

**THE FLUSHING-MIDDLEBURGH,
VENLOO, AND MAESTRICHT
RAILWAY, CONNECTING THE
MOUTH OF THE SCHELDT WITH
THE MEUSE AND THE RHINE**

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The Flushing-Middleburgh, Venloo, and Maestricht Railway, Connecting the Mouth of the Scheldt with the Meuse and the Rhine by Various

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VARIOUS

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THE
**FLUSHING-MIDDELBURGH,
VENLOO, AND MAESTRICHT RAILWAY,**

CONNECTING THE
Mouth of the Scheldt with the Meuse and the Rhine,

BY
FLUSHING-MIDDELBURG, GOES, BERGEN-OP-ZOOM, TILBURG,
BOIS-LE-DUC, VEGHEL, HELMOND, VENLOO,
RUREMONDE AND MAESTRICHT.

THE CONCESSION OF WHICH HAS BEEN GRANTED TO
MR. DIRK DRONKERS,
BY THE
GOVERNMENT OF NETHERLANDS.

ACCOMPANIED BY
Statistical Tables,
SHOWING THE IMPORTANCE OF THE UNDERTAKING,
EXTRACTED FROM THE
**COMMERCIAL TARIFFS AND REGULATIONS OF THE SEVERAL
STATES OF EUROPE AND AMERICA:**

PRESENTED TO THE HOUSES OF PARLIAMENT BY COMMAND OF HER MAJESTY:

ALSO THE
REPORTS OF THE ENGLISH AND DUTCH ENGINEERS,
WHO HAVE SURVEYED THE LINE

London:
WATERLOW & SONS, PRINTERS, 66, & 67, LONDON WALL.
1846.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. These methods include direct observation, interviews, and the use of specialized software tools.

3. The third part of the document describes the results of the data collection and analysis. It shows that there are significant areas where the current processes are inefficient and where improvements can be made.

4. The fourth part of the document provides recommendations for how to address the identified issues. These recommendations focus on streamlining processes, improving communication, and investing in new technology.

5. The fifth part of the document discusses the implementation of these recommendations. It outlines a timeline and identifies the key stakeholders involved in the process.

6. The sixth part of the document provides a summary of the findings and conclusions. It emphasizes the need for ongoing monitoring and evaluation to ensure that the improvements are sustained over time.

7. The seventh part of the document includes a list of references and a glossary of terms.

8. The eighth part of the document is a list of appendices, which include detailed data tables and additional supporting information.

9. The ninth part of the document is a list of figures and charts, which provide visual representations of the data collected during the study.

10. The tenth part of the document is a list of tables, which provide detailed numerical data for the various categories studied.

11. The eleventh part of the document is a list of footnotes, which provide additional information and references for the data and analysis presented in the document.

12. The twelfth part of the document is a list of page numbers, which indicates the location of each section within the document.

REPORT OF MR. RENNIE.

To the Proprietors of the Concession of the Flushing-Middelburg Railway.

GENTLEMEN,

Agreeably to your request, I proceeded on the 28th April to Bois-le-Duc, from whence I went in a westerly direction by Breda and Berghen-op-Zoom, across the Ooster-Scheldt to the island of Zuid Beveland by Goes, crossing the Sloe at the ferry near Nieuwkirk. and so on by Middelburg to the termination of the Line at Flushing. The same comparisons were made of the Plans, Sections and localities, and having thus traversed the whole of the Line, both of Railway and Canal, and familiarized my mind with the general features of the undertaking, I beg to present the following Report.

The country through which the Flushing-Middelburg, Venlo, and Maestricht Railway passes, judging from the parts I have seen, and from the Plans and Sections I have examined, is highly favorable to the formation of a Railroad, as it is for the most part flat, and the inclinations towards the upper part so gentle, as to effect very little (if sensible) the locomotive power.

the whole cost of the Railway, and be the means of adding new wealth to the country by the ready markets likely to be created in England, in consequence of the liberal policy of its enlightened Minister.

In conclusion, I regret that my time has not permitted me to enter into this subject as it deserved; but I do not hesitate to affirm, that if ever a project presented a future development, or where the circumstances were more encouraging, it is the Flushing, Middelburg, Venlo, and Maestricht Railway.

I beg to remain,

GENTLEMEN,

Your obedient servant,

(Signed),

GEORGE RENNIE.

London, 18th June, 1846.

P.S.—For further details, I would beg to refer to the Report of the Concessioners.

I may however observe, as I deem it of very great importance, that the present improvements and ameliorations in the building of steamers, will enable a well appointed vessel to steam from Blackwall to Flushing in the space of nine hours.

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THE
FLUSHING-MIDDELBURGH, VENLOO,
AND MAESTRICHT RAILWAY.

Connecting the Mouth of the Scheldt with the Meuse and the Rhine, by Flushing-Middelburg, Goes, Bergen-op-Zoom, Breda, Bois le Duc, Veghel, Helmond, Venloo, Ruremonde, and Maestricht.

If this undertaking were to be classed in the same category as those which a few months since enjoyed so much favor with the English public; if the support of the same order of persons were necessary to its success—if, in fact, it was not an undertaking invested with special circumstances, and those of a most important and interesting character, it would be worse than useless—it would be folly—on the part of its proprietors to continue its prosecution.

It would be wiser for them to abandon at once the large sums of money which they have expended in the perfection and completion of their plans, than to attempt, by throwing away more, to recover that which they have already spent.

But if the undertaking in question is indeed invested with special circumstances which remove it from the category of the schemes above referred to—if it looks for success to men untouched by the prospectus mania of last year, and is not only invested with special circumstances, but is necessitated by the revolution in the commercial policy of England—then, indeed, its proprietors are fully justified in continuing its prosecution.

The abandonment of the worn out and injurious system of

protective duties, and the adoption by the British nation of a more enlightened commercial policy, must give a fresh impetus to trade and manufactures at home and abroad.

The British manufacturer will have, however, under the new tariff, to compete with the manufacturers of foreign countries; in which the necessaries of life are to be procured at a much cheaper rate than in his own.

Though the capital, industry, and enterprise of our citizens will be sufficient to enable them to compete successfully against the low rate of wages abroad; yet it is for the interest of all connected with our own manufactures—of workmen as well as of master—of capitalist as well as of operative—to render such competition as easy as circumstances will permit of; and for this purpose what is of more importance than a constant and abundant supply of the first necessaries of life?

There exists within a few hours of the mouth of the Thames an agricultural district, comprising an area of many hundred square miles, producing grain of all species—cattle, vegetables, as well those adapted to the ordinary consumption of man as those which are consumed by cattle, besides fish, fowl, butter, eggs, and fruit in the greatest profusion, and in much greater abundance than is required for the sustenance of the inhabitants of that district.

All these elements of existence are produced in this district at a small cost; in fact, very inferior to that of their production in this country.

This whole district is entirely deficient in, and unsupplied with, many of the natural products of this country, such as coal, iron, &c., as also with the productions of our ingenuity and industry. Those who can afford and are willing to pay the exorbitant prices required for the supply of an inferior article by a neighbouring country, are few in number and their consumption immaterial in amount.

The erroneous impression which has prevailed in this country on the subject of protection, has hitherto precluded the inhabitants of this district from availing themselves of the small cost

their agricultural productions to supply the English market, therewith, and to procure themselves, in return, the comfort and enjoyment of many of the productions of our labour and ingenuity. Thus, this error has not only deprived us of an abundant and cheap supply of food, but has also forbidden our willing artificers to work, by closing to them this and many other important markets.

The united wishes of the nation being now adopted by the Legislature, the inhabitants of that country which stretches from the mouth of the Scheldt to the Meuse and the Rhine, will be as anxious to supply us with, as we shall be desirous of receiving, their corn, cattle, vegetables, &c., &c., and take in return the natural productions of this country, as well as those which are the result of our skill and industry.

One thing alone will materially interfere with the abundance of the supply and its cost, viz., the expense and delay in arriving at a point of embarkation.

It is true, that at the extremity of this rich alluvial plain there is a safe and commodious seaport; the only port, in fact along the southern of the English Channel and the North Sea which is accessible to vessels in all weathers and at any state of the tide. This port is Flushing, situated at the mouth of the Scheldt, immediately opposite and within a few hours sail of the mouth of the Thames.

But the means of communication with that port, as they at present exist in Holland, are too slow and expensive to enable either the inhabitants of that district to avail themselves so fully of the advantages offered, if that communication could be effected with a trifling delay, at a small cost.

If, therefore, this undertaking will effect a cheap and rapid communication from the inland portion of this district to the seaport at its extremity; if it will bring to the ports of England an abundant supply of the necessaries of life at a cheap price; if it will open to our industry an extensive and valuable market, then its proprietors may rely upon meeting with support and encouragement, and are wise in continuing its prosecution.