

Railway Intelligence.

Orders for manufactured iron for rails have, during the past week, been given out to the iron trade to the enormous weight of 35,000 tons.—*Worcester Journal*.

The third-class trains on the London and Birmingham railway will commence running on the 5th inst. These trains will not run on Sundays. The distance will be performed in about eight hours, and the fares will be 14s. The fares by the solitary horse-coach which last winter kept the road were about the same amount, but the time occupied on the journey was upwards of sixteen hours.

Last week the fares on the Grand Junction railway were increased; while on the same day two second-class stations were closed. The fare in the first-class carriages between Liverpool or Manchester and Birmingham is raised from £1 1s. to £1 3s.; in the second-class carriages, from 17s. to 18s; from other stations the increase is in the same proportion. This is the second advance since the opening of the railway.

THE PROPOSED RAILWAY.—Sir Fredrick Smith, the Chief Commissioner appointed by government to report on the merits of the competing lines proposed for the projected railway from the north of England into Scotland, arrived in Berwick on Monday evening on his way south. He had started on Tuesday fortnight from Hexham, going north along the projected Midland line by Hawick and Galashiels to Edinburgh, which city he reached on Wednesday week. He then returned southwards on the proposed route of the Eastern line, reaching Berwick on Monday evening last. On the following day he surveyed the site of the proposed viaduct by which it is intended to carry the railway across the Tweed, and in the course of the day left for Alnwick and Newcastle, which latter place he was expected to reach on Wednesday. Of course the commissioners have not yet expressed any opinion; but, as they are to meet in London early next week, the report may soon be expected.—*Berwick Advertiser*.

NORTHERN AND EASTERN RAILWAY.—The line of the Northern and Eastern Railway, which is now completed to Broxbourne, in Hertfordshire, was opened on Tuesday se'nnight, to the public to that station. The London terminus of the Northern and Eastern Railway is at Shoreditch, on the right hand side of the street. The commencement of the line of the Northern and Eastern is along the rail of the Eastern Counties' Railway until it comes abreast of Stratford when it diverges to the left and goes over a country perfectly flat until its terminus at Broxbourne. By the opening of this line of railroad the journey to Cambridge will be shortened one hour; the rail will eventually it is said be carried to York. One great advantage of this railroad is the equality of the ground traversed. The gradients as yet are very trifling, so that a uniformity of pace is kept up, and as there is no tunnelling, people are neither smothered with vapour nor stifled with smoke.—*Norfolk Chronicle*.