METROPOLITAN BOARD OF WORKS.

The usual meeting of the Metropolitan Board of Works was held yesterday at the office in Spring-gardens, Sir John Thwaites in the chair.

The financial statement was presented, which showed the following cash balances in the hands of the treasurer:—Current accounts, 130,669l. 7s. 2d.; deposit accounts, 105,500l.; total, 234,169l. 7s. 2d.; deposit accounts to be made to the amount of 31,225l. 5s. 11d.

The Proposed Widening of Mansion-house-street.—A deputation from the Committee of Ward Clerks of the Union Bank of London attended to present a memorial relative to the widening and improving Mansion-house-street. The deputation was introduced by Mr. Savage.

Mr. Northall Laurie, chairman of the Union Bank, addressed the board on behalf of the deputation, and said that the Committee were of the opinion that the plans already waited upon them in reference to this subject, suggesting that Mansion-house-street should be widened on the north side, and the matter had been referred by them to a committee of the board. Now, the deputation were of opinion that the widening should be carried out on the north side but on the south, as it would be in connexion with the new street proposed to be made under the superintendence of the board, and would not interfere with the fine houses on that side of the street had been already scheduled for that improvement. The traffic between the Poultry and Cornhill, whereas there was comparatively little on the north. Even if the widening were to be taken place on the south, the plan would then be incomplete unless St. Mildred's church was taken down, which the Commissioners had no means at present to do.

The Chairman.—It was mentioned to us by Mr. De Jersey that this was one of the ordering of the Commissioners.

Mr. Laurie, in continuation, said that condemned churches like condemned men often lived for a very long time. This very plan was submitted to the Commissioners of Sewers two years ago, and having made some objections to it, they were informed at a later date that the whole matter was at an end. At the time the deputation suggested that a great relief would be afforded by the removal of the portion of the Mansion House, but if they were to do as they wished, they would get within a few inches of the space they sought by the ordering on the southside, and that without touching the Mansion House building at all. The expansion on the south side would be better effected, and if the Corporation of London were anxious in their desire to relieve the traffic the thing could easily be done, as they had already the power in their hands to do it, and required no act of Parliament for the purpose. The deputation therefore left the matter in the hands of the board with perfect confidence, feeling assured that they would adopt that plan which would be the most effectual for the public interests.

Mr. Savage said the statement just made was a very important one, and he moved that it be entered on the minutes. He could have wish that the subject be referred to the Street Committee, and that the deputation should be invited to attend.

The motion having been seconded, was put and agreed to.

Proposed New Street from Islington to the City.—A deputation from the parishes of St. Leonard, Shoreditch, and St. Luke, Middlesex, attended the board to present a memorial, the object being to pray that a direct communication should be made from Islington-street, Islington, to Moor-lane, in the City, which, they considered, would give a great relief to these parishes, and facilitate the traffic between these two points, and would, if adopted, be one of the greatest improvements ever effected in the metropolis; and it was especially desirable to do so since the District Railway Company and the authorities of the city of London would be willing to contribute towards the expense.

After a short discussion, the memorial was referred to the Street Committee for consideration and report.

New Streets to the Thames Embankment on the North Side.—Proposed Removal of Northumberland House.—

A report was brought up from the Thames Embankment Committee, which recommended the adoption of the approaches be made to the embankment roadway on the northern side of the Thames:—A roadway from Whitehall-place, at an estimated net cost of 40,500; another from Whitehall-place, at an estimated net cost of 16,800; another from Charing-cross, through Northumberland House, to the embankment roadway at Charing-cross railway-bridge, including a branch leading southward to the embankment roadway, at an estimated net cost of 73,700; another from Villiers-street, at an estimated cost of 1,200; and another from Norfolk-street, at an estimated cost of 7,000l.

The report having been received, and referred to the Streets Committee,

The Chairman said, as Mr. Tite had a motion on the subject, to save a long discussion he would suggest that it should then be taken, if the board would allow it to be taken at that part of the proceedings.

This having been acceded to,

Mr. Tite, M.P., rose to bring forward the motion of which he had given notice, viz., "That in order to form approaches to the Thames Embankment, as recommended by the committee, and to construct an embankment of the Thames at Chelsea, and to widen Park-lane at the Piccadilly end, all of which in the opinion of the board are eminently desirable, it is necessary to apply to Parliament for a further extension of the coal and wine duties." He said he need make no apology on account of its importance for bringing the motion in conjunction with his hon. friend (Mr. Miller), as a universal feeling pervaded all classes of the metropolis that they should encourage those improvements, and although they were sometimes inclined to run a little wild, they ought to support well-considered schemes for the public benefit. There was no second opinion on this subject, and in the discussions which took place in Parliament they were supported by the Commissioners of the embankment should, at all events, be continued to Westminster-bridge, as it would afford an enormous accommodation to the public. At the same time it appeared to them that they ought to provide a new and improved street to the City, which should join Cumberland-street and House and other streets, for the purpose of making a direct communication with the Thames Embankment roadway; and accordingly the engineer and superintendent architect had produced plans which were worthy of the best support of the board. As regarded the portion of the work, which he represented, he thought it had failed to interest the board to the extent which they had been led to expect in the carrying out of a plan which had commenced ever since 1846. In 1846, the Government, instead of retreating and seating the expense upon the metropolis, proposed to aid the formation of an embankment from Old Chelsea Church to Vauxhall, at a sum of money estimated by Mr. Pennethorne, who was then Commissioner of Woods and Forests, and it was partially carried out by the local help of the East of Cadogan and Sir F. Cubitt. The sum voted by Parliament was 145,548l. for that work, but only a portion of it was completed, as it was not begun where it ought to have been, and about 1,000 feet was left uncompleted. Of the sum granted by Parliament 85,000l. was unexpended, and consequently the project was not completed in time, it dropped, and the money with it, for it was returned to the Exchequer. They applied to Government for it, but they were told they had had their chance, and they could not get the money accept by going to Parliament again. The roadway from the top of Cheyne-walk was stopped by a very narrow street, which most extraordinarily was called Lombard-street, but it was altogether unlike the street in point of breadth. The improvement now sought could be done for about 60,000l., but they would not include the cost of the property, but including that it would be about 75,000l. As to the other part, in reference to Park-lane, he had been requested to put forward for relieving the traffic by passing through Hamilton-place was submitted to a committee of the House of Commons last session, but the committee were so greatly influenced by the evidence of Mr. Pennethorne that the owners and occupiers of houses in Hamilton-place would have insisted on a large amount of compensation that they rejected the bill. He (Mr. Tite) did not think it was right to bring forward another bill which would propose to go through Hamilton-place, as he believed it would be attended with the same result, and therefore he thought this improvement should be effected by the widening of Park-lane.

Major Jocelyn seconded the motion.

Mr. Collinson was opposed to the way in which this matter was brought before them at the present time, and having wasted six weeks in the best part of the year during which the business had been neglected. He moved as an amendment, "That in order to form approaches to the Thames Embankment, as recommended by the committee, which in the opinion of the board are eminently desirable, it is necessary to apply to Parliament for a further extension of the wine and coal duties."

Mr. Lyon seconded the amendment.

Mr. Hodgson said this improvement ought to be effected by the Government, and he moved the insertion of the words London of 50,000l. exacted from the hackney carriage duties.

Mr. Miller, M.P., said it would be vain to hope to get the hackney carriage duties for public improvements, and the evidence in support of making a thoroughfare by the way of Hamilton-place given before the committee last year altogether broke down on cross-examination.

After some further discussion the amendment was negatived by a majority of 15 to 11, and the original motion was carried.

Mr. Tite then moved, "That Parliamentary notices, books of reference, plans and sections for the above improvements, be prepared by the proper officers of the board, and submitted to the Streets Committee to report to the board in time for proceeding in the next session of Parliament, and that the Street Committee communicate with the Government as to the mode of supplying funds for these important purposes."

This was seconded and agreed to by a majority of 16 to 8.

The Cholera at Woolwich.

Mr. Freeman called the attention of the board to a report that had appeared in some of the papers respecting the outbreak of cholera at Woolwich, and which attributed the disease to the state of the river from the return of the sewage with the tide, after it had been pumped into the river at Crossness. He wanted to know from the engineer whether that was the case. He was aware they had had a very exceptional season, and rubbish had for six weeks time had been a great rainfall. He therefore wished to know how the machinery had worked at Crossness during the flooding.

Mr. Bruhnsfield asked whether the sewage of the Government works at Woolwich went into the main sewer, or discharged itself into the river direct.

Mr. Bazalgette, the engineer, said he had directed the river to be examined very carefully below the Crossness station, and he found that the river had not for many years been in so pure a state as it was at the present time. He had spoken to people down the river who were engaged on the water, and he drew from them the information that from the time the sewage got half a mile from Crossness it became so diluted that it was imperceptible. Formerly, years, the after it had gone down to Gravesend and been cleansed it could return to Woolwich and be the cause of cholera. Orkney, the engineer, had made a report on the main drainage works. They had had a long, dry season, and yet the river was in a very good state. With regard to Woolwich there had been very little water coming down the river, and since then there had been an extraordinary rainfall, and it had not affected the Woolwich drainage works. They had had three weeks one-third of the average annual fall of rain. Formerly, when the sewage was thrown into the river, the low parts on the Surrey side of the Thames were inundated, and a great destruction of property followed. He had made inquiries, and he was sorry to say that there was no such drainage works. They had had a long, dry season, and yet the river was in a very good state. With