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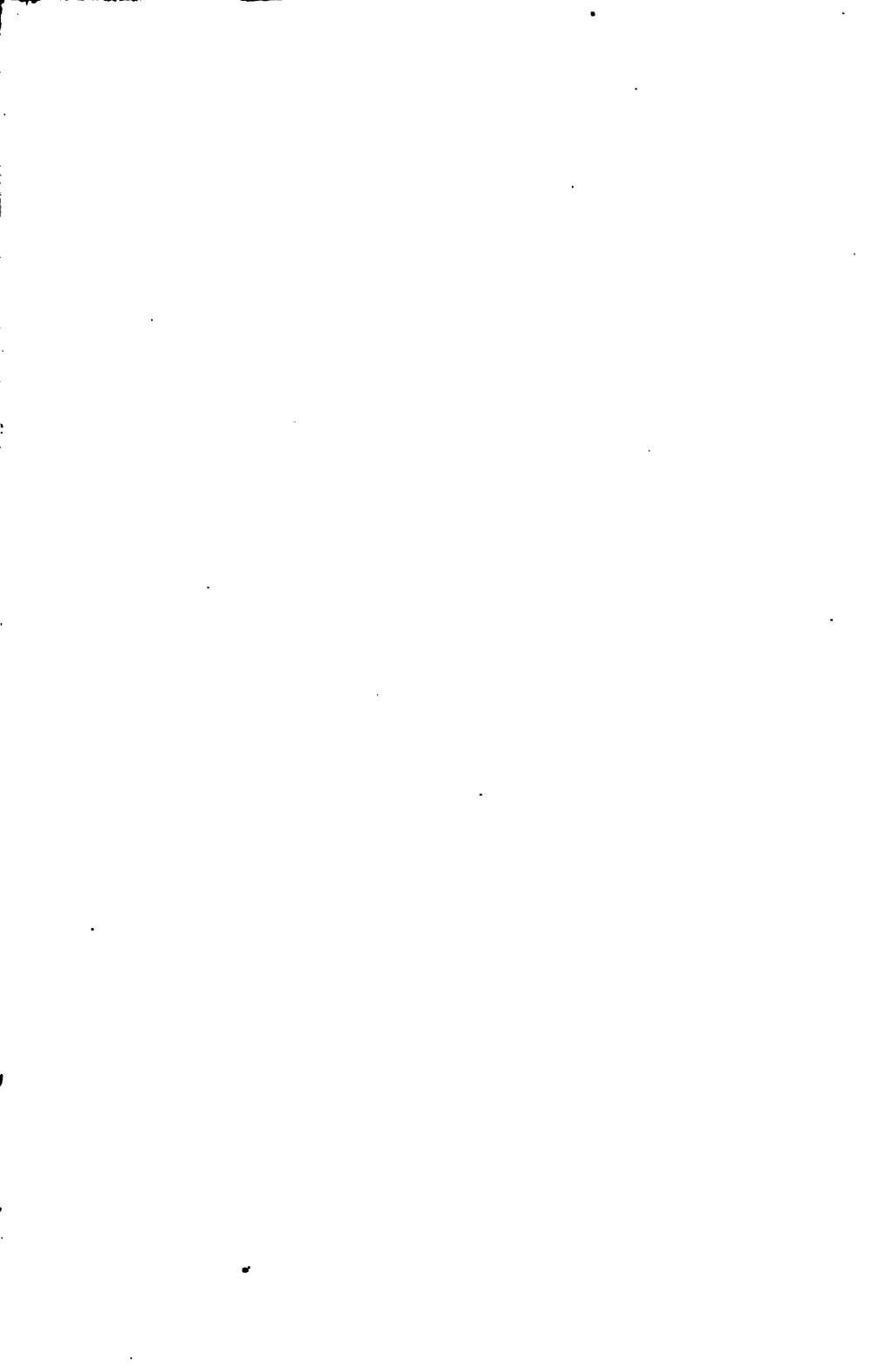
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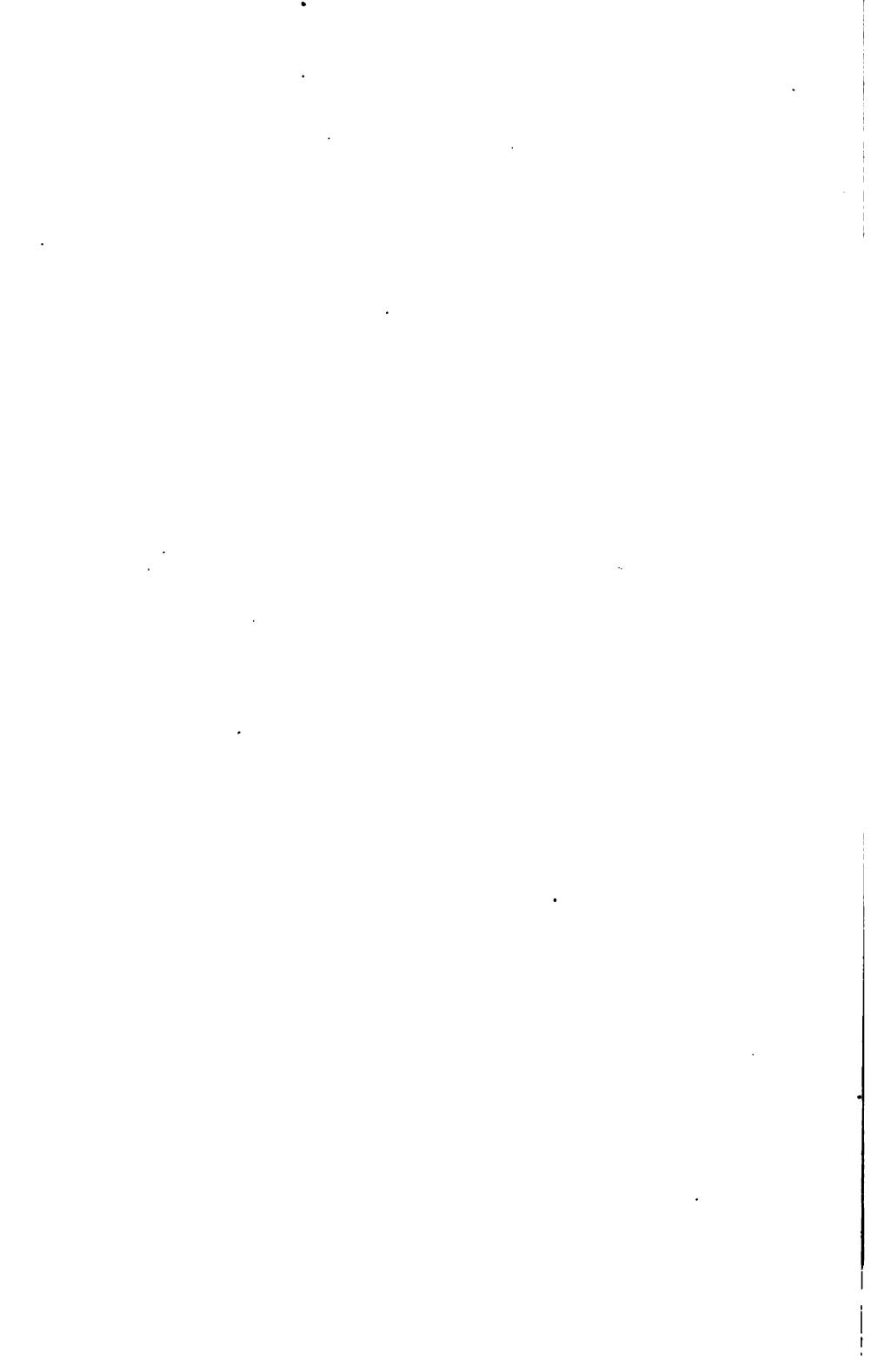
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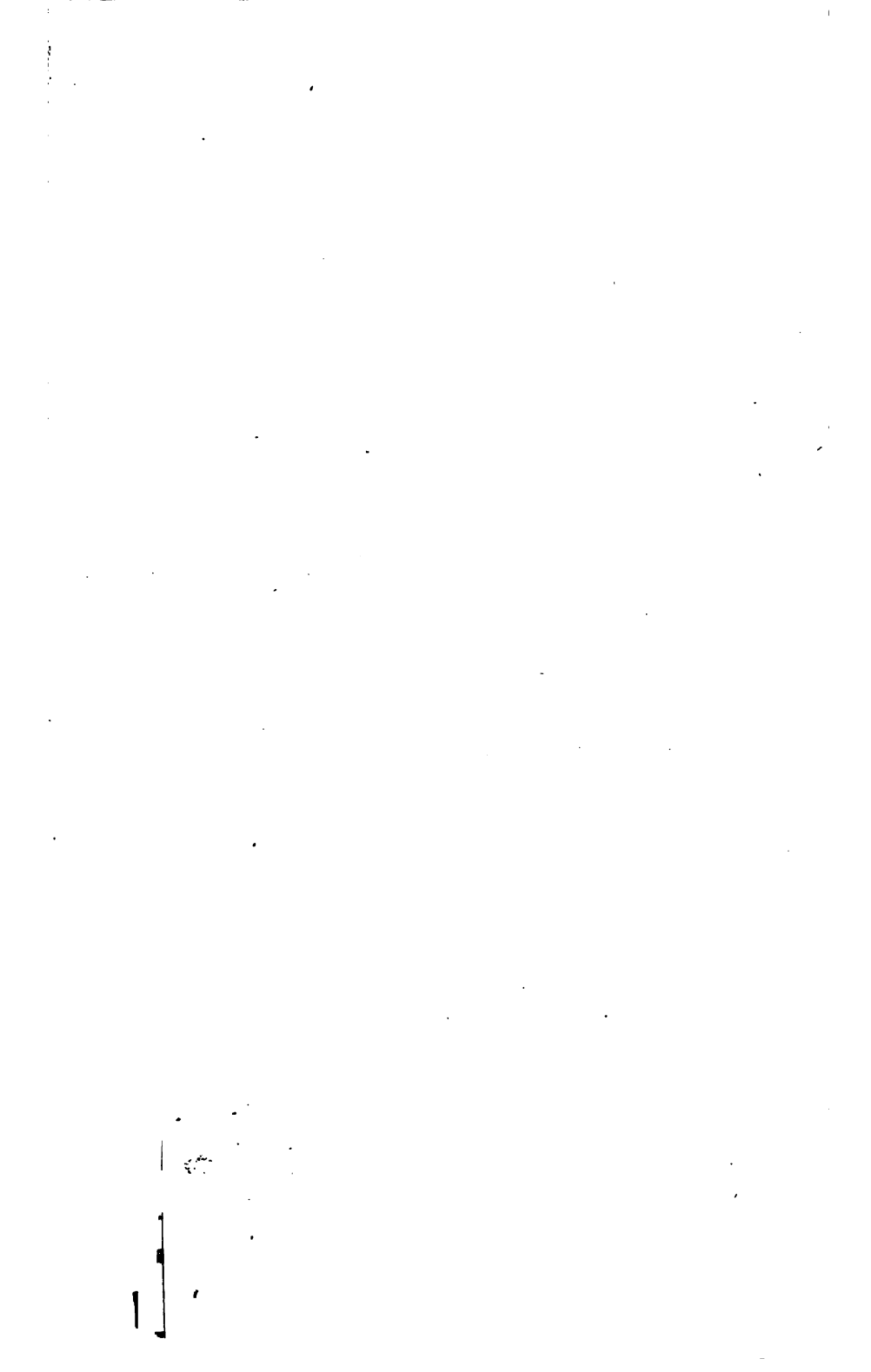
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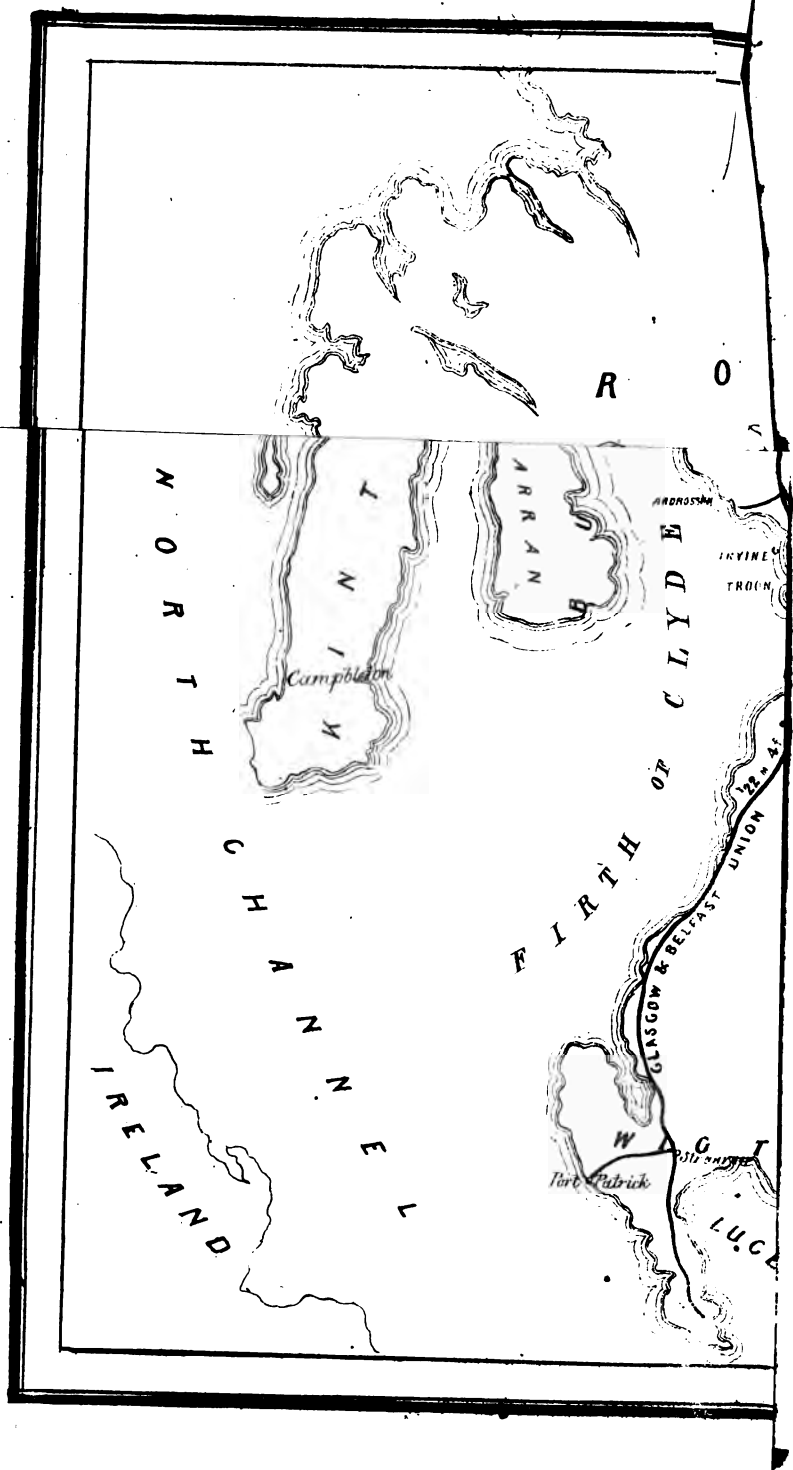


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REFERENCE BOOK
TO THE
INCORPORATED
RAILWAY COMPANIES
OF
SCOTLAND,
ALPHABETICALLY ARRANGED,
INCLUDING A LIST OF THEIR DIRECTORS, OFFICES AND OFFICERS,
CONSTITUTION, AND CAPITAL.

GAUGE OF WAY 4 FEET 8½ INCHES.

BY HENRY GLYNN.

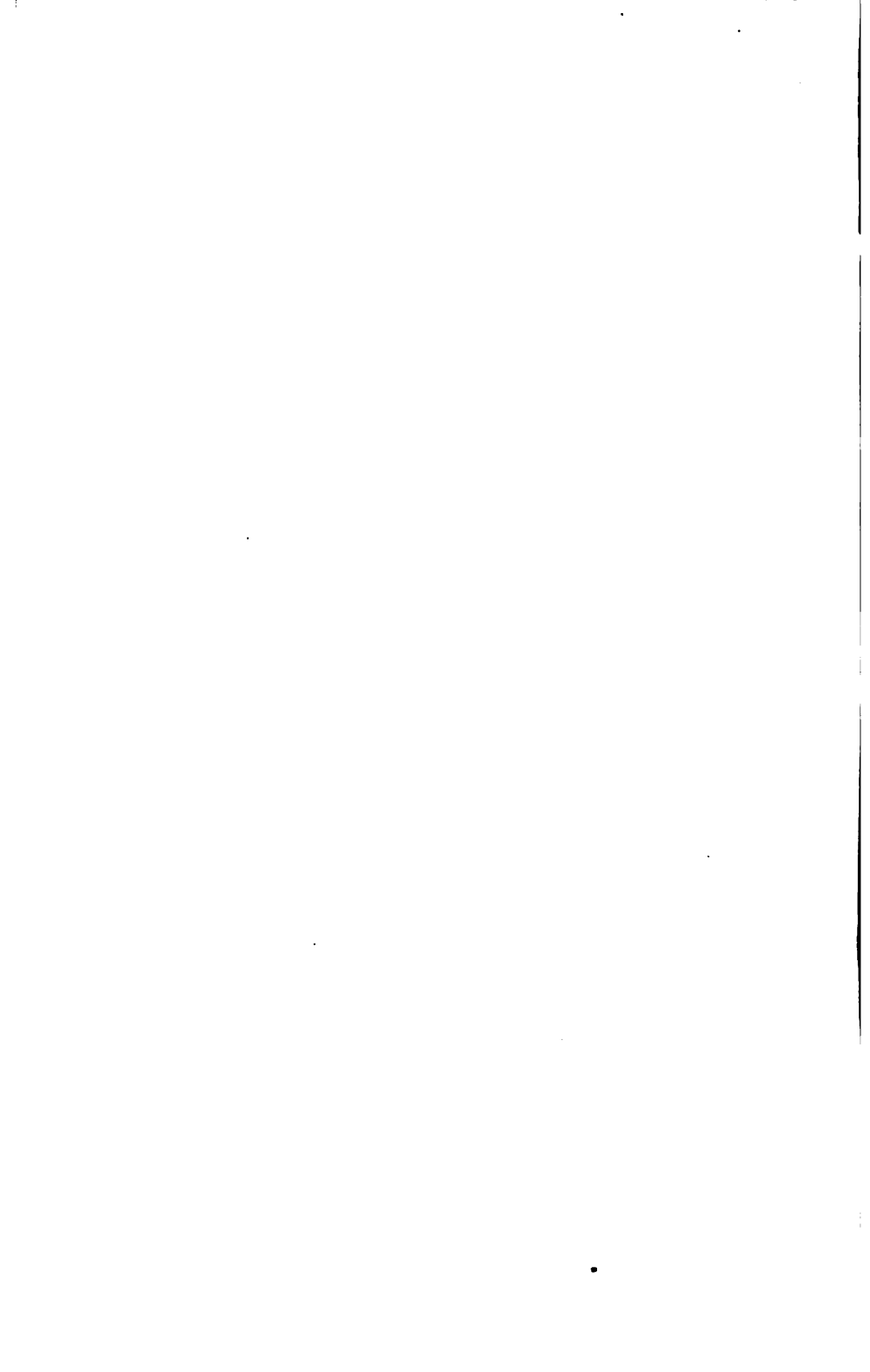
LONDON :
JOHN WEALE, HIGH HOLBORN,
NEWCASTLE: ROBT. CURRIE AND CO.

1847.



TO
JOHN MILLER, ESQ.,
CIVIL ENGINEER, &c., &c.,
TO WHOM SCOTLAND IS INDEBTED FOR MANY
PUBLIC UNDERTAKINGS OF GREAT UTILITY,
This Work,
BY PERMISSION, IS MOST RESPECTFULLY INSCRIBED,
AS A TESTIMONY
OF THE WRITER'S RESPECT FOR HIS PROFESSIONAL TALENT,
BY HIS OBEDIENT AND FAITHFUL SERVANT,
HENRY GLYNN.

NEWCASTLE-UPON-TYNE, JULY 10, 1847.



INTRODUCTION.

IT is unnecessary to make at the present day any prefatory remarks on the importance of Railways to the community as a body, or to relate their effect on the destiny of individuals, but the want of a Book of Reference of easy access, giving the detail of each undertaking, has been much felt by the writer of this Introduction, and has induced its compilation, in order to supply as far as he is able this desideratum with reference to Scotland. The first Act of Parliament passed respecting railways was in 1801, for one in the county of Surrey, and from that time until the application of locomotive steam travelling on the Stockton and Darlington in 1821, twenty-three acts for railways had been obtained, on which the power employed was horses and stationary engines. The travelling or locomotive engine was the invention of Richard Trevithick, and patented March 24, 1802. The patent is described as "for improving the construction of steam engines, and the application thereof for drawing carriages on rails and turnpike roads, and other purposes;" and in 1804 Trevithick and his partner constructed a locomotive for the Merthyr Tydvil Railway, in South Wales, to move railway carriages, working with one horizontal cylinder of 8 inches diameter, as now used, but with cog wheels on the axle. The next application was at Middleton Colliery, near Leeds, in 1811, by Mr. Blenkinsop, the cog-rail being used. In 1814, it was discovered by Mr. Blackett, of Wylam, near Newcastle, that gravity alone, from the adhesion of the wheels, was sufficient.

In 1813, at the Killingworth Colliery, George Stephenson applied two cylinders; and, in 1815, communicated the power to the wheels direct, and coupled the two wheels, Messrs. Losh and Dodd being partners in the patents obtained for the coupling the wheels, and the direct action of the power employed.

The Stockton and Darlington was the first constructed public railway on which the locomotive was used as a moving power, (opened 17th September, 1825,) and the Liverpool and Manchester, (opened on the 16th September, 1830,) the first passenger line. "The Northumbrian" engine led the procession, and made the name of Stephenson illustrious until the end of time. A competition for £500 was held out to engine builders, and Mr. Stephenson's "Rocket" declared the winner; and the directors of the Liverpool and Manchester Company were divided in opinion as to the stationary or locomotive power being superior. Of the minor improvements, from the wooden waggon way of 1600, or the simple assertion of the superiority of a continuous bearing and regularity of ascent (as the cast-iron rail between 1738 and 1767; the wrought-iron of 1805, 1820, or 1824; the plate rail of 1800, and edge rail of 1789; or stone block of 1797, and small tubes and blast pipe of 1831), to the present time, is too wide a field to enter upon; but one word as regards Richard Trevithick, the son of a Cornish engineer, born at Camborne, and who died at Dartford, in Kent, April 22, 1833, leaving two sons, both members of his profession. The patent of 1802, previously noticed, included the application of the high pressure principle to the steam engine, and the *Railway Register*, edited by Hyde Clarke, Esq., in a Memoir, in the February Number, of 1847, says, "in connection with the high pressure engine in England and Europe, we know of no inventor but Richard Trevithick," and "whatever may be the opinion as to his superiority over Watt, or his equality with him, this must be confessed, that

next to Watt, no other man has yet done so much for the steam engine as Richard Trevithick," and that "Watt conceived the application of high pressure steam, but was unable to carry it out; and who also, in 1769, conceived the use of the locomotive, but never attempted to make one."

Of Trevithick's tunnel under the Thames, and mining adventure in Peru, this is not the place to dilate upon; but to return to the immediate subject of Scottish Railways; previous to the opening of the Liverpool and Manchester Line, the following were the Railways of Scotland, worked by stationary engines or horse power.

- 1808 From Kilmarnock to Troon, $9\frac{1}{4}$ miles, with a capital of £40,000.
- 1811 Act was obtained from Berwick to Kelso, which was allowed to lapse, although no limited period was fixed by the Act. The same district is now supplied by a Branch of the York, Newcastle, and Berwick Company.
- 1824 One Act to improve Old Line.
- 1825 West Lothian, not made
- 1826 Acts were passed for the Ballochney; Edinburgh and Dalkeith; Dundee and Newtyle; Garnkirk and Glasgow; and Johnstone and Ardrossan.
- 1827 Garnkirk and Glasgow, and Johnstone and Ardrossan.
- 1829 Edinburgh and Dalkeith Improvement; and Garturk and Garion or Wishaw and Coltness Improvement.
- 1830 Glasgow and Garnkirk to improve; Dundee and Newtyle ditto; and for Pollock and Govan New Line.
- 1831 Pollock and Govan to improve Old Line, and Rutherglen to Wellshot, new one but never made.
- 1833 Monkland and Kirkintilloch to improve Old Line.
- 1834 Edinburgh and Dalkeith Old Line, and Wishaw and Coltness Old Line.
- 1835 Arbuckle now Slamannan; Newtyle and Glaramis; Newtyle and Couper Angus; Paisley and Renfrew; and Ballochney Old Line.
- 1836 Arbroath and Forfar; Dundee and Arbroath; Edinburgh, Leith, and Newhaven, now Granton; and Dundee and Newtyle.
- 1837 Glasgow, Paisley, and Greenock; Glasgow, Paisley, Kilmarnock, and Ayr; Kilmarnock and Troon; Pollock and Govan; Slamannan; and Wishaw and Coltness.
- 1838 Edinburgh and Glasgow; Garnkirk and Glasgow, and Newtyle.
- 1839 Five Acts to improve Old Lines.
- 1840 Five Acts to improve Old Lines.

VIII.

- 1841 Wilsontown, Morningside, and Coltness, New; two Acts to improve Old Lines.
- 1842 Three Acts to improve Old Lines.
- 1843 The Drumpellar, New; and Three Acts to improve Old Lines.
- 1844 The North British; and Five Acts to improve Old Lines.
- 1845 Fifteen Acts were obtained for nearly 450 miles of Railway; Five of which were for Lines upwards of 50 miles long; Three between 18 and 25 miles long; and the remainder for shorter distances; and to improve former Lines. The principal Companies were the Caledonian, Aberdeen, Dundee and Perth, Edinburgh and Northern, Edinburgh and Hawick, Scottish Central, and Scottish Midland.
- 1846 Nearly Sixty Acts were obtained; the principal of which were the Glasgow, Dumfries, and Carlisle, 90 miles long, in competition with the Caledonian, the Great North of Scotland, and its Eastern Extension, together about 140 miles long.
- 1847 The Group formed by the Committee of Classification relating to Scotland are numbered 44 to 51 inclusive, and refer principally to Amalgamations and Branches or Extensions of existing Lines, numbering nearly 60 Schemes; the principal battle of the Session has been decided by the rejection of the Extension of the North British Line from Hawick to Carlisle.

From the preceding summary, it will be seen that the seats of Learning and Commerce were only joined together by iron ties in the year 1838, although by canal in 1822; the line of railway was surveyed in 1825, and again in 1835, but Canal influence was over powerful, and defeated the Bill of 1836, and also of 1837, after being 37 days in Committee; and the act was not obtained until July 4, 1838, and works delayed until 1839; and a hiatus occurs until 1844, when the North British obtained their act; so that the completion of the system of railway for Scotland is of comparatively recent date. The connection with England on the East Coast has been effected by the opening of the Newcastle and Berwick Line, which obtained its Act of incorporation 31st July, 1845, and was, with the exception of the Bridges over the Tyne and Tweed opened on the 1st of July, 1847. The junction with England on the Western Side will probably be completed by the end of 1848, by the Caledonian Line, which obtained its act at the same period, July 31, 1845. The West Coast Line, of which 40 miles, from Carlisle to Beatoch, will probably open

in August of the present year, and the Edinburgh Branch probably in March, 1848. The junction with Glasgow will be effected by the Caledonian joining the Wishaw and Coltness at Carlisle, and using the Clydesdale Junction and Pollock and Govan Lines, which will probably be ready for use March 1, 1848.

The station at Carlisle is only used by agreement with the other companies meeting at Carlisle, on payment to be fixed by the Railway Commissioners. The Edinburgh station will be in the Lothian Road; the Glasgow station on the South of the Clyde; the Glasgow, Barrhead, and Neilston, Pollock and Govan, and Glasgow, Paisley, Kilmarnock, and Ayr, promoted a company for a line 2 miles, 1 furlong, 9 chains, named the General Terminus and Glasgow Harbour Company, which has been purchased by the Caledonian, giving it another station in the harbour of Glasgow; and a project for crossing the Clyde has been "tabooed" by the Lords of the Admiralty. To advert for an instant to the previous position of parties, the House of Commons addressed her gracious Majesty, who was pleased, through the Lords of the Treasury, to appoint, about the 20th August, 1839, the late Inspector-General of Railways, Lieut.-Col. Sir Fred. Smith, R. E., and Professor P. Barlow, of Woolwich, to report on the relative merits and preference which ought to be given to the lines of railway between London, Edinburgh, and Glasgow, *via* York, Newcastle, and Hexham; *via* Lancaster, Whitehaven, and Carlisle; and *via* Lancaster. The inquiry and report to include the relative merits of the two lines from London to York, by Derby and Rotherham, and by Cambridge and Lincoln. What at that period of time was the position of parties? The East Coast party, from their surveys being incomplete, were granted an extension of time ere their doom was declared, at that time it being supposed one line to Scotland could only be remunerative; and the attention of parties reporting was

confined to the communication between London and Carlisle, and their connection with the West of Scotland and North of Ireland ; and the projects submitted to them were three, viz., the West Coast, or Morecombe Bay scheme, and the Kendal and Lune Lines, having a line from Carlisle to Penrith in common ; the West Coast was at once rejected, and of the two intended lines preference was given to the Lune and Penrith Line, over the Kendal ; the mechanical superiority was with the Kendal Line ; the statistics equal with the exception of the Lune Line, which left out Kendal ; this omission has been, by a re-survey, supplied by the line of the Lancaster and Carlisle, recently executed, which was formed out of the Lune and Penrith Lines ; since that period a great portion of the country occupied by the proposed West Coast, or Cumberland scheme of crossing Morecombe, has been supplied by the passing of the Cockermouth and Workington, Furness, Whitehaven and Furness Junction, and Kendal and Windermere Lines, leaving only the crossing of Morecombe Bay incomplete ; this portion being a distance of 10 miles, and it was proposed to be embanked by the action of the ocean tide, a platform of timber to be erected on four rows of piles, 4 feet 8 inches apart, and the Bay, or distance between each pile, 21 feet ; and, by throwing stones from an embankment, assist the natural deposit of the sea, which was calculated at about 6,000,000 cubic yards in three years, and to cost about £450,000 ; and the quantity of land reclaimed was supposed to pay for the cost of the line.

The delayed plans of the East Coast party were not ready until December, 1838. Mr. George Stephenson, the Father of the Locomotive, examined in 1836 a line between Edinburgh and Dunbar. In noticing the system of railways on the East Coast, from the difficult passage of the Tyne (now being carried into effect by Robert, the son of George Stephenson, who possesses a name of equal celebrity with his illustrious

father) it naturally divides itself into two sections, North and South of the Tyne. Mr. George Stephenson left out altogether that portion South of the Tyne, and, naturally, from previous impressions advocated the East Coast Line, and said "no line can be found equal to the one on the East Coast, both as regards gradient, expense, and population," and, further, gives the distance by the Coast Line from Newcastle to Glasgow, through Edinburgh, 163 miles ; and, to Edinburgh, 117 miles.

The opposing schemes at the time were the Midland Line, by Carter Fell, promoted by the Directors of the Newcastle and Carlisle Company, and the report of their engineer, Mr. Blackmore (whose loss, I am sorry to say, society has now to deplore, his death occurring under the melancholy effect of an accident), and who, like Mr. Stephenson, had his bias, but in favour of the Inland Line, which made use of the Carlisle 21 miles, to Hexham ; then up North Tyne for 37 miles, with gradients of 14 to 20, averaging 17 feet per mile, and tunnel $1\frac{1}{2}$ mile, at a point called Note-of-the-Gate, through clayslate and greywhacke of not dense character ; thence by Reed-water on the West Bank, for 10 miles, whence it curved to the North-west, keeping South of Denholme, and thence to the Teviot River, which it crossed near Teviot Bank, 4 miles East of Hawick ; at this point the valley is only 300 yards wide, and, from the proposed crossing at Abbotsford, a line to Glasgow might have diverged up the vale of Tweed, close to Inverleithen and Peebles, thence near to Biggar, to the South of Lanark, and on to Hamilton and Glasgow ; a distance from Abbotsford to Glasgow of $68\frac{1}{2}$ miles, and from Abbotsford to Peebles of 17 miles ; the country rising at the rate of 10 feet per mile, and probably equally favourable onward to Glasgow. The distance from Newcastle to Hexham is $20\frac{1}{2}$ miles ; from Hexham to Edinburgh, 96 miles ; total, $116\frac{1}{2}$ miles ; and Newcastle to Glasgow 152 miles. This was called the Inland

Line, by Hexham, to distinguish it from the Midland Line of Mr. Joshua Richardson, C. E., which had a tunnel under the Carter, said requiring to be of 8 or 9 miles long, and an embankment crossing the Jed 7 furlongs 210 feet in height; one also of 80 furlongs 146 feet over the Teviot. Mr. Richardson surveyed and levelled however only 36 miles. The line of Mr. Blackmore differed for 80 miles of its length from that of Mr. Richardson. With reference to the East Coast, Mr. Blackmore says, "running near the sea it can have scarcely any coal, or other minerals and goods carried upon it; the steam-boats and other vessels will be formidable rivals in the conveyance of passengers and merchandize to the intermediate places," and "the interior of the county could only be benefitted by making numerous branches, amounting in length, to nearly the same number of miles as the main line itself.

Mr. Remington also reported on a line from Newcastle over the Town Moor, by Horton Grange, West of Morpeth Church, and East of Longhorsley, crossing the Coquet near Weldon Bridge, and East of Long Framlington to Rimside Moor, and by Wooler Water to Wooler, and thence by the valley of the Beaumont Water, and to Edinburgh by Dalkeith.

South of Newcastle, to Darlington, was reported upon by W. A. Brookes, C. E. (now Engineer to the Newcastle Corporate Body) Thomas Storey, C. E., N. Wood, C. E., and T. E. Harrison, C. E.; and the point in the valley of Thristlington at Rudd's Hill was a fixed point on all hands, or the lowest pass of the district; and the schemes were the Northern Union Railway and the North Junction Line; one scheme was from Thristlington to the Durham Junction Line, 10 miles, and the 4 miles along it, and a new line of 5 miles joining the latter and the Brandling Junction Line, from Thristlington to Newcastle, being a total of 22 miles 27 chains of new line;

the other scheme was little different, and the arrangement eventually adopted by the Newcastle and Darlington was nearly as above described. The Northern portion, or East Coast Line of Mr. Stephenson, was adopted, except the passing through the town of Newcastle. He started at Newcastle, on the Town Moor, and joined the Newcastle and Carlisle by a line nearly by Thornton Street and Bath Lane ; the route adopted is by junction with the North Shields line, 2 miles East of Newcastle, proceeding Northward until it joins Mr. Stephenson's proposed line at Cramlington. This line afterwards was opposed by Lord Howick, who started, in self-preservation, the Northumberland Atmospheric scheme, now abandoned, to protect the privacy of the grounds of Howick, the original Eastern Line passing between the house and the sea. His Lordship succeeded in altering the course of the line to the rear of his property. The above detail is given as a means of understanding the present position of parties. The distance from London to Glasgow by the Caledonian on the West Coast, and by the North British on the East, and their continuous lines, not materially differing, and the Hawick Branch of the North British in all probability will not be allowed to remain where it now terminates, although at present the position of the "Newcastle, Edinburgh, and Direct Glasgow" project, which proposes to connect Jedburgh with Newcastle, by way of Carter Bar, is far from flourishing, the directors threatening defaulting shareholders. This good, however, has resulted ; the Newcastle and Carlisle were induced to supply the North Tyne with a branch on their being threatened with a line in that direction by the Newcastle and Edinburgh Direct Glasgow Company. The Team Valley Line being now conceded to the York and Newcastle, nothing but a miracle can prevent the connection with Hawick and the Southern Lines. I have no doubt the fight of the session of 1848 will be for the possession of this

territory ; the rejection of the Carlisle Extension of the North British, after the concession of the principle of competition, in the case of the Caledonian and Glasgow, Dumfries, and Carlisle Lines, on the West of England, looks much like a case of special injustice ; and, if a county should become isolated from all railways, it will have to thank Parliament for their want of uniformity of action, as merit does not on all occasions, as a matter of course, attach to the schemes sanctioned ; in fact, the production of a new scheme is almost now rendered hopeless, in consequence of the any or no decision of the Committee to which it might be referred ; and projectors are mulcted of their skill and labour (often their only capital) without the least compensation, and coolly told they are a set of schemers, and were previously aware of the risk of obtaining Parliamentary sanction. The jealousy of external influence will not allow the decision on merits to be taken out of the hands of Parliament, and transferred to some other tribunal equally competent and more certain in its decision.

The following are the amalgamations, sales, and grouping of the Scottish Railway interest itself. The Caledonian, in combination with the London and North Western, and Lancaster and Carlisle have extended their influence in the North as far as Aberdeen, and the system may be divided into :—

- 1st. Caledonian interest.
 - 2d. Glasgow and Greenock, or Glasgow and South Western of Scotland.
 3. Edinburgh and Glasgow.
 4. Aberdeen, also imbued with London and North-western counsel.
 5. North British, under the mesmeric influence of the Majesty of Rails, including the Edinburgh and Northern.
- Subsidiary to these, but in the combination enumerated above, are the amalgamations of the Monkland and Kirkin-tilloch, Ballochney and Slamannan, the Dundee, Newtyle,

Newtyle and Couper Angus, Newtyle and Glammis; also, Edinburgh and Glasgow, and Edinburgh, Leith, and Newhaven; the Glasgow, Paisley, Kilmarnock, and Ayr; Glasgow and Belfast Union; Kilmarnock and Troon; and Glasgow, Paisley, and Greenock.

To recapitulate, Firstly, the Caledonian consists of about $239\frac{1}{4}$ miles, and a capital of £5,327,544, with borrowing power to the extent of £1,766,962, and contain the following lines:—Caledonian, proper; Wishaw and Coltness; Glasgow, Garnkirk, and Coatbridge; Scottish Central; Clydesdale Junction; Glasgow, Paisley, and Greenock; Glasgow, Barrhead, and Neilston, and Extensions; Glasgow, Strathaven, and Leshmahagow; General Terminus and Glasgow Harbour; Dundee and Perth; Pollock and Govan; Wilsontown, Morningside, and Coltness; Monkland, and Kirkintilloch; and Ballochney and Slamannan.

Secondly, the Aberdeen, proper, and Great North of Scotland and its Eastern Extension; Arbroath and Forfar; Dundee; Newtyle and Couper Angus; and Glammis, Dundee, and Arbroath. Capital, £3,180,000; loans, £1,030,000.

Thirdly, the Glasgow and South Western, including the Glasgow, Paisley, Kilmarnock, and Ayr; Glasgow; Belfast Union; Glasgow, Paisley, and Greenock; and Ardrossan.

Fourthly, the Edinburgh and Glasgow; and Edinburgh, Leith, and Newhaven; Glasgow, Airdrie, and Monkland Junction; and Stirlingshire Midland Junction. A union was contemplated for an amalgamation with the Union Canal (established in 1822), and after an arduous contest is at present in abeyance. Capital, £4,100,000; loans, £1,400,000.

Fifthly, the North British, Edinburgh, and Hawick, and Edinburgh and Northern lines, and proposed Edinburgh and Perth, now rejected by Parliament.

The phantom of diversity of gauge exhibited itself on the Arbroath and Forfar Line, and Dundee and Arbroath

Line, they being constructed of a width of 5 feet 6 in. and the Wishaw and Coltness, one of the Lanarkshire Lines, of 4 feet 6 inches; uniformity is now established, and the gauge of Scotland fixed at 4 feet 8½ inches, the English gauge is also 4 feet 8½ inches, with certain exceptions of a 7 feet gauge, extending 12¼ miles, and a Hybrid, or mingled one of both gauges combined. The Irish being 5 feet 3 in.

The railways in operation are the North British, Edinburgh and Glasgow, Ayrshire Lines, Dundee and Perth, Dundee and Arbroath, Arbroath and Forfar, with some minor undertakings. Previously to the sanction of the Edinburgh and Glasgow, in 1838, and from the passing the first Railway Act for Scotland, there have been passed twenty-nine acts, three of which have lapsed, viz., the Berwick and Kelso, passed 1811; the West Lothian, 1825; and the Rutherglen and Wellshot, Lanarkshire, 1831; which, however, were very minor affairs; but, from 1811 to 1832, territorial influence was more powerful than now. In referring to the number of petitions presented for Railways, previous to the opening of the Edinburgh and Glasgow, and those passed by Parliament, I find that in 1827, the number of petitions presented for railways was nine, out of which six were passed and three rejected, or not passed. I have no record of the rejection or otherwise between 1801 and 1827, only the number of acts which received the Royal Assent in each session, viz., in 1801, one, the Surrey Iron Railway; 1802, two; 1803, one; 1804, one; a lapse until 1808, one; 1809, two; 1810, one; 1811, three; 1812, two; 1814, one; 1815, one; 1816, one; 1817, one; 1818, one; 1819, one; 1820, none; 1821, one; 1822, none; 1823, one; 1824, two; 1825, five; and 1826, six; all of which were, with, I believe, only two exceptions (Peak Forest and Penrhyngaaur) successfully carried out. To return to the petitions presented, and the number of acts passed in each consecutive year, from the above period. In 1827, the

petitions were nine, and acts passed ; 1828, thirteen petitions, eleven passed ; 1829, ten and nine ; 1830, thirteen, and eight ; 1831, nine passed ; 1832, twelve petitions and eight passed ; 1833, fifteen and eleven ; 1834, eighteen and fourteen ; 1835, twenty-two and eighteen ; 1836, fifty-seven and thirty-five ; 1837, eighty-two and forty-two ; 1838, twenty-five, and sixteen ; 1839, twenty-five, and twenty-six ; 1840, thirty-one, and twenty-four ; 1841, twenty-five, and nineteen ; 1842, twenty-seven, and twenty-two ; 1843, thirty-four, and twenty-four ; 1844, seventy-one, and forty-eight ; 1845, two hundred and twenty-five, and one hundred and twenty ; 1846, five hundred and seventy-eight petitions, and two hundred and seventy-two acts were obtained, with capital amounting to £90,540,938 in shares, and power to borrow £38,688,829 ; of those registered three hundred and eighty-six were read a first time, three hundred and seventy read a second time, of one hundred and thirty there was no report, forty-three suspended proceedings, fourteen were withdrawn by consent of the promoters ; the number of schemes provisionally registered during the year 1845, amounted to one thousand one hundred and eighteen schemes ! The fate in Parliament of the registered projects of 1845, were as follow : unsupported, twenty-eight ; dropped, three ; postponed, ten ; lost on standing orders, fourteen ; considered, 3 ; rejected, twenty-three.

Let us now refer to the total number of miles executed and sanctioned in each year, and the previous means of communication of the country, and the portion of the country as yet destitute of railway communication (now really destitute in every sense of the word), it appears, that, although upwards of ten thousand miles of railway are authorised in the United Kingdom, and upwards of three thousand miles opened to 1844, there are twenty counties in England, and five in Wales, without railways. The number of miles of turnpike road in 1823, was 24,531, with a debt of £5,200,000, and a

revenue or income of £1,214,716; the difference in principle between railways and turnpikes being, that the latter are not matters of private interest, any increase of revenue being applied in reduction of the tolls. The internal artificial water communication, or canals of England, which may be called the precursors of railways as matters of joint-stock enterprise, had their origin in 1758, and with them also their Stephenson of the day, the celebrated Brindley, who when asked the use of rivers contemptuously by an opponent, replied, "to feed canals." The number of miles of canal, and their revenue, exclusive of those under five miles long, was as follows: their number being about eighty incorporations, with a revenue of about £800,000, after deducting expenses, which amounted to about £80 per mile.

The Railways from January 1, 1826, to January. 1829, expended a capital of £57,788,440, of which £41,610,814 was raised by capital in shares; and in 1846, the share capital paid up amounted to £69,000,000, and the profits of 39 companies or lines were stated to be at the following rate per cent. :—Twelve to pay 5 per cent. ; Fourteen, $5\frac{1}{2}$ per cent. ; Six, 8 per cent. ; and Seven, between 9 and 10 per cent. Some of the incorporations have become very powerful by consolidation, as the Manchester and Leeds, 357 miles, with £10,541,000 capital; 172 miles opened. The Great Western, with 850 miles of projects, of which 353 miles are executed; and with a proportionate capital. The Midland, with 312 miles opened out of 520 miles of projects. London and North Western, 403 miles opened out of 929 miles. South Eastern, with 106 miles opened out of 265 miles. Eastern Counties, with 186 miles opened out of 363 miles. York and North Midland, 163 miles opened out of 307 miles.

The system of turnpike roads itself is of comparatively recent origin, taking as an example the county of Northumberland. There are 479 miles, with an annual income of

£18,311, divided into Thirteen Trusts; and from January 1, to December 31, 1834, their debt was £116,599; and revenue received from tolls, £16,143; the total income being £24,376; and expenditure, £23,050; and the date of their Acts of incorporation are as follows:—The first, 1746, from Cow Causey to Buckton Burn; 1773, from Summer Rods, Hexham, to Alston; from Elsdon High Cross, on North East of River Reed, through Over Acres, 1776; from Gateshead to Dilston Bar and Ryton, 1777; three in 1778, 1792, and 1793; two in 1794 and 1799; two in 1807, 1808, 1810, and 1814; two in 1815; and two in 1821 and 1824.

The geological features of Scotland may be briefly described by dividing it into three districts; the line of the English border being the Southern limit, and two hypothetical lines, nearly parallel; the one from Stonehaven, through Dunkeld, to the centre of the Isle of Bute; and the Mull of Cantire is the Southern boundary of the primitive termination.

The second line, from St. Abb's Head, Berwickshire, through Peebles, Sanquhar, and New Cumnock, to the South of Govan, on the West Coast; the portion included between these two lines comprehends the old red sandstone and central mineral basin, and, South of this second line, to the border, contains old greywhacke, or the Cumbrian system of geology. Copper-ore has been obtained at Ardmillan, in Ayrshire, also at Caithness, Perthshire, Berwick, and Edinburgh, but in insufficient quantities to repay the working; and lead is obtained in Argyle, Lanark, and Dumfries, at the latter place in considerable quantity; gold has been obtained in Dumfriesshire. Sir Bevis Bulmer, Master of the Mint to Queen Elizabeth, collected, it is said, £100,000. It is generally found at the bottom of the glens, of a granulated form, disseminated amongst rocks, and mixed with sand and gravel; within the last seven years pieces of 90 to 60 grains weight

have been found. Antimony was discovered in greywhacke, at Glendinning, and worked for five years, from 1793, and produced 100 tons of regulus of antimony. This is the only mine known in Britain. Coal is abundant in Lanark and Edinburgh Shires, and is found at Fife, Renfrew, Dunbarton, Stirling, Lanark, Ayr, Linlithgow, Dumfries, Haddington, Clackmannan, Peebles, Sutherland, Roxborough, and Kinross. Lime, of various kinds, principally the Mountain, is worked at Lanark, Renfrew, Aberdeen, Stirling, Dunbarton, Ayr, Fife, Linlithgow, Banff, Dumfries, Inverness, Forfar, Ross, Bute, Kincardine, Berwick, Sutherland, Haddington, Roxburgh, and Elgin. A mine of silver was formerly opened in the Ochils, but now it only furnishes cobalt; and amongst the minerals found in Scotland, are bismouth, manganese, wolfran (a new one), plumbago, and zinc. Whether gems or precious stones, properly so called, are found in Scotland, is yet dubious. However this may be, sapphires are found in various places from a deep red to a transparent white, and the topaz is found in many of the Highland mountains, particularly in the Cairngorm and Goatfell in the Island of Arran. The ruby and hyacinth, of small size and inferior lustre, are found near Ely, in Fifeshire, and emeralds and amethysts in several places, the latter especially in the mountain of Lochnagaraid, in Aberdeenshire. Jasper is found in various parts, as also black and statuary marble, and agates, garnets, and cornelians are abundant, and even Mercury is not unknown.

To descend to the less glaring, but not not less profitable, source of the wealth of Scotland. It is supposed that the largest untouched field of coal in Europe exists in Scotland, in that singular tract of barren country in Carluke and Cum-busnethan parishes, on the North of the Clyde. The coals of Scotland are of great variety as the stone, parrot, cannell, &c. and are very superior for gas purposes. Aberdeen granite, the quarry of Craiglieth, the Arbroath and Caithness paving

and flagging, testify to a few of the resources already partially developed, as does also the celebrated black band ironstone. From January to April, 1847, 96,210 tons of iron were exported from the Clyde, which has now become the first-class iron ship building port of the United Kingdom, whilst, in 1831, the product from the twenty-nine furnaces of Scotland, was only 75,300 tons. The principal smelting establishments are on the Clyde and at Muirkirk, in Ayrshire, although the celebrated Carron Works are on the Forth.

Acts of Parliament are divided into two classes, "Public General Acts," and "Local and Personal," declared public, and to be judicially noticed; of the latter class, are the Special Railway Acts; of which, including session of 1846, one hundred and thirty-one have been passed relating to Scottish Railways; fifty-four relating to Ireland; and a grand total of about nine hundred and fifty, relating to the United Kingdom; of those having reference to Scotland, the following have lapsed, from various causes;—Berwick to Kelso, passed 1811; Rutherglen to Well-shot, passed 1831; which have, however, been replaced by other lines.

The first Public General Act, relating to railways, was passed 1831, and entitled "An Act to provide for the Conveyance of the Mails by Railway," 1st and 2d Vic. cap. 98; since which period there are several others relating to conveyance of troops, the provision of cheap trains, to consolidate clauses inserted in acts authorising the taking of land for undertakings of a public nature; the years and chapters of which are as follow:—Acts 1st and 2d Vic. cap. 98; 2d and 3d Vic. cap. 45; 3d and 4th Vic. cap. 97; 5th and 6th Vic. caps. 55 and 79; 7th and 8th Vic. caps. 84, 85, 87, 110; 8th and 9th Vic. caps. 16, 96, 17, 20, 33; 9th and 10th Vic. caps. 57, 28, 20, 105, 93, 106.

These acts are, as circumstances admit, incorporated by a special clause into the Special Railway Act. The Local and

Special Acts of each railway vary in almost every particular. The usual clauses are the division into shares and amount of capital, amount of subscriptions, when subscribed, its application, powers relative to loans, bonds, or mortgages, interest thereon and its recovery, repayment, identification of shares, their transfer and acquisition of property therein, by marriage and consanguinity, the regulation and choice of directors, the newspapers in which notices of intended meeting are to be published, the regulation of the amount of each call, and the period during which the compulsory powers of each act may be exercised, and when, from the progress of time, the act lapses, or is of no avail without the further aid of Parliament. The regulation of the voting by proxy, or otherwise; forfeitures of shares, and compelling payment of calls when due.

The clauses of some of the Scottish Railway Acts exhibit the national character of due caution, as for example,—the Ballochney, Garnkirk, and Glasgow, Dundee and Newtyle, and North British expressly by clause limit the liability of shareholder to the amount of stock or subscription; other clauses also may be noticed, as forfeiture of shares being indemnity for calls afterwards, but not before that event; directors disqualified on being bankrupts; proprietors of ten shares to have free access to accounts; officer of company to account to persons appointed by the company, and a proprietor other than a director may preside at meetings; previous notice of calls by advertisement for periods of thirty to fourteen days; also, vacancies in board only to be filled up by the directors temporarily until annual meeting; and that the fences shall be made on land of proprietor of lands adjoining; variation of toll to be restricted to once in three years, and in case of dispute, the sheriff may decide; and also making provision for leasing the rates for periods; and notices of law proceedings by serving the clerk or a director.

The Railway interest has to thank Scotland for the

amelioration of the passenger tax to five per cent. on receipts, as also the expediency of companies compounding whilst the tax was variable, depending on the number of passengers. The composition paid by Scotch companies, from October, 1832, to April, 1839, was £1882 18s. 4d., whilst the amount payable would have been £10,562 15s. 4½d., this tax would on the fare of the Glasgow and Greenock company have amounted to 24 per cent.; the proportionate ratio of the three classes of passengers in Scotland are first 7·37, second 58·0, third 0·34.

1845, there were 2,118 miles of railway opened in the United Kingdom, which conveyed upwards of thirty millions of passengers; whilst in 1840, there were only 1,300 miles, which conveyed twelve millions; the receipts being £3,000 per mile in 1845, of which the working expences amounted to 42 per cent.; the receipts from goods was 37 per cent., and from passengers 63 per cent. The mean distance travelled for all classes was 12 miles, and the average distance of the three classes as follows:—First, 26 miles; second, 13; third, 11; and the numbers of each were as follows:—16·50, 43·50, and 40; and the receipts in money 40·14, 42·16, and 16·10.

Scotland has done infinite service in proving the case of agricultural districts being remunerative, as on the Dundee and Arbroath line; also, of the improvements in the value of land intersected by railways, as it was proved on the Edinburgh and Glasgow line, that land in the vicinity increased in value from 5s. to 40s. per acre.

The atmospheric system of propulsion was projected during the period of 1845, between Edinburgh and Leith, but it never has had a trial in Scotland. The lines reported upon by the late Board of Trade are noticed in their reports on Scotland.

Railways are now under commissioners specially appointed, viz.:—The Right Hon. Edward Strutt, M.P., Chief Commissioner; the Right Hon. Earl Grenville, Sir Edward Ryan,

Capt. E. R. Brandreth, R.N. ; Capt. H. D. Harness, R.E., Secretary ; Office, 29, Great George Street ; Capt. Codrington, Inspector General of Railways ; Capt. Simms, Assistant ; Capt. O'Brian, Assistant, Ireland. The groups formed by the Committee of Classification in the session of 1847, relating to Scotland, were numbered from 44 to 51 inclusive, and related principally to amendments of existing lines, and new undertakings, under the patronage of existing interests, and which are as follows :—12 miles, East Lothian Central, under North British ; Kilmarnock and Ayr Direct, now withdrawn ; 6 miles, Ayrshire and Galloway, under Glasgow, Dumfries, and Carlisle.

The principal contest of the session being between the Caledonian and North British is already decided in favour of the Caledonian ; trusting that the same good feeling may prevail as did on the partition amicably of the Peebles district, may yet be exercised on the western side of the country. The existing companies in Parliament in the session of 1847, will probably recommence at the point they had obtained at the close of the session in the following Parliament of 1848.

The Scottish Midland has applications for 22 miles of line, viz., a branch to Lawrence Kirk ; the Aberdeen a branch to Brechin ; the Dundee and Perth branches about 9 miles, to Inchmichael, Polgavie, and Inchtute ; Caledonian about 50 miles, to Wilson Town, Fauldhouse, Biggar, and Broughton ; Glasgow, Paisley, Kilmarnock, and Ayr, branches about 70 miles, only two of which extend to the length of 14 miles. The other lines before Parliament, of minor degree, are, Dundee and Newtyle, Strath Tay and Breadalbane, Edinburgh and Northern, Edinburgh and Perth, East of Fife, North British, Edinburgh, Leith, and Granton, East Lothian Central, Airdrie and Bathgate, Edinburgh and Bathgate, General Terminus and Glasgow Harbour, Glasgow, Airdrie, and

Monkland, Glasgow Southern Terminal, and yet even these are under the control and sanction of the major undertakings, and no doubt the London and North Western are in possession of the key of the whole of Scotland, and its partition is complete, and any future railway can only reach the doors of Parliament with the sanction of the existing heptarchy. The following decisions of the committees on merits which were adverse to the further progress of the undertakings, or the voluntary withdrawal of the schemes by their promoters, has already taken place, and thereby diminished the goodly array of group 44 to 51, as follows:—Arbroath and Forfar and Scottish Midland connecting; Wilson Town, Morningside, and Coltness (branches to Benhar); Caledonian lease of part of Glasgow, Dumfries, and Carlisle; Edinburgh and Glasgow amendment and purchases, and amalgamation with the Monkland and Kirkintilloch lines; Glasgow, Paisley, Kilmarnock, and Ayr, No. 2; Extension No. 2 of North British and Caledonian Branches to Dalmakeddar, from Canobie to Langholm, and from Milton to Springfield. The following lines have suspended proceedings, under the resolution of the house passed June 10, 1847:—

Scottish Midland, Amendment and Branch.

Strathtay and Bredalbane.

Airdrie and Bathgate Junction.

And the following Acts have received the Royal Assent:—

Aberdeen Branch Deviation, R.A. July 9, 1847.

Aberdeen and Great North of Scotland, R.A. July 9, 1847.

Caledonian Branch, No. 4, to Canobie, R.A. July 9, 1847.

Caledonian and Dumbartonshire Junction, deviation between Duntochter and Bowling, R.A. July 2, 1847.

Caledonian (Garnkirk Branch to Glasgow), R.A. July 2, 1847.

Caledonian, and Glasgow, Paisley, and Greenock amalgamated, R.A. July 9, 1847.

Dundee and Newtyle, widen, &c., R.A. July 2, 1847.

Dundee and Perth, alteration and Branch, R.A. July 2, 1847.

East Lothian Central, R.A. July 9, 1847.

Edinburgh and Northern, Burntisland Pier, R.A. July 9, 1847.

Edinburgh, Leith, and Granton (Leith extension), R.A. July 9, 1847.

Edinburgh, Leith and Granton Junction, R.A. July 9, 1847.

Glasgow, Dumfries, and Carlisle, and Glasgow, Paisley, Kilmarnock, and Ayr, No. 2 and No. 4, R.A. July 9, 1847.

General Terminus and Glasgow Harbour Branch to Caledonia, R.A. July 2, 1847.

Glasgow, Barrhead, and Neilston, and Glasgow Southern Terminal, R.A. July 2, 1847.

Glasgow, Kilmarnock, and Ardrossan, deviation and amendment, R.A. July 2, 1847.

Glasgow, Barrhead, and Neilston, amendment, R.A. July 2, 1847.

Glasgow, Paisley, and Greenock Branch to Caledonian, and diversion of Canal, R.A. July 9, 1847.

Glasgow, Paisley, Kilmarnock, and Ayr, No. 1, No. 2, and No. 4, R.A. July 9, 1817.

North British, No. 1, R.A. July 9, 1847.

And those following have had their preambles proved in the House of Lords :—

Edinburgh and Northern, Improvement of Ferry.

Ditto, Burntisland to Dunfermline.

Glasgow, Airdrie, and Monkland Junction.

Caledonian, Edinburgh Station

The Bill of the Government for a public general Act, now withdrawn, is stated by the chairmen of the following companies :—York and Berwick, London and North Western, Great Western, Great Northern, Caledonian, South Eastern, South Western, Manchester and Leeds, by a joint circular, “to endanger the security and to depreciate the value of railway property, while at the same time it interfered with that freedom of action which is indispensable to the efficient management of Railways.”

The atmospheric system of propulsion dates as far back as 1810, when it was proposed by Medhurst to have a tunnel all the way, with carriages inside the tube. In 1836, Messrs. Clegg and Samuda tried the system of a longitudinal valve, at Wormwood Crubbs, and which is the plan adopted on the Dublin and Dalkey and South Devon lines. The French

have altered the form of valve, which was done by M. Hallette, of Aras, and his plan is to have two longitudinal cylinders filled with air to act like a pair of lips. Mr. James Pilbrow, C. E., has proposed another plan, which is without any opening valve, but at intervals sheaves are let into the sides of the tubes, and a rack is extended to each pair of sheaves, which are placed horizontally, and, as the piston which carries the rack proceeds along the inside of the tube, the rack, as it leaves one sheave, reaches another at the opposite end of it, at one and the same period of time, and so the process is repeated to the end of the tube. Various plans are proposed for the exhaustion of the tube, as pumping, condensing the air by steam, filling and emptying vessels with water; and "Naysmith," of steam-hammer notoriety, proposed condensation as a means of exhausting the tube, and the use of water power for pumping the air out of the tube has been proposed, and in some countries, as Scotland, whose internal lochs offer an almost inexhaustible supply of that cheapest of motive powers, water, hold out great inducements for the attempt with every probability of success. The London and Croydon Company have abandoned this means of propulsion, and the Dublin and Dalkey line, in Ireland, and South Devon, are the only lines which use the atmospheric traction.

The electric telegraph is at present in use to the extent of two thousand three hundred and twenty-six miles, of which 250 are on the Midland, 169 on Eastern Counties, and 124 on South Eastern; it is made up to the first-named extent by being used for distances of comparative shortness on Great Western, South Western, York and North Midland, Norfolk, York and Newcastle, London and Croydon, London and North Western (for 54 miles, namely, Wolverton to Peterborough), London and Blackwall, Sheffield and Manchester, Preston and Wyre, South Devon, Eastern Union, North

British, and Newcastle and Berwick. Eight of the above companies use it exclusively, others let it to the public, and it is made a source of profit directly as well as indirectly, in keeping down the amount of working stock. It was first used on the Great Western Railway, and it has been found effective even under water, and it is contemplated to use the surface of the water itself as one communicator, and to lay wires under the sea, and establish an "Oceanic Telegraph." The inventors are Messrs. Cooke and Wheatstone; and there are other improvements and additional discoveries, as, for instance, the "Printing Telegraph." The plan is insulated wires under the action of a galvanic current, and, at each station, attached to magnetic needles; on the circuit, being unconnected, the needles oscilate simultaneously, and, by repeating the process, *ad infinitum*, it also is capable of ringing a bell to attract the attention of the observer. The rate of transmission is about 80 miles a minute, and the press use it in combination with cypher writing. Had railways not preceded this discovery, and made the acquisition of a roadway for the wires, it might have lain dormant for years, and John Tawell have yet lived. The following is an account of former Telegraphs, and shewing also the misfortune of being intelligent before the world's own time:—At the meeting of the British Association, at Newcastle-upon-Tyne, 1838, in the section G, Mechanical, a paper was read by the secretary on Mr. Joseph Garnett's improved two arm Telegraph, illustrated by a model and drawings, and it is stated in the local papers at the time, that no discussion followed the reading of this paper; and from a paper attached, we learn that Mr. Joseph Garnett, of Newcastle-on-Tyne, invented this Telegraph, September, 1794, and in October, submitted it to the then Master-General of the Ordnance. Two papers on this subject were read October 13th, and November 10th, before the Literary and Philosophical Society, of Newcastle, explaining the plan. In April, 1796, they

were sent to the Royal Society, who returned them July 9, without remark. In 1820, the model was exhibited at the Society of Arts, as also a memorial, where it remained until November 30, 1820, and the secretary addressed to the inventor the following note :—"The committee have reported that in consequence of the death of Sir H. Popham, and the length of time that has elapsed since the reward given to Sir H. P., and the transmission of your counter claim, they recommend to the society not to enter into any further examination of the subject." The article "Telegraph," in the popular Encyclopedia, states the Admiralty adopted Lord George Murray's Telegraph, 1795, which continued in use 20 years. In 1816, Sir Home Popham proposed a Telegraph, being nothing more than two moveable arms on separate pivots, on the same mast. The simple adhesion of the impress of a Queen's visage, and the adoption of a paper currency to the amount of one penny, has produced a wonderful revolution in official habits, and been productive of immense moral and social benefit, and been rewarded with a public testimonial of considerable amount. Mr. Rowland Hill had too many proofs of his invention to allow it being filched from him.

The early history of the Steam Engine appears as follows : The first, the Marquis of Worcester, in 1663, and who patented his invention 1692. The next improver was Capt. Savary, who discovered the condensation of steam, and which has been attempted to be claimed as a French discovery, by a Dr. Papin, a Member of the Royal Society at the period. The next discoverer was Newcoman, of Cornwall, who applied the power of the atmosphere one way, with open topped cylinders, this was in 1712. In 1759, Dr. Robinson, when a student at Glasgow, is said to have suggested to Watt the idea of the separate plan of condensation, and his patent is dated 1769, and the firm of Bolton and Watt commenced business in 1775.

The prototype of incorporated companies is certainly the privileges granted direct from the Sovereign to the different towns of the country, and the earliest may be taken in the reign of King John, as Hartlepool, A. D. 1200, in the 2nd year of his reign, the town being governed by bailiffs until about 1315, when mayors were elected; and it was not until the reign of Elizabeth, 1593, that a charter of incorporation, with the use of a common seal, became general.

W. Gray, in his survey of Newcastle-on-Tyne, printed at Newcastle, by S. B., 1649, is one of the earliest writers that notice railways, and in his introduction, says, "Lastly, we live in an age that mechanicks will presume to step into Moses' chaire, and become polititians to contradict and controle whatsoever is acted and done according to the laws divine and humane." What would Mr. Gray have thought had he lived now, when he writes thus at a time previous to the Marquis of Worcester and to Watt, whose patent is dated so late as 1769.

The early history of railways is involved in considerable obscurity, although there is little doubt they originated in the county of Northumberland; and from the records of the town of Newcastle, it appears that pack horses were used to convey the coal to the place of shipment up to 1602.

In a work, published at Newcastle, in 1649, by Mr. Gray, called "A Chorographia," a survey of Newcastle-upon-Tyne, the following account of the coal trade is given:—"Some south gentlemen hath, upon great hope of benefit, come into this county to hazard their monies in coale pits. Master Beaumont, a gentleman of great ingenuity and rare parts, adventured into our mines with his £30,000, who brought with him many rare engines, not known then in these parts, as the art to bore with iron rodde, to try the deepnesse and thicknesse of the coale, rare engines to draw the water out of the pits, waggons with one horse to carry down coales from

the pits to the staythes, to the river, &c. ; within a few years he consumed all his money, and rode home upon his light horse." The next account is in 1676, in the *Life of Lord Keeper North*, they are thus described, "the manner of the carriage is by laying rails of timber from the colliery to the river, exactly straight and parallel, and bulky carts are made with firm rollers fitting those rails, whereby the carriage is so easy that one horse will draw down four or five chaldrons of coals, and is an immense benefit to the coal merchants." The succeeding account is from Jaa's *Voyages Metallengiques*, in 1765 :—"When the road has been traced at 6 feet in breadth, and where the declivities are fixed, an excavation is made of the breadth of the said road, more or less deep, according as the levelling of the ground requires. There are afterwards arranged along the whole breadth of this excavation pieces of oak wood, of the thickness of four, five, six, even eight inches square, these are placed across and at the distance of two or three feet from each other, these pieces need only be squared at their extremities, and upon these are fixed other pieces of wood, well squared and sawed, of about six or seven inches breadth, by five in depth, with pegs of wood ; these pieces are placed on each side of the road, along its whole length, they are commonly placed at four feet distance from each other, which forms the interior breadth of the road." Mr. Curr, in his "*Coal Viewer and Engine Builder*," published in 1797, says, "the making and use of iron railroads were the first of my inventions, and were introduced at the Sheffield colliery about 21 years ago."

It is a great misfortune that the able Report of the Gauge Commissioners, recommending uniformity, was not adopted, as, notwithstanding the attempt at a compromise, in restricting the broad gauge to certain districts, there has been another monstrosity, a Hybrid produced, of a mixed gauge, the broad and narrow gauges being both laid on one line ; which, at all

events will much increase the cost of construction, and not, in the opinion of reasonable persons, tend to the greater safety of the lives of her Majesty's liege subjects, and will probably create additional confusion, as regards the separate interest involved, and much more difficult of ultimate arrangement, as there is every probability of the broad gauge reaching Liverpool, Manchester, and Derby, and, if so, will that be the goal of its ambition. The immense sums already squandered on this contention, will have a very prejudicial influence on the remunerative condition of all railways, and will prevent the legitimate reduction of fares that the public have a right to anticipate; and which if not put an end to by the strong arm of power may result in worse consequences, too awful to contemplate, spreading want and destruction to the homes of thousands, who have invested savings of a life of honest industry, and stop for years the progress of the greatest of human achievements.

The period of the system of turnpike roads generally is of comparatively modern date. Tolls were taken in London in 1346, for repairing the highways of St. Martin's and Gray's Inn Lanes and Holborn. Toll gates were erected in 1668; the Metropolis was unpaved until 1544, and Smithfield was so until 1614; Paris was paved in 1184, by order of the King, but many parts remained unpaved in 1640. The early chroniclers state, when Bow Church was unroofed by a gale, four beams, each 26 feet in length, sank so deep in the ground that scarce four feet appeared above the surface, which is taken as proof of an unpaved road at that period; and in 1417, Anderson, quoting an earlier writer, says, "the highway named Holborne, in London, was so deep and miry that many perils and hazards were thereby occasioned, as well to the King's carriage passing that way as to those of his subjects, he, therefore, ordained two vessels, each 20 tons burden, to be employed at his expense, for bringing stones for paving

and mending the same." The high road has had its Stephenson and improver at the hand of an individual named M'Adam, after whom the broken stone is called M'Adamization. The late Sir Henry Parnell (afterwards Lord Congleton) wrote a valuable Treatise on Roads, and the eminent Telford has left his great name associated with the Holyhead and Highland Roadways; and there has been a paving mania, and half London uprooted by experiments upon it in 1837, and 1839. The asphalte was in possession of the field, Claridge's Patent Seyssel Asphalte; also Bastienne Bitumen, the Parisian Bitumen, Scotch Asphaltum; afterwards, in 1838, we have wood occupying its place; 1838, Steads, paving with oak, pine, beach, or any other hard wood, cut into hexagonal, triangular, or square blocks. 1839 produced two more patents; 1840, also three; 1841, numerous others; 1843, also many, and the different inventors sold their patents, and Joint Stock Associations were formed to promote the system, as Steads, the London, the Metropolitan, the General, two of which obtained Special Acts of Parliament. The mechanical talent of the country has also been taxed, and contributed a road Scraping, and afterwards Whitworth's Street Sweeping Machine, which is an endless chain, with brushes attached to a receptacle drawn by two horses, and will sweep 24,000 yards per diem.

The number of miles and receipts for the week ending June 5, 1847, is thus stated in the *Railway Chronicle*:—2,730 miles, and amounted to £190,775, of which £107,864 was passenger traffic; £40,342 goods; and the remainder unapportioned, being an increase of £38,257 over the corresponding week of 1845; the then mileage being 2,292 miles. The different companies thus divide this domain of Joint Stock enterprise, at present productive beyond all experience, London and North Western, 378½ miles open, out of 929 sanctioned; Midland, 329½ miles, out of 547; Eastern Counties, 193½ miles, out of 242; Brighton South Coast, 112 miles, out of 242;

South Western, 127 miles; Manchester and Leeds, 117½ miles, out of 343; South Eastern, 118½ miles, out of 131½; York and Newcastle, 157½ miles, out of 256½; York and North Midland, 162½ miles; Lancaster and Carlisle, 70 miles; Norfolk, 70½ miles; Newcastle and Carlisle, 65 miles; the remainder being for lines of less length than fifty miles. There being 123 miles open in Ireland, and 126 miles in Scotland. The longest integral line sanctioned by Parliament was the Great Northern, 290 miles.

The Acts of the session of 1847, to July 9, sanctioned, have amounted to 136 in number, and 1141 miles of new railway, which, with the total previously sanctioned, will make above 12,000 as the grand total, of which nearly 1,500 relate to Ireland, and 1,215 to the exceptional gauge of 7 feet, leaving 7,300 miles for England and Scotland, for which Parliamentary sanction has been given; and, by referring back it will be seen that there are 2,730 miles out of the 7,300 already in operation, leaving only 4,570 miles to execute; and, as regards the rate of progress up to 1840, in ten years the rate was at 110 miles per annum; and, from 1840 to 1846, the rate of progress has been 270 miles per annum; and now, as the principal summits have been pierced, and an army of navigators and skilful assistants provided, there is also every probability of the works being more easy of execution, and the confidence of the aristocracy in the improveability of their holdings, with intercourse by rail, is a bar to further factious opposition, except from the obstinately obtuse or of mistaken selfishness.

The great pioneers of railways, the internal canals of England, have not suffered so much from the new medium of conveyance as would have been supposed; many have conformed to the change and become railways, others have been leased or amalgamated with the innovators.

The first canal in Great Britain, formed in 1775, was the Sankey Brook, from the river Mersey to St. Helens, Lan-

cashire; their general economy has remained stationary, except trivial improvements as regards passing from one level to another. The canal boat carried about 30 tons, and is tracked by one horse, and navigated by two men and a boy, at the rate of about two miles per hour. The comparative work of horses on the Stockton and Darlington Railway, was, for six days, 12 tons of coals, dragged 87 miles, returning empty; and after the adoption of the plan of allowing the horses to ride, and the carriages to descend by gravity alone in one direction, the useful effect was improved one-third, and the cattle improved in condition.

The following are a few of the canal and railway compacts:—Huddersfield and Manchester Railway and Canal, Gravesend and Rochester, Bridgewater and Taunton, Chard Canal, St. Helen's Canal and Railway, Sheffield and Manchester and Peak Forest Canal, Shropshire Union Railway and Canal, Dudley and Birmingham, Manchester and Lincoln Union, and Chesterfield and Gainsbro' Canal, Manchester, Bolton, and Bury Canal, Manchester and Leeds, Midland and Ashby Canal, Wormgay Navigation, Nottingham and Grantham, Gloucester and Hereford, Leith Navigation, East Riding, Sheffield Canal, Ashton Canal, Rochdale Canal, Ellesmere; the London North Western and Birmingham Canal have also arranged a basis of co-operation, and the Edinburgh and Glasgow also with the Union Canal. The Grand Canal in Ireland has been converted into a line of railway. It does not appear that the traffic of the canals has diminished, but rather in some cases, as between Liverpool and Manchester, it has sensibly increased.

It appears, from the accounts published, that the seven groups of which the lines relating to Scotland were formed into by the Committee of Classification, the first group is referred to in three of the reports of the Railway Commissioners; the second in two; the third and fourth in four; the fifth in five; the sixth and seventh in three; furthermore,

one of the Commissioners' reports refers to three groups, and one to four; and thus, so far, from clearly explaining each group only makes "confusion worse confounded," and the affair is only to be unravelled by a transatlantic lawyer. In looking at the result of the session as regards Scotland, there will be found no new independent undertaking; and on the West side of the Island, competition allowed; and in the central district, competition disallowed; and also the crippling of the Caledonian (the pet line of former sessions) by a piece of retrospective legislation unparalleled in the annals of a civilized state. The only statesman who has dared to look at the railway question boldly is LORD GEORGE BENTINCK; and in reference to railways in Ireland, a bill was brought in by LORD GEORGE BENTINCK, MR. GEORGE HUDSON, and MR. ALDERMAN THOMPSON, viz.:—"To stimulate the prompt and profitable employment of the people, by the encouragement of railways in Ireland." The chief feature of the bill was the raising of £16,000,000 by the issue of exchequer bills, and one of the chief points was that the preamble and clause 17 were of a prospective nature, and the portion wished more particularly to be now noticed is *printed below in Italics*.

PREAMBLE.

"Whereas the speedy construction of Railways in Ireland would be of great public advantage, and would especially tend to improve the condition and to develop the resources of that part of the United Kingdom, and several Acts of Parliament have passed, and *other Acts are likely hereafter to pass for the construction of such Railways.*"

CLAUSE XVII.

"And be it enacted, that any Company authorized, or *which shall be hereafter authorised by Act of Parliament, to make a Railway in Ireland,* or the Directors of such Company, by authority of a general meeting of the Company, may apply to the Commissioners of the Treasury, for a loan under this Act, and any security which shall be given, under

the provisions of this Act, by such Company, or the Directors thereof, for any money advanced, or thereafter to be advanced, not exceeding in the whole the amount authorised to be borrowed by an order of a general meeting of the Company shall be valid and effectual, *notwithstanding any restrictive powers of borrowing contained in the Act or Acts relative to such Company.*"

Compare the above enlightened and enlarged view of the railway question with the contracted and narrow policy of the expiring Parliament, as developed in their resolutions agreed to June 10, 1847, "That no interest shall be paid on calls, except on monies paid in advance," and the bug-bear of a subscription contract again insisted upon, and companies prohibited from assisting new projects; and, further, a sale, lease, or amalgamation, is prohibited until one-half of the capital is paid up; and, in future, no bill is to contain powers of any such character, until the Railway Commissioners are satisfied that by means of shares one-half of the authorised previous capital has been paid; and, in future, no unopened railway is to guarantee another company, and no company, except for the execution of its original line or lines previously sanctioned by Parliament, shall guarantee interest; and that, in future, in amalgamations, the capital of the companies is not to be increased, and on the purchase of one line by another in future, no addition shall be made to the purchasing company's capital.

The above resolution will no doubt be found as effectual as the gauge regulation Act, and meet with the deserved fate of the railway regulation, No. 2. bill of session 1847. The permission to suspend proceeding this session, and to take up a position in the next, without commencing *de novo*, has been little acted upon. The notice was to be given in the Private Bill Office, on the 18th of June, of intention to suspend for the present, and, if the bill was in committee, then within six days of the report of the committee; and in session of 1848,

notice is to be given in the months of October and November, in the usual manner. The House of Lords have also issued proposals with reference to private bills, and state the Committee of the two Houses are composed of persons who have no experience to guide them, sitting only on one case during a session, and arbitrarily dealing with rights according to no known and fixed rule or principle whatever, and acting under no watchful public eye, as in judicial cases, with no individual responsibility, seeing parties at repeated times, and yielding to motives of a private and personal nature; and that the attempt of the two Houses to transact the Private Railway Business proves highly prejudicial to the general political, and legislative business of the country; also that delay, vexation, and unavoidable expense, are the consequence to parties applying for or opposing the different bills; but, nevertheless, it is in a constitutional view inexpedient for Parliament to abdicate its functions, in respect to private legislation, but it is highly expedient to obtain the aid of some other tribunal, without parting with the controul of each House, over each enactment; and that it is expedient to form a Board independent of the High Court of Parliament, except as regards the removal of its members, by a joint address of both Houses, and the Board is proposed to consist of five members, and to appoint two members Masters of Chancery, or Commissioners of Bankruptcy, and, eventually, to be three paid Commissioners, to whom each bill will be referred after it is read a first time; and the proposed court to have powers of Court of Record, as regards oaths, process, and commitments, and may call in the aid of a jury, taken from the special lists for the county of Middlesex, and to be provided with a requisite number of clerks, and registrars, under the superintendence of the Lords Commissioners of the Treasury.

Neither being an admirer of the present Board of Trade or Railway Commission, or the proposal for the erection of a new Board, as proposed by the Lords, composed of Lawyers

with the aid of a jury, or of the wholesale check proposed by Mr. Joseph Hume, of forbidding the raising of any more funds until that already created has been called up, but inclining to the liberal policy of Lord George Bentinck's Irish proposal as regards the future exercise of borrowing powers, and would allow the existing railways to extend their branches under 5 miles, with the consent of the landowner, under the controul of the present Board of Railway Commissioners, of whom Parliament seems as jealous as of the Leviathan Incorporations. The very cost of Parliamentary power prevents the full developement of railways; take the case of say a proposed branch of the Aberdeen, and it being opposed by the Scottish Central, the one would fight with Edinburgh and Glasgow determined warriors, and the other with equally skilful men, marshalled under Caledonian and North Western banners, and the seat of the battle many miles from head-quarters, amidst the quagmire of delay, extending over half the period of the annual revolution of mother earth, which engagement would surely not benefit either party, morally or financially, and would be certain to end with no branch railway.

These remarks are written with the hope that the mantle of Lord George Bentinck may fall on the shoulder of some sturdy Caledonian, who has the weal of his country near his heart, and will apply its superior credit more successfully than was the case with the Hibernian project, and I am fully persuaded no country will receive such benefit as Scotland; when London is placed within sunrise and sunset of Aberdeen, non-resident heritors will gradually diminish, remunerative employment, will add greatly to the comforts of the whole people, even the "maimed and the crippled" will participate, or affection has left the human bosom, and we are indeed changed.

In conclusion, if this compilation should assist in restoring the confidence of the capitalist, I shall be amply repaid, being morally certain that the railway system is sound in itself, as

it is principally the uncertain manner of treating the question that has brought about the present apathetic feeling, and that shares are a description of property as much the legitimate object of trade as property of any other description; and although at present they do not hold out hope of extraordinary profit, yet, as a safe investment, at a fair interest, they offer an eligible means for the employment of the gains of labour. The reduction in the amount of each share, to even £5 or £10, now places shares within the reach of working men, especially as the period and amount of calls are now under more stringent regulation; as regards the Dividend 50s. in three months may only be called, whilst the means of transfer are more simple than that of any other description of property; at the same time railway holdings offer to affluent persons a pleasing employment of the mind in the perusal of the report of the different meetings; or if resident near the works, the development of the traffic, and the progress of the work of construction. Neither is the effect of the beneficial influence of railways confined to the wealthy landowner, but the fuel of the poor is cheapened, and the saving of time offers opportunities to the employed, whose time is another's, of taking a wider circuit round their native locality; the social benefit of the comingling of classes ought not to be overlooked; the Boards of Direction being generally composed of persons of station, affording a means of intercourse between the classes of society wholly or nearly devoid of the asperity of party.

Finally, whether for good or evil, railways are the active incorporations of this century, and there is no doubt will be the means of more employment and greater comfort for the whole body of the people, as they are undoubtedly the greatest of man's achievements, in adding to his useful existence.

THE INCORPORATED

RAILWAY COMPANIES

OF SCOTLAND, &c.

ABERDEEN

(1845, CAP. 158, 8th AND 9th VIC.)

Office—Union Street, Aberdeen.

SECRETARY—G. Keith, Esq.

ENGINEERS—W. Cubitt and A. Gibb, Esqrs.

DIRECTORS.

Thomas Blaikie, Esq.
 John Blaikie, Esq.
 Newell Burnett, Esq.
 Patrick Davidson, Esq.
 James Hadden, Jun., Esq.
 Alexander Jopp, Esq.

Clement Lumsden, Esq.
 Isaac Machray, Esq.
 Alexander Pirie, Jun., Esq.
 Henry Paterson, Esq.
 George Thompson, Jun., Esq.

Length 58 miles. From Aberdeen, and terminating in junction with the Arbroath and Forfar Railway, with branches to Montrose and Brechin. Passes through the counties of Aberdeen and Kincardine. Maximum gradient, 1 in 100; minimum curve, 27 chains. Royal Assent, 31st July, 1845. Estimated nett profit, £54,833 per annum, equal to a dividend of 6 per cent. Meetings, October or November.

Capital.

16,800 Shares, £50 each; £30 paid. Whole Shares.	
Authorised to be raised by Shares	£830,000.
Ditto by loan or mortgage	276,660.

Constitution.

Call, £5, 2 months' interval, or £25 in a year.

Allow 5 per cent. for advances.

Allowed on each Share, 1 Vote ; Quorum of Meeting, 10 Shareholders of £10,000.

Directors' qualification, 20 Shares ; add to 15, or reduce to 7.

Committee, 3 to 5 ; Quorum, majority of either number.

Open to Montrose in Spring of 1847, and 12 months after throughout.

Pay 4 per cent. on Calls after Dec. 20, 1846.

Newspapers, 1 Aberdeen, 1 County of Forfar.

Extra Land, 50 Acres ; Compulsion, 5 ; Completion, 6 years.

AIRDRIE AND BATHGATE.

(1846, CAP. 377, 9th AND 10th VIC.)

Office—Railway Buildings, Glasgow.

SECRETARY—Mr. Nesbit.

DIRECTORS.

James Lindsay Ewing, Esq. (<i>Chairman</i>).	William Brankier, Esq.
William Waddell, Esq.	Andrew Buchannan, Esq.
James Dunlop, Esq.	Robert Addie, Esq.
John Fyfe, Esq.	Robert Miller, Esq.
	John Mann, Esq.

Length, 19 miles, 6 furlongs, 8 chains. From Airdrie, Lanarkshire, to Bathgate, County of Linlithgow, with a Branch from North Rigg to Whitburn, Lanarkshire, also an extension from Whitburn to Blackburn. Maximum gradient, 1 in 100 ; minimum curve, 40 chains. Royal Assent, August 13, 1846. Meetings, February or March, and August or September, at Glasgow.

Capital.

12,000 Shares, £25 each ; £2 10s. paid.

Authorised to be raised by Shares	£300,000.
Ditto by loan or mortgage.....	100,000.

Constitution.

Call, £5, 2 months' interval, interest 4 per cent.

Quorum of Meeting, £15,000; and £10,000 may appoint Judicial Factor.

No. 9; Directors' qualification, 20 Shares; vary 7 to 13; Quorum, 3; of Committee, a majority; No. of 5 to 3.

Newspapers, two in Glasgow.

Leased to the Edinburgh and Glasgow Company, which also hold Shares in the Line.

Extra Land, 30 Acres; Compulsion, 3; Completion, 7 years.

ALFORD VALLEY.

(1846, CAP. 134, 9th AND 10th VIC.)

Office—Union Street, Aberdeen.

SECRETARY—W. Leslie, Esq.

ENGINEERS—W. Cubitt and A. Gibb, Esqrs.

DIRECTORS.

Thomas Blaikie, Esq.
David Blaikie, Esq.
John Blaikie, Esq.
Newell Burnett, Esq.
Patrick Davidson, Esq.
George Thompson, Jun., Esq.
James Hadden, Esq.

Alexander Jopp, Esq.
Clement Lumsden, Esq.
Isaac Machray, Esq.
Alexander Pirie, Jun., Esq.
Henry Paterson, Esq.
David Wyllie, Esq.

Length 16 miles. From Kintare, on the Great North of Scotland, through Kemnay, Chapel of Garioch, Moneymusk, Keig, and Alford, passing through the county of Aberdeen. Royal Assent, July 3, 1846. Meeting, October or November, at Aberdeen.

Capital

2,000 Shares, £50 each.

Authorized to be raised by Shares	£100,000.
Ditto by loan or mortgage	33,383.

Constitution.

Call, £5, 2 months' interval; 4 per cent. interest, and 5 per cent. on advances.

Quorum of Meeting, £5,000.

Voting—1 Share 1 Vote.

No.10 ; Directors' qualification, 10 Shares; vary 15 to 7; Quorum, 5 ; of Committee, 3 to 5 ; Quorum, majority.

Books 31st August balanced, inspected 8 days before and after ordinary meeting.

Extra Land, 10 Acres; Compulsion, 3; Completion, 5 years.

Power to Lease to Great North of Scotland.

ARBROATH AND FORFAR.

1836, CAP. 34, R.A. MAY 19, 6th AND 7th WM. 4.

1840, CAP. 14, R.A. APRIL 8, 3rd AND 4th VIC.

1846, CAP. 78, R.A. JUNE 26, 9th AND 10th VIC.

Principal Office—Arbroath.

SECRETARY—John Macdonald, Esq.

MANAGER AND SUPERINTENDENT—Alexander Allan, Esq.

ENGINEER—Alexander Gibbs, Esq.

DIRECTORS.

W. F. Lindsay Carnegie, Esq, Kinblethmont, by Arbroath (<i>Chairman</i>).	William Andson, Esq., Arbroath.
Patrick Chalmers, Esq., Auldbar, by Brechin.	William Chapel, Esq., Arbroath.
David Louison, Esq., Springfield, Arbroath.	Alexander Mann, Esq., Arbroath.
	William Potter, Esq., Forfar.
	James Scott, Esq., Forfar.
	William Roberts, Esq., Forfar.

Length 15 miles 15 chains. From near Arbroath Harbour to Forfar. Passes through Forfarshire. Ruling gradients, 1 in 200; rise in feet per mile, 30. Royal Assent, 19th May, 1836. Partially opened 3rd September, 1838; throughout 3rd January, 1839. Meetings, June, in Arbroath. Cost per mile, £9,213. Act, 1836, Cap. 34, Shares, £70,000, Loan, £35,000. Act, 1840, cap. 14, Shares, £50,000, Loan, £5,000. Act, 1846, cap. 78, Loan, £40,000.

Capital.

2,800 Shares, £25 each. Whole Shares.
8,200 Shares, £12 10s. each. Half Shares.

Authorised to be raised by Shares	£160,000.
Ditto by loan or mortgage	40,000.
Received to April, 1846	144,535.
Expended to Ditto	142,900.

Cost of Working and Earnings.

Earnings for the year, ending April 15th, 1846	£10,074 15 5
Cost of working for the same period, including interest on borrowed money, &c.....	6,289 4 2
Dividend on whole shares, 15s., or 3 per cent. per annum.	
Dividend on half shares, 12s. 6d., or 5 per cent. per annum.	

Constitution.

Lease line to Aberdeen after 1st February, 1848, at $5\frac{1}{2}$ per cent.
and half profit, or a fixed sum based on the traffic of the first five
years of lease.

AYRSHIRE, BRIDGE OF WEIR, AND PORT GLASGOW.

(1846, CAP. 237, 9th AND 10th VIC.)

Office—Glasgow.

DIRECTORS.

William Houstoun, Esq.
James McCall, Esq.
George S. Freeland, Esq.
Mungo Campbell, jun., Esq.

Archibald M. Burrell, Esq.
Matthew Brown, Esq.
William Stevenson, Esq.

Length, including Branches, 5 miles 6 chains. To form a junction between Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Bridge of Weir. with a Branch to Kilbarchan. Maximum gradient, 1 in 75; minimum curve, 15 chains. Royal Assent, July 27th, 1846. Meetings, February or March and August or September, at Glasgow.

Capital.

5,000 Shares, £25 each; £2 10s. paid.

Authorised to be raised by Shares	£125,000.
Ditto by loan or mortgage	41,600.

Constitution

Call, £5, 3 months' interval. £5 per cent for money advanced.
 4 per cent. on Calls.
 Extra Land, 15 Acres; Compulsion, 3; Completion, 7 years.
 Quorum of Meeting, £15,000.
 No. 7; Directors' qualifications, 40 Shares; vary 5 to 10; Quorum, 3.
 Inspect Books 10 days after meeting.
 Newspapers of Glasgow, or one of them.
 Leased by the Glasgow, Paisley, Kilmarnock, and Ayr Railway.
 4 per cent. and half profit. Total Receipts, £23,270.

BALLOCHNEY AND SLAMANNAN, LATE ARBUCKLE.

1826, 7th GEO. 4, CAP. 48, R.A. MAY 5.
 1835, 5th AND 6th WM. 4, CAP. 97, R.A. AUGUST 21.
 1839, 2nd AND 3rd VIC. CAP. 59, R.A. JULY 1.
 1843, 6th AND 7th VIC. CAP. 50, R.A. JUNE 27.
 1846, 9th AND 10th VIC. CAP. 104, R.A. JUNE 26.

Principal Office—37, West George Street, Glasgow.

SECRETARY AND ENGINEER—Alexander J. Adie, Esq.

SOLICITORS—Messrs. Mitchell, Henderson, and Mitchell.

SUPERINTENDENT—P. Wilson, Esq.

DIRECTORS.

Robert D. Alston, Esq., Auchinraith, Lanarkshire.	John Freeland, Esq., Glasgow.
Alexander Tennant, Esq., Glasgow.	Alexander S. Finlay, Esq., Castle Toward, Argyllshire.
Thomas Grahame, Esq., Chalming- ton, House, Dorsetshire.	William Clapperton, Esq., Glasgow.
William Clark, Esq., M.D., Wester Moffat, Airdrie.	Hugh Brown, Esq., Glasgow.
	Colt McGregor, Esq., Glasgow.
	David Smith, Esq., Glasgow.

The Ballochney Railway runs from a Branch of the Kirkintilloch Railway, near Airdrie, in Lanarkshire, to Ballochney, in the same County. The cost was £18,425. Its use is to carry Coals to Glasgow, and Coal and Ironstone to the Furnaces near it. 1846, R.A. June 26, cap. 104, improve gauge and became carriers.

Capital.

Authorised to be raised by Shares£110,000.
 Ditto by loan or mortgage 36,666.

Constitution.

Scale of Voting—5th and 6th Wm 4, cap. 97, One Vote for every
 4 Shares; no person liable for more than Stock.

Quorum of Meeting, 300 Shares; Five Proprietors of 4 Shares
 may call Special Meeting.

Directors, 7; Quorum, 3; Qualification, 10 Shares.

Call, £10, at One Month.

Mortgages to be paid according to Law of Scotland.

Land, Compulsion 2 years; Completion, 5 years.

Expence of Jury to be paid by order of Court.

May licence carriages of other persons.

CALEDONIAN.

1845, CAP. 162, 8th AND 9th VIC.
 1846, CAP. 249, 9th AND 10th VIC. R.A. JULY 27.
 1846, CAP. 229, DITTO JULY 27.
 1846, CAP. 314, DITTO AUGUST 3.
 1846, CAP. 329, DITTO AUGUST 3.
 1846, CAP. 335, DITTO AUGUST 26.

Office—122, Princess Street, Edinburgh.

SECRETARY—Vacant.

ENGINEERS—J. Locke and J. E. Errington, Esqrs.

TREASURER—D. Rankine, Esq.

SUPERINTENDENT—J. Collister, Esq.

DIRECTORS.

J. S. Hope Johnstone, Esq., M.P.	C. M. Barstow, Esq.
R. Johnstone Douglas, Esq.	John Houldsworth, Esq.
William Lockhart, Esq., M.P.	Alexander Hastie, Esq.
P. M. Stewart, Esq., M.P.	John Anderson, Esq.
J. S. Wightman, Esq.	John Masterman, Jun., Esq.
David Dickson, Esq.	Humphrey E. Crum, Esq.
Colonel Macdonald	John Hodgson Hinde, Esq., M.P.
Robert Monteith, Esq.	

Original length, $137\frac{1}{2}$ miles, and now 152 miles 4 furlongs. From Carlisle in junction with the Lancaster and Carlisle Railway, passing through the mineral and manufacturing districts of Lanarkshire and Dumfriesshire, terminating in junction with the Edinburgh and Glasgow Railway, with five branches to the east and west. Maximum gradient, 1 in 75; minimum curve, 35 chains. Royal Assent, 31st July, 1845. Estimated nett profit, £119,795 per annum, equal to a dividend of 6 per cent. Meetings, February and August, at Glasgow. Recommended by the Board of Trade, and the Committee of group DD. Working expenses, 47 per cent.

Capital.

51,000 Shares, £50 each; £30 paid.	
Authorised to be raised by Shares	£4,096,000.
Ditto by loan or mortgage.....	1,365,300.
Receipts	£1,323,177 2 0
Expenditure	1,151,864 9 10

Constitution.

Have purchased Glasgow, Garnkirk, and Coatbridge, Clydesdale Junction; and lease Scottish Central, Wishaw and Coltness, and Glasgow, Kilmarnock, and Ardrossan, Glasgow, Paisley, and Grenock, Glasgow, Banhead, Neilston Direct.

Call, £10, 2 Months' interval.

£25,000 may appoint Receiver or Judicial Factor.

Quorum of Meeting, £20,000.

No. 15; Directors' qualification, 20 Shares; vary 18 to 9; Quorum, 5; Committee, 3 to 7; Quorum, majority.

Extra Land, 100 Acres; Compulsion, 3; Completion, 7 years.

Total, $239\frac{1}{2}$ miles; capital, £5 327,544; and loan, £1,766,962.

Will open 40 miles, Carlisle to Beatoch, August 1, 1847; and probably $39\frac{1}{2}$ miles to the north of Lanark, March, 1848; and the Edinburgh Branch, $27\frac{1}{2}$ miles, from where the Caledonian crosses the River Clyde to Edinburgh.

CALEDONIAN AND DUMBARTONSHIRE.

(R.A. JUNE 26, 1846, CAP. 81.)

Office—Edinburgh.

DIRECTORS.

Robert Alexander, Esq.	John Houldsworth, Esq.
John Anderson, Esq.	Alexander Smollett, Esq.
James Baird, Esq.	Mark Sprot, Esq.
Humphrey Walter Campbell, Esq.	Gibson Stott, Esq.
Peter Derrny, Esq.	John Tennant, Esq.
James Ewing, Esq.	William Whyte, Esq.
John Orr Ewing, Esq.	Andrew Buchanan Yuille, Esq.
William Graham, Jun., Esq.	

Length, $33\frac{1}{2}$ miles. From the Glasgow, Garnkirk, Coatbridge, and Edinburgh and Glasgow Lines, at Cowlares, to Lochlomond, with Branches to the Forth and Clyde Railway, and to Helensbro', and to the Clyde to Dalquhurn, &c.

Capital.

24,000 Shares, £25 each.

Authorised to be raised by Shares	£600,000.
Ditto by loan or mortgage	200,000.

Constitution.

Extra Land, 50 Acres; Compulsion, 3; Completion, 7 years.

Call, £5, 2 Months' interval.

Quorum of Meeting, £20,000, who may appoint Factor.

Directors' qualifications, 25 Shares; vary 18 to 9; Quorum, 5;

Committee, 5 to 7; Quorum, 3.

Power to sell or lease to Caledonian, but cannot agree on terms.

CLYDESDALE JUNCTION.

(CAP. 160.)

ENGINEERS—J. Locke and J. E. Errington, Esqrs.

SECRETARY—Alex. Grahame, Esq., 124, St. Vincent Street, Glasgow.

Length $15\frac{1}{2}$ miles. From the City and Harbour of Glasgow, in junction with the Pollock and Govan, passing through the Valley of the Clyde, terminating at Hamilton, in junction with the Wishaw

and Coltness Railway. Maximum gradient, 1 in 220; minimum curve, 1 mile. Royal Assent, 31st July, 1845. Estimated nett profit £27,154 per annum, equal to a dividend of 10 per cent. Sold to Caledonian, and will be completed in 1849.

Estimate of expense, £290,000; recommended by the Board of Trade, and by Committee of group DD; working expenses, 40 per cent.

Capital.

6,600 Shares, £50 each; £5 paid.	Whole Shares.	
Authorised to be raised by Shares.....		£330,000.
Ditto by loan or mortgage.....		110,000.
February, 1847, Receipts.....	£257,032	7 4
Expended	248,604	5 1

Constitution.

2½ miles deviation; £400,000. R.A. Aug. 26, 1846, cap. 395.
Purchased Pollock and Govan for £120,000. R.A. Aug. 18, 1846, cap. 379.

Amalgamated with the Caledonian at par, and guaranteed 6 per cent., with division of profits.

DEESIDE.

(R.A. JULY 16, CAP. 168.)

Office—Union Street, Aberdeen.

SECRETARY—W. Leslie, Esq.

ENGINEERS—W. Cubitt and A. Gibb, Esqrs.

DIRECTORS.

Thomas Blaikie, Esq.
David Blaikie, Esq.
John Blaikie, Esq.
Newell Burnett, Esq.
Patrick Davidson, Esq.
James Hadden, Esq.
Alexander Jopp, Esq.

Clement Lumsden, Esq.
Isaac Machray, Esq.
Alexander Pirie, Jun., Esq.
Henry Paterson, Esq.
George Thompson, jun., Esq.
David Wyllie, Esq.

Length 15 miles. From Aberdeen, near Ferryhill, to Aboyne, through Kincardine and Aberdeenshire. Meetings, October or November, at Aberdeen.

Capital.

4,400 Shares, £50 each.	
Authorised to be raised by Shares	£220,000.
Ditto by loan or mortgage	78,338.

Constitution.

Allow 4 per cent. on Calls, and 5 per cent. on sums in advance ;
 Quorum of Meeting, £10,000.

Voting.—Each Share One Vote.

Directors' qualifications, 10 Shares ; vary 15 to 7 ; Quorum, 5 ;
 of Committee, 3 to 5.

Balance Books, 31st August ; inspect eight days before and after
 meeting.

Extra Land, 20 Acres ; Compulsion, 3 ; Completion, 6 years.

DUNBLANE, DOUNE, AND CALLANDER.

(CAP. 178.)

Office—Dunblane.

SECRETARY—T. Barty, Esq.

ENGINEERS—J. Locke, J. E. Errington, and A. Mitchell, Esqrs.

DIRECTORS.

John Stirling, Esq.
 Geo. Home Binning Home, Esq.
 Captain Houston Steward.
 William Stirling, Jun., Esq.

John Finlay, Esq.
 Alexander Buchanan, Esq.
 Donald McLaren, Esq.

Length $10\frac{1}{2}$ miles. Commences in a junction with the Scottish
 Central Railway at Dunblane, and terminates at Callander. Passes
 through the county of Inverness. Maximum gradient, 1 in 100
 minimum curve, 40 chains. Royal Assent, 16th July, 1846.

Capital.

3,200 Shares, £25 each ; £2 12s. 6d. paid.	
Authorised to be raised by Shares	£80,000.
Ditto by loan or mortgage	26,666.

Constitution.

Call, £5, 2 Months' interval.

£10,000 may appoint Judicial Factor ; Quorum, £3,500, at
 general meeting.

Directors' qualifications, 20 Shares; vary 9 to 5; Quorum, 3;
of Committee, 3 to 5; Quorum, 2.

Extra Land, 20 Acres; Compulsion, 3; Completion, 7 years.

Leased to the Scottish Central Railway.

DUNDEE AND ARBROATH RAILWAY.

6th & 7th WM. 4, 1836, R.A. MAY 19, CAP. 32.

1846, R.A. JULY 8, CAP. 133.

Principal Office—Dundee.

SECRETARIES—Messrs. Shiell and Small.

SUPERINTENDENT—Alexander Miller, Esq.

ENGINEER—John Miller, Esq., Edinburgh.

DIRECTORS.

Andrew Low, Esq., Dundee (<i>Chairman.</i>)	John Todd, Esq., Dundee.
William Curr, Esq., Dundee.	Thomas Collier, Esq., Hatton.
George Fyfe, Esq., Dundee.	Robert Adamson, Esq., Dundee.
Wm. Crockett, Jun., Esq., Dundee.	William Thoms, Esq., Dundee.
	Peter Stuart, Esq., Dundee.

Length 16 miles 50 chains. From Dundee, and terminates in a junction with the Arbroath and Forfar Railway, at Arbroath. Passes through the county of Forfar. Nearly level throughout. Royal Assent, May 19th, 1836. Partially opened, Oct. 6, 1838; throughout, April 8, 1840. Meeting in June, at Dundee. Cost per mile, £8,570. Act 1836, capital, £100,000, loan, £4,000.

Capital.

4,900 Shares, £25 each; £25 paid. Whole Shares.

2,000 Shares, £25 each; £12 10s. paid. New Shares.

Authorised to be raised by Shares	£150,000.
Ditto by loan or mortgage	50,000.
Expended to June 30, 1846	154,850.

Cost of Working and Earnings.

Earnings for the twelve months ending April, 1846.....	£18,710 16 4
Cost of working for the same period	9,452 11 5
Last half-yearly dividend, per share, £25.	
(Per cent., per annum, £5.)	

Constitution.

Session of 1846, to alter the gauge of 4 feet 8½ inches, to make a junction line with the Arbroath and Forfar Railway, 7 furlongs, and a branch to the Tay at Broughty Castle, 5 furlongs 3 chains, with power to raise £50,000.

Act 1846, Extension from Broughty Ferry to Almeriecross.

Compulsion, 3; Completion, 5 years.

DUNDEE AND NEWTYLE.

1826, 7th GEO. 4, R.A. MAY 26, CAP. 101.

1830, 11th GEO. 4, R.A. MAY 29, CAP. 60.

1836, 6th WM. 4, R.A. JULY 4, CAP. 102.

Principal Office—Hospital Ward, Dundee.

MANAGER AND SECRETARY—Richard Baird, Esq.

TREASURER—Thomas Nicholson, Esq.

ENGINEER—David West, Esq.

LAW AGENTS—C. and J. Kerr, Esqrs., Dundee.

DIRECTORS.

George Kinloch, Esq., (<i>Chairman</i>), Kinloch.	R. Adamson, Esq., Dundee.
P. Kirkaldy, Esq., Dundee.	John Bell, Esq., Writer, Dundee.
David Nairne, Esq., Drumkilbo.	David Milne, Esq., Banker, Dundee.
Hugh Watson, Esq., Keillor.	G. H. Newell, Esq., Merchant, Dundee.

Length 11 miles. From Dundee to Newtyle, through a very hilly Country, in which an elevation of 554 feet is overcome. Cost, £50,000. Connects the Agricultural Districts of Strathmore with the Tay and Dundee. Act 1826, capital, £30,000, loan, £10,000. Act 1830, capital, £10,000, loan, £20,000. Act 1836, capital, £100,000.

DUNDEE AND PERTH.

1845, CAP. 157, R. A. JULY 31, 8th & 9th VIC.

1846, CAP. 228, R. A. JULY 27, 9th and 10th VIC.

Office—Reform Street, Dundee.

SECRETARIES—Messrs. Shield and Small.

ENGINEER—J. Miller, Esq.

Main Line 20 $\frac{1}{2}$ miles, including Branches.

STATIONS.	MILES.
Dundee and Invergowrie	3 $\frac{1}{2}$
" Inchtute	8 $\frac{1}{2}$
" Errol	10 $\frac{1}{2}$
" Glencarse	14 $\frac{1}{2}$
" Kinfauns	17 $\frac{1}{2}$
" Perth (Barnhill Station)	20 $\frac{1}{2}$

Length 26 $\frac{1}{2}$ miles. From the Dundee and Arbroath Railway at Dundee to Perth. Passing through the counties of Fife and Perth. Maximum gradient 1 in 100; minimum curve 20 chains. Royal Assent, 31st July, 1845. Estimated nett profit per annum £22,725, equal to a dividend of 10 per cent. Meetings March and September in Dundee. Recommended by the Board of Trade, and the Committee of group EE. Working expenses 33 per cent. The Company have agreed in perpetuity; the Dundee and Newtyle guaranteeing 1 per cent. upon a capital stock of £115,000, and issue new stock for a new company, the Dundee and Strathmore Junction, who are to have 6 per cent. dividend, the Newtyle subsequently to participate. Propose to join confederation of Scottish Central, Caledonian, and London North Western. Opened, May 22, 1847.

Capital.

8,000 Shares, £25 each; £5 paid. Whole Shares.

10,000 Shares, £25 each; £2 10s. paid. New Shares.

Authorised to be raised by Shares, .. £450,000.

Ditto by loan or mortgage, 150,000.

Feb. 1847, Receipts,..... £246,098 4 3

Expended,..... 218,583 2 0

Constitution.

Extra Land, 35 Acres; Compulsion, 3; Completion, 7 years.

DRUMPELLAR.

(6th AND 7th VIC., CAP. 63.)

DIRECTORS.

James Monteith, Esq.
 Thomas Dunlop Douglas, Esq.
 George Stirling, Esq.
 William Hussay, Esq.
 James Hozier, Esq.
 Andrew Bannatyne, Esq.
 John Leadbitter, Esq.
 Elias Gibb, Esq.

William Stirling, Esq.
 Colin Campbell, Esq.
 Andrew Hamilton, Esq.
 John Campbell Douglas, Esq.
 James Young, Esq.
 James Ewing, Esq.
 Alexander S. Finlay, Esq.

Through County of Lanark, and adjoining Monkland Canal, which has power to purchase the Line.

Capital.

Shares, £25 each.

Authorised to be raised by Shares £26,000.

Ditto by loan or mortgage 8,666.

EAST OF FIFE.

(CAP. 190.)

Office—North St. David Street, Edinburgh.

SECRETARY—J. L. Hill, Esq.

DIRECTORS.

James Wyld, Esq.
 Charles Craigie Halket, Esq.
 Henry Rueburn, Esq.
 Wm. Henry Brown, Esq.
 Alexander Macneill, Esq.

Robert Landale, Esq.
 James Horn Burnett, Esq.
 Peter Cameron, Esq.
 Wm. Tullis, Esq.

Length 17 miles 70 chains. Commences in a junction with the Edinburgh and Northern Railway near Markinch, and terminates at Anstruther Easter, with a Branch to Kirkland Works. Passes through the county of Fife. Maximum gradient 1 in 80; minimum curve 5 chains. Royal Assent July 16, 1846. Meetings February or March, August, or September, at Edinburgh. Leased or sold to the Edinburgh and Northern Railway.

Capital.

10,140 Shares, £25 each; £2 10s. paid.

Authorised to be raised by Shares.....	£253,500.
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Ditto by loan or mortgage.....	84,500.
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Constitution.

Call, £5, 2 Months' interval; interest, 4 per cent.

Directors' qualifications, 25 Shares; vary 12 to 5; Quorum, 3;
Committee, 3 to 5.

Newspapers, two Edinburgh.

Should all the Directors die, a Shareholders' meeting of 25 Shares
by advertisement in Edinburgh Paper for three weeks, may elect
other Directors.

Extra Land, 30 Acres; Compulsion, 3; Completion, 7 years.

Power to sell to Edinburgh and Northern.

EDINBURGH AND BATHGATE.

(1846, R.A. AUG. 3, CAP. 332.)

*Office—2, Melville Street, Edinburgh.***SECRETARY**—William Johnston, Esq.**SOLICITOR**—Patrick Forbes, Esq., 2, Melville Street, Edinburgh.**ENGINEER**—Thomas Grainger, Esq., C. E., Edinburgh.**DIRECTORS.**

Henry David Erskine Stewart, Esq.	Earl of Buchan
John Stewart, Esq.	Duncan Stewart Esq.
Robert Wilson Maxwell, Esq.	Murdoch Robertson, Esq.
Alexander Marjoribank, Esq.	John Finlay, Esq.
Robert Marshall, Esq.	Archibald Hunter, Esq.

Capital.

10,000 Shares, £25 each.

Authorised to be raised by Shares	£250,000.
Ditto by loan or mortgage	83,000.

Jan. 1847, Receipts.....	£25,388.
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Expenditure	9,842.
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Feb. 1847, Called, £2 10s. Balance, £40,546.

Call, £5, 2 Months' interval ; Interest, 4 per cent.

Meetings, February or March, and August or September, at Edinburgh or elsewhere.

Quorum of Meeting, £8,000.

Directors' qualifications, 20 Shares ; vary 5 to 12 ; Quorum, 3 ; of Committee, 3 to 5 ; Quorum, Majority.

Newspapers, two in Edinburgh.

Extra Land, 30 Acres ; Compulsion, 5 ; Completion, 7 years.

Contracts made by Provisional Directors to be valid.

Leased to Edinburgh and Glasgow for 999 years, 4 per cent. and half surplus profit.

EDINBURGH AND DALKEITH.

1826, 7th GEO. 4, R.A. MAY 26, CAP. 98.

1829, 10th GEO. 4, R.A. JUNE 4, CAP. 122.

1834, 5th WM. 4, R.A. JUNE 27, CAP. 71.

Length $17\frac{1}{2}$ miles. From Salisbury Craggs, Edinburgh, to bank of the South Esk, near Newbattle, with Branches. Cost, £150,000. Forms part of North British Line. Commenced 1827, Opened 1831. Cap. 98, capital, £8054 ; Cap. 122, capital, £70,125 ; Cap. 71, capital, £54,875.

EDINBURGH AND GLASGOW.

1838, 1st AND 2nd VIC., CAP. 58., R.A. JULY 4.
 1840, 3rd AND 4th VIC., CAP. 108., R.A. JULY 23.
 1842, 5th AND 6th VIC., CAP. 12, R.A. APRIL 29.
 1844, 7th AND 8th VIC., CAP. 58, R.A. JULY 4.
 1845, 8th AND 9th VIC., CAPS. 91, 182, R.A. JULY 21 & AUG. 4.
 1846, 9th AND 10th VIC., CAP. 70, R.A. JUNE 18.

Office—Glasgow.

SOLICITORS—Messrs. Bramatynes and Kirkwood,

SUPERINTENDENT—A. O. Riddell, Esq.

ENGINEER—John Miller, Esq.

SECRETARY—H. G. Wright, Esq.

DIRECTORS.

P. Blackburn, Esq. (<i>Chairman</i>)	J. Maitland, Esq.
J. O. Ewing, Esq.	J. B. Smith, Esq.
H. Dunlop, Esq.	—Rosson, Esq.
A. G. Adams, Esq.	—Rawson, Esq.
J. Henderson, Esq.	—Openshaw, Esq.
J. M. Hog, Esq.	—Coxton, Esq.
A. Clapperton, Esq.	—McKay, Esq.

Length 46 miles. From North Bridge, Edinburgh, to Queen Street, Glasgow. Forming Junctions with the North British Railway, at Edinburgh, and the Caledonian Railway, at Glasgow. Passes through the Counties of Edinburgh, Linlithgow, and Lanark. Ruling gradients, 1 in 880; rise in feet per mile, 12. Royal Assent, 4th July, 1838, capital, £900,000, loan, £300,000. Opened throughout, 18th February, 1842. Meetings—March, in Edinburgh; September, in Glasgow. Cost per mile of original line, £35,024.

Session of 1845, an Act was obtained for the construction of a Branch to Lennextown, 5 miles 2 furlongs; and three short Branches, 1 mile; making length of line, 6 miles 2 furlongs. Capital subscribed, £216,000; authorised loan, £23,000; capital stock, £100,000; estimate of expense, £52,000; working expense, 30 per cent.; date of Act, July 21. Also, a New Company with power of purchase Glasgow Junction, cap. 182, capital, £150,000; length of line, 2 miles 2 furlongs; capital subscribed, £224,000; authorised loan, £50,000; estimated expense, £150,000; date of

Act, August 4. Dividend paid March and September. 1846, R.A. June 18, cap. 70.—Amendment and Branch to South Queensferry; capital, £150,000; loan, £50,000, with power to convert into Shares.

Session of 1846, obtained an Act for certain deviations, and to make a Branch from Gogan to Queensferry, 6 miles 5 furlongs, with power to raise £150,000 by shares, and £50,000 by loans. The following Railways are to be leased or amalgamated with this Company, and in which it holds a large portion of the shares:—

1.—Stirlingshire Midland Junction Railway, to be purchased by a guaranteed dividend of 5 per cent. for the first 5 years, and 5½ after that period, without any contingent profits.

2.—The Edinburgh and Bathgate Railway to be leased for 999 years, at 4 per cent., and half surplus profit.

3.—Airdrie and Bathgate Railway, sold for £200,000, guaranteed 6 per cent., without any participation in profits; Edinburgh and Glasgow Stock to be paid up by the Airdrie and Bathgate Proprietors.

4.—Glasgow, Airdrie, and Monkland Junction Railway, to be leased at 4 per cent., and half surplus profits, by agreement, with the Monkland Mineral Railway, to which the line was to have been leased.

5.—The Stirling and Dunfermline Railway to be leased at 4 per cent., and half surplus profits; and several Branches from the Monkland Mineral Railway, to be worked by their respective Directors, in conjunction with and under the approval of the Edinburgh and Glasgow Board.

Capital.

18,000 Shares, £50 each; paid.	Whole Shares.		
18,000 Shares, £12 10s. each; paid.	Quarter Shares.		
22,500 Shares, £12 10s. each; paid.	New Quarter Shares.		
28,125 Shares, £25 each; £15 paid.	New Half Shares.		
Authorised to be raised by Shares	£2,700,000	0	0
Ditto by loan or mortgage	900,000	0	0
Received from Shares, &c., to 31st July, 1846	1,649,059	12	1
Ditto on loans Ditto	484,022	0	10
Amount actually received.....	2,113,081	12	11

Cost of Working and Earnings.

Earnings for the six months ending July 31st, 1846	£82,744	9	11
Cost of working for the same period	42,618	4	9

Constitution.

Compulsion, 3 ; Completion, 5 years.

SCALE OF VOTING.**SHARES**

1 to 3 to have 1 Vote.

3 to 5 to have 2 Votes.

5 to 10 to have 3 Votes.

10 to 20 to have 4 Votes.

10 above, 1 Vote additional, and 10 Votes maximum allowed.

3,000 Shares may call Special Meeting.

Directors, No. 14, of which 4 to reside within 20 miles of Glasgow, 3 within the same distance of Edinburgh, and remaining 7 from Proprietors duly qualified, resident at any distance.

EDINBURGH AND HAWICK.

1845, 8th & 9th VIC., R.A. JULY 31, CAP. 164.

1846, 9th & 10th VIC., R.A. JUNE 26, CAP. 74.

Length 45 m., 2 far., 6 ch. In junction with the Edinburgh and Glasgow Railway, and terminates at Hawick. Passes through the counties of Edinburgh and Selkirk. One tunnel; steepest gradient 1 in 75; smallest radius of a curve 20 chains. Estimated nett profit per annum £35,612, equal to a dividend of 10 per cent.

Now part of North British.

EDINBURGH, LEITH, AND GRANTON RAILWAY.

LATE EDINBURGH, LEITH, AND NEWHAVEN.

1836, CAP. 181, R. A. AUGUST 13, 6th AND 7th WM. 4.

1838, CAP. 51, R. A. JULY 1, 2nd AND 3rd VIC.

1846, CAP. 57, R. A. JUNE 18, 9th AND 10th VIC.

Principal Office—8, *Abercrombie Place, Edinburgh.*

SECRETARY AND SUPERINTENDENT—Allan George Field, Esq.

ENGINEER—Thomas Grainger, Esq.

DIRECTORS.

Erskine Douglass Sandford, Esq. (<i>Chairman</i>)	Donald Smith Peddie, Esq.
Sir William Dunbar, Bart. (<i>Deputy</i> <i>Chairman</i>)	Alex. Jamieson, Esq.
Alex. Robertson, Esq.	Hugh Bruce, Esq.
	John Christison, Esq.

Length, $2\frac{1}{2}$ miles. Share Capital £310,000, and amalgamated with the Edinburgh and Northern. 2,600 Shares of £20 each, created April, 1847; former number of Shares, 12,900. Old Capital, £204,720. Act 1836, Shares £100,000; Loans £40,000. Act 1846, to amend and enlarge, Capital, £53,280; Loans, one-third. Meetings January and July. Opened, 1843.

EDINBURGH AND NORTHERN.

1845, 8th & 9th VIC., R. A. JULY 31, CAP. 158.

1846, 9th & 10th VIC., R. A. JUNE 26, CAP. 172.

DO. JUNE 26, CAP. 79.

DO. JULY 3, CAP. 189.

DO. JULY 3, CAP. 136.

DO. JULY 3, CAP. 138.

Office—18, *St. Andrew's Square, Edinburgh.*

ENGINEER—Thomas Grainger, Esq., 16, Castle Street, Edinburgh.

SOLICITORS—Sir Charles Gordon & Co., 25, Heriot Row, Edinburgh.

SECRETARY—Henry Lees, Esq., Edinburgh.

Length $41\frac{1}{2}$ miles. In junction with the Edinburgh lines, proceeding through Fife to Perth, with Branches to Cupar and Kirkaldy. Three tunnels; maximum gradient, 1 in 100; minimum curve, 38

chains. Estimated nett profit per annum, £48,011, equal to a dividend of 7 per cent. Meetings, March and September, at Edinbro'. Expected to open July, 1847. Recommended by the Board of Trade, and Committee of group FF. Working expenses, 30 per cent R.A. July 31, 1845, cap. 158. Cap. 139—Stratheam deviation; Compulsion, 3; Completion, 5 years. Cap. 136—Newport Extension; capital, £200,250; loan, £66,750. Cap. 138—Dunfermline Branch; capital, £189,750; loan, £63,250. Cap. 72—Tay Ferry; capital, £25,000; loan, £8,000. Cap. 79—Petttyaw Harbour; capital, £20,000; loan, £6,666.

Capital.

26,000 Shares, £25 each; £17 10s. paid. Whole Shares.

26,000 Shares, £15 each; £5 paid. New Shares.

9,750 Shares, £25 each; £2 10s. paid. New Shares.

2,750 Shares, £15 each; £1 10s. paid. New Shares.

Authorised to be raised by Shares £1,085,000.

Ditto by loan or mortgage..... 360,666.

February, 1847—Receipts £523,242 9 3

Expenditure..... 493,242 9 3

Constitution.

SCALE OF VOTING.

SHARES.

2 to 20 1 Vote.

400, for each 8, 1 Vote additional.

400 above, 20 Shares, 1 Vote additional.

No one to Vote for less than £50 Stock.

Balance Books 31st January and July, and inspect 14 days before and 31 days after ordinary Meetings.

Newspapers, one in Counties of Edinburgh, Fife, and Perth.

Extra Land, 100 Acres; Compulsion, 3; Completion, 5 years.

Call, 50s., 3 Months' interval; 5 per cent. on Calls and Sums paid in advance.

Quorum of Meeting, £25,000, who may call Special.

Directors, No. 12; qualification, 40 Shares; vary 15 to 9; Quorum, 3.

GENERAL TERMINUS AND GLASGOW HARBOUR.

(1846, CAP. 130, R.A. JULY 8, 9th AND 10th VIC.)

Office—St. Vincent Street, Glasgow.

SECRETARY—C. A. King, Esq.

ENGINEER—N. Robson, Esq.

DIRECTORS.

Sir John Maxwell, Bart.	John Wilson, Esq., Anchenedon.
Sir James Campbell.	Jas. Walkinshaw, Esq.
Mark Sprot, Esq.	Alex. Cunningham, Esq.
Andrew Stephenson Dalglish, Esq.	Wm. Whyte, Esq.
Henry Dunlop, Esq.	Douglass Baird, Esq.
John Tennant, Esq.	

Length, 2 miles 1 furlong 9 chains. Branches from the Pollok and Govan, Glasgow, Paisley, Kilmarnock, and Ayr, and Glasgow, Barrhead, and Neilson Railways, to a general terminus to be constructed on the banks of the Clyde, in the harbour of Glasgow. Maximum gradient, 1 in 70; minimum curve, 12 chains. Meetings February or March, August or September, at Glasgow.

Capital.

10,000 Shares, £20 each; £2 10s. paid.

Authorized to be raised by Shares	£200,000.
Ditto by loan or mortgage (when two-thirds paid up)	66,666.

Meeting in March, 1846:—

Receipt from deposit	£20,112 10 0
Loans	53,991 18 3
Expended	74,105 13 4

Constitution.

Call, £5 at two months; interest 4 per cent. Quorum of meeting £10,000.

Directors qualifications, 50 Shares; vary 15 to 9; Quorum, 5; of Committee, 3 to 5.

Balance 31st of January and July, and inspect 10 days previous, and report to the meeting.

Newspaper in Glasgow.

Extra Land, 30 Acres; Compulsion, 3; Completion, 5 years.

Power of Sale to Glasgow, Polloc, and Govan, Glasgow, Paisley, Kilmarnock, and Ayr, or Caledonian.

GLASGOW, AIRDRIE, AND MONKLANDS JUNCTION.

(1846, CAP. 263, 9th AND 10th VIC., R.A. JULY 27.)

*Office—Railway Buildings, Glasgow.***DIRECTORS.**

Andrew Buchanan, Esq.
 John Maxwell, Esq.
 Robert Findlay, Esq.
 John Learmouth, Esq.
 Alex. Drysdale, Esq.
 John Sligo, Esq.

John Wilson, Esq.
 Wm. Brown, Esq.
 Jas. Finlay, Esq.
 Thos. Hill, Esq.
 Robert Grahame, Esq.

Length, 10 miles, 5 furlongs, 5 chains; and Branches, 3 miles, 7 furlongs, 9 chains. Commences in junction with the Edinburgh and Glasgow Railway at Glasgow, and terminates at Airdrie, with Branches to the Clydesdale Junction Railway, 20 miles, 5 furlongs, 5 chains; to Mile End, 7 furlongs; and to the Garakirk Extension Railway, 2 furlongs. Passing through the county of Lanark. Maximum gradient, 1 in 70; minimum curve, 2 furlongs. Royal Assent July 27, 1846. Meetings February or March, August or September, in Glasgow. Now leased to Edinburgh and Glasgow line.

Capital.

10,000 Shares, £25 each; £3 paid.

Authorised to be raised by Shares	\$400,000.
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Ditto by loan or mortgage.....	183,300.
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Constitution.

Extra Land, 30 Acres; Compulsion, 3; Completion, 7 years.

Power to sell to Monkland Line.

Inspect books 10 days after meeting. Quorum of Meeting,
 £10,000.

Newspapers, two in Glasgow.

Directors qualification, 50 Shares; vary 9 to 15; Quorum, 5;
 Committee, 3 to 7; majority.

Regulate speed to 10 miles on crossing the Monkland Line.

GLASGOW, BARRHEAD, AND NEILSTON DIRECT.

8th & 9th VIC., 1845, R.A. AUG. 4, CAP. 192.

9th & 10th VIC., 1846, R.A. JULY 3, CAP. 141.

Office—41, George Square, Glasgow.

SECRETARY—J. Tennant, Esq.

ENGINEER—Neil Robson, Esq.

DIRECTORS.

Sir John Maxwell
 William Muir, Esq.
 Alexander Graham, Esq.
 John Bain, Esq.
 John Crum, Esq.
 Alexander Alison, jun., Esq.
 William Stirling, Esq.

Robert Findlay, Esq.
 James Graham, Esq.
 Alexander Campbell, Esq.
 John Wilson, Esq.
 James McCulloch, Esq.
 Humphrey Ewing Crum, Esq.

Length $10\frac{1}{4}$ miles. From Glasgow, and terminates at Crofthead, near the village of Neilston, in the county of Lanark. Maximum gradient, 1 in 75; minimum curve, 14 chains. Royal Assent, 4th August, 1845, cap. 192. Cap. 142—Branch to Thunliebank and Househill, $1\frac{1}{4}$ miles; capital, £35,000; loan, £11,666. Estimated nett profit per annum, £9,340, equal to a dividend of 5 per cent. Will be completed end of 1847. Now part of Caledonian, and power to employ £134,356 on the work in progress.

Capital.

6,000 Shares, £25 each; £15 paid. Whole Shares.

1,400 Shares, £25 each; £5 paid.

Authorised to be raised by Shares	£185,000.
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Ditto by loan or mortgage	61,666.
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Receipts, £88,000 in Shares, and £15,310 Loan, to be paid of 1849 and 1851.	
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Constitution.

Extra Land, 25 Acres; Compulsion, 3; Compulsion, 6 years.

GLASGOW AND BELFAST UNION.

(9th & 10th VIC., CAP. 892, R.A. AUG. 26.)

DIRECTORS.

Right Hon. Earl of Stair
 Sir David Hunter Blair, Bart.
 Sir John Mactaggart, Bart.
 James Oswald, Esq.
 George Stirling, Esq.
 James McCall, Esq.
 Alexander Dennistown, Esq.
 John Dalrymple, Esq.
 John Leadbitter, Esq.

Charles Morland, Esq.
 William Gemmell, Esq.
 George Taylor, Esq.
 James McIlraith, Esq.
 David Guthrie, Esq.
 William Anderson Wyllie, Esq.
 Nathaniel Taylor, Esq.
 Archibald Smith, Esq.

Length 22 miles, 4 furlongs, 3 chains. In junction with the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at Ayr, and terminates at the Port of Girvan, with a Branch to Maybole. Passing through the county of Ayr. Maximum gradient, 1 in 88; minimum curve, a quarter of a mile. Royal Assent, August 26, 1846. Now part of the Glasgow, Paisley, Kilmarnock, and Ayr Railway.

Capital.

13,200 Shares, £25 each; £2 10s. paid.

Authorised to be raised by Shares£330,000.

Ditto by loan or mortgage 110,000.

Constitution.

Extra Land, 50 Acres; Compulsion, 3; Completion, 5 years.

Power to convert Loan into Capital.

Quorum of Meeting, £30,000, who may also appoint receiver.

Directors' qualifications, 40 Shares; vary 20 to 9; Quorum, 5;
 Committee, 3 to 9; Quorum, Majority.

Newspapers, 1 Lanark and Ayr.

1 Vote for each 5 Shares; but none more than 20 Votes.

GLASGOW, DUMFRIES, AND CARLISLE.

(9th & 10th VIC., R.A. AUG. 13, 1846, CAP. 372.)

Office—98, St. Vincent Street, Glasgow.

SECRETARY—W. Logie, Esq.

SOLICITORS—Bannatynes and Kirkwood, Glasgow.

ENGINEER—John Miller, Esq.

DIRECTORS.

J. Leadbitter, Esq. (<i>Chairman</i>)	Alexander Drysdale, Esq.
Sir James Campbell	Robert Dykes, Esq.
Robert Parker Adam, Esq.	John Henderson, Esq.
William Maxwell Alexander, Esq.	Marmaduke C. Maxwell, Esq.
William Brooks, Esq.	Andrew McGeorge, Esq.
Alexander Brown, Esq.	John Ross, jun., Esq.
Samuel Russell Brown, Esq.	Archibald Smith, Esq.
William Howieson Crawford, Esq.	

Length 64 miles 72 chains. From the Glasgow, Paisley, Kilmarnock, and Ayr, at Horsecleugh, to the Caledonian, near the River Sark. Branch, Sanquahead, to confluence of Duneaton Water and Clyde, 25 miles. Total, 90½ miles. Branches of 1847 proposed £450,000 capital, £150,000 loan. Meetings, February or March, and August or September.

Capital.

52,000 Shares, £25 each, £5 paid.

Authorised to be raised by Shares..... £1,800,000.

Ditto by loan or mortgage 433,300.

Constitution.

Call, £5, 3 Months' interval; Interest, 4 per cent.

Quorum, £30,000.

Directors' qualifications, 40 Shares; vary 10 to 20; Quorum, 5; of Committee, Majority, 2 to 8.

Newspapers of Glasgow, or one of them.

Extra Land, 50 Acres; Compulsion, 3; Completion, 7 years.

Power to amalgamate with Glasgow, Paisley, Kilmarnock, and Ayr line. The terms are the following: when the Glasgow, Paisley, Kilmarnock, and Ayr receive 7 per cent, the Glasgow, Dumfries, and Carlisle are to have 5 per cent.; when the dividend is above 10 per cent., the surplus divided; and if it sinks below 5 per cent.,

the diminution to be to be equally sustained between 7 and 10 per cent. ; the increase or diminution of traffic receipts is to be divided half to the Glasgow, Paisley, Kilmarnock, and Ayr, and a quarter to the Glasgow, Dumfries, and Carlisle. The Glasgow, Dumfries, and Carlisle receive 1 Share of £8 6s. 8d. for each Share, and 1 for every 10 in addition of £8 6s. 8d. ; only £3 6s. 8d. paid, or two-thirds in the Glasgow, Paisley, Kilmarnock, and Ayr are fully paid, the other only £3 6s. 8d.

GLASGOW, GARNKIRK, AND COATBRIDGE,

LATE GARNKIRK AND GLASGOW.

1826, 7th GEO. 4, CAP. 103, R.A. MAY 26.

1827, 8th GEO. 4, CAP. 88, R.A. JUNE 14.

1830, 11th GEO. 4, CAP. 125, R.A. JUNE 7.

1838, 2nd VIC., CAP. 60, R.A. JULY 4.

1844, 8th VIC., CAP. 87, R.A. JULY 19.

1845, 9th VIC., CAP. 31, R.A. JUNE 30.

Office—St. Rollox Station, Glasgow.

ENGINEER—Neil Robson, Esq.

SECRETARY AND GENERAL MANAGER—C. A. King, Esq.

DIRECTORS.

Mark Sprot, Esq. (*Chairman*)

John Tennant, Esq.

Thomas Sprot, Esq., W.S.

William Baird, Esq., M.P.

Robert Stenart, Esq.

John Jeffray, Esq.

John Hamilton Colt, Esq.

Alexander Allan, Esq.

Alexander Baird, Esq.

Robert Galbraith, Esq.

Original length $8\frac{1}{2}$ miles. Opened 1831. Capital £156,355 4s. 2d., on which 8 per cent. is paid 31st December and 30th June ; and to purchase the New Shares, $2,779\frac{1}{2}$ of £6 $\frac{1}{4}$, paid at £15 10s. per Share. Have power to lease the Caledonian and Dumbartonshire line, 11 miles ; Share capital £227,045 ; guaranteed 8 per cent., and amalgamated with Caledonian. Extension from Summerlee Station to the Wishaw and Coltness, 1 mile 6 chains. February, 1847, Expended, £141,616 5s. 8d.

GLASGOW, KILMARNOCK, AND ARDROSSAN.

(9th & 10th VIC., R.A. JULY 16, 1840, CAP. 159.)

Office—40, George Square, Glasgow.

DIRECTORS.

The Right Hon. the Earl of Eglinton and Winton (<i>Chairman</i>)	H. E. Crum, Esq.
Col. Mure (<i>Deputy Chairman</i>)	John Brown, Esq., Provost
Patrick Maxwell Stewart, Esq., M.P.	James Graham, Esq.
Christopher Saltmarshe, Esq.	Andrew Brown, Esq.
Alexander Graham, Esq.	Alexander Hunter, Esq.
David Waddington, Esq.	George Young, Esq.
John Osborne, Esq.	Alexander Campbell, Esq.
	William Gemmell, Esq.

Main Line 14 miles 2 furlongs. Ardrossan Branch 10 miles, 7 furlongs, 5 chains. Irvine Branch 3 miles, 4 furlongs, 6 chains. Pierceton Branch 1 mile 3 chains. Maximum gradient, 1 in 71½; minimum curve, 1 furlong. Five tunnels, 1,295 yards long in all. Have purchased the Ardrossan Harbour and Railway for £208,000, payable in three yearly instalments. Line from Glasgow, Barrhead, and Neilston line, at Crofthead, to Kilmarnock, in junction with the Glasgow, Paisley, Kilmarnock, and Ayr line, with three Branches.

Capital.

30,000 Shares, £25 each; £3 10s. paid.

Authorised to be raised by Shares.....	£750,000.
Ditto by loan or mortgage	250,000.

Constitution.

Directors' qualifications, 50 Shares; vary 15 to 9; Quorum, 4; of Committee, 3 to 5. Four Directors to retire annually.

Newspapers of Glasgow and Kilmarnock.

Extra Land, 50 Acres; Compulsion, 3; Completion, 7 years.

Call, £5, at 3 Months' interval; Interest, 4 per cent.

GLASGOW, PAISLEY, AND GREENOCK.

1837, 1st VIC., CAP. 116, R.A. JULY 15.

1840, 4th VIC., CAP. 107, R.A. JULY 23.

1841, 5th VIC., CAP. 5, R.A. APRIL 6.

1843, 7th VIC., CAP. 49, R.A. JUNE 27.

1846, 10th VIC., CAPS. 143 & 188, R.A. JUNE 18.

Office—Greenock.

MANAGING DIRECTOR—James Tasker, Esq.

ACCOUNTANT—John Anderson, Esq.

ENGINEER—J. E. Errington, Esq.

SUPERINTENDENT—Alexander Ross, Esq.

SOLICITORS—G. H. Lang, Esq., London; James Turner, Esq., Greenock.

DIRECTORS.

Robert Ewing, Esq.
William Dixon, Esq.
Archibald Falconer, Esq.
William Leitch, Esq.
Joseph Locke, Esq., C.E.
John Poynter, Esq.

Charles Cunningham Scott, Esq.
Christopher Saltmarsh, Esq.
Patrick Maxwell Stewart, Esq., M.P.
Robert Steele, Esq.
James Tasker, Esq.
William Whitmore, Esq.

Meetings, February or March, and August or September, at Glasgow.

The deposit returned.

Length 23 miles 22 chains. Terminates at Paisley, and at Greenock. Passes through the counties of Lanark and Renfrew. Maximum gradient, 1 in 330; rise in feet per mile, 16. Royal Assent, 15th July, 1837. Cap. 143—Extra Land, 30 Acres; extend time for 5 years; capital, £25,000; loan, £8,333; with power to convert Branch to Harbour, $\frac{1}{4}$ mile. Cap. 188—Capital, £15,000; loan, £5,000; with power to convert for Branch to Polloc and Govan line. Amalgamated with the Caledonian at 1 per cent. less dividend than the Caledonian with 4 per cent. guaranteed. Partially opened, July 13, 1840; opened throughout, March 29, 1841. Cost per mile, £35,015. Meetings, June and Dec., at Greenock. Dividend paid March and September.

Capital.

16,000 Shares, £25 each.

8,000 Shares, £12 10s. each.

20,000 Shares, £7 10s. each; 30s. paid. Preference, $7\frac{1}{2}$ per cent.

Authorised to be raised by Shares, .. £690,000.

Ditto by loan or mortgage, 239,999.

Expended to July, 1845 806,184.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR.

1837, 1st VIC., CAP. 117, R.A. JULY 15.

1845, 9th VIC., CAP. 95, R.A. JULY 21.

1846, 10th VIC., CAPS. 60, 61, & 62, R.A. JUNE 18.

Office—Bridge Street, Glasgow.

SECRETARY—John Fairfull Smith, Esq.

ENGINEERS—William Johnstone and J. Miller, Esqrs.

SUPERINTENDENT—George Knight, Esq.

DIRECTORS.

James McCall, Esq. (*Chairman*)J. Fleming, Esq. (*D. Chairman*)

Hugh Miller, Esq.

William Brooks, Esq.

James Campbell, Esq.

William Gillespie Mitchell, Esq.

John Henderson, Esq.

George Stirling, Esq.

Archibald Smith, Esq.

John Miller, Esq.

Length 40 miles. Terminates at Glasgow, Ayr, and Kilmarnock. The portion of the line between Glasgow and Paisley is the joint property of this Company and the Glasgow, Paisley, and Greenock Railway. Passes through the counties of Lanark, Renfrew, and Ayr. Maximum gradient, 1 in 440; rise in feet per mile, 12. Royal Assent, July 15, 1837. Partially opened, Aug. 5, 1839; opened throughout, August 12, 1840. Meetings, February and August, in Glasgow. Dividend paid March and September. Cap. 95, Cummock Branch Extension; capital, £204,000; length 18 miles, 3 furlongs, 6 chains; estimated expense, £350,000; authorised loan, £68,000; working expenses, 30 per cent., and estimated expense, £440,000; capital stock in trade, £312,500. 1846, Acts, caps. 60, 61, & 62, were obtained for Branches, Irvine, 6½ miles, capital £80,000; Strathaven, Riccarton. 17 miles, capital, £230,000; Linwood Mills, 4 miles, capital, £60,000, loan, £20,000, with power to convert, to a pier at Crawforddyke Harbour, at Greenock, 16 chains, and to form a junction with the Polloc and Govan Railway, 3 furlongs, with power to raise £40,000 by new shares, and £13,333 by loans. Agreed to amalgamate with the Caledonian Railway, to sanction which, an Act is to be applied for in the Session of 1847; the amalgamation is to take place from

the date of the opening of the Caledonian Railway, and is on the terms of 4 per cent. guaranteed. From Glasgow to Paisley the Line is common with the Glasgow, Paisley, and Greenock Company.

Capital.

12,500 Shares, £50 each	} Converted into Stock.	
12,500 Shares, £12 10s. each		
12,500 Shares, £12 10s. each; £5 paid. New Quarter Shares.		
Authorised to be raised by Shares		£1,580,095.
Ditto by loan or mortgage		312,400.
Expended to January, 1847		1,457.

Cost of Working and Earnings.

Earnings for the six months, ending January, 1847	£60,645.
Cost of working for the same period	28,310.
Last half-yearly dividend, per share, 25s. ; (per cent. per annum, 7.)	

Constitution.

Close register for 14 days before meeting.

Passengers' Luggage, 60lb., and 4 cubic feet in dimensions.

Extra Land, 50 Acres; Compulsion, 3; Completion, 7 years.

SCALE OF VOTING.

SHARES.

3 to have 1 Vote.

3 to 5 to have 2 Votes.

5 to 10 to have 3 Votes.

10 to 20 to have 4 Votes.

Above 20, every 10 1 additional Vote, but no one to have more than 10 Votes.

Proxies to be deposited five days at the Office before the Meeting.

30 Proprietors, of 3,000 Shares, may call Special Meeting.

GLASGOW SOUTHERN TERMINAL.

(1846, 10th VIC., CAP. 201, R.A. JULY 16.)

DIRECTORS.

William Mure, Esq.
Alexander Campbell, Esq.
Humphrey Ewing Crum, Esq.
James Graham, Esq.

John Bain, Esq.
George Young, Esq.
Thomas Dundas Spiers, Esq.

Length 1 mile, 1 furlong, 5 chains. A junction between the Glasgow, Barrhead, and Neilston Direct Railway, and the Caledonian Railway, in the southern vicinity of Glasgow. Passing through the county of Lanark. Maximum gradient, 1 in 136; minimum curve, 6 furlongs. Royal Assent, July 13, 1846.

Capital.

1,000 Shares, £25 each; £2 10s. paid.	
Authorised to be raised by Shares	£40,200.
Ditto by loan or mortgage	13,333.

Constitution.

Call, £5, 2 Months' interval; allow 4 per cent.

Directors' qualifications, 50 Shares; vary 13 to 6; Quorum, 3; Committee, 3 to 5; Quorum, Majority; three Directors annually retire.

Newspapers, two Glasgow.

Extra Land, 25 Acres; Compulsion, 3; Completion, 5 years.

Amalgamated with the Glasgow, Barrhead, and Neilston, and forms part of Caledonian.

GLASGOW, STRATHAVEN, AND LESMAHAGOW DIRECT.

1846, 10th VIC., CAP. 141, R.A. JULY 8.

Office—Glasgow.

ENGINEER—N. Robson, Esq.

DIRECTORS.

Patrick Graham, Esq.
Humphrey Ewing Crum, Esq.
John Bain, Esq.
Alexander Downie, Esq.
Christopher Saltmarsh, Esq.
William Brodie, Esq.

John Kerr, Esq.
Alexander Campbell, Esq.
David Waddington, Esq.
James Graham, Esq.
William Gebbie, Esq.

Length 15 miles, 2 furlongs, 3 chains. From Glasgow, Barrhead, and Neilston Direct Railway, near Pollockshaws, and terminates at Strathaven, with contemplated Extensions. Maximum gradient, 1 in 75; minimum curve 4 furlongs. Two inclines,

worked by assistant engines, of 1 in 40 and 1 in 62. Royal Assent, July 3, 1846.

Capital.

14,000 Shares, £25 each; £3 paid.	
Authorised to be raised by Shares.....	£350,000.
Ditto by loan or mortgage.....	116,666.

Constitution.

Directors, 13; qualification, 50 Shares; Quorum, 4; Committee 3 to 5; Quorum, Majority.

Newspapers, two County of Lanark.

Extra Land, 20 Acres; Compulsion, 3; Completion, 5 years.

Passengers may Book Luggage.

Call, £5, 3 Months' interval; allow 4 per cent. on Call's paid.

GREAT NORTH OF SCOTLAND.

1846, 10th VIC., CAP. 103, R.A. JUNE 18.

Office—Union Street, Aberdeen.

SECRETARY—W. Leslie, Esq.

ENGINEERS—W. Cubitt and A. Gibbs, Esqrs.

DIRECTORS.

Thomas Blaikie, Esq.
David Blaikie, Esq.
John Blaikie, Esq.
Newell Burnett, Esq.
Patrick Davidson, Esq.
James Hadden, Esq.
Alexander Jopp, Esq.

Clement Lumsden, Esq.
Isaac Machray, Esq.
Alexander Pirie, Jun., Esq.
Henry Paterson, Esq.
George Thompson, Jun., Esq.
David Wyllie, Esq.

Length 107 miles, 6 furlongs, 46 yards, and Branches 30 miles, 3 furlongs, 180 yards. From Aberdeen, in junction with the Aberdeen Railway, and passing through Kintore and Inverary up the valley of the Don, through Huntley, Keith, Elgin, Forres, and Nairn, terminates at Inverness. Passing through the counties of Aberdeen, Banff, Elgin, Nairn, and Inverness. Maximum gradient, 1 in 100; minimum curve, 1 furlong. Branches to Banff, Portsoy,

Garmouth, and Berghead. Amalgamated with the Aberdeen Railway on equal terms. Royal Assent, June 16, 1846. Meetings, October or November, at Aberdeen.

Capital.

30,000 Shares, £50 each; £2 10s. paid.		
Authorised to be raised by Shares	£1,500,000.	
Ditto by loan or mortgage	500,000.	

Constitution.

Call, £5, 2 Months' interval; 4 per cent. and 5 per cent. in advance.

Quorum of Meeting, £10,000.

Voting—1 Share 1 Vote.

Directors' qualifications, 20 Shares; vary 15 to 7; Quorum, 5; Committee, 3 to 5; Majority of No., Quorum.

Balance Books, 31st August; inspect 8 days before and after Meeting.

Extra Land, 50 Acres; Compulsion, 5; Completion, 6 years.

GREAT NORTH OF SCOTLAND EASTERN EXTENSION.

AMALGAMATED WITH THE ABOVE.

1846, 10th VIC., CAP. 135, R.A. JULY 3.

From the Great North of Scotland Line, at Dyce, through Ellon, Stuart Field, Old Deer, and Mintlaw, to Frazerburgh, with a Branch from Stuart Field to Peterhead. Meetings, October or November, at Aberdeen.

Capital.

8,000 Shares, £50 each.		
Authorised to be raised by Shares	£400,000.	
Ditto by loan or mortgage	133,333.	

Constitution.

Allow 4 per cent. on Calls, and 5 per cent. on Advances.

Extra Land, 20 Acres; Compulsion, 3; Completion, 6 years.

Power to lease to Great North of Scotland.

Directors' qualifications, 10 Shares ; vary 7 to 15 ; Quorum, 5 ; of Committee, 3 to 5 ; Quorum, Majority.

Balance Books, August 31 ; and inspect 8 days before and after ordinary Meeting.

Voting—1 Share 1 Vote.

JOHNSTONE AND ARDROSSAN.

NOW ARDROSSAN.

1827, 8th GEO. 4, CAP. 87, R. A. JUNE 14.

Length 22½ miles. Constructed in place of so much of an intended Canal, from Glasgow and Paisley to Ardrossan, which has only been completed as far as Johnstone. The Railway begins at the Canal Wharf, at the latter place, and is S.W. by Lochs Swinnoch and Tanker, and along the Banks of the River Rye to Kilwinning ; it then turns West, through the Collieries by Kerrylaw ; and thence Northwards of the Town of Saltcoats, to the Harbour of Ardrossan. The object of the line is to give facility for the export of Coal to Ireland, and the importation of Agricultural produce in return for the supply of Glasgow and Paisley. Sold to the Glasgow, Paisley, Kilmarnock, and Ayr Line.

KILMARNOCK AND TROON.

1808, 48th GEO. 3, CAP. 46, R.A. MAY 27.

1837, 7th WM. 4, CAP. 105, R.A. JULY 12.

1846, 10th VIC., CAP. 211, R.A. JULY 18.

Length 12 miles, 1 furlong, 6 chains. From Glasgow, Paisley, Kilmarnock, and Ayr line, at Kilmarnock, to Troon, with Branches to Fortè Acres and to Muir House Colliery. Passing through the County of Ayr. Maximum gradient, 1 in 406 ; minimum curve, 15 chains. Amalgamated with Glasgow, Paisley, Kilmarnock, and

Ayr. Cap. 211, Capital, £75,000; and borrow £25,000, with power of conversion. Cap. 105, £40,000 additional. Cap. 46, Capital, £55,000; Loan, £15,000.

Constitution.

Compulsion, 3; Completion, 5 years.

MONKLAND AND KIRKINTILLOCH.

1824, 5th GEO. 4, CAP. 49, R.A. MAY 17.
 1833, 4th WM. 4, CAP. 114, R.A. JULY 24.
 1839, 3rd VIC., CAP. 70, R.A. JULY 4.
 1843, 7th VIC., CAP. 79, R.A. JULY 28.
 1845, 9th VIC., CAP. 46, R.A. JUNE 30.
 1846, 10th VIC., CAP. 179, R.A. JULY 16.

Principal Office—37, West George Street, or Railway Buildings, Glasgow.

SECRETARY AND ENGINEER—Alexander J. Adie, Esq.

SOLICITORS—Messrs. Mitchell, Henderson, and Mitchell.

SUPERINTENDENT—George Lish, Esq.

DIRECTORS.

Alexander S. Finlay, Esq.
 Robert D. Alston, Esq.
 William G. Mitchell, Esq.
 Robert Grahame, Esq.
 William Clark, Esq., M.D.

Thomas Grahame, Esq.
 John Freeland, Esq.
 Theodore Walrond, Esq.
 Hugh Morton, Esq.
 Thomas Hill, Esq.

Length 10 miles. From Palace Craig, in the parish of Old Monkland, to Kirkintilloch, in Dumbartonshire, with a Branch, $\frac{1}{2}$ mile, to Howes Colliery; joins the Ballochney and Garnkirk and Glasgow Railways.

Cap. 179—Chapel Hall Branch; capital, £36,000; loan, £12,000, with power of conversion.

Constitution.

Extra Land, 10 Acres; Compulsion, 3; Completion, 7 years.

May purchase portion of Castle Carey Branch of the Caledonian Company.

MORAYSHIRE.

1846, 10th VIC., CAP. 178, R.A. JULY 16.

Office—Aberdeen.

DIRECTORS.

Henry Inglis, Esq.
 Alexander Forteith, Esq.
 James Wilson, Esq.
 John Grant, Esq.
 John Walker, Esq.

Alexander Grant, Esq.
 James Johnson, Esq.
 James Grant, Esq.
 Geo. Leslie, Esq.

Length 11 miles 40 chains. Extends from Slotfield and Lossiemouth to Elgin and Craigellachie. Passes through the county of Elgin. Maximum gradient, 1 in 102; minimum curve, 35 chains. Royal Assent, July 16, 1846. Meetings, October, at Elgin.

Capital.

3,750 Shares, £20 each; £5 paid.

Authorised to be raised by Shares	£75,000.
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Ditto by loan or mortgage	21,500.
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Constitution.

Directors' qualifications, 20 Shares; vary 12 to 5; Quorum, 3;
 Committee, 3 to 5; Quorum, 3.

Newspapers, 1 Edinburgh and 1 Elgin.

Extra Land, 15 Acres; Compulsion, 3; Completion, 7 years.

Call, £2, 2 Months' interval; allow 5 per cent. on sums paid in advance.

Quorum of Meeting, £10,000; and £5,000 may appoint Judicial Factor.

NORTH BRITISH.

1844, 7th & 8th VIC., CAP. 66, R.A. JULY 4.

1845, 8th & 9th VIC., CAP. 82, R.A. JULY 21.

1846, 9th & 10th VIC., CAP. 73, R.A. JUNE 26.

DITTO, CAP. 74, R.A. JUNE 26.

Office—18. St. Andrew's Square, Edinburgh.

SECRETARY—Charles F. Davidson, Esq.

ENGINEER—John Miller, Esq.

SOLICITORS—D. Smith and J. G. Wood, Esqrs.

DIRECTORS.

John Learmouth, Esq. (<i>Chairman</i>).	John Cockburn, Esq.
E. Henderson, Esq. (<i>D. Chairman</i>).	Archibald Horne, Esq.
John Christeson, Esq.	George H. Ball, Esq.
Alexander Thomson, Esq.	George Turnbull, Esq.
John Maxton, Esq.	Sir James Forrest
H. F. Cadell, Esq.	George Hudson, Esq.

Length 62 miles. From Berwick-on-Tweed, and terminates in junction with the Edinburgh and Glasgow Railway, at Edinburgh, with a Branch to Haddington. Passes through the Counties of Haddington and Edinburgh. Royal Assent, July 4, 1841. 1845, Branch to Fisherrow, cap. 182; length, 1 mile 7 furlongs. 1846, cap. 73, Branches out of Hawick Line; from Western Langlee to Selkirk, and from Newton to Kelso, to join the Newcastle and Berwick; extra Land, 20 Acres; Compulsion, 3; Completion, 5 years. 1846, cap. 74, alter Dalkeith Line to Musselburgh and Leith; and Branches from Bankton to Tranent; and Bankton to Cockenzie; and Drem to North Berwick; and West Reston to Dunse. Meetings, February and August, at Edinburgh.

Capital.

72,600 Shares, £8 6s. 6d. each; 9s. paid.
96,000 Shares, £8 5s. each; 45s. paid.
96,300 Shares, £6 5s. each; 12s. 6d. paid
32,000 Shares, £12 10s. each; paid.
32,000 Shares, £25 each; paid.

Authorised to be raised by Shares.....	£800,000.
Ditto by loan or mortgage.....	266,666.

Expended to 31st January, 1847, £1,997,987 16s.

Feb. 1847, Revenue	£52,231	15	5
Expenditure.....	23,441	10	2

Balance..... £24,810 5 3

Allow 5 per cent. on Calls.

Constitution.**SCALE OF VOTING.**

1 Vote for £50, up to £500.

£200 above, 1 additional Vote, up to £10,000.

£500 above £10,000, 1 Vote additional.

Proxies required to be lodged 3 days before Meeting.

Cap. 73, Extra Land, 20 Acres; Compulsion, 3; Completion, 5 years.

Cap. 74, Extra Land, 50 Acres; Compulsion, 3; Completion, 5 years.

PAISLEY AND RENFREW.

1835, 5th WM. 4, CAP. 88, R.A. JULY 21.

Have raised £9,900 on Mortgage, at a varying rate, according to the rate of discount at the Bank. This Railway is let by Auction annually. Rent for 1847, £1,025. Have power still to raise £3,330 (in addition to £580) the value of 58 forfeited Shares. The Glasgow, Paisley, Kilmarnock, and Ayr hold Stock in this Line, and are applying, 1847, to transfer the Line to themselves, and improve it. Capital, £100,000; loan, £33,000.

1,967 Shares, £10 each; paid, £19,870.

Authorised to be raised by Shares	£13,000.
Ditto by loan or mortgage	10,000.

POLLOCK AND GOVAN.

1830, 11th GEO. 4, CAP. 62, R.A. MAY 29.

1831, 1st WM. 4, CAP. 58, R.A. AUGUST 23.

1837, 1st VIC., CAP. 118, R.A. JULY 15.

From Pollock to Govan, to the Clyde, at Broomielaw.

Capital, £46,000; Loan, £20,000.

RUTHERGLEN.

1831, 2nd WM. 4, CAP. 35, R.A. AUG. 2.

From Rutherglen Green to Wellshot, Lanarkshire. Not made.

SCOTTISH CENTRAL.

1845, 8th & 9th VIC., R.A. JULY 31, CAP. 161.

1846, 9th & 10th VIC., R.A. JULY 18, CAP. 150.

DITTO, CAP. 180.

DITTO, CAP. 191.

DITTO, CAP. 189.

Office—St. John Street, Perth.

SECRETARY—Robert Dow Kerr, Esq.

ENGINEERS—J. Locke, J. E. Errington, and J. H. Tasker, Esqrs.

DIRECTORS.

Major Wm. Moray Stirling
 William Murray, Esq.
 John Murray, Esq.
 Laurence Oliphant, Esq.
 George Buchanan, Esq.
 Robert Bruce, Esq.

Alexander Downie, Esq.
 Charles Graham Sidney, Esq.
 William Peddie, Esq.
 John Stirling Esq.
 John Masterman, Jun., Esq.
 Archibald Turnbull, Esq.

Length $67\frac{1}{2}$ miles. In junction with the Edinburgh and Glasgow and Caledonian Railways, near Castlecary, and passing through the towns of Stirling and Dunblane, terminates at Perth, in junction with the Scottish Midland, the Edinburgh and Northern, and the Dundee and Perth Railways. Passes through the Counties of Edinburgh, Stirling, and Perth. Two tunnels, 1,694 yards in length; maximum gradient, 1 in 75; minimum curve, 40 chains. Royal Assent, July 31, 1845. Estimated nett profit per annum, £56,936, equal to a dividend of 7 per cent. To be opened as far Stirling in the Summer of 1847. Meetings, March and September, at Perth. In 1846, this Company obtained powers to make branches to Denny, 3 miles 48 chains; to the Forth at Alloa Ferry, 4 miles 48 chains; and to Crieff, 9 miles, 3 furlongs, 9 chains. Also to erect a general terminus and station near the County and City Infirmary, for the joint use of the Scottish Central, the Scottish Midland Junction, and the Edinburgh and Northern Railways, to be constructed by, and to remain under the management of, the Scottish Central Railway. This Company also obtained power to raise £405,000 additional capital by new shares, and £134,830 by

loans. Now leased in perpetuity to the London and North Western, Lancaster and Carlisle, and Caledonian Companies; 7 per cent. guaranteed on £1,020,000, with half surplus profits. 1846, cap. 150, Alloa Branch; capital, £115,000; loan, £33,300. [Cap. 180, Denny Branch; capital, £50,000; loan, £16,600. Cap. 191, Crieff Branch; capital, £160,000; loan, £53,330. Cap. 189, Perth Termini and Station; capital, £80,000, loan, £26,600.

Capital.

72,000 Shares, £25 each; £17 10s. paid.	Whole Shares.
Authorised to be raised by Shares.....	£880,000.
Ditto by loan or mortgage.....	283,330.

Constitution.

Call, £5, 2 Months' interval.

Directors, No. 12, qualification, 20 Shares; vary 15 to 9; Quorum, 5; of Committee, 3 to 7; Quorum, 3.

Quorum of General Meeting, £20,000; and £10,000 may appoint Judicial Factor.

Extra Land, 110 Acres; Compulsion, 3; Completion, 7 years.

No Special Voting. Scale, therefore, regulated by Clauses Consolidation Act.

Perth Station common to this Company, and Scottish Midland, Dundee and Perth, Edinburgh and Northern Companies; and the Station to be under the control of the Scottish Central, who appertion the charge to the other Companies according to their traffic and use made of the Station.

SCOTTISH GRAND JUNCTION.

1846, 10th VIC., CAP. 187, R. A. JULY 3.

Office—Edinburgh;

DIRECTORS.

Sir Alfred Campbell, Bart.	Henry Dunlop, Esq.
John Bain, Esq.	James Forsyth, Esq.
Alexander Campbell, Esq.	Wm. Graham, jun., Esq.
James Archibald Campbell, Esq.	Strachan Irving Popham, Esq.
James Archinleck Chéyne, Esq.	Campell Paterson, Esq.
Alexander Donnie, Esq.	Peter Blackburn, Esq.

Length 39 miles 54 chains, with a branch 6 miles 24 chains. This Railway is part of a plan for connecting the Western Highlands and Islands of Scotland with Glasgow. A branch to Crianlarich, with branch from latter place to Killir, through counties of Perth and Argyle. Maximum gradient 1 in 75, except a plane at the head of Loch Lomond of 1 in 40 for 3 miles 6 furlongs, to be worked by atmospheric power; minimum curve 10 chains. Royal Assent, July 3, 1846.

Capital.

14,000 Shares, £25 each; £2 10s. paid.

Authorised to be raised by Shares,	£350,000
Ditto by loan or mortgage,	115,000

Constitution.

Call, £5, 2 Months' interval; interest 4 per cent.

£20,000 may appoint Factor; also Quorum of General Meeting

Directors' qualifications, 25 Shares; vary 15 to 9; Quorum, 5; of Committee, 3 to 11; Quorum, Majority.

Extra Land, 20 Acres; Compulsion. 3; Completion, 7 years.

SCOTTISH AND MIDLAND JUNCTION.

1845, 9th VIC. CAP. 170, R. A. JULY 31.

Office—34, St. John Street, Perth.

SUPERINTENDENT—James Hunter Tasker, Esq.

ENGINEERS—Joseph Locke, F.R.S., and J. E. Errington, Esqrs.

SOLICITORS—Christopher and John Ker, Esqrs.

SECRETARY—Robert Dow Ker, Esq.

DIRECTORS.

The Hon. John S. Worsley, M. P.	C. G. Sidey, Esq.
(<i>Chairman</i>).	Col. Dalgairus
George Bushman, Esq. (<i>Deputy</i>	R. Wedderburn Ogilvy, Esq.
<i>Chairman</i>).	W. D. Proctor, Esq.
Sir James Ramsay, Bart.	Hugh Watson, Esq.
John Masterman, Jun., Esq.	

Length $33\frac{1}{4}$ miles. From Perth, and terminating in junction with the Arbroath, Forfar, and Aberdeen Railways, with branches to the Scottish Central, and Arbroath, and Forfar Railways. Passes through the counties of Stirling and Perth. Passes through the valley of Strathmore, and will form a link of communication between the Scottish Central Railway, at Perth, and the Arbroath and Forfar and Aberdeen Railways. Maximum gradient, 1 in 125; minimum curve, 1 mile. Royal Assent, July 31, 1845. R.A. June 26, cap. 75, branches to Dunkeld, Blagowrie, and Kirriemuir; capital, £300,000; loan, £100,000. Estimated nett profit, £20,272 per annum, equal to a dividend of 7 per cent. Meetings, March and September.

Capital.

12,000 Shares, £25 each; £17 10s. paid. Whole Shares.

Authorized to be raised by Shares..... £300,000.

Ditto by loan or mortgage..... 100,000.

Constitution.

Extra Land, 50 Acres; Compulsion, 3; Completion, 5 years.

SLAMANNAN.

(LATE ABBUCKLE.)

1835, 6th WM. 4, CAP. 55, R.A. JULY 3.

1887, 7th WM. 4, CAP. 94, R.A. JULY 3.

1839, 3rd VIC., CAP. 57, R.A. JULY 1.

1846, 10th VIC., CAP. 107, R.A. JUNE 26.

DITTO, CAP. 151, R.A. JULY 16.

Principal Office—37, West George Street, or Railway Buildings, Glasgow.

SECRETARY AND ENGINEER—Alexander J. Adie, Esq.

SOLICITORS—Messrs. Mitchell, Henderson, and Mitchell.

DIRECTORS.

William Brown, Esq.

John Young, Esq.

R. W. Ralston, Esq.

John Freeland, Esq.

John Henderson, Esq.

Patrick Mitchell, Esq.

William S. Kirkland, Esq.

William Ewing, Esq.

Andrew Macgeorge, Esq.

Cap. 55, Shares, £50 each; capital, £86,000. Cap. 94, capital, £54,000; loan, £46,666. Cap. 107, capital, £105,000; loan, £35,000. Cap. 151, capital, £70,000; loan, with power to convert Branches to Bathgate and Jawcraig. Compulsion, 3; Completion. 7 years.

STIRLING AND DUNFERMLINE.

1846, 10th VIC. CAP. 202, R. A. JULY 16.

Office—Stirling.

SECRETARY—J Monteith, Esq.

DIRECTORS.

James Anstruther, Esq. (*Chairman*)

John Learmouth, Esq.

Alexander Macneil, Esq.

Sir John Halket, Bart.

Alexander Drysdale, Esq.

David Birrell, Esq.

Length 20 miles 60 chains; Alloa Branch, 3 miles 65 chains. From Stirling, and terminates at Dunfermline, with branches to Alloa Harbour and Tillicoultry. Passes through the counties of Stirling, Clackmannan, Perth, and Fife. Maximum gradient, 1 in

76; minimum curve, 1 furlong 5 chains. Royal Assent, July 16, 1846. Proposed to be leased by the Edinburgh and Glasgow Railway (but now demurred to by this Company), for 35 years, at 4 per cent. and half surplus profits, deducting 35 per cent. for expenses. Meetings, February and August, at Glasgow.

Capital.

26,000 Shares, £15 each; £2 10s. paid.	
Authorised to be raised by Shares.....	£890,000.
Ditto by loan or mortgage.....	180,000.

Constitution.

Call, £5, 3 Months' interval.

Quorum of Meeting, £15,000.

Directors' qualifications, 40 Shares; vary 10 to 5; Quorum, 3; of Committee, 2 to 5, Majority.

Balance, 31st January and July; inspect 10 days after Meeting.

Newspapers, Glasgow and Stirling.

Extra Land, 50 Acres; Compulsion, 3; Completion, 7 years.

STIRLINGSHIRE MIDLAND JUNCTION.

1846, 10th VIC. CAP. 165, R. A. JULY 16.

DIRECTORS.

Alexander McFarlane, Esq.
James Russell, Esq.
John Gair, Esq.
James Russell, Jun., Esq.
John Learmouth, Esq.

John Wilson, Esq.
James Leechman, Esq.
Graham Hardie, Esq.
George Hamilton, Esq.

Length 5 miles, 4 furlongs, 2 chains, with two Branches to the Carron and Falkirk Ironworks, 2 miles, 2 furlongs, 11 chains. To form a junction with the Scottish Central Railway and the Edinburgh and Glasgow Railway. Maximum gradient, 1 in 63; minimum curve, 9 chains. Royal Assent, July 16, 1846. Dividends paid February 2, and August 2.

Capital.

7,500 Shares. £20 each; £2 10s. paid.	
Authorised to be raised by Shares.....	£150,000.
Ditto by loan or mortgage.....	50,000.

Constitution.

Call, £5, 2 Months' interval.

£10,000 may appoint Factor.

Quorum of Meeting, £5,000.

Directors' qualifications, 20 Shares; vary 12 to 6; Quorum, 5; of Committee, 3 to 8.

Extra Land, 10 Acres; Compulsion, 3; Completion, 7 years.

Power to transfer line to Edinburgh and Glasgow, and to receive 5 per cent. for 5 years, and 5½ after, in preference to holders of Edinburgh and Glasgow Shares.

STRATHTAY AND BREADALBANE.

1846, 10th VIC. CAP. 317, R. A. AUG. 3.

DIRECTORS.

Sir Alexander Campbell, Bart.

W. J. L. Campbell, Esq.

W. B. S. Campbell, Esq.

James Condie, Esq.

Archibald Burns, Esq.

Archibald Reid, Esq.

Length 9 miles, 3 chains. Commences in junction with the Scottish Midland Junction Railway, and runs up the valley of the Tay to Aberfeldy. Passes through the county of Perth. Maximum gradient, 1 in 100; minimum curve, 2 furlongs. Royal Assent, August 3, 1846.

Capital.

4,800 Shares, £25 each; £5 paid.

Authorised to be raised by Shares,.....	£120,000.
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Ditto by loan or mortgage,.....	40,000.
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Constitution.

Call, £5, 2 Months interval.

Quorum of Meeting, £10,000; who may appoint Judicial Factor.

Directors' qualifications, 10 Shares; vary 9 to 15; Quorum, 5; of Committee, 3 to 7,

Extra Land, 15 Acres; Compulsion, 3; Completion, 7 years.

WEST LOTHIAN.

1825, 6th GEO. 4, CAP. 169.

From Ryhall, on the Edinburgh and Glasgow Union Canal, in the Parish of Upshall, to Shotts, about 23 miles. Not made.

WILSONTOWN, MORNINGSIDE, AND COLTNESS.

1841, 5th VIC., CAP. 43, R. A. JUNE 21.

1846, 10th VIC., R.A. JULY 16, CAP. 161.

DITTO, CAP. 160.

DITTO, CAP. 162.

Principal Office—36, Miller Street, Glasgow.

SECRETARY—James Mitchell, Esq.

SUPERINTENDENT AND RESIDENT ENGINEER—J. Richardson Forman, Esq.

ASSISTANT ENGINEER—Alexander J. Adie, Esq.

SOLICITORS—Messrs. Mitchell, Henderson, and Mitchell.

DIRECTORS.

James Douglas, Esq. (<i>Chairman</i>)	William Houldsworth, Esq.
Robert Dykes, Esq. (<i>D. Chairman</i>)	John Houldsworth, Esq.
James Monteath, Esq.	Walter Gray, Esq.
Lawrence Robertson, Esq.	Coll McGregor, Esq.
Alexander Tennant, Esq.	

Length $8\frac{1}{2}$ miles. Single line in continuation of the Wishaw and Coltness to Whitburn. Gradient, 1 in 60, and few Passengers use the line. Passes through Lanark and Linlithgow. Cap. 161, improvement Shotts Branch; capital, £50,000; loan, £16,600. Cap. 160, Caledonian Junction; capital, £130,000; loan, £43,300; compulsion, 3; completion, 7 years. Cap. 162, Bathgate Branch, £55,000; loan, £18,000.

WISHAW AND COLTNESS.

(LATE GARTURE AND GARION).

1829, 10th GEO. 4, CAP. 107, R.A. JUNE 1:

1834, 4th WM. 4, CAP. 41, R.A. JUNE 16.

1837, 1st VIC., CAP. 100, R.A. JULY 12.

1839, 3d VIC., CAP. 58, R.A. JULY 1.

1846, 10th VIC., CAP. 206, R.A. JULY 16.

Principal Office—St. Rollox, Glasgow.

SECRETARY AND GENERAL MANAGER—C. A. King, Esq.

SUPERINTENDENT AND RESIDENT ENGINEER—J. M. Mackenzie, Esq.

CONSULTING ENGINEER—Neil Robson, Esq.

SOLICITOR—James Mitchell, Esq.

DIRECTORS.

Alex. Glasgow, Esq. (*Chairman*)
 Right Hon. Lord Belhaven, &c.
 North Dalrymple, Esq.
 William Lockhart, Esq., M. P.
 R. D. Alston, Esq.
 W. G. Mitchell, Esq.

Laurence Robertson, Esq.
 Graham Hutcheson, Esq.
 Robert Dykes, Esq.
 C. H. Scott, Esq.
 Allan Cuthbertson, Esq.

Length 13 miles. Share Capital, £240,000, and guaranteed 10½ per cent. by Caledonian. Cap. 206, Cleland Extension; capital, £80,000; loan, £26,000. Proposed to become part of Caledonian line, but Bill withdrawn. Lord Belhaven only proprietor who dissents. Power under former Acts to employ on works £157,560 14s. 4d.

Capital.

9,000 Shares, £25 each.

Authorised to be raised by Shares	£201,728 15 0
Ditto by loan or mortgage	60,439 5 8

Constitution.

Voting—1 Vote for every 4 Shares, up to 200.

Proxy allowed for only 6 Shareholders in one hand.

SESSION OF 1847.

RESULT OF APPLICATIONS FOR ACTS RELATING TO
SCOTLAND,
WITH DECISIONS, AS FAR AS CAN BE OBTAINED.

The Lines were divided, by the Committee of Classification, into eight Groups, Nos. 44 to 51 inclusive, the new being few in number, and several having been referred to Mr. Greene, the Chairman of Committees of Ways and Means, as unopposed; many having been withdrawn, and decisions on merits having been come to on the most important, their progress up to the present time is given, in preference to delaying the publication of this work, the decisions undetermined being few and unimportant. A feeling exists, both in Parliament and the country, that a lenient restraint on railway enterprise is desirable for the present.

Aberdeen. Deviation and Branch to Brechin. R.A. July 9.

Aberdeen. Great North of Scotland Amalgamation. R.A. July 9.

Aberdeen. Purchase of Aberdeen Harbour.

Airdrie and Bathgate. Branches and extensions. R.A. July 22.

Arbroath and Forfar, and Scottish Midland connecting. Lost on merit.

Ayrshire and Galloway Capital, £100,050; Loans, £33,300. 6½ miles.

From Smithstown to Dalmeilington. Maximum gradient, 1 in 100; minimum curve, 30 chains. With Branch to Gibbshole, and forming part of Glasgow, Dumfries, and Carlisle Line.

Caledonian and Dumbartonshire Junction. Capital, £50,000; Loans, £16,500. Deviation, 8½ miles, between Duntocher Lime Works and Bowling. Branch, 1½ miles to Port Dundas. Tunnel, 500 yards. Maximum gradient, 1 in 75; minimum curve, 21 chains. Branch to Porkston 1 mile. R.A. July 2.

Caledonian. Edinburgh Station and Branches to Granton and to Edinburgh and Glasgow Line. R.A. July 22.

Caledonian, 1st. Caledonian and Glasgow and Greenock Amalgamation Capital, £650,000; New Capital, £300,000; Loans, £100,000. R.A. July 9.

Caledonian, 2d. Purchase of Wishaw and Coltness. Withdrawn.

Caledonian, 3d. General Terminus and Glasgow Harbour. Capital, £50,000; Loans, £16,666. Maximum gradient, 1 in 100; minimum curve, 15 chains. Branches of 3, 5, and 2 furlongs each.

Caledonian, 4th. Extension to Auchinheath Mineral Field, with Branches to Wishaw and Coltness, and Canderside, $2\frac{1}{2}$ miles each. Capital, £250,000; Loans, 83,300. Maximum gradient, 1 in 75; minimum curve, 25 chains.

Caledonian, 5th. Branches to Canobie, 9 miles. Capital, £300,000; Loans £100,000. Maximum gradient, 1 in 90; minimum curve, 20 chains. R.A. July 9. Also a Branch to Annan, $6\frac{1}{2}$ miles; maximum gradient 1 in 64; and other Branches to Killhead, $2\frac{1}{2}$ miles; total, $20\frac{1}{2}$ miles.

Caledonian. Branches from Clydesdale Junction to the Douglass and Lesmahagow Mineral Field, and to Strathaven. Capital, £550,000; Loans, £183,000. Maximum gradient, 1 in 100; on the Strathaven Branch, 1 in 50; minimum curve, 20 and 40 chains radius. Main Line, $19\frac{1}{2}$ miles to West Town, $4\frac{1}{2}$ miles to Strathaven; $1\frac{1}{2}$ miles to Bank End; $1\frac{1}{2}$ miles to Faldhouse; total, $27\frac{1}{2}$ miles. Also Branch to Ecclefechan.

Caledonian, 6th. Glasgow, Garnkirk, and Coatbridge. Branch, $2\frac{1}{2}$ miles, to Glasgow, and enlarge Station. Capital, £150,000; Loan, £50,000. Tunnel, 400 yards. Maximum gradient, 1 in 80; minimum curve, 40 chains. R.A. July 2.

Caledonian Bill for the Clyde Branch and Glasgow Station and Branch to Dalnakeddar. Withdrawn.

Dundee and Newtyle. Capital, £50,000; Loans, £16,666. To widen and improve Line. R.A. July 2.

Dundee and Perth. Capital £100,000; Loans, £33,333. To alter Line for 6 furlongs, 120 yards; and make Branches, 1 mile, 6 furlongs, 170 yards, to Inchtute; 6 furlongs, 206 yards, to Polgarvie; and 2 miles 1 furlong, 100 yards, to Inchmichael. R.A. July 2.

East of Fife. Marchinch Deviations of Line. R.A. July 22.

East Lothian Central. Capital, £140,000; Loans, £46,666. 12 miles,

5 furlongs, 155 yards. From East Linton to Haddington, with Branch to Ormiston, and forms part of the North British, viz., from the Dalkeith Branch and near to the Haddington, without joining it, and on to the Main Line, at Linton. R.A. July 9. The Tyne Valley project was incorporated with the above.

Edinburgh and Glasgow, and Monkland and Kirkintilloch Amalgamation withdrawn; but Caledonian will take it on the same terms at a future period.

Edinburgh, Leith, and Granton. Leith and Granton Junction.

Edinburgh, Leith, and Granton. Leith Extension.

Edinburgh, Leith and Granton. Union Canal and Caledonian Junction.

Edinburgh and Northern. Tay Ferry Improvement. R.A. July 22.

Edinburgh and Northern. Amalgamation with the Edinburgh, Leith, and Granton. R.A. July 22.

Edinburgh and Northern. Deviations and extensions; Burnt Island to Dunfermline. R.A. July 22.

Edinburgh and Northern. Branches to St. Andrew's and Newburgh. R.A. July 22.

Edinburgh and Northern. Burnt Island Pier and Ferry purchase. R. A. July 9.

Edinburgh and Perth Branches.

General Terminns and Glasgow Harbour. Capital, £50,000; Loans, £16,000. Branches to Caledonian, and others. R.A. July 3.

Glasgow, Airdrie, and Monklands. Estimate, £71,500. Branches at Glasgow, and to Carmyle, to Central Junction, and to Coplaw Hill; also 3½ miles Branch to Cowlares. R.A. July 22.

Glasgow, Dumfries, and Carlisle (No. 2), and Glasgow, Paisley, Kilmar-nock, and Ayr. Capital, £700,000; Loans, £233,000. Branch, 27½ miles, 8½ chains, to Kirkcudbright; to Clayhouse, 2 furlongs, 1½ chains; to Gibbshole, 8½ miles 6 chains. Maximum gradient, 1 in 80; minimum curve, 30 chains radius; and on Branches, 15 and 20 chains radius.

Also, No. 4, alter term of amalgamation. Capital, £450,000; Loans, £15,000.

No. 1, alter lease to Caledonian.

No. 3, Branches. Capital, £1,000,000; Loans, £333,300. R.A. July 9.

Glasgow, Barrhead, and Neilston Direct. Capital, £360,000; Loans, £113,000. 1 mile 2 furlongs, 8 chains deviation. Maximum gradient, 1 in 70; minimum curve 50 chains. R.A. July 2.

Glasgow, Barrhead, and Neilston Direct, and Glasgow Southern Terminal Amalgamation.

Glasgow, Kilmarnock, and Ardrossan. Capital, £88,000; Loans, £29,330. Branch, $3\frac{1}{2}$ miles, 8 chains; two of 4 furlongs, 5 chains each; and one of 9 furlongs. Maximum gradients, 1 in 71, and 1 in 75; and 1 in 165, and 1 in 100; minimum curves, 80, 15, 40, 20, 16 chains radius. R.A. July 2.

Glasgow, Paisley, and Greenock. Capital, £20,000; Loans, £6,666; $1\frac{1}{2}$ miles. Maximum gradient, 1 in 100; minimum curve, 20 chains.

Glasgow, Paisley, and Greenock Branches at Port Glasgow. Capital, £60,000; Loans, £20,000. Lengths, 3, 6, 1, 2, and 9 furlongs respectively. Maximum gradients 1 in 40, and 1 in 706; and 1 in 70; minimum curves, $4\frac{1}{2}$, 15, 5 chains radius. Withdrawn for this session, and proceed from present stage in ensuing session.

Glasgow, Paisley, Kilmarnock, and Ayr (No. 1), and Glasgow and Belfast Union. Capital, £1,025,000; Loans, £341,000. $65\frac{1}{2}$ miles of Branches: to East Glenbuck, $14\frac{1}{2}$ miles; to Belfast Union, $14\frac{1}{2}$ miles; and two $7\frac{1}{2}$ miles each, to Smithstone. Maximum gradient, 1 in 40; minimum curve, 23 chains. R.A. July 9.

Glasgow, Paisley, Kilmarnock, and Ayr, No. 2. Capital, £300,000; Loans, £100,000. $18\frac{1}{2}$ miles of Branches, to Hourah Toll and to Hill End, and alter Swinlees Branch. Two inclines of 1 in 21, and 1 in 22. To be worked by assistant engines. Maximum gradient, 1 in 50, except inclines; minimum curve, 15 chains radius. R.A. July 9.

Glasgow, Paisley, Kilmarnock, and Ayr (No. 3). Purchase of Ayrshire, and Bridge of Weir. Increased Capital £150,000; Loans, £50,000. Branch, 7 furlongs, 4 chains, to Gryfe's Mill; 3 furlongs, $1\frac{1}{2}$ chains to Crosslie Mill. Maximum gradient, 1 in 60; minimum curve, 10 chains. R.A. July 22.

Glasgow, Paisley, Kilmarnock, and Ayr, No. 4. Estimate, £20,000; additional Land for Station at Tradestown. No new Capital. R.A. July 9.

Glasgow Southern Terminal. Capital, £40,000; Loans, 13,333. Amalgamation with the Glasgow, Barrhead, and Neilston, and both form part of Caledonian. R.A. July 2.

Kilmarnock and Ayr Direct withdrawn.

North British, No. 1. To increase Capital for extensions and deviations
Preamble proved.

Paisley, Barrhead, and Hurlet. Capital, £200,000; Loans, £76,000. 8 miles, 5 furlongs. From Paisley to Black Byers, and to Townhead. Maximum gradient, 1 in 55, and 1 in 83½; minimum curve, 15 chains.

Paisley and Renfrew. Sale to the Glasgow and Ayr Company for £70,000; and to alter gauge to 4 feet 8½ inches. Capital, £100,000; Loans, £33,000. R.A. July 22.

Scottish Midland Junction. Capital, £300,000; Loans, £100,000. 21 miles 57 chains. Branch to Lawrence Kirk. Read second time, Feb. 1.

Strathgairn and Breadalbane. Lost on merits.

Wilsontown, Morningside, and Coltness, Branches to Benhar. Lost on merits.

Wishaw and Coltness. Capital, £250,000; Loans, £83,000. Branches to Auchenheath and Canderside, respectively, 9 miles, 5 furlongs, 8 links, 2 miles, 4 furlongs, 50 links, and 4 miles, 2 furlongs, 10 links; proposed to be purchased by Caledonian, for £24,000, and to form part of that line, but the Bill withdrawn for the Session after much opposition.

CHARGES FOR TRANSFER OF SHARES. SCOTLAND.

The North British Company charge for Transfer Fees, when under five shares, 18d.; and, if above, 30d.; and when a New Certificate is required, 30d. in addition. The Edinburgh and Northern charge 30d. for Transfer, and also when New Certificate is required. The Caledonian charge 30d. for Transfer, and, if an Indorsement is requested, 12d. extra is charged.

IRELAND.

The Dublin and Belfast Company charge 30d. for Transfer, irrespective of number of shares; and other companies the like amount.

ENGLAND.

London and Blackwall charge 30d.; also Leeds and Thirsk, Kendal and Windermere, 60d.; Hartlepool Dock and Railway, 30d. per share, and 30d. for entering in a Book; this, on a share of say £16 13s. 4d. is oppressive, and is promised to be mitigated. South Eastern, 12d.; Greenwich, 30d.; Birmingham and Derby, 30d.; Newcastle and Darlington, 60d.

The companies charge the shareholder or his broker the return postage of the Certificate, leaving it optional with the shareholder whether he transmits the certificate for indorsement or not. Some of the companies make no charge.

PRICES OF SHARES AT NEWCASTLE UPON TYNE.

<i>Railways.</i>	<i>Amount.</i>	<i>Paid.</i>	<i>Price.</i>
ABERDEEN,.....	50	35	29
Airdrie and Bathgate,	25	2½	3½
Alford Valley,	50	—	—
Arbroath and Forfar,	25	25	26½
Ditto Half,.....	12½	12½	14½
Ditto Quarter,	6¼	1½	2
Ayrshire, Bridge of Weir, and Port Glasgow,	25	2½	—
Ayrshire and Galloway,	14½	2½	2½
Ballochney and Slamannan (late Arbuckle),	25	25	47
Caledonian, ..	50	35	29
Ditto New,.....	25	2½	2
Caledonian and Dumbartonshire,	25	2½	1½
Clydesdale Junction,	50	35	49½
Deeside,.....	50	5	3½
Dunblane, Doune, and Callendar,.....	25	2½	1½
Dundee and Arbroath,.....	25	25	40
Ditto New, No. 1,.....	25	17½	30
Ditto New, No. 2,.....	20	20	32½
Ditto New, No. 3,.....	8½	8½	16½
Dundee and Newtyle,	—	—	—
Dundee and North Junction,	20	2½	1½
Dundee and Perth,	25	25	—
Ditto New,.....	25	5	—
Drumpellar,	25	—	—
East of Fife,	25	2½	2
East Lothian Central,.....	20	2	1½
Edinburgh and Bathgate,	25	7½	8½
Edinburgh and Dalkeith—See North British,	—	—	—
Edinburgh and Glasgow,.....	50	50	69
Ditto Half,.....	25	15	22½
Ditto Quarter,	12½	12½	17½
Edinburgh and Hawick—See North British,	—	—	—
Edinburgh, Leith, and Granton,	20	20	19½
Ditto, Preference,	20	20	20½
Ditto New, No. 1,.....	20	4	4
Ditto New, No. 2,....	20	2	2
Ditto Quarter, ..	5	½	13½s.
Edinburgh and Northern,	25	17½	18
Ditto New,....	25	2½	3½
Ditto Newport,	15	7	7½
Ditto New,.....	15	1½	2½
Edinburgh and Perth,	20	2	1½
Ditto Half,.....	10	½	½
General Terminus and Glasgow Harbour, ..	26	2½	11½
Glasgow, Airdrie, and Monkland,	25	5	3½
Glasgow, Barrhead, and Neilston Direct,...	25	20	22
Ditto New,.....	25	5	4½
Glasgow and Belfast Union—See Glasgow, Paisley, Kilmarnock, and Ayr,	25	2½	—

<i>Railways.</i>	<i>Amount.</i>	<i>Paid.</i>	<i>Price.</i>
Glasgow, Dumfries, and Carlisle,	25	5	5 $\frac{1}{2}$
Glasgow, Garnkirk, and Coatbridge,	25	25	39
Ditto Quarter,	6 $\frac{1}{2}$	6 $\frac{1}{2}$	9
Glasgow Harbour Grand Junction,	20	2	3 $\frac{1}{2}$ s.
Glasgow Harbour Mineral,	20	3	1 $\frac{1}{2}$
Glasgow, Kilmarnock, and Ardrossan,	25	5	3 $\frac{1}{2}$
Glasgow, Paisley, and Greenock,	25	25	19
Ditto Half,	12 $\frac{1}{2}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$
Ditto New, Preference,	7 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
Ditto Preference,	7 $\frac{1}{2}$	3	3 $\frac{1}{2}$
Glasgow, Paisley, Kilmarnock, and Ayr, ...	50	—	—
Ditto,	Stock	100	121
Ditto,	5 p.ct. gua. ...	100	124
Ditto New,	40	35	42 $\frac{3}{4}$
Ditto Half, No. 1,	25	7 $\frac{1}{2}$	9 $\frac{1}{2}$
Ditto Half, No. 2,	25	5	6 $\frac{1}{2}$
Ditto Quarter,	12 $\frac{1}{2}$	—	—
Ditto New Quarter,	12 $\frac{1}{2}$	5	—
Glasgow Southern Terminal—See Caledonian			
Glasgow, Strathaven, Lesmahagow Direct, ..	25	2 $\frac{1}{2}$	—
Great North of Scotland,	50	3	—
Great North of Scotland Eastern Extension, amalgamated with above.		2 $\frac{1}{2}$	2
Johnstone and Ardrossan—See Glasgow,			
Paisley, Kilmarnock, and Ayr,	50	50	54
Kilmarnock and Ayr Direct,	25	2 $\frac{1}{2}$	$\frac{1}{2}$
Kilmarnock and Troon, ..	—	—	—
Monkland and Kirkintilloch,	25	25	24
Morayshire,	20	2	1 $\frac{1}{2}$
North British,	25	25	32 $\frac{1}{2}$
Ditto Half,	12 $\frac{1}{2}$	12 $\frac{1}{2}$	15 $\frac{1}{2}$
Ditto Thirds,	8 $\frac{1}{2}$	1	2 $\frac{1}{2}$
Ditto Quarters,	6 $\frac{1}{2}$	3 $\frac{1}{2}$	4 $\frac{1}{2}$
Ditto Extension,	6 $\frac{1}{2}$	0 $\frac{1}{2}$	$\frac{1}{2}$
Paisley, Barrhead, and Hurler,	25	2 $\frac{1}{2}$	1 $\frac{1}{2}$
Paisley and Renfrew,	10	10	—
Pollock and Govan—See Caledonian,	—	—	—
Scottish Central,	25	20	28
Scottish Grand Junction,	25	2 $\frac{1}{2}$	1
Scottish Midland,	25	17 $\frac{1}{2}$	18
Ditto New,	25	10	11 $\frac{1}{2}$
Slamannan (late Arbuckle)	50	50	24
Stirling and Dunfermline,	15	6	4 $\frac{1}{2}$
Stirlingshire Midland Junction,	20	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Strathtay and Breadalbane,	25	5	—
Wilsontown, Morningside, and Coltness, ...	50	50	64
Wishaw and Coltness,	25	25	49

DREWRY & RICHARDSON,

SHAREBROKERS,

NEWCASTLE UPON TYNE.

July 24, 1847.

CHRONOLOGICAL TABLE.

SPECIAL RAILWAY ACTS (local and personal), Sessionally arranged from 1808 to 1847 inclusive, with date of Royal Assent, and Chapter of the Special Acts; shewing, also, Length of each Line, Amount of Share Capital, and Borrowing Powers.

NAME OF ACT.	Length of Line.			Capital authorised to be raised.	Money authorised to be borrowed.
	M.	F.	C.	£.	£.
1808.—Session 48th Geo. 3.					
Kilmarnock and Troon..... C. 46, R.A. May 27	12	0	40	55,000	15,000
1811.—Session 51st Geo. 3.					
Berwick to Kelso (abandoned) .. C. 133, R.A. May 31					
1824.—Session 5th Geo. 4.					
Monkland and Kirkintilloch..... C. 49, R.A. May 17	10	0	0		
1825.—Session 6th Geo. 4.					
West Lothian (not made) C. 168					
1826.—Session 7th Geo. 4.					
Ballochney C. 48, R.A. May 5				18,431	10,000
Edinburgh and Dalkieth C. 98, R.A. May 26				70,125	
Dundee and Newtyle..... C. 101, R.A. May 26				80,000	10,000
Garnkirk and Glasgow C. 103, R.A. May 26				28,479	
Johnstone and Ardrossan..... C. 87, R.A. May 26				95,658	
1827.—Session 8th Geo. 4.					
Ardrossan, late Johnstone, to amend Garnkirk and Glasgow..... C. 88					
1829.—Session 10th Geo. 4.					
Wishaw and Coltness, late Garturk and Garion C. 107, R.A. June 1				60,900	20,000
Edinburgh and Dalkieth C. 122, R.A. June 4				54,875	
1830.—Session 11th Geo. 4.					
Glasgow and Garnkirk C. 125, R.A. June 17					21,150
Pollock and Govan C. 62, R.A. May 29				10,000	5,000
Dundee and Newtyle..... C. 60, R.A. May 29				10,000	20,000
1831.—Session 2nd William 4.					
Rutherglen (not made)..... C. 35, R.A. Aug. 2					
Pollock and Govan..... C. 58, R.A. Aug. 23				36,000	15,000
1833.—Session 4th Wm. 4.					
Monkland and Kirkintilloch C. 114, R.A. July 24				20,000	
1834.—Session 5th Wm. 4.					
Edinburgh and Dalkieth C. 71, R.A. June 27				8,053	
Wishaw and Coltness C. 41, R.A. June 16					
1835.—Session 6th Wm. 4.					
Arbuckle, now Slamannan C. 55, R.A. July 3	12	0	4		
Newtyle and Glamis C. 92, R.A. July 30	5	0	2	20,000	6,600
Newtyle and Cowper Angus C. 84, R.A. July 21	5	0	2	15,200	5,000
Paisley and Renfrew..... C. 85, R.A. July 21	3	0	2	23,000	10,000
Ballochney. C. 97, R.A. Aug. 21					10,000
1836.—Session 7th Wm. 4.					
Arbroath and Forfar C. 34, R.A. May 19	15	0	15	70,000	35,000
Dundee and Arbroath C. 32, R.A. May 19	16	0	50	100,000	40,000
Edinburgh, Leith, and Newhaven now Edin., Leith, and Granton C. 131, R.A. Aug. 13	2	0	2	100,000	40,000
1837.—Session 7th Wm. 4, and 1st Vic.					
Glasgow, Paisley, and Greenock.. C. 116, R.A. July 15	22	0	45	400,000	133,333
Glasgow, Paisley, Kilmarnock, and Ayr C. 117, R.A. July 15	61	0	56½	625,000	208,300

NAME OF ACT.		Length of Line.		Capital authorised to be raised.	Money authorised to be borrowed.
		M. F. C.		£.	£.
Kilmarnock and Troon.....	C. 105, R.A. July	12		40,000	
Pollock and Govan	C. 118, R.A. July	15			
Slamannan and Bathgate.....	C. 94, R.A. July	3	4 0 32½	29,000	
Wishaw and Coltness	C. 100, R.A. July	12			
1838.—Session 2nd Vic.					
Edinburgh and Glasgow	C. 58, R.A. July	4	45 7 0	900,000	300,000
Garnkirk and Glasgow	C. 60, R.A. July	4		89,198	
Newtyle	C. 61, R.A. July	4		15,000	
1839.—Session 3rd Vic.					
Ballochney	C. 59, R.A. July	1			
Edinburgh, Leith, and Newhaven	C. 51, R.A. July	1			
Monkland and Kirkintilloch	C. 70, R.A. July	4			
Slamannan	C. 57, R.A. July	1			
Wishaw and Coltness	C. 58, R.A. July	1			
1840.—Session 4th Vic.					
Arbroath and Forfar	C. 14, R.A. April	3			
Ardrossan	C. 104, R.A. July	23			
Edinburgh and Glasgow	C. 108, R.A. July	23			
Glasgow, Paisley, Kilmarnock, and Ayr	C. 53, R.A. June	4			
Glasgow, Paisley, and Greenock ..	C. 107, R.A. July	23			
1841.—Session 5th Vic.					
Glasgow, Paisley, and Greenock ..	C. 5, R.A. April	6			
Wishaw and Coltness	C. 11, R.A. May	10			
Wilson Town, Morningside, and Coltness	C. 43, R.A. June	21	8 6 0		
1842.—Session 6th Victoria.					
Dundee and Arbroath	C. 83, R.A. June	18		225,000	75,000
Edinburgh and Glasgow	C. 12, R.A. April	29			
Glasgow, Paisley, Kilmarnock, and Ayr	C. 29, R.A. May	13		312,500	104,100
1843.—Session 7th Vic.					
Ballochney	C. 50, R.A. June	27			
Drumpellar	C. 63, R.A. July	4			
Glasgow, Paisley, and Greenock ..	C. 49, R.A. June	27			
Monkland and Kirkintilloch	C. 79, R.A. July	28			
1844.—Session 8th Vic.					
Edinburgh and Glasgow	C. 58, R.A. July	4			
Edinburgh, Leith, and Newhaven	C. 81, R.A. July	19			
Glasgow, Garnkirk, and Coatbridge	C. 87, R.A. July	19		100,000	38,000
North British	C. 66, R.A. July	4	62 0 0	800,000	266,666
Slamannan	C. 70, R.A. July	4			
Wishaw and Coltness	C. 98, R.A. Aug.	6			
1845.—Session 9th Vic.					
Aberdeen	C. 153, R.A. July	31	58 0 0	820,000	276,666
Caledonian	C. 162, R.A. July	31	137 2 5	2,100,000	700,000
Clydesdale Junction	C. 160, R.A. July	31	15 2 5	930,000	110,000
Dundee and Perth	C. 157, R.A. July	31	20 5 1	200,000	66,660
Edinburgh and Hawick	C. 164, R.A. July	31	45 2 8	400,000	133,333
Edinburgh and Northern	C. 158, R.A. July	31	41 6 0	650,000	216,666
Glasgow, Garnkirk, and Coatbridge	C. 81, R.A. June	30			
Glasgow, Barrhead, and Neilston Direct	C. 192, R.A. Aug.	4	8 7 8	150,000	50,000
Newcastle and Berwick	C. 163, R.A. July	31	96 0 3	1,400,000	466,666
Scottish Central	C. 161, R.A. July	31	47 3 8	850,000	283,333
Scottish Midland Junction	C. 170, R.A. July	21	33 2 2	300,000	100,000
Edinburgh and Glasgow	C. 91, R.A. July	21	6 0 2	100,000	33,000
Glasgow Junction	C. 182, R.A. Aug.	4	2 2 0	160,000	50,000
Glasgow, Paisley, Kilmarnock, and Ayr (Cummock Branch)	C. 95, R.A. July	21		204,000	68,000

NAME OF ACT.	Length of Line.			Capital authorised to be raised.	Capital authorised to be borrowed.
	M.	F.	C.	£.	£.
North British (purchase Dalkeith) C. 82, R.A. July 21	1	7	0	160,000	53,333
Monkland and Kirkintilloch (alter gauge) C. 46, R.A. June 30					
1846.—Session 10th Vic.					
Arbroath and Forfar C. 78, R.A. June 26				40,000	
Airdrie and Bathgate Junction.... C. 377, R.A. Aug. 13	19	6	0	300,000	100,000
Alford Valley C. 134, R.A. July 8	16	0	0	100,000	33,333
Ayrshire, Bridge of Weir, and Port Glasgow Junction C. 237, R.A. July 27	5	0	0	200,000	66,600
Ballochney C. 104, R.A. June 26				40,000	13,300
Caledonian and Dumbartonshire.. C. 81, R.A. June 26	33	4	0	600,000	200,000
Caledonian (Carlisle deviation) .. C. 249, R.A. July 27				50,000	16,600
Ditto (Clydesdale Junc. deviation) C. 825, R.A. Aug. 26					
Ditto (Glasgow Terminus & Branches) C. 814, R.A. Aug. 3					
Ditto (Glasgow, Garnkirk, and Coatbridge purchase) C. 329, R.A. Aug. 3				34,000	16,600
Ditto (Branches) C. 229, R.A. July 27				110,000	36,600
Ditto (Pollock and Govan and Clydesdale Junc. amalgamation) C. 379, R.A. Aug. 18					
Deeside C. 158, R.A. June 16	29	1	0	220,000	73,333
Dunblane, Downe, and Callander C. 176, R.A. July 16	10	0	0	80,000	26,666
Dundee and Arbroath (Branches to Broughty Ferry & Almeriesloss C. 133, R.A. July 27	1	4	0	25,000	25,000
Dundee and Perth Extension C. 228, R.A. July 27	3	0	0	57,000	
East of Fife C. 190, R.A. July 18	18	0	0	253,500	84,500
Edinburgh & Glasgow (alter Lines) C. 70, R.A. June 18	6	4	0	150,000	50,000
Edinburgh and Bathgate C. 332, R.A. Aug. 3	23	0	0	260,000	83,000
Edinburgh, Leith, and Granton Amendment C. 57, R.A. June 18				58,280	17,760
Edinburgh and Northern (Tay Ferry) C. 72, R.A. June 26	1	4	0	110,000	36,700
Ditto (Dunfermline & Hilton) C. 138, 139, R.A. July 3	15	0	0	189,750	63,250
Ditto (Newport and St. Andrews) C. 136, R.A. July 3	15	4	0	250,050	83,350
Ditto (Stratharn deviation) C. 79, R.A. July 3	9	0	0	112,000	
Ditto (Pettycur & Dysart deviation) C. 79, R.A. June 26	1	0	0	26,550	8,850
General Terminus and Glasgow Harbour C. 130, R.A. July 3	3	2	0	200,000	66,666
Glasgow, Airdrie, and Monkland Junction C. 263, R.A. July 27	14	4	0	400,000	13,330
Glasgow and Belfast Union..... C. 392, R.A. Aug. 26					
Glasgow, Barrhead, and Neilston Direct (Branch to Househill) .. C. 372, R.A. Aug. 13	1	4	0	35,000	11,666
Glasgow, Dumfries, and Carlisle.. C. 372, R.A. Aug. 13	90	6	0	1,300,000	438,300
Glasgow, Garnkirk, and Coatbridge (Glasgow Terminus Extension) C. 334, R.A. Aug. 3				20,000	
Glasgow, Kilmarnock, & Ardrossan C. 159, R.A. July 16	29	0	0	750,000	250,000
Glasgow, Paisley, and Greenock Harbour Branch C. 143, R.A. June 18	0	2	0	25,000	8,333
Ditto (Branch to Pollock & Govan) C. 188				15,000	5,000
Ditto (Southern Terminal)..... C. 201, R.A. July 16	1	0	0	40,000	13,300
Ditto (Strathaven & Lesmahagow Direct R.A. July 3	15	6	0	350,000	116,666
Great North of Scotland C. 108, R.A. June 26	108	0	0	1,600,000	500,000
Ditto (Eastern Extension) C. 135, R.A. July 3	30	6	0	400,000	133,333
Kilmarnock and Troon Extension C. 211, R.A. July 16	12	0	0	75,000	25,000
Ditto (Lease to Glasgow, Paisley, Kilmarnock, and Ayr..... C. 60, R.A. June 18					
Monkland & Kirkintilloch Branch to Chapel Hall C. 179, R.A. July 16	2	0	0	36,000	12,000
Moreyshire..... C. 178, R.A. July 16	11	0	0	65,000	21,009

NAME OF ACT.	Length of Line.	Capital authorised to be raised.	Money authorised to be borrowed.
Glasgow, Paisley, Kilmarnock, and Ayr (No. 1 Branch to Strathaven) C. 62, R.A. June 18	M. F. C. 3 0 0	£. 80,000	£. 20,000
Ditto (No. 2, Perceat Coal Works)	4 0 0	80,000	26,666
Ditto (No. 3, Busby to Irvine) ..	18 0 0	230,000	76,000
North British Extension C. 73, R.A. June 26	15 6 0	170,000	56,666
Ditto (Hawick Branches) C. 74, R.A. June 26	25 0 0	770,000	256,666
Scot. Cent. (Perth Termini & Station) C. 189, R.A. July 16	2 0 0	80,000	26,600
Ditto (Crieff Branch) C. 191, R.A. July 16	9 0 0	160,000	53,300
Ditto (Denny Branch) C. 180, R.A. July 16	3 0 0	50,000	16,600
Ditto (Tillycultry, or Alloa) C. 150, R.A. July 16	4 0 0	115,000	33,300
Scottish Grand Junction C. 137, R.A. July 3	45 6 0	350,000	115,000
Scottish Midland Junction C. 75, R.A. June 26	16 0 0	300,000	110,000
Slamannan and Barrowstoness .. C. 107, R.A. June 26	7 0 0	150,000	35,000
Slamannan, Bathgate, Jawraig Br. C. 151, R.A. July 16		70,000	23,333
Stirling and Dunfermline C. 202, R.A. July 16	24 0 0	390,000	130,000
Stirlingshire Midland Junction .. C. 166, R.A. July 16	8 0 0	150,000	50,000
Strathay and Breadalbane C. 317, R.A. Aug. 3	9 0 0	120,000	40,000
Wilsontown, Morningside, Coltness (Branch to Shotts and Climpy) C. 160, R.A. July 16	6 0 0	130,000	43,000
Ditto (Branch to Bathgate) C. 161, R.A. July 16			
Ditto (Branch to Caledonian) C. 162, R.A. July 16	8 0 0	55,000	18,000
Wishaw and Coltness (Branches to Murdieston and Goodcockill) C. 206, R.A. July 16	4 0 0	75,600	26,000
1847.—Session 11th Vic.			
Airdrie and Bathgate Extension			
Ayrshire and Galloway		100,050	33,300
Caledonian and Dumbartonshire Junction, R.A. July 2 ..		50,000	16,500
Caledonian, and with Glasgow and Greenock		650,000	100,000
Ditto (New Capital)		300,000	
Ditto (purchase of Wishaw and Coltness)			
Ditto (General Terminus and Glasgow Harbour)		50,000	16,666
Ditto (Extension to Auchenheth, &c.)		250,000	83,300
Ditto (Branch to Canobie, &c.) R.A. July 9		300,000	100,000
Ditto (Glasgow, Garnkirk, & Coatbridge Station, R.A. July 2		150,000	50,000
Edinburgh and Northern (amalgamation with Edinburgh, Leith, and Granton), R.A. July 9			
Ditto (Tay Ferry Improvement)			
Ditto (Extension Burnt Island to Dunfermline)			
Ditto (Branch to St. Andrews and Newburgh)			
Ditto (purchase Burnt Island Ferry & Pier), R.A. July 9			
East of Fife (deviation of Line)			
Edinburgh and Perth Branches			
Edinburgh, Leith, and Granton (Leith Extension)			
Ditto (Leith and Granton Junction)			
Ditto (Union Canal and Caledonian Junction)			
Glasgow, Dumfries, and Carlisle, and Glasgow, Paisley, Kilmarnock, and Ayr (No. 2 Branch)		700,000	233,000
Ditto (No. 1, alter lease to Caledonia)			
Ditto (No. 3 Branches)		1,000,000	333,300
Ditto (No. 4, alter Terms of amalgamation)		450,000	150,000
Glasgow, Barrhead, and Neilston Direct, R.A. July 2		350,000	113,000
Glasgow, Kilmarnock, and Ardrossan, R.A. July 2		88,000	29,333
Glasgow, Paisley, and Greenock		20,000	6,666
Glasgow, Paisley, Kilmarnock, and Ayr, and Glasgow and Belfast Union (No. 1)		1,025,000	341,000
Ditto (No. 2)		300,000	100,000
Ditto (No. 3, Ayrshire and Bridge of Wear)		150,000	
Ditto (New Capital)		50,000	
Ditto (No. 4, Station at Tradeston). No New Capital ..			
Paisley, Barrhead, and Hurler Extension	8 5 0	200,000	76,000
Paisley and Renfrew (Sale to Glasgow and Ayr)		100,000	35,000

IN THIS TOP
SECTION AND ITEMS
I-IV BELOW





