies who have been running cheap trains have agreed to fight the battle with the Board of Inland Revenue, unless they forego their demand.

## ANTIQUARIAN MATTERS.

**Bridlington.**—During recent excavations in a part of the churchyard at Bridlington, not used for interments, the workmen fell in with an old foundation, of great thickness, running in a line southward from the present south-east angle of the church, to an extent beyond the limit of the excavations. Another foundation stretching from it at right angles extended in an easterly direction. There were several fragments of shafts, capitals and mouldings,—the most interesting consisting of four highly sculptured stones, forming, when put together, the segment of one circle, and parts of two more. The design is a *foliated* scroll, the production evidently, it is said, of an artist, and not a mere ordinary workman. Fragments of two arches were also found. Close to the easternmost buttress the workmen came in contact with a foundation which appears to have been that of the western wall of the north transept, and, if so, it confirms the opinion that there has once been a north transept,—a subject on which archaeologists have hitherto been much divided.

**Taunton.**—Alterations are now being made in an old house near the White Hart corner, which was originally the Guildhall of the town. A square mullioned window of the sixteenth century, cut out of a solid block of oak, has been discovered, and also some immense oak beams, which, save the local Carver, would, for size and durability, astonish many of our modern builders. Much of the interior decorations are still in good preservation, inasmuch as to make evident that the house contained an abundance of carving, ornamented wood, plastered ceilings, and mantle-pieces. The "Justice Room" contains a notable ceiling, enriched with armorial bearings. The room is wainscotted with oak; and a portion of the original glazing appears in the longitudinal window. Tradition states that this room was the judgment seat of the infamous Jeffries, where he tried the "Taunton Men" who attached themselves to Monmouth. In the area fronting the house stood the ancient Market Cross (demolished in 1790), the site of Monmouth's short triumph when crowned and proclaimed King of England. Above the "Justice Room" are the remains of an open timber roof of a date coeval with the little oak window already noticed.—An attempt is about to be made to effect an entrance, and to explore the subterranean cavern or passages which exists,—under the Castle and which by all accounts leads from the centre of the town to Bishop