

SUBSCRIBERS.
at their Stores, St. Andrew's,
following merchandise
roughly from Newcastle,
incl. Calfs from No. 1
d. Canvas,
to 4 inch patent Cordage,
from 9 to 12 thread,
4 inches,
12 lbs.
10 do. Stockholm do.
red, for mill gear &c.,
red, 36 and 32 lb kegs,
incl. 16 lb kegs,
12 lbs.
20 lbs.
10 lbs.
It and bar from assorted sizes
refined from iron and bundles
for top-sail sheets &c.

10 lbs. 11-15 inch.
11-15 inch.
Marlin-spikes, Trampets,
Cooks' do. Brass Brimble,
Union Jacks, and Ensigns.
9 chaldrons round Coal.
rind from Sunderland.
Whitcomb Blacksmithing Cent,
ne assorted,
2 lbs. 7.50, 8.10, 10.12, 12.14
Kings in Sheets.
by from Liverpool,
cm. 4-12 to 2 inch.
rge from Liverpool.
brandy,
in, 14-1-2 do. Port, Malabar
1 dip Candles,
a Tea Kettles,
White Starch,
and Mackarel Lines,
Broadcloth & Tea Sets,
Dining sets,
Clothing,
d and quick d Cottons,
Hundred-cottons,
1000 yds.
DS. were selected by our
during his stay in Eng-
and he intends returning
and cheap for Cash or ap-
LIAM BARBOCK & SON
11, 15

NEW GOODS.
at St. John's, the Sub-
stantive, and management the
ring articles.
and Cottons, Kerseys,
able colored Antwerp stripes,
article; Elmstet, a large
ery, Trilled Cottons in great
of all descriptions, Jeans,
and various Manchester
plains. Hats, Boots, Shoes,
Sung paper, Quills, Lanes,
Crockery, ware, Paints and
and Glass, Putty,
L. L. D.
made in Rome, proof 22,
th played Demarcus,
gar, Coffee, Starch, B
class, Crockery &c. &c.
JAMES BOYD
15th May 1855.

NOTICE.
ing any demands against
and Henry Davis, for, Ri
requested to render their ac-
to the Subscriber within
his date, and all those in
Albert G. Foster and Hen-
Driving are requested to
symment to Albert G. Foster
to receive the same.
ALBERT G. FOSTER.
18, 1855

MEAL &c. &c.
New York per Schooner "Com-
the following articles:
Long Bay Corn Meal,
No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
and Rice, Rice Ginger,
and American Genl. South
corn, half bbls. James's do.
sold for a very small advance
JAS W. STREET

THE
WE STAYDARD.
EVERY THURSDAY,
1855, NEW-BRUNSWICK, N.J.
JE N. SMITH.
OF SUBSCRIPTIONS.
clusive of postage, payable
in advance.
OF ADVERTISING.
2 lines and under, 3s
over 12 lines 4s per line,
12 lines 1d per line
per year according to special
at without the number or in
in writing, will be re-
ad and countermanded
continual must be in writing
AGENTS
S. Connick, Waring,
R. Purvis, Chancery,
W. Campbell, Salt Water,
J. Allister Esq. Milltown,
J. Buchanan Esq. Oak Hill,
J. Moore Esq. Brandy Mills,
Brown Esq. Towner Hill,
Chalmers, Oak Hill,
David Turner, Brandy,
John Murphy, Brandy,
Gill, Brandy, Lower Falls,
Joseph Pratt, Upper Falls,
W. Knight Esq. Knights Mill,
J. Foster Esq. Brandy,
T. Shannon, North Head,
H. Parley Esq.
J. Layton Esq.
J. Stoddard Esq.
J. Reid Esq.
S. Barker,
Wm. Grant,
and H. E. G.
on Brandy &c.

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WEEKLY ALMANAC.

1856.	SUN	MOON	High
MAR.	17	18	19
17	6 10	5 40	11 13
18	6 8	5 42	11 44
19	6 7	5 43	12 39
20	6 5	5 45	0 36
21	6 3	5 47	1 21
22	6 1	5 50	2 0
23	5 50	6 1	2 42

MOON'S PHASES.
Full 34, 15 13 a.m. New 17th 4h 25m a.m.
Last Q 30th 4h 45 a.m. First Q 25th 3h 45m a.m.
Mean Equinox—Watch fast - 5 minutes.

RAILWAYS
IN OPERATION AND IN PROGRESS.
The earliest considerable railway, established with a view to general traffic, was the **STOCKTON AND DARLINGTON RAILWAY**. It began in 1825, and opened in September, 1825. It is said to have cost, including the various branches to Yarm and beyond Stockton, about £200,000; the length of way travelled by locomotive engines is about 21 miles, but there are, including five or six miles chiefly worked by fixed engines, on the whole, about 37 miles of railway laid down. The levels are very irregular, descending, however, in the direction followed by the bulk of the traffic. The chief purpose of this line was the conveyance of the coal, &c., raised near Darlington, to Stockton, the shipping port; but the number of passengers obtained even during the time when horse power alone was employed, soon became important, and is said to have now increased thirty fold since the opening of the communication. Previously to this there was hardly travelling enough to support one coach three times a week; there now pass from 150 to 200 persons daily along the railway. The quantity of coal carried daily is stated to average more than 1,500 tons. Two-thirds of these come to London. Besides this limestone and other articles are also conveyed. Considerable sums have been lately expended in improving the line; the concern, however, is understood to be prosperous, returning about seven per cent; it is an object of public interest, as having undoubtedly furnished by its example and experience, a main inducement and guidance to the establishment of the **LIVERPOOL AND MANCHESTER RAILWAY**.

This, the most important undertaking of the kind hitherto constructed, was begun in 1825 and opened in September, 1825. The cost, including the expenses of a carrying establishment, stations, &c., is said to have exceeded £1,200,000. The distance, about 30 miles, is performed in 1h 25m to 1h 40m, including a stoppage for a few minutes at the half way station at Newton. It was on this line that the employment of locomotive engine at high velocities, was first introduced; and in this and other costly experiments, an immense expense, from which subsequent undertakings will be exempt, was necessarily incurred. The accommodation it has afforded to Liverpool and Manchester can hardly be over-rated as an evidence of this it will be sufficient to state the fact, that the number of passengers between these towns was trebled in the first year after it was opened, and has since gone on increasing.

There were conveyed in 1832 - 356,945
1833 - 486,492
1834 - 487,802

In spite of the enormous cost of its formation, and its heavy current expenditure, the enterprise has been a prosperous one, returning about £3 on a £100 share annually. It must however, be observed, that it possesses peculiar local advantages in the active intercourse long existing between Ireland, Liverpool, and the dense manufacturing population of East Lancashire and Yorkshire. It is also fed by various tributary branches, the **KENTON AND LEIGH AND BOLTON AND LEIGH RAILWAYS**.

connecting it by a line of about 12 miles, with Bolton. The collective cost of these branches was about £150,000; they were not supposed to have been very prosperous, having to contend with the opposition of a long-established canal, in the conveyance of goods while the number of passengers is not considerable. Two other branch lines falling into the Liverpool and Manchester Railway, one from Wigan, the other from Warrington, having been recently incorporated with the other more considerable branches now in progress of formation, will be mentioned in another place. The traffic in manufactured goods, coal, timber, and foreign imports, on the Liverpool and Manchester line, is extensive and profitable. The trains with merchandise are conveyed from Liverpool to Manchester in about two hours. The average number of passengers at each trip is about 60 or 70; the heavy trains carry from 80 to 120 tons of goods each. Proceeding southward we find in Derbyshire the **CROMFORD AND HIGH PEAK RAILWAY**.

Began in 1825, opened in 1829. The object of this line was to connect the Cromford with the Peak Forest canal, between which, owing to the difficulties of the country, a water communication appeared impracticable. Its length is about 33 miles; and it cost £180,000, presenting a succession of incline planes and tunnels in its ascent to the high ridge near its northern extremity. It derives its chief support from the conveyance of mining produce, but is understood to have been hitherto wholly unprosperous.—Another mining railway known by the name of the **LEICESTER AND SWANNINGTON**,

Proceeds from the first mentioned town to a point near Ashby-de-la-Zouch. It was established for the conveyance of coal, limestone &c. to the neighbourhood of Leicester, and is worked by locomotive engines, at the rate of about 9 miles an hour. The length is 16

SAINT ANDREWS
STANDARD,
NEW-BRUNSWICK.
Volume 3. SAINT ANDREWS, THURSDAY, MARCH 17, 1836. Number 18.

miles; few passengers travel by it, and there are no separate trains for their conveyance at a swifter rate. The quantity of goods conveyed weekly may be about 2,500 tons on an average; the number of passengers about 400.—It has been in operation since 1831; it cost £135,000, and is said to be now making a profitable return. By affording a cheap supply of excellent coal to the neighbourhood of Leicester, it has been of great public utility, and it is said, that arrangements are in progress by which this traffic may be extended to London on terms of great advantage to the consumers in the metropolis.

THE LEEDS AND SELBY RAILWAY
Was begun in February 1831, and opened for passengers in September, and for merchandise in December, 1834. It has cost 350,000. The length is 10 miles. The passenger trains perform the distance, exclusive of stoppages, in an hour. On the average there are carried, 300 passengers daily; 500 tons of goods, 700 tons of coal, 250 tons of lime &c. weekly. The dividend for the first half year is said to have nearly reached the rate of five per cent. per annum, while the business of the road is increasing. An extension from Selby to Hull has been contemplated; this would increase both the prosperity and the usefulness of the Leeds line, and obviate the necessity of lighterage on the goods now conveyed by water to and from Selby. By this means a communication between the great manufacturing of Yorkshire and the Baltic would be established on the most favorable terms, and the public convenience greatly facilitated. With the railways above named, may now be placed the

WHITBY AND PICKERING,
A coal railway of about 17 miles in extent, the cost of which may have been 120,000. It is a decent all the way from Pickering, and must be worked cheaply, as the waggon return empty from Whitby. A part of it has been recently finished.

In the mining districts of South Wales, Durham, and Northumberland, and in the vicinity of Glasgow, there are several lines of railway, but which, as they are not remarkable for the greatness of their scale or their general traffic, it is not requisite to particularize minutely. Passengers are conveyed in considerable numbers by the Glasgow and Garnkirk Railway; the line is now worked by locomotive engines.

As a communication of more importance, however, we must notice the **CARLISLE AND NEWCASTLE RAILWAY**. In length about 60 miles, which is partially completed, 18 miles having been opened to the public in 1834. Before it enters the valley of the Tyne, it encounters some difficult country; the remainder of the line has no heavy works. Forty nine miles will be opened, it is said, in May next, twenty-two of which only will have double lines of rail. The cost of the entire railway, and its establishment, when complete, is it expected will be about 540,000. The original estimate for a double line all the way, was 300,000.—At the first glance it might appear that a line with one of its termini in a district thinly populated, and not remarkable for manufacturing or commercial activity, could hardly be successful; we are, however, assured, that as the experiment has hitherto been tried, it has more than realized the expectations of the parties concerned. Coal, stone, and agricultural produce, are the chief articles conveyed.

Under the head of the railways now in progress of construction, we find several schemes surpassing in magnitude any that have hitherto been accomplished. Our notice of these must be confined to the most important; the review of which will most appropriately commence at the southern extremity of the Channel to the north of Lancashire, with the

LONDON AND SOUTHAMPTON RAILWAY.
This line proceeds from Southampton, passing near Winchester and Basingstoke, to the north of Guildford, by Wimbledon, to Vauxhall, London, a distance little short of 75 miles; for which the estimate was, as far as we can remember, 1,000,000. From the excessive difficulties of the country, and the consequent heaviness of the works, we should be inclined to suppose it will probably require about 2,000,000 for its completion; it remains to be seen whether there is sufficient trade and travelling between London and Southampton to make a profitable return on this large outlay. The Act of Parliament was obtained in 1834; we have not heard lately what progress Mr. Giles is making with the works.—A project, under the name of the

GREAT WESTERN RAILWAY,
For connecting London with Bath and Bristol, a distance, by the proposed line, of about 120 miles, with an estimate of 2,500,000, was first entertained two years ago. The eastern termination is on the Birmingham line, about four miles from the station in London. The act was obtained in the session of 1835,

after a contest of almost unexampled severity and we perceive that the works, some of which are heavy, including a long tunnel, on an inclined plane at Box, are in progress.—The next in succession, northward, is the

LONDON AND BIRMINGHAM RAILWAY.
Passing by the valley of the Brent, Watford, Berkhamstead, Fenny Stratford near Northampton, Daventry, Rugby, and Coventry, to Birmingham, a distance of 111-1-2 miles. The estimate of this line, which, from the nature of the district traversed, must be expensive, is two millions and a half, and the whole distance will, probably, be completed in the course of the year 1837. The works are proceeding with great activity, and at each end of the line, a certain number of miles will be opened this year, as we learn. There will be several tunnels required to carry the line through the different ridges that cross its course: one of these, at Watford, will exceed a mile in length: an objectionable, but, it is said, inevitable, feature of this railway—the chief independence of which must, of course, be on passengers. By this means, however, good levels have been secured, and the distance will easily be performed in five hours and a half. From Birmingham the line is continued northward by the

GRAND JUNCTION RAILWAY.
Proceeding from the London Railway by Wolverhampton, Penkridge, Staff, to the west of Newcastle, and the Potteries, through Cheshire, to Warrington; at which point it takes up a branch railway already made, and pursues it to Newton, a point on the Liverpool and Manchester Railway, equidistant from these towns. The total length including the Warrington and Newton line, is about 52 miles. The estimate of its cost, 1,100,000; it will probably require including the expenses of a carrying establishment a million and a half. The district traversed, presents, in general, fewer obstacles than are met with on the London line, and will require no tunnels; there are, however, some works of great magnitude at different points, among which may be named the great viaduct across the valley of the Weaver, in Cheshire, consisting of twenty arches, of sixty feet span, and more than sixty feet above the level of the valley. The works are rapidly advancing, and the road is expected to be opened, through out its entire length, in the summer of 1837. About four hours will be occupied in traversing it. At Newton another branch line, formerly known as the Wigan Railway, has been incorporated with one at present in progress, which will complete the entire distance of 21 miles, from Newton to Preston, under the title of the

NORTH UNION RAILWAY.
The cost of this including the improvements which must be made in the Wigan and Newton division will not be much less than £500,000; the works have already made some progress, and will, it is expected, be completed in 1838. There are a few heavy excavations on the line, and a viaduct now building across the valley of the Ribbles, at Penwortham, which will be a handsome but expensive work. We find at the Northern end of the North Union Railway, the

PRESTON AND WYRE RAILWAY,
For which an Act of Parliament was obtained last year. It is connected with a proposed extension of the Harbor of Wyre, at the southern side of Lancaster Bay, where it is hoped, a port of some consequence may spring up; the distance may be about five miles.—It does not appear probable that this project will become considerable as the resort for shipping; perhaps, as the cost of the works will not be heavy, the traffic dependent on a coasting trade may furnish a reasonable income. This short link completes the communication between our northern and southern waters—a length of nearly 300 miles, the expenditure on which will exceed six millions sterling.

Having thus noticed the series of railways now actually in progress, destined to form the great northern road from Southampton to Preston, we may advert, in a few words, to the change of travelling which the opening of this road will effect. At the present rate of railway engines, passengers and letters may be conveyed from London to Liverpool, Preston or Manchester, in two hours, and from Southampton in fourteen. It is difficult to over estimate the importance, in a social or commercial point of view, of such an acceleration in the rate of conveyance, which is equivalent to a reduction in the distance between the several connected places of more than one half. The stimulus thus given may reasonably be expected to insure the prosperity of the undertakings, and it is certainly for the advantage of the community that they should prosper.

Returning to London we discover at the foot of London Bridge, the commencement of the **LONDON AND GREENWICH RAILWAY.**
A singular work, conducted, throughout its whole length of 3-3-4 miles, on a succession

of irregular arches, the ground below being appropriated. The number of these arches will be from 900 to 1000, averaging 22 feet in height from the ground; the longest structure of the kind we believe in the kingdom. The estimate is £400,000; the works were begun in 1834, and are now far advanced.—The passing and carriage must be considerable, to render so costly a work profitable; it will, however, most probably, be the channel by which other lines may enter London; this circumstance would relieve it from some of the disadvantages attached to short railways. Several other minor railway schemes obtained Acts in the last session of Parliament; those above noticed appear to be all which require particular mention.

On turning to the last division of our subject, including the various projects existing as yet on paper only, we find their number and contending professions quite perplexing. The oldest perhaps of these schemes is the **MIDLAND COUNTIES RAILWAY.**
Projected some time since, but now first actually taken up. This line proceeding from the London Railway at Rugby, passes by Lutterworth, Leicester and Loughborough, to Pinxton, in Derbyshire, (where it joins the Mansfield Railway,) crossed by branches near its northern extremity, to Nottingham and Derby. The length including branches will be 69 miles, the estimate for which is £800,000. The levels appear to be good, and the usefulness of the communication it will open, between a populous mining district and London, can hardly be questioned. Its importance is, however, increased by a continuation, projected under the name of the

NORTH MIDLAND RAILWAY,
to be carried from the end of the Derby branch by Chesterfield and Rotherham, to Leeds, thus opening a new way to London from the manufacturing district of Yorkshire. The estimate of this line, of about seventy miles in length, is £1,500,000; the levels being favorable, this may possibly be sufficient. Both of these projects, it is said, are to be brought before Parliament in the session of 1836. Parliamentary notices have also been given for a line from Birmingham to Derby, whereby the midland Railway will be connected with the former town. There is, however, little probability of this scheme being prosecuted. A gigantic undertaking, styled the

NORTHERN AND EASTERN RAILWAY,
to connect London and York, with a branch from Cambridge to Norwich and Yarmouth, is now before the public. The line to York would be 109 miles, to Norwich 111, to Yarmouth 130, the total number of miles to be laid down, at least, 255. The main line passed by Bishop's Stortford, Cambridge, Linton, Peterborough, Lincoln, and Gainsborough; at York it is to be connected with a proposed Railway to Newcastle-on-Tyne, from whence continuations of Edinburgh and Glasgow have been talked of.—This is certainly a magnificent scheme; it may be questioned, however, considering the great distance to be traversed, and the rivalry of other channels of communication, whether a sufficient income can ever be obtained on the enormous outlay that will be requisite. We observe that, for the present, a part only of the line is to be applied for—from London namely to Cambridge, with the branch to Yarmouth; the estimate for this part is £2,000,000, a sum which, judging from the history of other Railways, seems much less than will be necessary. A rival to this project, called the

GREAT NORTHERN LINE,
has been announced, whether it is likely to be persevered in or no, we have not yet heard. By one or other of these schemes it is proposed to continue the line from York to Glasgow and Edinburgh. A prospectus has been published for a Railway from Yarmouth to London, to be called the

EASTERN COUNTIES RAILWAY,
by way of Norwich, Ipswich, Colchester, Chelmsford and Brentwood, 1,500,000. The distance will be about the same as by the Northern and Eastern Line, already described, and it is difficult to believe that any traffic or travelling in the district to be traversed can support two Railways, which must be rivals to a considerable extent, even if they be sufficient to repay the expense of one.—This is an inquiry, however, which it is not our purpose at present to discuss. In the proposed communication between

LONDON AND BRIGHTON
the contest of rival projects is still greater, the having been three lines lately disputing for precedence: one by way of Tunbridge, to cost 1,400,000, entitled the *Great Eastern Railway*; another along the London and Croydon line (an Act for which was passed in 1835,) by Dorking and Shoreham, with a capital of 900,000; and a third laid down by Mr. Stephenson, a prospectus of which we believe, has not been published. It is said, however, to be supported by persons of great influence. We have not heard whether it is intended to prosecute the line laid

ROYAL MAIL.

St. John's,	departs—	Mon. Wed. and Fri.
	at 3 p.m.	at 3 p.m.
	arrives—	Tuesdays and Saturdays
		at 12 a.m.

St. Stephen's,	departs—	Tues. and Thursday
	at 10 a.m.	at 10 a.m.
	arrives—	Wednesday and Friday
		at 5 p.m.

U. STATES,	departs—	Monday Wed. Friday
	at 10 a.m.	at 10 a.m.
	arrives—	Monday Wed. Friday
		at 2 p.m.

Geo. Fred. Campbell,
Post Master.

down by Mr. G. & J. Rennie, in 1834, which was to have cost including a line to Shoreham the sum of 920,000, a liberal allowance for a difficult line of about fifty miles! The result of this contest will certainly be the need-less expenditure of heavy sums; it may possibly end in the postponement or abandonment of the entire project.

Besides the above mentioned, we hear of measures being in progress for the following Railways:—

BIRMINGHAM AND GLOUCESTER.
A line of fifty miles, passing near Cheltenham, Worcester, Tewksbury, Droitwich, and Bromsgrove, estimated at 750,000. The nature and extent of the intercourse in this district seems to encourage such an undertaking, for which, however, the estimate appears small. A rival has already appeared under the title of the *Grand Concession Railway*, to be carried from Gloucester to Worcester, Stourbridge and Wolverhampton, on the Grand Junction line. The distance to Birmingham, by this route, is said to be shorter than by the other, or 51 miles; the estimate for the connecting line 800,000. This project certainly seems to possess some advantages in the district it will pass through, which embraces Cheltenham, and Stourbridge and the Kidderminster manufactories.

Bristol and Exeter.
This appears to be intended as an extension of the Great Western Railway, passing by Clevedon and Weston, Bridgewater and Taunton, a distance of about seventy miles, for which a capital of 1,500,000, is to be collected. That such a communication between London and the extreme western counties would be very desirable, cannot be doubted; of its profitability to the proprietors, we have not, at present, the means of judging. The estimate appears to be a liberal one.

MANCHESTER AND CHESHIRE JUNCTION.
This is proposed to be carried from the Grand Junction Railway near the southern boundary of Cheshire to Manchester, a distance of about twenty nine miles, the object being to shorten the distance between that town and Birmingham, by an independent line.—There are no considerable towns in its course excepting Stockport, which it will pass at a short distance. Two rival projects are announced in opposition to this undertaking; one for a railway from Manchester to Stockport, another for a line proceeding from the latter point to the projected Birmingham and Derby Railway; the first, only, it is understood, will be brought before Parliament this season. Here, then, is another instance of competition, which, whether resulting from speculative eagerness, or the desire of private interests, must prejudice the object professedly sought.

MANCHESTER AND LEEDS.
This seems to be a revival of a similar project, which was defeated by an opposition in Parliament some years since; it is said, the application will be renewed in the present session. A link of this kind appears to be wanted, and might be expected to repay the cost of making it. The district to be traversed, is, however, excessively difficult; and the line can neither be a good nor cheap one.

EDINBURGH AND GLASGOW.
A scheme for this communication also has been already before the Public in 1832, and is now resumed. The line, it is said, is not yet finally determined upon; but, it may be stated at about forty four to forty-six miles in length, and would perhaps require 850,000, to complete it. There seems to be some analogy between this communication and that established between Liverpool and Manchester, in the extensive intercourse already existing; and we can only ascribe it to the cautious character of our northern friends, that such an experiment, which seems to hold every prospect of success, has not been earlier tried. In this part of the island, we hear, surveys are making of Railways from Glasgow to Paisley and Greenock, and from thence also to Carlisle, Lancaster and Preston. We apprehend that the difficulties of the country which this latter line must encounter in Westmoreland, are most insuperable; however, if they can be overcome, a western communication from London to the North may be readily established, and with less outlay than by the eastern route.

The sanction of Parliament is also to be applied for on behalf of Railways from Greenwich to Gravesend, London to Blackwall, and London to Dover; the Particulars of which schemes have not reached us. We presume that the Greenwich Railway will afford an entrance into the city for most of the lines running to the eastward.

Of the Railways already made or making, more than two-thirds of their capitals (amounting to ten millions at least) are held in one corner of the island (the south of Lancashire,) the wealth of the metropolis, having never hitherto flowed to any extent in this channel. While this has been the case, no diminution, but an increase rather, has been shown in the district in question in all other branches of industry requiring an outlay of money. This suggests an idea of the aggregate rise of the country which it is almost startling to contemplate.