

mers, the tapering pilasters, the attenuated sash-windows, the moulded cornices, and frisky foliage of the new school, are new-born features evolved out of the inner consciousness of nineteenth-century designers. Any one who has travelled at all in England and on the Continent can give chapter and verse for every fragment of design embodied with more or less skill in works of this class. We know something of the dormers and hipped roofs of Nuremberg and Rouen and Bruges; we can trace the miscellaneous parentage of a bit of eccentric detail; so that we take Mr. Stevenson's parental praise of the Queen Anne as a piece of fond infatuation, and his charge of copyism levelled at the Gothic school as a little unbecoming: his remarks are, indeed, but the poor commonplaces of party warfare, that vanish the moment they are touched. Nay, the case stands even worse than this; for every one who has the least insight into things knows quite well that this so-called "Free Classic," in which we all dabble a little, is neither more nor less than Gothic thinly veiled! "The hands may be the hands of Esau, but the voice is Jacob's voice." These buildings are Gothic in spirit, in conception, in outline, and in method of composition. The Free Classicist has put before the world a savoury, well-spiced, and carefully-flavoured dish, but the meat is not what it seems, and the supplanter gets the blessing by donning the robes of his rival. I am only showing the unwisdom of any attempt at Positivism in the matter of modern design, and am not striking at the liberty of any one to do whatever he wills to do. The new school is worthy of our heartiest commendation and encouragement. We must welcome life from whatever quarter it comes. We must welcome freshness, though it be the freshness of an exotic. We must never cease to listen for the faint steps of the Angel of Deliverance. I am far from prepared to say that the Perpendicular, or any style whatever, is the one only answer to all the wants of the age. To take merely the question of ecclesiastical architecture, which is one of the most interesting probably of the day, I would say, let the early styles be confined to the country, where cheapness and simplicity are necessary, and small churches needed. Use the Perpendicular for country towns, and the Renaissance for cities. I make the distinction in the two last because a Renaissance building has an essentially modern aspect, suited to the modern surroundings of a city; while, although a country town may have plenty of modern structures in its streets, it will probably also contain some historical remains or historical traditions, or some picturesque qualities of site, to recommend the adoption of an historic and picturesque type of English architecture like the Perpendicular. Further, the outside of a church in a country town has to be more studied than the outside of a church in a city. In a country town it is one of two or three conspicuous objects of the place; in a city a church is inconspicuous among factories and warehouses and crowded squares and streets. So that, granted the Renaissance style is equally suited for church architecture, and that it generally conforms to the essentials of a good structure, you do not so much regret that its least worthy side—its outside—is little observed, or observable, in the closely-populated spot in which it is planted.

There is still further reason for the employment of the Renaissance for cities. It is a noble style, marvellously well suited to nineteenth-century ideas and wants, and should, therefore, have its chance of use equally with other styles. The age we live in must be taken on its own terms. It were mere folly to ignore the tastes and wants of the age whose ministers we are. Let us by all means have defined principles and schools of practice, and hold to them; but not unwisely against its instincts, lest the age should recoil from us, leaving us high and dry on the strand to build ideal structures for a Utopia of our own. More than this, we should lay ourselves open to imbibe the spirit of our time in all its fulness; be constantly testing our work by this, and be ever ready frankly to accept the conditions it imposes upon us. Now, if there is one thing which appeals more than another to the modern mind, it is vastness, size, space. The Perpendicular, of all the English styles, comes nearest both in time and spirit to this age, and can respond to its wants by honest development of its original character, and therefore, it is, in my estimation, the most suited of all the Gothic styles to this time. But the

Italian Renaissance runs close by the side of the English Perpendicular; it can be used for precisely the same ends, and can respond to the same requirements. If I were asked to name my favourite churches out of England, I should say first, St. Mark's, Venice; secondly, Milan Cathedral; and thirdly, Brunelleschi's noble Church of Santo Spirito, at Florence. If I were asked to name buildings which most conformed to my own views of what modern city churches should aim at—buildings which most appealed to me as a true son of the nineteenth century—which seemed to me to touch chords sympathetic to the nineteenth century, and that could be appreciated without the least affectation or stress of taste,—I would say Brunelleschi's and Alberti's Renaissance churches.

Taking our model from the best Renaissance of Italy, we have a style that will adapt itself freely to all our wants, in the employment of which the best side of modern art can pour out its products at the feet of God: where our Burne Jones, Morris, and Poynter, Rossetti and Watts, Minton and Salviati, and our Royal Academy sculptors, can employ their genius without any sense of inconsistency, without any fear of transgressing precedent, or denying the primary intention of the art dealt with. You may cover the walls and arches of a modern Renaissance church with lovely carved subjects, terra-cottas, and inlaid marbles, as at St. Francisco at Rimini. You may have a church painted all over, every feature and every particle of wall-space having its due place in one vast scheme of colouration, as at St. Andrea at Mantua; or you may aim at stern, massive effects as at St. Spirito, Florence, whose noble lines have no touch of luxury or sensuality, but which seem to lift you into the serene region of pure intellect. And we Gothic revivalists may grant all this sphere of usefulness to the Renaissance, and yet have our hands full; the Renaissance will have its place whether we like it or no; and we may yield it due rights with kindly grace, and still hold as tenaciously as ever to our own position as Gothic revivalists. "Art is a city," Victor Hugo says, and the immortal citizens of art, like the citizens of heaven, speak but one universal tongue. Giotto of Florence and Poore of Salisbury, Brunelleschi of Florence and William of Wykeham, are brothers in a commonwealth where glory of rank is measured not by what individual style was employed, but by the genius of the artist and the everlasting worth of his work.

Yet there is something after all in national art, and specially so in the case of an insular people like ourselves, and I for one am not prepared to see Mr. Stevenson, in his dealings with Gothic architecture, enact the part of the little steamer in Turner's picture of "The old *Téméraire* tagged to her last home," without remonstrance. I have always resented the disdainful manner of the screeching little steamer, that with much puffing and letting off of superfluous steam, drags the old fighting-ship as a useless hulk at its heels, into the limbo of obsolete things. It does not fall to my lot to reply to him on the general question of the Gothic revival, but only as regards the revival of the Perpendicular, and this I have done with such power as I possess. It seems to me that a style which is native to England,—a style which was the most active in the whole range of English art, which has an illimitable variety of types, and an inexhaustible stock of resources, is not to be shelved by an essentially reproductive age like the present without detriment to the hopes of modern architecture. A style native to England in her palmy days, when both the characteristics of the race, and of her national art, had become intensified and perfected by time and culture, must naturally have within it those conditions which best enable the Englishman to express himself for all time.

I say this because I hold that in a true sense the Perpendicular is the English parallel of the art of Phidias,—that it does not simply represent the thoughts and capacities of one age only, but that, like the art of Phidias, it sums up the best of the complex gifts of a race once for all. It is the index of the English mind at the time of its highest visitation, when the English genius is roused to the full height of its varied powers. I hold that all that the Englishman has instinctively of sense of grace, of majesty, of judgment in proportion, of mystery, of grotesqueness, of refinement, of humour,—all the lights and shades of his character,—have a home there. The Perpendicular is to me the abiding, conclusive testimony of

the truly great spirit of English art. I see this spirit under various interpretations, but still the self-same spirit, alike in the deep solemnity of Winchester, the massiveness of Sherborne, the elegance of Gloucester, the spaciousness and large quietude of Salle and Lavenham, the richness of Cawston and Southwold, the majesty of Wroughton and Leigh-on-Mendip, the sober picturesqueness of Haddon, and Coventry, and Hever. It is not that one county is ahead of another, but that our forefathers were at the full height of their artistic stature everywhere alike; that they were at their level best from Land's End to Flamborough Head, from Southwold to St. David's.

We have a parallel culmination of English genius in another phase of art in the literature of Elizabeth's reign. And, in conclusion, let me submit these two points to your consideration,—first, that the works of Shakspeare, and Spenser, and Bacon, and Marlowe, still hold their own in the sympathies of this nineteenth century; time does not dethrone them; culture does not lessen their glory. Secondly, that they are the models of the best literature of today. There is only one English-speaking poet as original in poetry as Mr. Stevenson affects to be in architecture, and he is of American notoriety,—Walt Whitman by name. Every other poet is great enough to acknowledge that he serves his generation best by treading in the footsteps of his sires. He knows that he addresses the same race as Shakspeare, and he uses the same means, hoping for like results. And this is our standpoint in this Gothic revival. We hold to the fellowship of English genius through all times; we draw no hard-and-fast line between the works of one period and another: to us they are not conflicting, but harmonious and sympathetic. And while we would allow the "Free Classicists" perfect liberty to assimilate all manner of alien matter in the elaboration of their own system of composition, we claim like toleration in the free development of the Gothic architecture of England, in its entirety and fulness, without partiality or restraint.

A brief discussion ensued, in which Messrs. A. Payne, W. F. Potter, and H. L. Florence took part, and, a vote of thanks having been accorded to the author, the meeting terminated.

RECENT DISCOVERY OF THE REMAINS OF A ROMAN VILLA AT ABINGER, SURREY.

SURREY has not been celebrated for its "finds" of Roman villas, for although there were, doubtless, many of them situated near the famous "Stane-street," which ran through the centre of the county in a south-westerly direction to Chichester, the Regnum of the Romans, very few have been met with, and those that have, with perhaps the exception of the one at Walton Heath, discovered some hundred years ago, and the traces of two others at Bletchingley, under White Hill, and at Woodcote, near Sutton, found in the early part of the century, presented no features of importance, and have scarcely been noticed at all in consequence.

It is, therefore, with much interest we learn of the discovery of a Roman villa at Abinger, not far from Dorking, where the "Stane-street" can still be traced on its way into Sussex, and close upon the well-known Cold Harbour,\* under Leith Hill, that vantage-ground of Surrey, from whose summit, Evelyn says, can be seen "twelve or thirteen counties," though Aubrey writes some ten, "and by the help of a telescope" another, naming "Wiltshire"! The remains are situated in a field gently rising to the north side of the road to the village of Abinger from Wotton, and is on the property of Mr. Thomas Henry Farrer, of Abinger Hall, once the seat of the Scarletts, the famous "Sir James," the first Baron Abinger, having resided in a mansion which has, however, been pulled down some years, and near to the site of which the present owner of the estate has built a commodious Elizabethan structure.

\* Although the exact etymology of the word "Cold Harbour" has excited much attention from time to time, no two antiquaries being now quite satisfied as to its origin or meaning, it is worthy of the remark that the term seldom or never appears except in the neighbourhood of a Roman road or station, and although at this very Cold Harbour many explorations have been made for Roman remains without any being found as yet, there can be little doubt after this discovery so near, that it was some outpost for observation, probably attached to a station there, and in connexion with the proprietor or other great man to whom the building belonged, and who had, with so much taste, selected so beautiful a neighbourhood to live in.

To Mr. Farrer is due the credit of pursuing the discovery, which, as often happens in such cases, resulted from a simple act of useful husbandry, for whilst a certain piece of land close to some farm buildings was being dug into for a kitchen garden, large quantities of stones and tiles were brought to the surface, and at once proclaimed the fact that they were part of the foundations of some ancient dwelling. Mr. Farrer's attention being directed to the circumstance, he immediately set to work carefully to uncover the remaining portion of ground, and in doing so, fortunately came upon the present remains of the building, and which promises, from all appearances, much further to reward his zeal, and prove itself to be one of the largest villas yet discovered in Surrey, and perhaps

the famous one at Bignor, "Ad Decianum," the station at the tenth milestone from Chichester, the Regnum of the Itineraries, and close by the "Stane-street," or same Roman road, upon which the Abinger Villa is situated, and not more than some thirty miles off, though in the next county to it.

Mr. B. Hicklin, of Rosehill, Dorking, a member of the British Archaeological Association, having heard of the discovery of the villa in question, which took place a little more than two months ago, through a neighbouring antiquary, went over to view it, and seeing enough, from his knowledge of Roman remains in Italy, to suspect it would prove an important addition to the antiquities of Surrey, he invited some of the officers and members of the Association to pay a visit to the ruins, and judge for themselves what they thought of it. This visit took place last week, and enough was seen, under the guidance of Mr. Hicklin, fully to compensate for the journey.

The present appearance of the remains, as given in the plan accompanying this notice, and which was made on the spot by Mr. C. H. Sparrow, from Wolverhampton, who, with his brother and Mr. George G. Adams, F.S.A., took the measurements, (shows only a part of the villa, a hedge-row to the south cutting off communication at present with the land below, and from which, unfortunately, as already noticed, was taken the large quantities of stones and broken tiles before the knowledge was obtained of the nature of the structure of which they formed so integral a part.

Although it is intended again to dig into this land, it is to be feared that much of the general remains will have disappeared, although, as no hypocaust has yet been met with, or pavements either, nor, beyond some pieces of flue tiles and white tesserae, anything indicating their existence, it may be hoped they will yet be found almost intact, either in the land below or the untouched land above and to the eastward of the present opened portions of the remains.

These consist, as the diagram shows, of a portion of the atrium, or reception-hall, of a Roman villa, paved with small red tesserae, in many places very uneven from the subsidence of the soil; it measures 15 ft. from north-west to north-east, and nearly the same to the hedge-row, where at present communication apparently ceases, although on the removal of this mound there is little doubt but more of the atrium will be found.

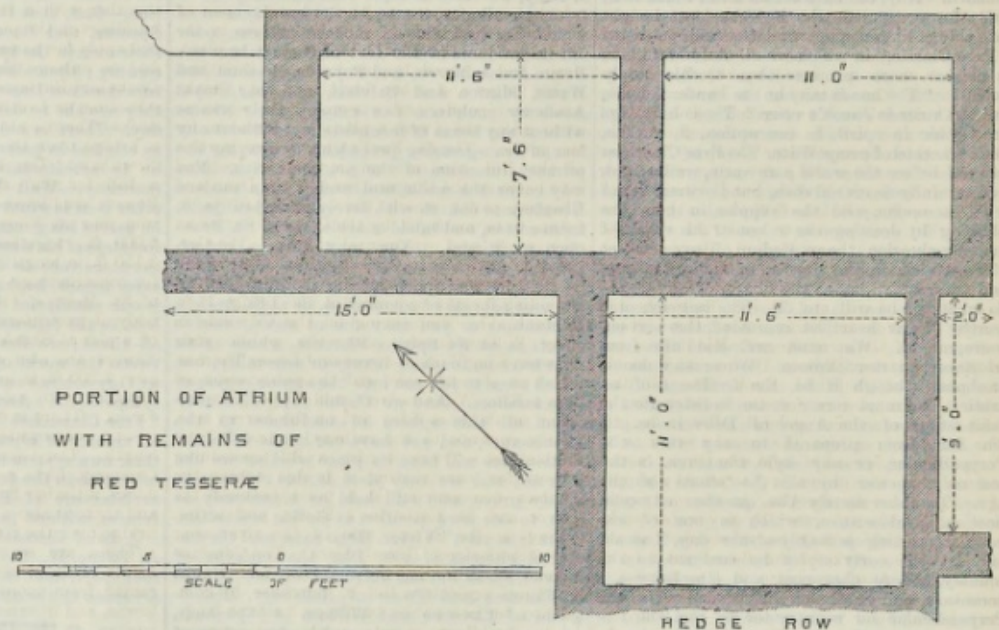
Above this part of the building are indications of two walls running north-west, which probably enclosed a chamber, but of which nothing now can be recovered, the earth having been long ago removed or worn away far below the level of the present remains. To the east is a well-defined apartment, with thick divisional walls of stone and tile or Roman brick, measuring 11 ft. 6 in. in length by 7 ft. 6 in. in width; and another of similar dimensions, going eastward still. The wall at the end seems to stop there, although a closer digging may determine not so, as is the case with the chamber exactly south-east of the one just described,

which is nearly square, measuring 11 ft. 6 in. in length by 11 ft. in breadth, and having, as given on the plan, a wall running from it, still going east, and enclosing a part of a room 9 ft. wide.

If further excavations are carefully carried on, it is probable that in this direction will be found the most interesting parts of the building, as towards the end of the house, opposite to the atrium, were usually many important chambers, including the peristyle.

On the party quitting the remains, some of them visited Mr. Farrer's house, and inspected the interesting collection he has already begun there of coins—silver and bronze,—several being of Constantine, and one of Faustina, the wife of Constantine II., who died master of all the empire, A.D. 361; mixed pottery, some Samian

a length of 100 yards into the bed of the river, powers being also sought in the Bill for the construction of a floating-stage in connexion with the pier. The Acton junction line commences in the parish of Acton, by a junction with the North and South-Western Junction Line, and terminates in the parish of Ealing by a junction with the Ealing branch of the company, now in course of construction. The Metropolitan Company promote a Bill seeking powers to extend their line from the Aldgate Station to the Tower, and also for powers to construct an extension line from the Regent's-circus to the Farringdon Station. In respect of the last-named proposed line there is also a duplicate application by a company to be incorporated, with powers to construct a line between the points named. A



ware, pieces of tiles, some with nails attached to them, showing they belonged to the roof; fragments of white and red tesserae, broken vases and other vessels, &c., all found in the debris, and likely, let us hope, to be largely added to.

On Wednesday last, at the first evening meeting of the British Archaeological Association this year, Mr. George R. Wright, F.S.A., who with his friend Mr. Hicklin took an active part in the above exploration of the Abinger Villa, read a paper on the subject of this article, and was able to illustrate it by some of the antiquities found on the site, and kindly lent him for that purpose, and a full account of which will in due course appear in the Society's Journal.

#### THE PRIVATE BILL LEGISLATION FOR THE ENSUING SESSION.

##### PROJECTED RAILWAY AND OTHER PUBLIC WORKS.

THE period has again come round when the Parliamentary notices are given in respect of powers for the construction of new railway and other public works and buildings, and on examining the official list of plans which have just been deposited there is reason to believe that the private Bill legislation of 1878 will include the consideration of several projects of a highly-important character. The entire number of Bills is upwards of 320, of which more than 100 are in connexion with railway projects, whilst tramway, gas and water, town improvements, and pier and harbour undertakings are unusually numerous. No fewer than thirty of the different projects affect the metropolis, eleven of which are in connexion with railways.

These include a Bill promoted by the Metropolitan District Company for powers to construct a new line to Fulham, together with a pier on the Thames; and also a junction line at Acton. The proposed line to Fulham commences in the parish of Kensington, by a junction with the existing railway of the company at the south end of the platform of the West Brompton Station, terminating in the adjoining parish of Fulham, on the bank of the river Thames, at Willow Bank. The proposed pier commences at the termination of the railway, and extends for

new company also apply for powers to make a line between Fulham and Walham Green, the route being from Hammersmith, by a junction with the Hammersmith and City line, to Walham-green and Fulham. Several of the great companies promote Bills for extension works within the Metropolitan area. Amongst others, the London and North-Western Company in their Bill seek powers for the purchase of land and buildings at West Ham, adjoining the North Woolwich branch of the Great Eastern Company; also land and buildings in Stratford, on the east side of the North London line; also land and buildings in the Minorities, Whitechapel, for the enlargement of their Haydon-square goods station; likewise land and buildings in St. Martin's-lane; together with powers to lay down lines of railway in Worship-street, Primrose-street, and Skinner-street. The Midland Company's Bill includes powers to construct a branch line at Kensington, in connexion with their extensive coal and merchandise depot, now in course of construction, adjoining the Kensington High-street station of the Metropolitan Company. The Great Western Company likewise seek powers for extensive purchases of property in Paddington and Kensington for station extension purposes. The South-Eastern Company's Bill includes powers to purchase from the Charing-cross Hotel Company the buildings in extension of the hotel now in progress between Villiers-street and Buckingham-street. The Great Eastern Company's Bill contains powers for the widening and improvement of their North Woolwich branch, and that portion of the main line between Bethnal-green and Bow. The Metropolitan Inner Circle Completion Company promote a Bill containing clauses for extension of time for completing the link-line between the Mansion-house and Aldgate, and also powers to make arrangements with other companies. In addition to their various powers Bill, the London and Brighton Company have a Bill empowering them to construct a new line from Croydon to East Grinstead; whilst the London, Chatham, and Dover, and the South-Eastern Companies jointly promote a Bill, empowering them to enter into working arrangements with a view to amalgamation.

There are no fewer than twenty Bills, in addition to fifteen Board of Trade applications, for powers to construct tramways in several of the great towns in different parts of the country. Amongst them is a Bill promoted by a company to be incorporated for the construction of a tramway between King's-cross and the City, commencing in Pentonville-road, and terminating in Farringdon-road, near Saffron-hill and Ely-place. Another Bill is for the construction of tramways in different parts of Croydon and suburbs. There is also a Board of Trade application for powers to construct a tramway from the South-Western Railway Station to the camp at Aldershot.

There are upwards of sixty gas and water Bills, several of them of great magnitude and importance, including the two Bills promoted by the Metropolitan Board of Works for the purchase of the Metropolitan water companies and the construction of new works; also the gigantic scheme projected by the Manchester Corporation for obtaining a water supply from Thirlmere, in Cumberland. The bills of this class also include one promoted by "The South London Spring Water Company," whose object is "to utilise the pure spring water now lying underneath Tooting and Streatham." The Metropolitan Board of Works, in their New Works Bill, seek powers to construct wells and pumping-stations near Redhill, Hayes parish (Middlesex), Epsom, Keston in Kent, Eynsford in Kent, near the Eynsford Station of the London, Chatham, and Dover Railway, and Grays Thurrock in Essex. Also three reservoirs, one in Great Stanmore, Middlesex; one in Banstead, near Epsom Downs; and one in the parish of Chelsfield, Kent. The Bill likewise contains powers for the construction of mains and aqueducts several miles in length. The Bill also contains the usual powers as to compulsory purchase of land, the official notice stating that the object is "to afford a supply of water to every dwelling in the metropolis now supplied with water by any water-works company, or which may be so supplied at the time when the works of the Board shall be in operation." Another clause is "to impose a condition and obligation upon all persons who may be supplied with water by the Board to take a supply of water from the water-works company within whose limits of supply the premises of such respective persons may be situate." The promoters of the South London Spring Water project in their Bill apply for powers for supplying water from the springs at Tooting, with power to supply water to the various parishes and townships of Wimbledon, Croydon, Kingston, Lewisham, Streatham, Tooting, Camberwell, Lambeth, and the neighbourhood. The proposed well and pumping-station is in Tooting, in the parish of Streatham, on the north-east side of Garret-lane, with a reservoir immediately adjacent. The project also involves the construction of three other reservoirs, in addition to the one just named, and includes a service-reservoir and pumping-station in the parish of Croydon, on the west side of Beulah-hill, near South Norwood; also a reservoir in the parish of Lewisham, on the east side of Sydenham-hill; and another reservoir in the parish of Wimbledon. Powers are likewise sought for constructing several miles of aqueducts, and laying down pipes in the several parishes included in the project, namely, Camberwell, Lambeth, and the immediate locality.

The Bills of a miscellaneous character for projected works affecting the metropolis include one promoted by the Metropolitan Board of Works for the purchase of Plumstead Common, with powers to erect a lodge at Blackheath; also to provide for the maintenance of Plumstead Common and Shoulder-of-Mutton-green. The Bill contains provisions for excluding "all gipsies, hawkers, and rogues and vagabonds" from the common and green, and there is also a clause for the prevention of bird-catching, bird-trapping, and the robbing of birds' eggs, or the shooting or chasing of game. The Board have also another Bill under the head of "Metropolitan Management and Buildings Acts," to enlarge and amend some of the present powers as to buildings possessed by the Board. One of the clauses empowers the Board to impose new restrictions with respect to the erection or alteration of houses and buildings, particularly with respect to the distances at which such structures shall be from the centre of any carriage-road or footway. Another clause provides for the prevention of using for carriage

traffic of roads being of less than 40 ft. in width where there are houses on each side of the road, and of less width than 20 ft. where there are only houses on one side. The Bill likewise contains provisions as to the foundations and sites of houses and buildings, and the mode in which, and the materials with which, such foundations shall be formed; also clauses as to the description and quality of the substances of which the walls shall be formed; enlarged powers to the Board as to the removal of dangerous structures; and increased powers to the Board with respect to theatres, music-halls, and other places of entertainment, with powers to insist upon any alterations in any such buildings which the Board may consider necessary for the public safety and convenience. The Corporation promote a Bill containing various powers, one of which has reference to the throwing open of St. Paul's Churchyard. Another clause in the Bill gives powers to the Corporation to plant, drain, and improve Epping Forest, to build and repair lodges and other buildings, and to make roads and ponds, and execute other works so as to make the forest a place of recreation for the public. The St. Paul's Churchyard portion of the Bill confirms an agreement entered into between the Corporation and the Dean and Chapter, under which the churchyard is in future to be managed by the Corporation as an open space and ornamental garden. The Corporation have also another Bill for the widening of London Bridge. The Bill contains clauses providing for the widening of the bridge 11 ft. on each side, commencing on the City side in King William-street, near the public stair between King William-street and Lower Thames-street on the east side, and the public stair between King William-street and Upper Thames-street on the west side; and on the Surrey side, nearly opposite to the railway approach from High-street. There is also a Bill containing powers for constructing a bridge across the Thames commencing at a point between the Tower and St. Katharine's Docks, and terminating on the Surrey side of the river near Free-school-street, Horselydown. The Commissioners of Her Majesty's Works and Public Buildings promote a Bill to purchase, by compulsion, for new public buildings, "all the lands, houses, buildings, streets, roads, and premises within the area bounded on the north by Charles-street, and that portion of Parliament-street which was formerly Upper Charles-street; on the south-side by Great George-street; on the east by Parliament-street; and on the west by St. James's Park." The Commissioners have likewise a Bill for powers to purchase additional property in the neighbourhood of Covent-garden and Bow-street, for the purposes of the new Bow-street Police Court buildings. The Post-office authorities have a Bill containing clauses and powers for the better protection of the national telegraphs vested in the Postmaster General, and to afford greater facilities for putting down and repairing and working the telegraphs. There is also a Bill in which powers are sought for the construction of a new bridge in Cromwell-road, over the West London Extension and Metropolitan District Railways, at the junction of Cromwell-road West with Warwick-road. There is likewise a Bill for the improvement of Albert-terrace, Hyde-park, with powers to make a new road from Knightsbridge into Hyde Park, in the line of Sloane-street.

A special feature amongst the undertakings affecting the several large towns is the number of tramways promoted by the various municipal bodies. Thus, the Corporations of Liverpool, Manchester, Bolton, Oldham, and other places, are applying for powers to lay down and work tramways in their respective localities, the Liverpool and Bolton Corporations also including in their Bills powers for working the lines with steam or other mechanical power. The Liverpool authorities further take powers for the conveyance on their lines of materials for sanitary purposes, and there is also a provision for running workmen's carriages at reduced fares.

There are upwards of twenty projects connected with docks, piers, and harbours, one of the most important of them being that for the enlargement and improvement of the Newhaven harbour and dock. The proposed works under the Bill are to consist of a breakwater, extending 900 yards seaward, together with a quay or wharf, and with a sea-wall 800 yards in length, which will form a new western entrance to the harbour. In connexion with the works it is also proposed to construct a new branch

railway from the London and Brighton line, crossing over the river Ouse, and terminating at the proposed breakwater. Likewise a new dock on the east side of the river Ouse, twenty-four acres in extent, with a chamber and lock-gates for connecting the dock with the harbour. The Margate Pier and Harbour Company seek powers to widen parts of the jetty, and to construct landing-places and other works. Also powers to erect a covered pavilion on the pier, with two landing-stages at the head of the pier. The Kingston-upon-Hull Dock Company have a Bill for the construction of a new dock, twenty-five acres in extent. Also powers to purchase a large extent of property for enlarging some of the existing docks and quays on the Humber. There is likewise a Bill with powers for the erection of a pier at Hythe, 2,200 ft. in length, together with a tramway, toll-house, and other buildings on the pier. The Local Board of South-end apply for powers to construct two new piers, and to enlarge the present pier. The Mersey Docks and Harbour Board promote a Bill for constructing an overhead railway along the line of docks. There is also a Bill for powers to construct a bridge over the Severn, from Arlingham to Newnham. The Blackpool Pier Company have a Bill for the extension of the present pier. Powers are likewise sought to construct an open iron pier at Filey harbour, extending seaward 2,000 ft., together with a stone breakwater, 1,150 ft. in length. Another Bill seeks powers for constructing a pier and sea-wall in the parish of St. Helen's, Isle of Wight; whilst another body of promoters have a Bill for the erection of a pier at Shanklin, also in the Isle of Wight. Powers are also sought for the erection of a pier, 1,200 ft. in length, seaward, at Cliftonville, together with saloons, refreshment, and other rooms. There is likewise a Bill with powers to erect a promenade pier at Plymouth, 500 ft. in length. The Glamorganshire Canal and Dock Company have a Bill for the construction of docks, a timber float, and a railway, at Cardiff; and there is also a Bill for the construction of a bridge over the river Taff, at Cardiff.

There are several Bills for town improvements of an important and comprehensive character from more than a dozen of the great towns, and in several of the Bills very stringent powers as to the elevation, materials, and sanitary arrangements of buildings, are asked for. The towns from which these Bills proceed are respectively Sheffield, Nottingham, Huddersfield, Bradford, Swansea, Jarrow, Clitheroe, Burton-on-Trent, and Liverpool. The Sheffield Bill contains powers as to the means of ingress and egress to and from churches, chapels, schools, and places of amusement. The Clitheroe Bill includes powers to erect a new market; whilst that from Burton-on-Trent contains clauses for the erection of a new town-hall, municipal offices, court-house, market, and station-house. The Huddersfield Bill contains powers to provide dwellings for the working-classes; powers to close all polluted wells within the borough; and also powers to provide public water-closets and lavatories, and to charge for the same. The Jarrow Bill, amongst other powers, contains clauses for the erection of a new town-hall, municipal buildings, borough court, police courts and offices, slaughter-houses, &c. The Nottingham Bill contains exceptionally comprehensive powers as to buildings and general sanitary arrangements, one provision being that when a house or other building is unoccupied, the owner shall be held responsible for keeping it clean, and sweeping the footpaths in front of it. Another clause prevents the first occupancy as a dwelling-house of any new building in any new street until such street shall be formed, drained, and metalled, to the satisfaction of the corporation; and also to prevent the first occupancy as a dwelling-house of any building until the granting of a certificate by the corporation that such building is in accordance with the building bye-laws of the borough, and the drainage complete and duly ventilated. Another clause provides that due notice shall be given to the corporation when any person within the borough is suffering from smallpox, cholera, or any contagious disease.

The Bill for the great water-scheme of the Manchester corporation contains a clause giving powers to the corporation to purchase or lease for the drainage area of the works the mountain land around Thirlmere, containing 8,550 acres, subject to rights of pasturage. Powers are likewise sought to divert and impound upwards of forty streams and brooks which flow into the lake.