

**REPORT, OR ESSAY, TO ILLUSTRATE
THE ADVANTAGES OF DIRECT
INLAND COMMUNICATION
THROUGH KENT, SURREY, SUSSEX,
AND PANTS**

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Report, or essay, to illustrate the advantages of direct inland communication through Kent,
Surrey, Sussex, and Wiltshire by William James

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WILLIAM JAMES

**REPORT, OR ESSAY, TO ILLUSTRATE
THE ADVANTAGES OF DIRECT
INLAND COMMUNICATION
THROUGH KENT, SURREY, SUSSEX,
AND PANTS**

RÉPORT, OR ESSAY,
TO ILLUSTRATE THE
ADVANTAGES OF DIRECT INLAND COMMUNICATION
THROUGH
Kent, Surrey, Sussex, and Hants,
TO CONNECT THE
METROPOLIS
WITH THE PORTS OF
SHOREHAM, (Brighton) ROCHESTER, (Chatham)
AND
PORTSMOUTH,
BY A LINE OF
ENGINE RAIL-ROAD,
AND TO RENDER
THE GRAND SURREY CANAL,
WANDSWORTH AND MERSTRAM RAIL-ROAD,
SHOREHAM HARBOUR, AND WATERLOO BRIDGE SHARES,
PRODUCTIVE PROPERTY:
WITH SUGGESTIONS
FOR DIMINISHING POORS-RATES, AND RELIEVING AGRICULTURE.

"The Real Wealth or Resources of any Nation can evidently be no other than
"the Ability or Means of such Nation, to supply a greater or lesser Number of
"People with whatever shall be requisite for the Performance of the Duties required
"of them in Social Life."

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1823.

PREFACE.

THE Author's attention was directed to the subject of Rail-roads by his losses and sufferings in common with many thousands of his fellow subjects, (in consequence of the depreciation of his property, chiefly through the alteration of the currency,) in the hope of improving the mineral and commercial interests, and of arresting the wide spreading devastation of ruin and distress through the different ranks of society.

That class to which he belonged, *the mining interest* in Staffordshire, was the first to feel the direful effects of the change; for their property, though in reality highly valuable to the public, yet the circulation of (or demand for) it being limited to miners only, its depreciation in most sales was from 50 to 60 per cent. Hence, many persons, eminent for mental acquirements,—who had devoted their whole lives to the practical pursuits of a dangerous profession,—who had advanced the prosperity of their country to an unexampled elevation by the developement of her

hidden mineral treasures, and had justly acquired by industry and economy what they considered ample competence—these persons became, in a few months, the inmates of a prison or a grave, or were doomed, like felons, to seek a wretched personal freedom in distant countries, and by their talents to enrich foreign nations, who may ere long be England's "deadliest foes." They fell without fault;—they merited a better fate,—and many of their families are now consigned to poverty and neglect.

Credit and confidence were destroyed—the issues of the country Bankers were suddenly reduced in a most distressing degree, whilst the currency was drawn by the taxes, rents, and dividends, principally to the metropolis, into the possession of the unproductive.

The manufacturing and commercial interests were next affected—but new markets were opened for manufactured produce by the spirit and enterprize of our merchants; and although but small returns in bullion are obtained, yet much valuable merchandize has been imported, and by the HAPPY expedient of *Columbian, Chilian*, and other foreign Stock, the bonds and debentures of these governments have, *in fact*, created a *new currency*; and by their issue, capital has been again drawn into the manufacturing districts, without any *apparent* alteration in financial policy.

On the consolidation of these new governments, such loans will be liquidated by the further operations of commerce.

But at length the effects have reached the landholder and agriculturist, and their complaints are now heard in all parts of Great Britain. Meetings are held and petitions are framed; and it will be difficult for government to preserve consistency in its financial system.

As the progress to a bullion currency is *now* so far advanced, vacillating measures would be productive of more mischief than can arise from proceeding firmly and steadily to the final accomplishment of the object. Property to an incredible amount has changed hands,—injuries unmerited and most grievous have been inflicted, and can never be recompensed; for an equitable adjustment of contracts is quite impossible to be effected.*

It would be the height of *folly* and *imprudence*,

* By an act that would benefit society, Government might relieve these suffering individuals, in granting to them lands in the colonies proportionate to their several losses, and in furnishing them with the means of emigration. Many hundred families, educated and brought up in credit and respectability, would avail themselves of this act of justice with gratitude, to escape from the horrors of poverty, the taunts of the vulgar-minded, and the finger of scorn. From their habits of industry and enterprise, with their mechanical and agricultural knowledge, they would form the very best class of colonists: this principle of compensation is admitted in the case of the American loyalists.

even for the sufferers, to join in a senseless and useless clamour; for the *original sin* is to be traced to our financial measures, resorted to in times of unprecedented difficulty, by which, however, the nation was enabled to sustain the late protracted war, and probably to escape the horrors of internal convulsion.

In Society the few must suffer for the many, and partial evil may frequently be productive of general good. It is therefore the part of prudence, wisdom, and true patriotism, to bear adversity with fortitude; and, instead of exciting the bad passions, to summon every energy to prevent despondency.

Agriculture will be greatly relieved from the pressure of the national debt, and the burthen of Poor-rates, by the further developement of our inexhaustible mineral treasures, by our mechanical inventions, and extended commercial enterprize; and this kingdom will for ages remain the principal seat of manufactories for the whole world.

Impressed with these sentiments the author considered, *that accelerated locomotion would in a degree compensate for a diminished currency, that cheap freight would leave more gain for the agriculturist, the manufacturer, and the miner; and consequently, that low prices might be made compatible with increased profit.* Steam power is the agent best adapted to obtain these results.

With these convictions, the author proceeded to view all the different locomotive steam-carriages, as well as the principal rail-roads in the kingdom; and having satisfied his mind by experience and observation, that locomotive steam-carriages can be employed in most situations with the greatest security and advantage, (but in the present state of science on rail-roads only,) he has since devoted his time exclusively to the determining and surveying of many extensive lines in the northern and midland parts of the kingdom.

His engagements as an engineer and land agent, in 1806, with the estates of his present Majesty, as Duke of Cornwall, and of his Grace the Archbishop of Canterbury, and his subsequent connection with the estates of many of the principal noblemen and gentlemen in the south, induced him to extend his labours and investigations; and, under the auspices of several principal land-owners, he has made the ocular survey on which this Essay is founded. Great caution has been used in determining the best gradient lines; and, from his experience, the Author has great confidence, that when the surveys, sections, and estimates are completed, they will verify and substantiate the positions advanced in the following Essay, the style and composition of which, require apology. Brevity and accuracy have been

principally aimed at, and although some persons may remark upon the confidence with which the sentiments are delivered, yet, the Author having fully made up his mind, it might appear an affectation of humility, or an indication of existing doubts, if he had offered his opinion in indecisive and equivocal terms.

THE following Report is the first of twelve Essays intended to be published on the Engine Rail-road System, for which the Author has obtained the best data, by carefully exploring the country, and making or directing the surveys and sections of the most important lines.

Which Essays or Reports will contain an exposition of the valuable minerals deposited in or adjacent to such lines, with plans for the improvement of several principal harbours, (particularly Liverpool and Chester, Preston and Lancaster, and on the permanently injurious effects on these harbours of the decomposition of the sand-rock formation, with suggestions to obviate the same,) and the drainage and reclaiming of many extensive mosses and salt marshes, and the embanking and recovery from the sea of large tracts of land containing valuable minerals, accompanied by explanatory engravings and specifications of the improved Locomotive Steam Engines, particularly of that most valuable invention of the Author's greatly esteemed and scientific friend, Mr. George Stephenson of Newcastle-upon-Tyne.

Thomas Sturges
April 1823

W. G. Smith
L. A. C. C.