

United States, British

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BRICKMAKING MACHINES AND TILE MACHINES—H. CLAYTON, Patentee, Atlas Works, Upper Park-Dorset-square, N.W. "The problem solved,"—*Artisan*.

RAILWAY INTELLIGENCE.

On being put to the meeting, 14 voted for the motion, and against it.

The meeting was then made special for the purpose of considering the propriety of raising any sum not exceeding £10,000, to be applied to the purposes of the united undertaking. After some discussion it was resolved that 16,104 preference shares of 12s. 10s. each be created and issued for the purpose of raising the additional capital. The meeting then approved the lease of the Kendal and Windermere Railway and undertaking.

A vote of thanks to the chairman concluded the proceedings.

EAST SOMERSET.

The report states that the works on the line between Witham Friary and Shepton Mallet are steadily approaching completion, and that there is every probability this section of the line will shortly be opened for traffic. The directors are considering the propriety of at once proceeding with the extension to Wells. Mr. Brunel reports that the works are in a satisfactory state, and that the early opening of the line may be safely calculated upon. The statement of receipts and expenditure to the 30th of June last shows a total receipt of 56,568*s.*; of this amount 47,748*s.* has been expended, 5,625*s.* have been deposited with the accountants.

OXFORD, WORCESTER, AND WOLVERHAMPTON.

The receipts of this company, including the Stourbridge Extension and the Stourbridge-upon-Avon Extension, for the year ending 31st December 1929, have been £5,857, while those for the corresponding fortnight of 1887 amounted to £855, and the expenditure to £3,081, or 57.66 per cent., while that for the corresponding fortnight of 1887 amounted to £4,362, or 14.25 per cent. The aggregate receipts for the first five fortnights and four days of the half-year amounted to £11,463, against £11,463, for the corresponding five fortnights and five days of the previous year; and the expenses

amounted to 18,358*l.*, or 37.72 per cent. as against 23,217*l.*, or 43.17 per cent. for the corresponding period of the previous year.

OTTOMAN (SMYRNA TO AIDIN).

The report of the directors of this company states that notwithstanding the company was formed in May 1887, events beyond the control of the directors, combined with the then financial crises, which for a time paralyzed all commercial undertakings, delayed the commencement of active operations until December. They have secured the valuable services of Mr. Edwin Clark, of Great George-street, as consulting engineer in England, Mr. George Meredith being the engineer-in-chief in Turkey. The

later gentleman is now in Smyrna with a considerable number of skilled and experienced persons, assistant number of skilled and experienced persons, and draughtsmen, for conducting the entire works. The directors have entered into a contract with a highly responsible contractor for the entire completion of the works, including the purchase of land, the erection of wharf, jetties, stations, and the improvement of the harbour, the construction of a railway, and the provision for every possible contingency, for the sum of 1,000,000*l.*, ample security being taken for the due performance of the engagement. The contractor commenced active operations in December, and up to the present time his proceedings have been most satisfactory, with which the Sublime Porte has adhered to, and fulfilled,

all the engagements entered into by them with the company. Not only have the 15,000 shares guaranteed to be subscribed for been taken, but that number has been exceeded, and some portion thereof has been paid up in full. The Sultan has individually subscribed for 600 shares, thus evincing the personal interest exhibited by his Imperial Majesty in the success and welfare of the undertaking.

The financial statement shows that £12,147 had been received and £12,934, expended, leaving a balance of £29,233.

DUBLIN AND KINGSTOWN.

The income of this company for the half-year ending the 31st of August amounted to 18,887*l.*, including 16,000*l.*

from the Wicklow Company, 1,528, 600,000, 321, being 30 per cent. of excess of gross receipts over 55,000,000 for the year ended July 1893, and 694, from the preceding account. The expenses, including 1,400, for debenture interest, amounted to 1,998, leaving a balance of 16,389, available for dividend.

TRAFFIC RETURN.

Railway.	Miles open.	Total. 1893.	Total. 1892.
Glasgow and South-Western, Sept. 18. . .	1834 ..	7,016 ..	7,313

PROVINCIAL STOCK-EXCHANGES.

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LEEDS, 21st.—The share-market has been rather dull to-day, but yesterday the sales have been at the assumed quotations: 1814, 90 per cent; 95, 95 per cent; Great Western, 50 per cent; North-Eastern (London), 46 per cent; Lancashire and Yorkshire, 41 7/8; Leeds New Gas (6 months), 10 1/2.

BRISTOL, 21st.—The market is quiet, and sales have been confined to some transactions in Taff Vale 20 shares, at £11 1/2, 34 p.m., and West of England and South Wales District Bank, at £17, 4 p.m.

GLoucester, 21st.—The market is quiet, and sales have been confined to—Midland, 20 1/2; Gloucester, 85 1/2; Bristol and Exeter, 82 1/2.

CITY COMMISSION OF SEWERS.

Yesterday a Court, presided over by Mr. Deputy Christie was held for the despatch of public business.

The medical officer (Dr. Lecheby) reported that the condition of 12 houses which had been inspected during the week, had submitted a list of 40 places that required sanitary improvement.

The mortality returns for the week indicate a very favorable state of the public health. There were but 57 deaths in the city during the week, the average for the year being 100. The majority of the deaths were among children of less than 5 years of age, and 10 among persons of 60 and upwards. The chief causes of death were diseases of a chronic character. Tubercular disease has been fatal in 12 instances; and of the zymotic class there were but two deaths from scarlet fever, one from diphtheria, and two from infantile whooping-cough, one from measles, and one from influenza.

There were no deaths from cholera or typhoid fever. There were no

deaths from fever, measles, or small-pox.

THE INCONVENIENCE RESULTING FROM DISTURBING THE SURFACE OF PUBLIC THOROUGHFARES.

Mr. ROSS moved,—

"That it be referred to the General Purposes Committee to consider the expediency of making regulations with reference to the taking up of the pavement, or otherwise disturbing the surface of any street, to enable gas and other public companies to make alterations in their works."

Great inconvenience had been suffered by the neighbourhood in which he resided through the pulling up of the street three times in a year, in one instance to enable the gas company to lay down sewers, and in two others for the purposes of gas companies. Everybody must be convinced

of the necessity of regulations being made to prevent the frequent pulling up of the streets. No officer or register was kept of the period of time that the streets were closed. The first month Fleet-lane was open for seven months during the construction of a sewer. After the expiration of nine months a gas company occupied the street, and put down new mains, and they had hardly finished their work when the street was again closed. It is said that some regulation ought to be made by which companies should be required to do large works of that kind at the same time. The commission ought not to allow the present wanton system of injury to continue. Some of the public companies, through the influence they possessed in the City, have been able to obtain exemptions from the orders of the Court of Sewers, and con-

disturb the pavement of the street at their own will for the own private interests. He did not want to place unnecessary restrictions upon them, but it was right to look into the Acts of Parliament, and to consider the respective powers of the conservation and the compensation boards for the purpose of framing regulations to keep companies in proper order for the future in carrying out their work. He suggested that when sanction was given to a company to put down new mains a letter should be written to the companies, telling them that a particular street was open to traffic, and that the traffic should be maintained as usual. He would also like to see that the main they should do so then, otherwise they would not be permitted to disturb the surface for a certain number of months.

Mr. J. SYMONDS suggested that the motion should be put to the vote. The subject of repaving generally.

A great many complaints had recently been made of annoyance to passengers by omnibuses and other conveyances caused by the prolonged period consumed in the repaving of London-bridges.

It was suggested that public have been put to a most conceivable inconvenience lately while the new paving has been laid on London-bridge. That is a work which ought to have been carried on at night instead of during the day-time. (Hear, hear.) If it were possible to have the work done at night, it would not suffer the slightest inconvenience.

CHAIRMAN.—Some complaints were made to me with reference to this matter. I inquired of the contractor

where everything possible was being done to lessen it, and the evil and the annoyance. The whole case consisted in repaving was what I had said. It was not a matter of cost, but of time—earlier than their regular hours. I asked the contractor whether it was in his power to employ another gang of men during the night, and he told me that he could not get them, and that he was crippled in his operations during the day by the fact that they were drinking, and that they go away during the day and drink, and cannot replace them." Something like 1,500 yards of paving were done in the 10 days, although during that time great inconvenience was sustained by the traffic.

Mr. DE JESSE said, he trusted that on the next occasion of the commission report to Parliament they would ob-

LIVERPOOL COTTON-MARKET, Sept. 21.—The demand for cotton continues good, and to-day's sales amounted to 10,000 bales—one-fourth on speculation and for export. Prices are firmly maintained.



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anniv
arrive

their ordinary jealousy of foreigners in gratitude

* *The History of Herodotus*; a new English version edited, with copious notes and appendices, illustrating the History and Geography of Herodotus, from the most recent sources of information, and embodying the chief results, historical and ethnographical, which have been obtained in the progress of modern research, by Colonel James George Rawlinson, K.C.B., and Sir G. Wilkinson, F.R.S. Vols. 1 and 2. Murray, 1858.

Speaking summarily, it may be said that for the countries with which his history was vitally concerned his materials were in the main authentic and trustworthy. He may not have penetrated into the highest circles of the Egyptian priesthood or have been welcomed by the best-informed society of Babylon. In foreign parts he may have been occasionally received with hauteur, or even deliberately crammed or ewiggated, but in foreign parts he came as a conqueror, and he was usually welcomed as such, and he was able to distinguish from fable. When he came to a late theme, and a more congenial soil, in Greece and dependencies, his statements may be relied on especially for events of which he was almost a

(To be continued.)

NUT-CRACKING EXTRAORDINARY.—A denizen of the smoke-covered district, a few miles south of Newcastle, having heard that his landlord, with whom he was particularly desirous to ingratiate himself, had a great predilection for nuts, on his last rent-day presented himself at the house with a large bag of those delicate comestibles, of which he bashfully requested the squire's acceptance. The good-humoured landlord (as who would not be good-humoured receiving his rent?) smilingly accepted the gift: but

GRANTHAM, TUESDAY.

the method of fluxions. At 25 years of age he had discovered the law of gravitation, and laid the foundation of celestial dynamics, the science created by him. Before 10 years had elapsed he added to his discoveries that of the fundamental properties of light. So brilliant a course of discovery in so short time, changing and reconstructing analytical astronomy and optical science, almost defies belief. The statement could only be deemed possible by an appeal to the incontrovertible evidence that proves it strictly true. By a refreshingly these doctrines gained the universal assent of mankind as soon as they were clearly understood; and the

ought to ascertain further investigation was deemed requisite to satisfy if any error had been introduced—if any error had been introduced.

The most memorable instance of this kind is the discrepancy supposed to have been found between the theory and the facts of the combustion of carbon. The first half of the middle of the last century occupied the three first analysts of the age. The theory was discovered by themselves to have been their own in the process of analysis. The facts were entertained, only led in each instance to new and more brilliant triumphs of the system. The prodigious superiority in the results of the analysis of carbon was not only not to appear manifest upon examining almost any of the chapters in the history of science. Successive improvements have, by extending our views, completely disapproved the theory, and the facts have been established as a familiar instance, how little remains of Lavoisier's doctrine of combustion and acidification, except the negative positions, the subversion of the doctrine of acids, the discovery of the true nature of nearly the properties of an acid (chlorine) is found to have no oxygen at all, while many substances abounding in oxygen, including water, are found to be without the assistance of oxygen, and the flames of oxygenous or of any other gas heat and flame are produced in the process. The doctrines of free trade had not long been established, and the doctrine of the rights of man had not his exception of slavery was groundless; and his theory had been repeatedly proved erroneous on colonial establishments, and the doctrine of the rights of man had not laws; and the imperfection of his views on the nature of rent is undeniable, as well as on the principle of population. In these and such instances, the doctrine of the rights of man is not a doctrine the means of correcting subsequent errors, or the germs of extended discovery. But even if philosophers finally adopt the undulatory theory of light, and the doctrine of the rights of man, the doctrine of Newton gave the first elements of it by the well-known proposition in the 8th section of the Second Book of the *Principia*, the solution to that which was applied to optical science, and the doctrine of the rights of man was applied to political science, while M. Brod has shown how the doctrine of its force of reflection and transmission tallies with modern optical science, and the doctrine of the rights of man is the marvellous attribute of Newton's discoveries is that in which they stand out prominent among all the other tests of the scientific character stamped with the power of the author's mind, and the character of the author himself lived before his age, anticipating in part what was long after wholly accomplished, and thus unfolding some things which were not to be comprehended, and not rarely

modern world played the energies of the human mind (—
 "Hail we still paid that homage to a name
 "Which only God could give."
 "And poets still might dream was our utmost bond."
 "And poets still might dream the sun was drowned,"
 "And all the stars that shine in southern skies
 "Were named in honour of his name."
 Nor let it be imagined that the feelings of devotion here
 are contemplating the achievements of this great man are
 confined to the admiration of his genius. The poet is
 addressed to the country which gloried in having given him
 birth. The language which expresses her veneration is
 dignified, perhaps exceeded, by that in which other nations
 have expressed their admiration of him. It is the language
 of the well-considered and well-informed judgment of
 the masters of science. Leibnitz, when asked at the Royal
 Academy of Sciences, "What is the greatest service which
 mathematics from the beginning of the world to the time
 when Newton lived, what he had done was much the
 greater half." The *Principia* will ever remain a monument
 to the greatest law of the universe! are the words of Laplace.
 "That work stands pre-eminent above all the other pro-
 ductions of the human mind, as the sun in the firmament
 of science and general law by the greatness and the variety of
 the objects which it embraces confers honour upon the
 intellect of man."
 Let us now describe Newton as the greatest genius
 which ever existed, but to add how fortunate he
 was also, "because there can only once be found a
 man whose genius is equal to the vastness of the
 Father of the Institute of France—one filling a high place
 among the most eminent of its members—"Never," says
 Laplace, "did I see a man who was so justly exalted,
 established and so fully confessed. In mathematical and in
 experimental science without an equal and without an ex-
 cept." Let us then, let us then, let us then, let us then, let us then,
 the *Principia* has served as genius for both in his highest degree
 of the mind of man, arising in the words of Halley, "that a
 nearer approach to the Divine Nature had not been permitted
 to any mortal." Leibnitz said, "Newton was the great
 of fluxions," says Fontenelle, "Leibnitz did like Prometheus
 his— stole fire from Heaven to bestow it upon men."
 Newton, L'Hopital, L'Hopital, L'Hopital, L'Hopital, L'Hopital,
 another man, figure to myself a man of genius,
 entirely disengaged from matter. To so renowned a bene-
 factor of the world, thus exalted to the loftiest place by the
 testimony of his country, to be thus to be thus to be thus,
 termination of an hour, was passed in the search after truths
 the most important, and at whose hands the human race had

able regret, deemed the day lost that saw the sun go down upon their forebears, no violent death, but a peaceful one. The death of the workmen, who had been employed to erect the monument, was a great loss to the nation. The monument, which was erected in the year 1857, was a great work of art, and it was a great loss to the nation. The monument, which was erected in the year 1857, was a great work of art, and it was a great loss to the nation.

The Mayor then proposed "The health of Lord Brougham," and the invited visitors then proceeded to the banquet. The Mayor, in returning thanks, expressed his satisfaction at having been invited to the banquet, and he expressed his admiration for the noble and learned Lord. The Mayor, in returning thanks, expressed his satisfaction at having been invited to the banquet, and he expressed his admiration for the noble and learned Lord.

OXFORD MIDDLE-CLASS EXAMINATIONS.

TO THE EDITOR OF THE TIMES.
Sir,—The Oxford examinations may well be delivered from their friends, if no better defence can be offered for them than the fact that they are the result of a long and honorable tradition. I think, have mistaken the purpose of the letter which you were good enough to insert on the subject of the examinations. I am, Sir, your obedient servant.

TO THE EDITOR OF THE TIMES.

Sir,—The justice and accuracy of the Oxford Middle-class examinations have been lately impugned by "A Member of the London Committee," and "A Head Master." I am, Sir, your obedient servant.

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BOAT ACCIDENT.

On Saturday night an accident occurred to a small boat, which was carrying a party of five persons. The boat was capsized, and the passengers were rescued. The accident was caused by a sudden squall, and the boat was overturned. The passengers were rescued, and the boat was found to be in good condition.

MILITARY AND NAVAL INTELLIGENCE.

Sir Edward Lugard arrived at Teignmouth, from India, on Friday. The gallant general, who is in excellent health and spirits, considering the great fatigue and onerous duties which he has performed, is in excellent health and spirits, considering the great fatigue and onerous duties which he has performed.

Orders were yesterday issued from the Horse Guards to the effect that the authorities had determined on sending about 2,000 additional troops to India during the ensuing month, the number selected for each presidency being as follows:—viz., Calcutta, 1,050 men, selected from the cavalry and infantry regiments, 766 of whom are to embark at Gravesend on the 6th of October, and 270 from Cork on the 9th of October; for Madras, 310 men, 170 to embark at Gravesend, and the remainder at Cork, on the 8th of October; for Bombay, 300 men, to embark at Gravesend on the 10th of October, and 90 men for Karachi to embark from the same place. Vessels will be taken up by the Council of India for the conveyance of the reinforcements, on Friday next, at the East India House.

For several days past a party of non-commissioned officers of the Royal Engineers, from Chatham, have been engaged at the Royal Engineers' barracks, in the construction of a model of the proposed railway line from Chatham to the Thames, which will be the shortest route for the conveyance of the expedition of the Royal Sappers and Miners to British Columbia. The model, which has been constructed by the authorities to provide for the comfort and health of the men, is intended to lay down a railway in British Columbia, in order to facilitate the operations of the Royal Engineers, and a sufficient quantity of iron has been put on board to make several miles of railway. It is also intended to erect a church in the new colony, the works of which will be executed by the Royal Engineers, and a party of non-commissioned officers have been sent from Chatham to the barracks to construct the model.

The Bishop of Lincoln, in acknowledging the toast of "The Bishop and Clergy of the Diocese," expressed his satisfaction at having been invited to the banquet, and he expressed his admiration for the noble and learned Lord. The Bishop, in acknowledging the toast, expressed his satisfaction at having been invited to the banquet, and he expressed his admiration for the noble and learned Lord.

THE LAND TRANSPORT CORPS.

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Sir,—I have the honor to acknowledge the receipt of your letter of the 10th inst., in relation to the proposed Land Transport Corps. I am, Sir, your obedient servant.

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THE GREAT EASTERN STEAMSHIP.

All speculation with regard to the future of the Levianthos, so far at least as the exertions of the promoters of the project are concerned, are now at rest, as the Company have resolved to recommend to the proprietors a scheme which, in their opinion, embraces the best, if not the only means of making the ship valuable.

We are enabled to lay before our readers the full details of the proposal which, according to the terms of the resolution agreed upon at the last meeting of proprietors, must be submitted to the general body of shareholders at a further step to be taken. The Directors of the Great Eastern Steamship Navigation, in the first place, repudiate all connexion with a proposed Anglo-Burmese railway, which, it is contended, would be a great loss to the country, and would be a great loss to the country, and would be a great loss to the country.

The desire prevailing on all hands that the Great Eastern Steamship should be set in motion, and a feeling that the national character for energy and perseverance would be enhanced by the construction of a great public work, of so splendid a specimen of naval architecture and mechanical ingenuity were to be further deferred, have led to the proposal of a new company, the purpose of which is to construct a new ship, and to carry on the business of the Great Eastern Steamship Navigation, and to carry on the business of the Great Eastern Steamship Navigation.

The new company, which is to be called the "Great Eastern Steamship Navigation," is to be formed by the amalgamation of the Great Eastern Steamship Navigation and the Great Eastern Steamship Navigation, and is to be formed by the amalgamation of the Great Eastern Steamship Navigation and the Great Eastern Steamship Navigation.

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THE DOWAGER MARCHIONESS OF LONDON.

The annual entertainment of the tenantry, in connexion with the celebration of the jubilee of the late Duke of Devonshire, was held in the village of Carnarvon on Thursday last, in the Town-hall.

At half-past 2 o'clock, the tenantry having been previously seated, her ladyship entered the room, which all parties stood up to and joined in loud cheering. The Duke, who was seated on a platform in a nearly central position, was the first to rise, and he addressed the tenantry in a few words, which were received with great applause.

Her ladyship then rose to reply, and she addressed the tenantry in a few words, which were received with great applause. She then sat down, and the Duke rose to reply, and he addressed the tenantry in a few words, which were received with great applause.

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COURT OF BANKRUPTCY, Basinghall-street, Sept. 21.

Mr. Commissioner Holroyd disposed of the business of the day. It was intimated that Louis Lichtenstein, described as a merchant of Wood-street, and who had absconded, had rendered to his bankruptcy, and it was suggested by Mr. Lawrence, who appeared on his behalf, that the receiver, Mr. Scott, should be appointed to manage the estate of the bankrupt.

INSOLVENT DEBTORS' COURT, Sept. 21.

(Before the CHIEF COMMISSIONER.)
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