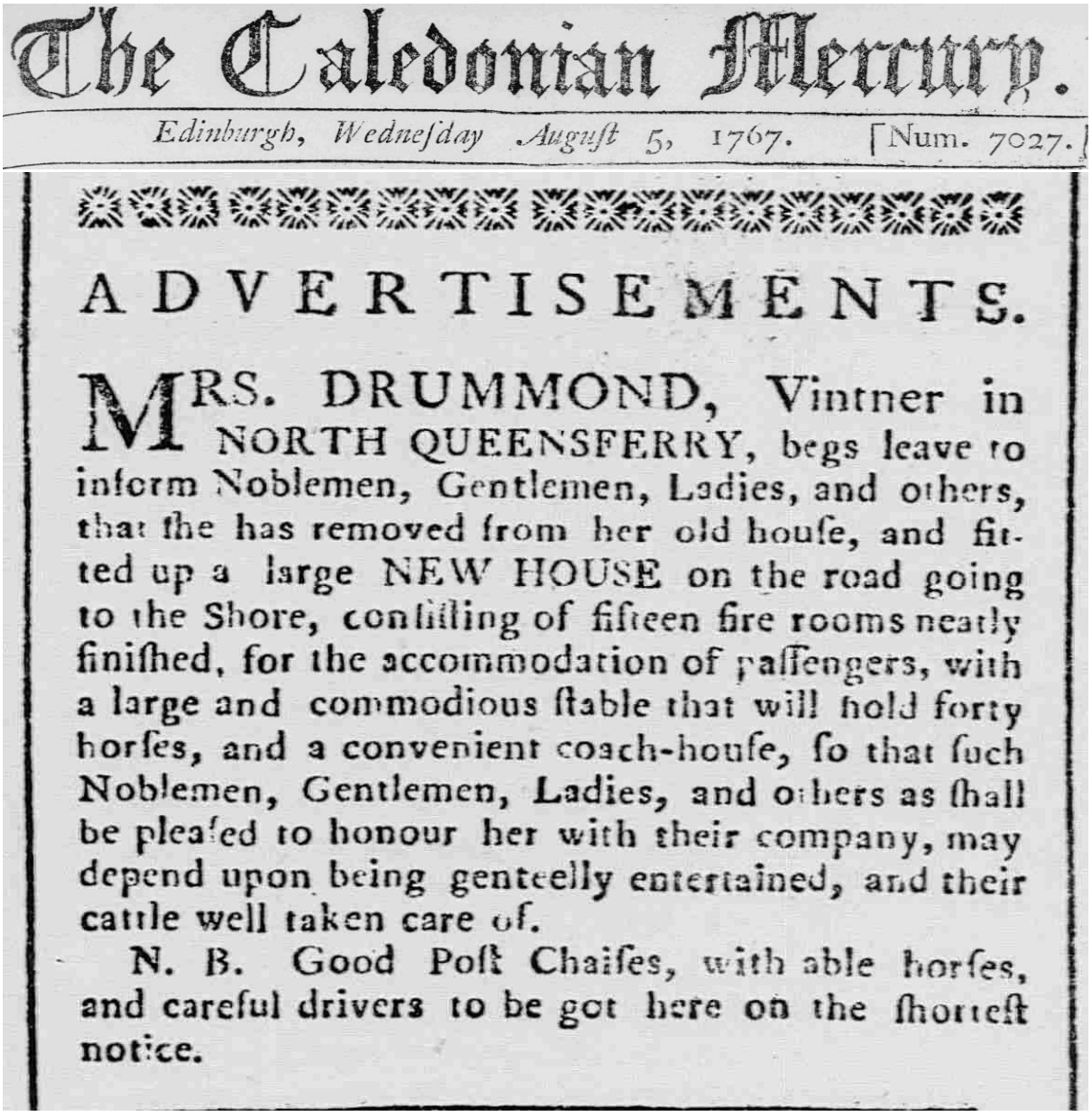
North Queensferry in the Press – Part 1
1767 to 1899



The Caledonian Mercury.

Edinburgh, Wedneſday Auguſt 5, 1767. [Num. 7027.]

ADVERTISEMENTS.

MRS. DRUMMOND, Vintner in NORTH QUEENSFERRY, begs leave to inform Noblemen, Gentlemen, Ladies, and others, that ſhe has removed from her old houſe, and fitted up a large NEW HOUSE on the road going to the Shore, conſiſting of fifteen fire rooms neatly finiſhed, for the accommodation of paſſengers, with a large and commodious ſtable that will hold forty horſes, and a convenient coach-houſe, ſo that ſuch Noblemen, Gentlemen, Ladies, and others as ſhall be pleaſed to honour her with their company, may depend upon being genteelly entertained, and their cattle well taken care of.

N. B. Good Poſt Chaiſes, with able horſes, and careful drivers to be got here on the ſhorteſt notice.

PERTHSHIRE COURIER,
General Advertiser for the Central Counties of Scotl
THURSDAY EVENING, SEPTEMBER 18, 1828.

NOTICE IS HEREBY GIVEN, that it is intended, in the ensuing Session of Parliament, to apply for leave to bring in a Bill to continue the Term, and alter and enlarge the Powers of an Act passed in the 49th year of the reign of his late Majesty, King George the Third, intituled "An Act for more effectually making and repairing the "Great North Road, leading from the North Queensferry, "in the county of Fife, to the City of Perth, and to the "Town of Dunfermline;" and of another Act passed in the 1st and 2d years of the reign of his present Majesty, intituled "An Act to consolidate an Act for making and re-"pairing the Road leading from the North Queensferry, in "the County of Fife, to the City of Perth, and to the Town "of Dunfermline; with an Act for making and repairing "certain Roads in the Counties of Fife, Kinross Perth and "Clackmannan;" and for more effectually making, amending, widening, repairing, and maintaining the roads in the said Acts mentioned, viz. the Great North Roads leading from the North Queensferry and the Harbour of Burntisland, in the County of Fife, to the City of Perth, and the Road from the said North Queensferry to the Town of Dunfermline, which several Roads are situated in the East Church, Middle Church, West Church, and St Paul's Church Parishes of Perth, or one or other of them; and in the Parishes of Forteviot, Dunbarney, Dron, Abernethy, and Arngask, all in the County of Perth; the Parishes of Arngask, Orwell, Kinross, and Cleish, all in the County of Kinross; and the Parishes of Beath, Dalgety, Inverkeithing, Dunfermline, Auchtertool, Aberdour, and Burntisland all in the County of Fife. In which Bill it is proposed to obtain Powers for altering the line of direction of, and widening certain of the said Roads, which Roads are or will be situated in the Parishes of Arngask and Orwell, in the County of Kinross; and also for enabling the Trustees acting under the authority of the said Acts to alter or encrease the Rates of Toll at present leviable on the said Roads.

Perth, 8th Sept. 1828.

KINROSS, STRATHEARN, AND CLACKMANAN ADVERTISER.

CUPAR, THURSDAY, DECEMBER 22, 1836.

PURSE FOUND,

ON NORTHFERRY PIER, containing Money.

The Owner will apply to the Superintendent of the Passage, North Queensferry.

19th December, 1836.

NORTH QUEENSFERRY PASSAGE.

At the meeting of the Trustees on the Queensferry Passage, on Friday the 12th current—Lord Cuninghame in the chair—the Trustees resolved, that from and after Whitsunday next, the steamboat should sail once every hour from each side of the Firth, from half-past five in the morning till half-past seven in the evening, during the summer months; with a corresponding contraction of this space as the day shortens, in autumn and winter; and at the same time it was directed that either a decked or sailing boat should leave each side half an hour after each steam-boat. Thus, in future, those with carriages will have the certainty of crossing every hour (wind and water serving,) and parties without carriages may cross every half-hour, at the lowest stated fares. We believe that no such accommodation is given on any ferry in Great Britain of the same breadth. After these regulations were passed, the boats were let by roup for the ensuing year, when they were knocked down at £1680, being a rise of upwards of £100 on the rent of the current year.

At this meeting, which was very numerously attended by the gentlemen and magistrates of the district, the following justly merited tribute to the memory of the Lord Chief Commissioner, to whose exertions and influence as a trustee, from the commencemen: of this trust, the improvements on it are mainly attributable, was entered on the minutes:—

"This being the first meeting which has taken place since the death of the Lord Chief Commissioner, the Trustees feel it their duty, before proceeding to other business, to record their deep regret for the irreparable loss which they and the community in this district generally have sustained by his Lordship's death. When the Trustees recollect the state in which this Ferry was at the time when the Lord Chief Commissioner first took a part in the management—the zeal and energy which he manifested to carry into effect every improvement suggested by the most eminent scientific men of the times—uniformly making liberal contributions himself, and inducing others to follow his example—and the constant and unremitting personal attention which he bestowed, amidst his various high duties, in seeing the best regulations adopted and enforced, for the safe and speedy accommodation of the public, they must consider his Lordship as the chief promoter, and indeed as the patriotic founder, of the present establishment of ferries at this place. It was resolved, therefore, on the motion of Lord Cuninghame, seconded by Robert Clarke, Esq. of Comrie, that a copy of this minute be transmitted to Sir Charles Adam, as the only testimony the Trustees can offer of the high regard entertained by them for his father's memory, of their gratitude for his invaluable services to the Trust, and of their sincere condolence with the family on his death."

THE SCOTSMAN,

OR EDINBURGH POLITICAL AND LITERARY JOURNAL.

2. SATURDAY, FEBRUARY 22. 1845. PR

RAILWAY FROM EDINBURGH BY NORTH QUEENSFERRY AND LOCHGELLY TO PERTH.

AT a MEETING of PROPRIETORS and others interested in the proposed LINE of RAILWAY from EDINBURGH by NORTH QUEENSFERRY, LOCHGELLY, and LOCH LEVEN to PERTH, held within the ROYAL HOTEL, Princes' Street, Edinburgh, on Tuesday, the 18th February 1845,

PRESENT,

P. B. Ainslie, Esq., Commissioner for the Earl of Moray, K.T.
H. G. Dickson, Esq., Commissioner for the Earl of Zetland.
John Robert Tod, Esq., Commissioner for the Earl of Minto.
The Hon. Lord Cuninghame of Dalech.
Sir Robert Mowbray of Cockairney.
Captain Aytoun of Purin.
James Hunt, Esq. of Pittencrieff.
Andrew Murray, Esq., yr. of Conland.
George Robertson Barclay, Esq. of Keavil.
Adam Rolland, Esq. of Gask.
David Birrell, Esq., one of the Magistrates of Dunfermline.
Dr Watson of Denbrae.
James Moncreiff, Esq., Proxy for the Hon. Lord Moncreiff.
Mr Allison of Oakley.
Andrew Coventry, Esq., Advocate.
H. J. Burn, Esq., W.S., Commissioner for Robert Wemyss, Esq., of Cuttlehill.
William Moncrieff, Esq., Accountant, Edinburgh.
Robert Douglas, Esq., Banker, Dunfermline.
William Fraser, Esq., Banker, Inverkeithing.
Mr Goodall, Capledrae Colliery.

P. B. AINSLIE, Esq., in the Chair—

the following RESOLUTIONS were proposed and unanimously agreed to :—

Moved by JAMES MONCREIFF, Esq., seconded by H. G. DICKSON, Esq.,—

1. That the County of Fife possesses in an eminent degree the resources upon which the prosperity of a Railroad mainly depends, from its valuable and extensive Mineral Fields—its numerous and important Manufacturing Establishments—the great extent of its Agricultural surface, and its extensive line of Coast, with its many commodious Harbours—and the dense and industrious Population which it contains.

Moved by JOHN ROBERT TOD, Esq., seconded by ADAM ROLLAND, Esq.—

2. That in particular, this Meeting is convinced that a Railway from Edinburgh to Perth by Queensferry, Crossgates, and Lochgelly, will be productive of great and extraordinary advantages both to the district through which it passes and to those adjoining with which it is intended to communicate, it being notorious that this line is the most direct and the shortest between the towns of Edinburgh and Perth, and the Traveller, by crossing the Frith of Forth at a point where the breadth of the Ferry is only one mile and a quarter, is exempted from the risk of great loss of time, and all the inconveniences of a tedious and often, in winter, a stormy sea passage. That it will also insure to the numerous population of the towns and districts through which it passes a full supply of Coal, Lime, and other products of the Mineral Field of Fifeshire, at a cost much under the rate presently paid, or that can be obtained by any other line ; while the Agriculturist and Manufacturer will obtain a certain and easy transit for their Crops, Manure, and Goods, to and from towns and markets at a distance, as well as the shipping ports along the shores of the Frith of Forth ; and that it will give great additional facilities for the safe and regular transmission of the Public Mails.

Moved by Dr WATSON, seconded by ANDREW COVENTRY, Esq.,—

3. That in order to secure to Fifeshire and Perthshire and other districts the great advantages which the proposed Railway will so fully bestow, it will be the duty of the Landed Proprietors, the Manufacturing and Commercial Communities, and the Municipal and Corporate Bodies within these Counties, to give every support necessary to any Company which may be formed to carry this undertaking into effect—under such arrangement with the existing Trusts relative to the Ferry and Turnpike Roads as may be afterwards agreed to or fixed by Parliament.

Moved by JAMES HUNT of Pittencrieff, Esq., seconded by HENRY J. BURN, Esq.,—

4. That a Copy of the Minutes of this Meeting be forthwith transmitted to the Board of Trade and to the House of Commons, so that no other Line may receive the support of those Bodies, to the exclusion of the Line now recommended, when it comes in regular shape before Parliament.

P. B. AINSLIE, Chairman.

The Fife Herald

KINROSS, STRATHEARN, AND CLACKMANAN ADVERTISER.

No. 1256. TUESDAY, OCTOBER 28, 1845. *Price 3d.*

EDINBURGH AND PERTH RAILWAY.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament in the next ensuing Session for Leave to bring in a Bill or Bills for making and maintaining a RAILWAY, with Branches, as after mentioned, together with such Stations, Roads of Communication, and other Works and Conveniences, as may be necessary and proper for the Construction and use of the same; which Railway is to commence at a Point on the Edinburgh and Glasgow Railway, at or near to Broomhouse, in the Parish of Corstorphine, and County of Edinburgh, thence proceeding to one or other of the following Points, or to any intermediate Point or Pier between them, on the South Shore of the Frith of Forth, near to South Queensferry, *videlicet*,—To a Point at or near to a Pier called Port Edgar, to the westward of South Queensferry, or to a Point at or near to a Pier to the eastward of South Queensferry, called Long Craig Pier, all in the Parish of Dalmeny and Parish and Royal Burgh of South Queensferry, in the County of Linlithgow; and to cross the said Frith by Steam Bridges, Steam Boats, or otherwise, to one or other of the following Points, or to any intermediate Point or Pier between them, on the North Shore thereof, at or near to North Queensferry, *videlicet*,—To a Point at or near to the Rock or Island called Long Craig Island, to the westward of North Queensferry, or to a Point at or near to a place called Carlin-Nose, to the eastward of North Queensferry, all in the Parishes of Dunfermline and Inverkeithing, in the County of Fife; and from one or other of the said Points on the North Shore of the said Frith, the said Railway is to proceed by the Town and Royal Burgh of Dunfermline to a Point at or near to Cowdenbeath Inn, in the Parish of Beath in the County of Fife; thence proceeding by divergent Lines, one on the East Side of Lochleven, and the other on the West Side thereof, passing by the Towns of Kinross and Milnathort; which divergent Lines again unite at a Point at or near to Cuthillmuir, on the North Side of Lochleven, in the Parish of Orwell, comprehending the *quoad sacra* Division or District of Milnathort, in the County of Kinross; thence proceeding in a Northerly direction, and terminating either by a Junction with the Scottish Central Railway leading to the City of Perth, at a Point thereof at or near to a House called Hilltoun or Hilton, in the Parish of Forteviot, in the county of Perth, or terminating at or near the City or Royal Burgh of Perth, in the West Kirk Parish of Perth, or in the East Kirk Parish of Perth, and County of Perth; and which Railway, with the divergent Lines aforesaid, is to be made and maintained, and to pass from, in, through, or into the several Parishes, parts of Parishes, Towns, Town-Lands, Burghs, and extra Parochial and other places following, or some of them, or part of them, *videlicet*, The Parishes of Corstorphine, Currie, and Ratho, in the County of Edinburgh; the Parish of Kirkliston, in the Counties of Linlithgow and Edinburgh; the Parish of Dalmeny, and the Parish and Royal Burgh of South Queensferry, in the County of Linlithgow; the Royal Burgh and Parish of Dunfermline, comprehending the *quoad sacra* Divisions or Districts of St Andrews and North Church; the Parishes of Inverkeithing, Dalgety, Aberdour, Beath, Auchtertool, Auchterderran, and Ballingry, in the County of Fife; the Parishes of Portmoak, Cleish, Kinross, and Orwell, comprehending the *quoad sacra* Division or District of Milnathort, in the County of Kinross; the Parishes of Strathmiglo, in the County of Fife; Abernethy, in the Counties of Fife and Perth; Arngask, in the Counties of Fife, Kinross, and Perth; Dron, Dunbarney, Forgandenny, Forteviot, and East Kirk Parish of Perth and West Kirk Parish of Perth, comprehending the *quoad sacra* Divisions or Districts of Saint Stephens and Saint Leonards, in the County of Perth—Together with Branches diverging from or out of the said intended Main Railway as follows, viz., *First*, A BRANCH RAILWAY diverging from or out of the point of Junction at or near to Broomhouse aforesaid, on the Edinburgh and Glasgow Railway, and passing from, in, through, or into the Parishes of Corstorphine, Currie, Colinton, and Saint Cuthberts, in the County of Edinburgh, and terminating at a point on the Caledonian Railway, at or near to the Village of Slateford, in the Parishes of Colinton and Saint Cuthberts, or one of them, in the County of Edinburgh: *Second*, A BRANCH RAILWAY diverging from or out of the said intended Main Railway at or near to the Toll-Bar on the North Shore of the Frith of Forth, next to North Queensferry, in the County of Fife, and terminating by a Junction with the Halbeath Railway at or near to the Town or Royal Burgh of Inverkeithing; which second Branch will be made and maintained from, in, through, or into the Parish of Dunfermline, and Parish and Royal Burgh of Inverkeithing, in the County of Fife: *Third*, A BRANCH RAILWAY diverging from or out of the said intended Main Railway at or near to East Cartmore, in the Parishes of Auchterderran and Ballingry, in the County of Fife, and terminating at a point on the Edinburgh and Northern Railway at or near to a place called Thornton in the parish of Markinch, comprehending the *quoad sacra* Divisions or Districts of Thornton and Milton, in the County of Fife; which Third Branch will be made and maintained from, in, through, or into the Parishes of Ballingry, Auchterderran, Kinglassie, Dysart, and Markinch, in the County of Fife, or some of them or part of them; which Parishes of Dysart and Markinch comprehend the *quoad sacra* Divisions or Districts of Pathhead and Thornton and Milton respectively. *Fourth*, Another BRANCH RAILWAY diverging from or out of the said intended Main Railway at or near to a place called Beins Neuk, in the Parishes of Arngask, in the Counties of Fife, Kinross, and Perth, and Abernethy, in the Counties of Fife and Perth, and Dron, in the County of Perth, passing in, from, through, or into the Parishes of Arngask, in the Counties of Fife, Kinross, and Perth, Abernethy, in the Counties of Fife and Perth, Dron and Rhynd, in the County of Perth, and the Parish and Royal Burgh of Newburgh, in the County of Fife, or some of them, or part of them, and terminating by a Junction with the Edinburgh and Northern Railway at a point to the Westward of the Town and Royal Burgh of Newburgh, in the Parishes of Abernethy, in the Counties of Perth and Fife, and Newburgh, in the County of Fife; together with a divergent Line from the said last-mentioned Branch at a point near to Abernethy, in the Parishes of Abernethy and Dron aforesaid, and also terminating by a Junction with the Edinburgh and Northern Railway at or near to East Rhynd, in the Parish of Rhynd, in the County of Perth.

AND it is also intended in the said Bill or Bills to take powers to erect, construct, and maintain such Piers and Harbours and such Wharfs, Staiths, and Landing-Places and Stations in or upon the Frith of Forth at or near to South Queensferry aforesaid, on the South shore of the said Frith of Forth, and at or near to North Queensferry aforesaid, on the North Shore of the said Frith of Forth, with such Accesses thereto and such other Works and Conveniences therewith connected as may be necessary and proper for the construction and use of the said Railway and Ferry:

AS ALSO, to Extend, Enlarge, and Improve the Piers at present existing on both Sides of the said Frith of Forth within the limits of the said Ferry of Queensferry; such Piers, Harbours, Wharfs, Staiths, Landing-Places, and Stations so to be constructed or improved, and other Works therewith connected, on the South Shore of the said Frith of Forth, being to be situated in the said Parish of Dalmeny, and Parish and Royal Burgh of South Queensferry, and County of Linlithgow; and such Piers, Harbour, Wharfs, Staiths, Landing-Places, Stations, and other works therewith connected on the North Shore of the said Frith of Forth being to be situated in the said Parishes of Dunfermline and Inverkeithing, in the County of Fife: AND it is intended to take powers in the said Bill or Bills to deviate in constructing the said Railway and Branches, Piers, Harbours, and other Works and Conveniences from the Line or Lines thereof laid down on the Maps or Plans to such extent as will be defined on the said Maps or Plans thereof, to be deposited as after mentioned.

AND NOTICE IS ALSO HEREBY GIVEN, That it is intended to take powers in the said Bill or Bills to alter, vary, and divert the lines, levels, and inclinations of Turnpike Roads, Highways, Streets, Tramroads, Railroads, Paths, Passages, or other Roads, Piers, Rivers, Brooks, Streams, Waters, Water-courses, Millleads, Mill and other Ponds where requisite for the construction of the said Railway and Branches, Piers and Harbours, and other Works and Conveniences in the said several Parishes, Townships, and Extra Parochial or other places as aforesaid, or some of them, and that to such an extent as will be shewn on the said Maps or Plans to be deposited as after mentioned: AND it is also intended to take power in the said Bill or Bills for the compulsory purchase of Lands, Houses, and other Heritages, and for the levying of Tolls, Rates, and Duties on and for the use of the said intended Railway and Branch Railways, Piers, Harbours, Steam-Bridges, Steam-Boats, or other means of crossing the said Frith of Forth, and Works and Conveniences, and to confer certain exemptions from payment of such Tolls, Rates, and Duties, and certain other rights and privileges in relation thereto. AND it is further intended to take power in the said Bill or Bills to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. AND it is also intended by the said Bill or Bills to incorporate a Company for carrying into effect the said undertakings; with power to enter into arrangements and agreements with other Companies, or any Commissioners, Trustees, or other Bodies or Persons for the construction and working of the said Railway and Branch Railways, and of the said Piers, Harbours, and Conveniences, or any part or parts thereof, or for the use of the same or any part or parts thereof, or for Leasing or accepting a Lease or Leases of the same or any part or parts thereof, on such terms and conditions as have been or may be mutually agreed upon or provided for, or may be sanctioned by Parliament: AND it is also intended by the said Bill or Bills to alter, amend, or repeal the following Acts in so far as relates to the Tolls, Rates, and Duties authorized to be levied by them, or any of them, *videlicet*, An Act passed in the 8th and 9th years of the Reign of her present Majesty, intituled, "An Act for making a Railway from Carlisle "to Edinburgh and Glasgow, to be called 'The Caledonian Railway;'" and also an Act passed in the 1st and 2d years of the Reign of her present Majesty, intituled, "An Act for making a Railway from Edinburgh to Glasgow, to be called 'The Edinburgh and Glasgow Railway;'" and also an Act passed in the 8th and 9th years of her present Majesty, intituled, "An Act for making a Railway to be called 'The Scottish Central Railway.'"

AND NOTICE IS ALSO HEREBY GIVEN, That it is intended by the said Bill or Bills to take powers to the Trustees acting under the authority of the Acts of Parliament herein after recited, and to the said Company to be incorporated as aforesaid, to contract and agree in regard to the said Works upon such terms and conditions as may be mutually arranged between them, or may be sanctioned by Parliament: AND it is also intended by such Bill or Bills to confer upon the said Company, upon such terms and conditions as may be agreed upon between the said Trustees and the said Company, or as may be sanctioned by Parliament, under a Lease to be granted by the said Trustees, or otherwise, the right of Ferry vested in the said Trustees, and also the rights vested in them in regard to the said Piers, Harbours, and other Works, Houses, and Offices connected therewith, and accesses thereto, and of levying Tolls, Rates, and Duties thereat, and to discontinue or extinguish the Rates and Duties at present leviable at the said Ferry, under the Acts hereinafter recited, and to vary or extinguish any exemption from the payment of Tolls, Rates, and Duties, or any other rights or privileges relative thereto: AND it is also intended by the said Bill or Bills to alter, vary, amend, or repeal the several Acts herein after recited, or some of them, or such parts thereof as may be necessary—THAT IS TO SAY, an Act of the Parliament of Scotland made in the third Parliament of King James the Third, intituled "That Ferriers make "Brigges," an Act made in the seventh Parliament of King James the Third, intituled "That Ferriers make "Brigges and of Fraucht," and an Act made in the fifth Parliament of Queen Mary, intituled "How "meikle Fraucht sall be given to Ferriers," in so far as these relate to the said Ferry of Queensferry; an Act passed in the forty-ninth year of the reign of his Majesty King George the Third, intituled "An Act "for the improvement of the Passage across the Frith "of Forth, called the Queensferry;" an Act passed in the fifty-fourth year of the reign of his said Majesty King George the Third, intituled "An Act to enable "the Trustees appointed by an Act of the forty-ninth "year of his present Majesty for the improvement of "the Passage across the Frith of Forth called the "Queensferry to carry the same into execution," and an Act passed in the eleventh year of the reign of his Majesty King George the Fourth, intituled "An Act "for the further improvement and support of the Pas-"sage across the Frith of Forth called the Queens-"ferry."

AND NOTICE IS ALSO HEREBY GIVEN, That Duplicate Plans and Sections describing the Lines or Situations and Levels of the said intended Railway, and Branches, Piers, and Harbours, and the Lands, Houses, and other premises to be taken for the purposes thereof, together with Books of Reference thereto, containing the names of the Owners, or reputed Owners, Lessees, or Reputed Lessees, and Occupiers of such Lands, Houses, and other premises respectively will be deposited for public inspection on or before the 30th day of November next, 1845, in the Office in Edinburgh of the Principal Sheriff-Clerk of the County of Edinburgh; in the Office of the Principal Sheriff-Clerk of the County of Linlithgow, at Linlithgow; in the Offices of the Principal Sheriff-Clerk of the County of Fife, at Cupar and Dunfermline; in the Office at Kinross of the Principal Sheriff-Clerk of the County of Kinross; and in the Office of the Principal Sheriff-Clerk of the County of Perth, at Perth; and there will also be deposited, on or before the 31st day of December next, 1845, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said several Parishes through which the said Railway and Branches, Piers, Harbours, and other Works are respectively intended to be made, at their respective residences, and also with the Town-Clerks of the said Royal Burghs of Queensferry, Inverkeithing, Dunfermline, Newburgh, and Perth, at their respective Offices within the said Royal Burghs respectively, a Copy of so much of the said Plans, Sections, and Book or Books of Reference as relates to each of the said several Parishes and Royal Burghs respectively.

DAVID DOUGLAS, W.S., Edinburgh.
SPOTTISWOODE & ROBERTSON,
Great George Street, Westminster.

Edinburgh, 15th October 1845.

The Fife Herald

KINROSS, STRATHEARN, AND CLACKMANAN ADVERTISER.

No. 1256. TUESDAY, OCTOBER 28, 1845. *Price 3d.*

QUEENSFERRY PASSAGE
ACROSS THE
FRITH OF FORTH.

NOTICE IS HEREBY GIVEN, That it is intended in the next ensuing session of Parliament to apply for leave to bring in a Bill or Bills to enable the Trustees acting under the authority of the Acts of Parliament herein after mentioned relative to the Ferry across the Frith of Forth, called the Queensferry, to extend the limits of the said Ferry from a point to the eastward of the Long Craig Pier to a point to the westward of Port-Edgar Pier, on the south shore of the Frith of Forth, and from a point to the east of Carlin-Nose to a point to the west of Haughend Pier, on the north shore of the said Frith of Forth, as the same will be shewn and laid down on the Plans to be deposited as herein after mentioned. AND it is also intended, in the said Bill or Bills, to take powers for the compulsory purchase of Lands, Houses, and other Heritages for the use of the said Ferry, and Extensions thereof aforesaid. AND it is also intended by the said Bill or Bills to enable the said Trustees to enter into arrangements and agreements with a Company formed and to be incorporated for making and maintaining a Railway from Edinburgh to Perth by Queensferry; and to take powers to the said Trustees, upon such terms and conditions as shall be agreed upon between them and the Company to be incorporated as aforesaid, or as shall be sanctioned by Parliament, to transfer to the said Company, by Lease or otherwise, the said Ferry, with the whole Piers, Quays, and other Works, Lands, Houses, Offices, and other Heritages connected therewith, and Roads and Accesses thereto, and the right of levying Tolls, Rates, and Duties thereat, and to discontinue or extinguish the Rates and Duties at present leviable at the said Ferry, and to enable the said Company to levy new Rates and Duties thereat, and to vary or extinguish any exemption from the payment of Tolls, Rates, and Duties, or any other Rights or Privileges relative thereto; with power also to the said Company to make, execute, erect and maintain such new Piers, Quays, Harbours, and other Works on the South and North Shores of the said Frith of Forth as may be necessary or expedient, and as shall be sanctioned by Parliament for the improvement of the said Ferry; such Ferry and intended extension thereof, and Piers, Quays, Harbours, and other Works connected therewith, and the Lands, Houses, and other Heritages and Premises to be acquired, as aforesaid, being situated respectively in the Parish of Dalmeny and Parish and Royal Burgh of South Queensferry, in the County of Linlithgow; and the Parishes of Dunfermline and Inverkeithing, in the County of Fife.

AND NOTICE IS ALSO HEREBY GIVEN, That it is proposed by the said Bill or Bills to enable the said Trustees to Sell to the said Company the Steam-Boat, Ferry-Boat, and other Vessels and Boats belonging to them, with their Engines, Tackle, and Furniture, and all other the effects of the said Trustees, and to enable the said Trustees to apply the same in extinction of the Debt of the Trust.

AND NOTICE IS ALSO HEREBY GIVEN, That for carrying these purposes into effect, it is intended by the said Bill or Bills to Alter, Amend, and Explain, or totally to Repeal the Powers and Provisions of the several Acts of Parliament hereinafter mentioned: THAT IS TO SAY—an Act of the Parliament of Scotland made in the Third Parliament of King James the Third, intituled, "That Ferriers make Brigges;" an Act made in the Seventh Parliament of King James the Third, intituled, "That Ferriers make Brigges, "and of Fraucht;" and an Act made in the Fifth Parliament of Queen Mary, intituled, "How Meikle "Fraucht sall be given to Ferriers;" in so far as these relate to the said Ferry of Queensferry; an Act passed in the Forty-ninth Year of the Reign of his Majesty King George the Third, intituled, "An Act for the "Improvement of the Passage across the Frith of "Forth, called the Queensferry;" an Act passed in the Fifty-Fourth Year of the Reign of his said Majesty King George the Third, intituled, "An Act to enable "the Trustees appointed by an Act of the Forty-Ninth "Year of his present Majesty for the Improvement of "the Passage across the Frith of Forth, called the "Queensferry, to carry the same into execution;" and an Act passed in the Eleventh Year of the Reign of his Majesty King George the Fourth, intituled, "An "Act for the further Improvement and Support of the "Passage across the Frith of Forth, called the Queens-"ferry."

AND NOTICE IS ALSO HEREBY GIVEN, That Duplicate Plans and Sections describing the Lines or Situations of the said Ferry, and of the limits thereof, as proposed to be extended, and the Lands, Houses, and other premises to be taken for the purposes thereof, together with Books of Reference thereto, containing the Names of the Owners, or reputed Owners, Lessees, or reputed Lessees, and Occupiers of such Lands, Houses, and other premises, will be deposited for public inspection, on or before the 30th day of November next, 1845, in the Office of the Principal Sheriff-Clerk of the County of Linlithgow, at Linlithgow, and in the Offices of the Principal Sheriff-Clerk of the County of Fife, at Cupar and Dunfermline; AND that, on or before the 31st day of December next, 1845, there will also be deposited with the Schoolmaster, if any, or if there be no Schoolmaster, with the Session-Clerk of each of the said several Parishes of Dalmeny and South Queensferry, in the County of Linlithgow, and Dunfermline and Inverkeithing, in the County of Fife, in which the said Ferry and proposed Extension thereof, Piers, Quays, Harbours, and other Works are situated, at their respective places of residence, and also with the Town-Clerk of the said Royal Burgh of Queensferry, at his Office within the said Royal Burgh, a Copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the said Parishes and Royal Burgh respectively.

DAVID DOUGLAS, W.S., Edinburgh.
SPOTTISWOODE and ROBERTSON,
Westminster.

Edinburgh, 15th October 1845.

The same notices were carried in:

SUPPLEMENT TO THE STIRLING OBSERVER.

20th November 1845

The Scotsman – 22nd November 1845

STIRLING AND DUNFERMLINE RAILWAY.

The half-yearly ordinary meeting of this company was held yesterday in the Star Hotel, George's Square, J. Austruther, Esq., the chairman of the company, in the chair.

The Secretary having read the advertisement calling the meeting, and the minutes of last meeting, the seal of the company was affixed to the list of registered proprietors.

The Secretary then read the following

REPORT OF THE DIRECTORS.

"The directors have now to lay before the shareholders, a report of their proceedings since the last ordinary meeting of the company, as also their balance sheet, and a report by the company's engineer of the progress of the works on the line.

"The directors have contracted for the formation of the line from the neighbourhood of Dunfermline to Allan Water, and also for the branch from Alloa to Tillicoultry. The contractors are proceeding with the works, and the directors are well satisfied with the energy displayed in their prosecution.

"The following is the report which the directors have received from the company's engineer :—

"'Edinburgh, 13th Sept., 1847.

"'*To the Directors of the Stirling and Dunfermline Railway.*

"'Gentlemen,—As requested by you, I have prepared the following report as to the state of the works on your line, and beg to submit it for your consideration. The quantities of work stated as having been executed being, as measured at the end of last month. Commencing at the Dunfermline end of the line, there is—

"'1st. The Dunfermline contract. Messrs. John Barr and Co., contractors. This contract is in length 3 miles and 620 yards. It comprises, besides a considerable quantity of masonry, about 250,000 cubic yards of cutting. Of the cutting about 30,000 yards have been removed. The masonry has been commenced at various points, but is not far advanced, the delay with it having arisen in consequence of the your intention to alter the line through Dunfermline (on which the heaviest of the masonry is situated) rendered it some degree necessary by the alteration of the Dunfermline branch of the Edinburgh and Northern Railway, for which that railway company obtained powers last session of Parliament, and which it is expedient that your line should still continue to join. The work is now fairly started, and the contractors will be able to get rapidly over.

"'2d. Comrie contract. Messrs. Collins and Young, contractors. This contract is in length three miles and 220 yards. The cuttings on it extended to about 200,000 cubic yards. The masonry is considerable, and the most extensive piece consists of the viaduct across the Comrie Burn Glen. Of the cutting about 70,000 yards have been taken out. The masonry is considerably advanced, some of the smaller bridges having been finished, the viaduct is commenced, but is not much advanced.

"'3d. Bruntfield contract. Messrs. Gillespie, Meikle, and White, contractors. It is in length three miles and 70 yards. On it there are only about 120,000 cubic yards of cutting, and the masonry is light. Of the cutting about 30,000 yards have been removed. The masonry has been commenced, but is not far advanced; it is, however, both in this and the preceding contracts, being carried on in a satisfactory manner.

"'4th. Allan Contract. Messrs. Elisha Oldham, contractor. This contract comprises a portion of the main line, in length 3 miles and 320 yards, and the Allan Harbour Branch, in length 900 yards. The cutting on it extends to about 280,000 cubic yards, and the masonry on it is about the same quantity. The work on this contract has been only lately commenced, consequently no great progress has been made, but the work is being opened out so as to admit of extensive operations in a short time.

"'I have now described that portion of the main line which has been contracted for, extending from Dunfermline to Alloa, and as it embraces the heaviest work on the line, it has been considered advisable to proceed with it first, leaving the portion between Alloa and Stirling, on which the works are remarkably light, to a later period, there being no difficulty in having it completed as soon as the other portion, although not commenced until next spring. I will now proceed to state what has been done in the

"'5th Contract, comprehending the branch from Alloa to Tillicoultry, and contracted for by Mr. Alexander Wilson. This contract is in length 3 miles and 572 yards. The works on it are not of a heavy character, and as the contractor has only lately been put in possession of a portion of the ground, he has not yet made a commencement. He has it now in his power to proceed rapidly.

"'The foregoing comprises the whole contracts which have been given out, and upon the whole, I cannot say that the works are in an advanced state; not, however, arising from delay on the part of the contractors, but from not obtaining possession of the ground, and other causes over which they had no control. Matters are now in a position to admit of the works being carried forward as rapidly as you may consider expedient; but looking to the present state of the money market, I presume that you will not think of pressing them forward beyond a moderate rate.

"'I beg leave also to report that the rails, sleepers, &c. for the permanent way, are being delivered, and the contractors will be able to proceed with the laying of the permanent way at an early period.

"'I have the honour to be, Gentlemen,

"'Your most obedient Servant,

(Signed) "'J. Miller.'

"By the balance sheet which has been laid upon the table, it will be seen that the receipts, up to 31st July, when the company's books were closed, amounted to L.141,737 4s. 3d., and the expenditure to L.47,346 9s., leaving an available balance of L.94,388 10s 3d. at the credit of the company. Since the date of the balance, however, a variety of large payments have been made for chairs, sleepers, &c., and considerable sums on account of land will require immediately to be paid. The directors will accordingly soon be under the necessity of making another call, and as this call, when paid, will amount to one-half of the capital stock of the company, a resolution will be submitted for the consideration of the shareholders for granting powers to the directors, as soon as one-half of the capital of the company shall have been paid up, to borrow under the provisions of their act of incorporation, such sums of money as they shall find requisite to enable them to carry forward the works, and meet their engagements.

"At last general meeting of shareholders, it was resolved that interest ought to be allowed upon the calls as they were paid up, and the directors were instructed to endeavour to make arrangements with the Edinburgh and Glasgow Company, the lessees of the line, for the purpose of carrying this resolution into effect. The directors communicated this resolution to the directors of the Edinburgh and Glasgow Company, and requested their concurrence, but they regret to say that though this subject has been repeatedly pressed upon the consideration of that board, they have positively refused their consent, and your directors have therefore been prevented from carrying the resolution of the shareholders into effect.

"The directors of the Edinburgh and Glasgow Railway Company, without any communication whatever with the directors of this company, introduced into Parliament last session a bill for the purpose of obtaining powers to purchase or lease your railway, and to hold stock to an amount not exceeding one-half of the subscribed capital. The directors considered that this bill would seriously injure the interests of this company, and they therefore resolved to oppose it; but as the Edinburgh and Glasgow Company required that the opinion of the shareholders should first be taken before the opposition was entered upon, your directors at once complied with their demand, and called an extraordinary meeting of shareholders to consider the bill and give their instructions. At this meeting your directors were authorized to oppose the bill in committee, which was accordingly done, and, by the exertions of the companies interested, the bill was thrown out.

"The directors are happy to say, that in all their arrangements with the landowners on the line as far as they have as yet gone, they have been enabled to settle all claims, either by private arrangement or by arbitration, and in no case have they hitherto been compelled to resort to a jury trial.

"Having shortly stated their proceedings since last general meeting, the directors will now call the attention of the shareholders to some points upon which they request their instructions, and for which purpose the extraordinary meeting has been called.

"The shareholders are aware that it was part of the original scheme of this company to continue the line from Dunfermline to Queensferry, but owing to the plans not being completed in time, this extension was necessarily abandoned. The opinion of the company's engineer has all along been, that an eastern communication with the Forth is indispensable to the interests of this railway, and, accordingly, your directors assent to have applied last session for powers to construct this extension, provided the Edinburgh and Glasgow Company agreed to lease it when made. The Edinburgh and Glasgow Company having intimated that they would not do so, the intention of going to Parliament was given up. Your directors, however, with the view of preventing this part of the country falling into the hands of a rival company, entered, in the month of February last, into an agreement with the Edinburgh and Northern Railway Company, to adopt joint measures for carrying this extension into execution, and for the formation of a joint station at Dunfermline to unite the two lines and facilitate the traffic between them.

"The directors would recommend this extension to the serious consideration of the shareholders, and to request that they be authorised, either by themselves or in conjunction with the Edinburgh and Northern Company, to take the necessary steps for introducing a bill into the next session of Parliament for power to make the extension. Besides giving a direct communication between your main line and the sea, for the shipment of goods, this extension will give that accommodation to Dunfermline (with which you are so intimately connected), to which, from its population and importance as a manufacturing town, it is justly entitled.

"To enable your traffic to be carried into the town of Dunfermline, and to form a joint communication with the Edinburgh and Northern Railway, it is necessary to deviate your line from the course originally laid down, and for which purpose Parliamentary powers are requisite. Your directors beg to request your sanction to such an application. This deviation will add materially to the expense of the formation of the line, while on the other hand it will add greatly to your traffic by facilitating intercourse with the Edinburgh and Northern Company.

"This extension and deviation will require the creation of new stock to meet the expense of formation, but as it would be premature to issue new stock at present, the directors request that they may be authorised to issue the requisite quantity of new stock at such time as shall be deemed most advisable.

"The shareholders having already sanctioned a deviation of the line through the East of Zetland's property near Alloa, made in conformity with his lordship's wishes, the directors request the sanction of the shareholders to this deviation, being included in their application to Parliament. This deviation will add nothing to the expense of construction, as the distance is the same, and the value of the ground through which the deviation passes is less than by the line as originally laid down.

"Your directors recommend to the shareholders that an attempt should be made to get rid of the lease of the line to the Edinburgh and Glasgow Company. Since the act was obtained, the relative circumstances of the companies have changed so materially as to render the existing connection unfortunate for both companies. At the date of the passing of this company's act, an amalgamation betwixt the Edinburgh and Glasgow and Scottish Central Railway Companies was all but certain, the bill for the amalgamation having by that time passed the House of Commons, and no doubt having been entertained of its success in the House of Lords This measure, however, was ultimately thrown out, and accordingly the best and only deserts a communication betwixt the Edinburgh and Glasgow Railway and your line was allowed to remain in the hands of not a new a rival company There is at present, therefore, no existing means of communication betwixt the two lines, and no probability that any connection even by means of a ferry can be obtained by the Edinburgh and Glasgow Company. A letter has recently been received from the solicitors of the Edinburgh and Glasgow Company, intimating that it is the intention of that company to apply in next session of Parliament for an act to authorise the construction of a line of railway from Dunfermline to North Queensferry, and stating that they have no objection that the act should contain clauses to authorise this company, in the first instance, to construct the line, which should however be leased to the Edinburgh and Glasgow Company on the same terms as the main line, or on such other terms as may now be mutually agreed on, and that it should only be in the event of this company failing to construct the line within a limited period, that the Edinburgh and Glasgow Company should be authorised to do so.

"Your directors are decidedly of opinion, that the proposal here made ought not to be agreed to, and that the contemplated application to Parliament by the Edinburgh and Glasgow Company should be opposed.

"As already stated, the Edinburgh and Glasgow Railway Company last year refused their sanction to this company going to Parliament for powers to construct this extension, and by this refusal they forced your directors to enter into the arrangement with the Edinburgh and Northern Company to which they have already alluded. This arrangement your directors are bound with your sanction to carry out. Besides, it will be kept in view, that the lease to the Edinburgh and Glasgow Company endures for only 25 years after the completion of the works, and if your company be very prejudicial to the interests of the railway, after the expiry of this period, that the shareholders of your company should not have a direct control over a line of railway from Dunfermline to North Queensferry. Your directors therefore trust that the shareholders will not only sanction an application to Parliament for a repeal of the lease, but that you will authorise them to oppose any attempt that may be made by the Edinburgh and Glasgow Railway Company to interfere with the extension alluded to.

"By order of the directors,

"J. Austruther, Chairman."

ABSTRACT OF BALANCE SHEET OF STIRLING AND DUNFERMLINE RAILWAY COMPANY, AS AT 31ST JULY, 1847.

CHARGE.

Amount of deposits paid	—	L.64,467 10 0
Do. of first and second calls paid	—	73,057 10 0
Interest from shareholders and bankers	—	4,152 1 3
Fees for recording transfers	—	49 3 0
		L.141,737 4 3

DISCHARGE.

Preliminary and Parliamentary expenses	—	L.14,730 4 3	
Scottish South Midland Junction expenses	—	7,401 13 8	
Land and compensation	—	14,139 8 8	
Property (less rents received since last balance)	—	2,439 9 10	
Conveyancing and law expenses	—	264 2 6	
Works, paid contractors	—	25,955 5 0	
Engineering expenses, salaries, &c.	—	69 17 4	
Constables' wages and expenses, clothing, &c.	—	76 13 7	
Stationery and printing, and advertising	—	827 19 11	
Direction and auditors	—	261 14 9	
Salaries to secretary and clerks	—	280 0 0	
Office, travelling, and general charges	—	307 1 10	
Office furniture	—	15 16 6	
Balance in banks	—	94,390 5 7	
Do. in hands	—	80 10 6	
			241,737 4 3

The Chairman said, in the report they had heard read, the state of the company was so fully detailed that it left him nothing to add. He would merely say, that the directors did not think it advisable to hurry forward the line, as, in the present state of the money market, it would be inexpedient to do so. He would therefore move the adoption of the report.

The motion was seconded and carried unanimously.

The meeting then resolved itself into a special meeting for the following purposes :

"1st. To consider the expediency of applying, and if approved of, to authorise an application to Parliament for power to extend the line of railway from Dunfermline to North Queensferry, or to agree with the Edinburgh and Northern Railway Company in making said extension at the joint expense of the two companies, and to raise the necessary capital for such extension.

"2d. To consider, and, if approved of, to authorise an application for Parliamentary powers to make certain deviations and extensions on the line of railway as already authorised; and to raise whatever capital may be requisite for such purposes.

"3d. To consider, and, if approved of, to authorise the directors, as soon as one-half of the capital stock of the company shall be paid up, to borrow on debentures such sum or sums of money, within the powers of the act of incorporation, as they shall consider expedient.

"4th. To consider the position of the company in relation to the lease of the line of railway to the Edinburgh and Glasgow Railway Company, and, if deemed expedient, to authorise an application to Parliament for a repeal of the said lease and of all clauses in the company's act applicable thereto."

The Chairman said there were four points to which the directors wished to call the attention of the shareholders. The first was the extension of the line to North Queensferry in conjunction with the Edinburgh and Northern Company. The extension to North Queensferry was a part of the original scheme of the company, but owing to the plans not having been completed in time, they were unable to apply to Parliament for it in their original bill. Last year they intended to have applied for powers to make it, but previously to giving the necessary notices, they applied to the Edinburgh and Glasgow Company to know if they would lease the extension, but that they positively declined doing. In consequence of that, the directors were again obliged to abandon their intention, as the season was too far advanced for them to make any other arrangement. As from the reply of the Edinburgh and Glasgow Company it was evident that they had nothing to expect from that company, they entered into arrangements with the Edinburgh and Northern Company for the formation of the line, at the joint expense of the two companies, and at the same time they agreed that the station at Dunfermline should be a joint station. That extension the directors wished to bring before the shareholders, as it would, in their opinion, be of great advantage to the company, as giving them an outlet to the sea for their traffic. After the advertisement calling this meeting had been published, and whilst he was in the course of preparing the report which had been circulated among the shareholders, the directors received a letter from the solicitors of the Edinburgh and Glasgow Company, intimating that company's intention to apply for powers to cross the Queensferry, and make the line to Dunfermline. The directors, however, considered that they could not listen to such terms. The Edinburgh and Glasgow Company, by refusing to lease the extension last year, left them no alternative but to enter into the agreement with the Edinburgh and Northern, and if they were supported by their shareholders they were bound in honour to carry it faithfully out, not only as an obligation upon them, but as a measure, in their opinion, tending to the prosperity of the company. Then, again, it was to be kept in view that the lease to the Edinburgh and Glasgow Company was only for 25 years from the completion of the line; and were that company to obtain power to make the extension themselves, it would then give them power over this company which would be by no means to their advantage. The directors therefore hoped that the agreement with the Edinburgh and Northern Company would be approved of, and that the proposal of the Edinburgh and Glasgow Company would be rejected. In consequence of the agreement to make the Dunfermline station a joint station, it was necessary that a deviation from the original plans should be made, by which the line would be brought more into the centre of the town. The line would then run into direct communication with the Edinburgh and Northern, and there would be no change of carriage from Perth all the way down their line; it was, therefore, of material consequence that this deviation should be made, and, as far as they could judge, the expense would be very trifling, the distance being very little more, whilst they avoided expensive property in the town. The other deviation which was intended to be made was one which was sanctioned at the first meeting of the company; it was a deviation on the property of Lord Zetland, near Alloa, which was made at his lordship's request, and would not cost more than the original line, as the line was shorter and the land of considerably less value; besides, on their complying with his lordship's request, he had given his hearty concurrence to the bill, and they had received the greatest kindness and support from him. The third point for their consideration was whether they should empower the directors to borrow money as soon as one-half of the capital was paid up. From the demands made upon the directors for payment for land and of contractors, they would be obliged, in the course of the autumn, to make a small call on the shareholders, and that, when paid up, would amount to one-half of the capital; but it was necessary to have the sanction of the shareholders before they could borrow money, and therefore it was necessary that they should get that sanction now, in order that, should the call be paid before next meeting, the directors might be enabled to borrow money on debentures, for the purpose of carrying on the line. Then the fourth point was, to consider the position of the company with regard to the lease to the Edinburgh and Glasgow Company, and this, perhaps, was the most important point for consideration that day; and it would be necessary, perhaps, to explain the original position of the company with the Edinburgh and Glasgow Company, and the position in which they were now placed. At the time the company was formed the Edinburgh and Glasgow Company were promoting two branch lines: the one from Alloa to Falkirk, and the other from Stirling to Castlecary. They were then entirely opposed to the Scottish Central Company; and if those lines had been sanctioned by Parliament they would have brought this company into direct communication with the Edinburgh and Glasgow Company. Parliament, however, did not see fit to sanction those lines, and this company were therefore placed in a position of being totally disconnected with them. The Edinburgh and Glasgow Company and the Scottish Central Company then commenced arrangements for an amalgamation, and when this was in Parliament. That Amalgamation Bill was also lost, and company went to Parliament, that Amalgamation Bill was also lost, and company went to Parliament, that Amalgamation Bill was also lost, and company went to Parliament, that

THE STIRLING OBSERVER.

30th September 1847

carried much the same article as above

THE FIFE HERALD, AND KINROSS, STRATHEARN, AND CLACKMANNAN ADVERTISER, NOVEMBER 25, 1847.

carried similar articles . . .

The Fife Herald

KINROSS. STRATHEARN. AND CLACKMANNAN ADVERTISER,

THURSDAY, APRIL 6, 1848.

EDINBURGH AND PERTH RAILWAY.

Edinburgh and Perth Railway (from North Queensferry to the Scottish Central Railway with branches, &c.) bill—order for second reading read—motion made, and question proposed—"that the bill be now read a second time"—amendment proposed, to leave out the word "now," and at the end of the question to add the words "upon this day six months"—question put, "that the word 'now' stand part of the question"—the House divided—ayes 27, noes 125.

STIRLING AND DUNFERMLINE RAILWAY.

The half-yearly ordinary meeting of shareholders of the Stirling and Dunfermline Railway Company, was held within the Star Hotel, George Square, Edinburgh, on Tuesday week, at 12 o'clock noon.

A report of the affairs of the company, and of the present progress of the works, having been read and approved of, a special meeting was held, and resolutions empowering the directors to proceed with the following bills were agreed to:—

1. A Bill to enable the Stirling and Dunfermline Railway Company, and the Edinburgh and Northern Railway Company, jointly to construct a railway from Dunfermline to North Queensferry, with a Branch therefrom to the Harbour of Inverkeithing.

2. A Bill to enable the Stirling and Dunfermline Railway Company to make certain deviations of their Main Line of Railway at Tulligarth and Dunfermline, and for other purposes.

3. A Bill to alter and amend the Stirling and Dunfermline Railway Act, 1846, and to repeal so much of the said Act as relates to a lease of the Railway and Branch Railways, thereby authorised to be made, to the Edinburgh and Glasgow Railway Company.

NORTH QUEENSFERRY.

LIBERAL CONSTITUTION FOR A SCHOOL.—At North Queensferry there is a school-house and dwelling, with a small endowment, under the administration and patronage of the trustees on the ferry. They had lately occasion to remove the teacher named in 1848, on grounds which appeared to them to require their interference; and having taken into consideration, at a meeting held on 8th October (Lord Cuninghame in the chair), the terms on which the new teacher should be admitted, the trustees, besides stipulating that he should be qualified to teach the ordinary elementary branches of education, resolved "that the teacher should be admitted without the subscription of any test, but with the provision that his scriptural teaching should be conform to the Shorter Cathechism (universally taught in the families of the district), and that the school shall be at all times subject to the visitation and examination of all ministers of the Gospel in the district, whether belonging to the Establishment or not, who acknowledge the authorist of the Catechism." On this footing a qualified teacher was named, *ad interim*, for six months, to supply the present vacancy.

MONTROSE, ARBROATH, AND BRECHIN REVIEW.

June 28th 1850

RIOTING AT DUNFERMLINE.

(Abridged from the Scotsman.)

On Monday last, Dunfermline was the scene of a riot of such a formidable description as to render it necessary for the authorities to call in the aid of the military. The riot originated on Saturday evening, in a fight between some Irish railway navies and some inhabitants of Dunfermline, and finished on Monday, by an attempt on the part of the latter to expel all the Irish resident in that town and neighbourhood.

The disturbance, on Saturday evening, ended in the seriously maiming a weaver of the name of Anderson (a native of Dysart) whose life is still despaired of. During Sunday, the town exhibited its accustomed quiet appearance, although it is pretty evident, from what subsequently took place, that there must have been some secret organisation going on among, at least, a portion of the working classes, who consist chiefly of weavers.

About half-past ten o'clock on Monday morning, the first result of this secret organisation appeared in a large meeting of weavers and others at a place called the Dam Back, in the close vicinity of the spot where the fighting commenced on Saturday night. What took place at this meeting we could not ascertain; but there can be no doubt, from what afterwards happened, that a determination was entered into to expel forthwith either all the Irish resident in Dunfermline or the obnoxious portion of them. Some time after they had assembled, Mr. Shirreff, the Sheriff-Substitute of the western district of Fife, and Provost Kinnis, went up to them, and admonished them to keep the peace, and to disperse without delay. This warning was unheeded by them; and as their numbers continued every moment to increase until, it is calculated, there could not have been fewer than fifteen hundred or two thousands persons present, they ultimately resolved, in defiance of the law, to proceed forthwith with the expulsion of the Irish, furth not only of the boundaries of the royalty of Dunfermline, but of the kingdom of Fife itself.

Having this object in view, they formed themselves into a compact body, against which it was in vain for the authorities with the small force to contend, and went along by Golfdrum and Baldridgburn, in the outskirts of Dunfermline, turning all the Irishmen that they knew out of their houses, and this in spite of every resistance. This naturally led to some serious encounters; for in several instances, the Irishmen, acting on the principle that every man's house in this country is his castle, were prepared to contest the intrusion of the mob, even at the sacrifice of their lives. One man barricaded his door, and refused to allow any one to enter his dwelling. All his efforts, however, to keep the crowd out were unavailing; as, by means of some large paling stakes, the crowd soon managed to burst open the door, and to demolish the temporary barricade which he had erected behind it. Irritated beyond measure at this conduct, he seized an axe, and, with an oath, declared that he would not allow any one to enter his house. Two or three of the more prominent ringleaders in the crowd pressed forward unmindful of his threat; and it is said that just as he was aiming a blow with the back of the axe, one of the besieging party struck his arm backwards with a stick, which caused the sharp part of the axe to enter the unfortunate man's own forehead, and thereby to inflict a very severe wound.

The Irishmen, as they were unhoused, were made to take up a position in the centre of the crowd. The number captured in this way amounted to about forty-five. The larger portion of these were navies, but some of them were weavers, shoemakers, and masons' labourers. The crowd did not extend their lawless acts to the principal streets of the burgh, although they might easily have done so, when it is considered that, by this time, they were between two and three thousand strong. Retracing their steps, to some extent, by the route whence they set out, they proceeded down the street called the New Row, in the direction of Queensferry, intending to see the Irishmen shipped across to the other side of the Forth before leaving them.

Provost Kinnis, and Bailies Johnston and Ireland, were meanwhile engaged in swearing in special constables. The more respectable portion of the inhabitants came forward and enrolled themselves with alacrity; so that ere long, a force sufficiently strong to have struck awe among the rioters was collected, but not in sufficient time to overtake them before they were beyond the limited boundaries of the burgh, and where, of course, all jurisdiction on the part of the magistrates ceased.

The Sheriff-Substitute, and Mr. Macdonald, Procurator-Fiscal, on learning the design of the mob, hired a drosky, and proceeded, without a moment's delay, by another road to North Queensferry. They arrived at that place some time before the mob, and succeeded in organising a body, composed chiefly of the workmen employed in the Carlin Knowes Quarries, to oppose the forcible banishment of the Irishmen across the Forth. The mob, by the time they reached the Carlin Knowes Quarries, in the neighbourhood of North Queensferry, where the Sheriff-Substitute and his party had taken up a position, had dwindled down from two or three thousand to about four hundred. The Irishmen, whom the mob drove before them like a flock of sheep, were ordered by the Sheriff-Substitute to march into the quarry, which they did. The mob were then cautioned, at their peril, to proceed no further; and, with this caution, after a few minutes' consultation, they ultimately deemed it advisable to comply—returning quietly to Dunfermline. We learn that, on the way from Dunfermline to North Queensferry, there was only one attempt at violence by the mob. This occurred near the Spittal toll-bar, where three of the Irishmen left the public road, and endeavoured to cross the fields, with the view of going to Burntisland. They were pursued, however, and brought back—one of them, on being overtaken, being knocked down and otherwise abused.

While the above was going on, a scene of a somewhat similar kind was enacting at the Townhill Collieries, distant a mile and a half from Dunfermline. At these collieries, we are informed, several hundred men are employed—about sixty of whom are Irishmen. Incited by what had taken place in Dunfermline, the Scotch colliers resolved to expel all the Irishmen from the works. In addition to the feelings which actuated the people of Dunfermline in their hostility, the Scotch colliers were prompted by another and perhaps stronger motive to the expulsion of the Irish. There has, as our readers are aware, been a strike, for some weeks past, among the miners of Lanarkshire for a rise of wages. A similar course was intended to be followed, it is said, by the miners of Townhill, and the adjoining colliers of Halbeath and Wellwood; but, as they were afraid that they could never succeed in their object so long as they had to compete with the Irish, who are not so scrupulous about the rate of wages for which they work, they entered heart and soul into a proposition that was made by one or two of their leaders to banish all the Irish from the pits at Townhill. In the course of Monday forenoon, they expelled about thirty of the most obnoxious of the Irish, and, with the assistance of about three hundred weavers from Dunfermline, were proceeding to expel still more. In this they were frustrated, to some extent, by the boldness and determination of the manager, Mr. Mungall, who, armed with a pair of pistols, went up to the leader of the riotous mob, and threatened to blow out his brains if he would not desist. At this juncture, too, Bailie Johnstone and Mr. Kilgour, Town-Clerk of Dunfermline, arrived at the spot; and, by the combined ageney thus brought to bear for the preservation of the peace, the riotous proceedings were quelled.

Fearing that matters would assume a still more serious character than they actually did, the authorities of Dunfermline about mid-day despatched a special messenger to Sheriff Monteith in Edinburgh, with a request that he would come immediately to Dunfermline, and bring with him a detachment of military. The Sheriff at once acceded to this request, and with the consent of the military authorities, obtained the assistance of a detachment of forty-five of the 13th Light Dragoons from Piershill barracks. The dragoons left Edinburgh about seven o'clock, by way of Queensferry; on arriving at which Sheriff Monteith asked the unfortunate Irish, who had been driven thither by the mob in the afternoon, if they wished to return; and as they all, with the exception of some six or seven, expressed a desire to go back, the Sheriff, accompanied by the military, returned with them to Dunfermline, which they reached about nine o'clock. All was quiet by this time in Dunfermline; but, as the Irish expressed some doubts about the safety of going to their respective homes, they were kindly sheltered for the night in the Town-house, and at an early hour on Tuesday morning proceeded without molestation or annoyance to their various residences.

The services of the military not being required on Monday evening in Dunfermline, the Sheriff and the authorities, from information that they received, deemed it advisable to send them out to the Townhill Colliery; and they arrived there no more than in time, as the work of intimidation resorted to in the forenoon, to cause the Irish to leave, had been renewed with the aid of a body of Scotch colliers from the pits at Halbeath and Wellwood. Immediately on hearing of the approach of the military, the mob dispersed. As the leaders were all known, some time was spent in endeavouring to apprehend them; but notwithstanding every exertion, the authorities only managed to capture one of them, who was brought into Dunfermline under the escort of the military, and lodged in prison.

On Tuesday, there was no attempt to renew the disturbances either at Dunfermline or Townhill, and we are disposed to think that there will be no further recurrence to such lawless proceedings as took place on Monday. Warrants have been issued against all the chief participators in the riots, and it was expected that these would be put into effect on Tuesday evening, and the parties quietly lodged in prison, without the assistance of the military who still remain in Dunfermline.

NORTH QUEENSFERRY.

Our Summer Visitors.—The Ferry has now received its full complement of visitors, not a single lodging, so far as we can gather, being "to let." On Friday evening last, the "Victoria" from Stirling, literally groaned beneath its accumulated weight of passengers, luggage, &c.—so much so, indeed, that nearly a quarter of an hour was consumed in unloading them at the wharf. The weather is magnificent, sunshine and shower being pleasingly and (for the crops) most desirably intermingled.

Break Down of the Dunfermline Coach.—On Saturday afternoon, about one o'clock, the coach leaving Edinburgh for Dunfermline at 12 o'clock, suddenly broke down not far from Newhalls, South Queensferry. Owing to some unforseen circumstance, one of the wheels gave way, rendering locomotion impossible, and spreading terror and dismay among both the outside and inside passengers, the majority of whom, belonging to the gentler sex, were in consequence in anything but an agreeable or enviable humour. A remedy, however, was speedily found in the shape of the 11.45 coach from Dunfermline to Edinburgh, which having just crossed the Firth at that moment from North Queensferry, was ordered to return with the passengers from Edinburgh, while its previous inmates, the passengers from Dunfermline, were taken on to Edinburgh by means of another conveyance speedily improvised for the occasion. The occurrence was fortunately productive of nothing more injurious than a good fright.

Accident at the Quarry.—An accident, which might have proved pretty serious in its consequences, occurred at the stone quarry here on Tuesday last. As a quarryman, by name James Seton, was in the act of "lighting his fuse" for the purpose of blasting a portion of the rock, the powder suddenly ignited, by which his face and arms were considerably injured. The unfortunate man was at once conveyed to his own house, where, we are glad to say, he is now rapidly recovering. Considering the somewhat precarious nature of the work in which they are engaged, we often wonder that the quarrymen do not exercise much greater caution than they are generally in the habit of doing. It is no uncommon circumstance, for example, to find them smoking while in the very act of preparing the powder for some blasting operation, a recklessness which is certainly far from being admired, and which at any moment might terminate in a most disastrous and fatal manner.

LAMMAS FEAST.—Mr Brunton, of the Ferry Quarry, being in the habit of treating the men in his employment to an annual dinner, fixed upon yesterday, being our Fair day, for the occasion, when upwards of forty sat down to a plenteous repast in our Town Hall, kindly granted them by the Magistrates.

"'Twas merry in the hall,
When beards wagged all."

It was a pleasing sight to see so many of Scotia's hardy sons of toil mingling at the social board, and conducting themselves with such propriety and good feeling as would have done no discredit to a company of greater pretensions. Were other masters to follow the same course as Mr Brunton with their men, we would hear of fewer of those strikes that are in their consequences so ruinous to both parties, besides putting a stop to commercial enterprise and that kindly feeling that should always exist between man and man.

"Then let us pray that come it may,
As come it will for a' that,
When man to man the warld o'er,
Shall brithers be for a' that."

NORTH QUEENSFERRY.

HEROIC CONDUCT OF A LITTLE GIRL.—On Saturday last, as a little boy of from five to six years of age, belonging to Mr John Ogg, stone-cutter here, was amusing himself on the rock known by the name of "Cat's Craig," the tide, which was rapidly coming in at the time, soon surrounded the eminence, and threatened to engulph him. At length, perceiving his danger, he began to cry lustily for help, when a girl, of from eleven to twelve years of age, the daughter of Mr John Buchanan, who was in the vicinity of the rock at the time in charge of her infant sister, instantly rushed to the rescue, depositing the child meanwhile on the ground. Heedless of her own danger, she leaped from rock to rock until she succeeded in reaching the poor little fellow, when, placing him on her back, she made for the shore in the same manner she had left it. She succeeded in making good her first leap; but, in making a second effort, she fell short of her mark, and was precipitated along with her burden into the tide, considerably beyond her depth. Happily, however, some females came to her assistance, and succeeded in bringing both safely to land. It is worthy of notice, that the girl's presence of mind was such as to induce her to retain her hold of the boy at the time she fell, else, instead of living to receive the reward of her heroism in the lasting gratitude of the boy she saved, they might have perished together.

EDINBURGH, PERTH, AND DUNDEE RAILWAY.

(RAILWAYS FROM DUNFERMLINE BRANCH RAILWAY TO NORTH QUEENSFERRY; FROM SOUTH QUEENSFERRY TO EDINBURGH AND GLASGOW RAILWAY.)

(Powers to Edinburgh, Perth, and Dundee Railway Company to make Railways; to contribute Funds, and create Preference Shares; to levy Rates and Tolls; to alter existing Tolls; Amendment of Acts, and other Purposes.)

NOTICE IS HEREBY GIVEN—That application is intended to be made to Parliament in the ensuing Session by the Edinburgh, Perth, and Dundee Railway Company, for leave to bring in a Bill to authorise the Company to make and maintain the following Railways, with all necessary works, stations, approaches, and conveniences connected therewith respectively, viz.:—

First,—A RAILWAY (hereinafter called 'The North Queensferry Branch'), commencing by a junction with the Dunfermline Branch of the Edinburgh, Perth, and Dundee Railway at or near a point thereon immediately to the eastward of the bridge by which the said Dunfermline Branch Railway is carried over the road leading from Town Green Toll to Townhill, in the parish of Dunfermline, and Royal Burgh of Dunfermline, or in one of them, and in the county of Fife, and terminating about fifty yards southward of the Signal House Pier at North Queensferry, in the parish of Dunfermline, or in that part thereof annexed *quoad sacra* to the parish of Inverkeithing, and in the county of Fife; which North Queensferry Branch Railway and works will be made and maintained in, or pass from, in, through, or into the parishes, burghs, and extra parochial, and other places following, or some of them—(that is to say)—the parishes of Dunfermline and Inverkeithing, and the parish of Dunfermline, including therein the *quoad sacra* divisions or districts thereof of North Church, or Golf-Drum, and St Andrews, and also that part of the parish of Dunfermline annexed *quoad sacra* to the parish of Inverkeithing, and the Royal Burghs of Dunfermline and Inverkeithing, all in the county of Fife.

Second,—A RAILWAY (hereinafter called 'The Sheephousewell Branch'), commencing by a junction with the said proposed North Queensferry Branch, at or near a point thereon, about 300 yards northwards from the farm-steading of Blacklaw, and terminating by a junction with the said Dunfermline Branch Railway, at or near a point thereon, about 200 yards south-westwards from the farm-steading of Sheephousewell; which Sheephousewell Branch Railway and works will be wholly situated within the parish of Dunfermline and county of Fife.

Third,—A RAILWAY (hereinafter called 'The South Queensferry Railway'), commencing at, or near, a point about 400 yards westward from the south end of the Pier of Port Edgar, in the parish of Dalmeny, and county of Linlithgow, and terminating by a junction with the Edinburgh and Glasgow Railway, at a point thereon about fifty yards westward from the Booking Office of the Corstorphine Station on the said last-mentioned Railway, in the parish of Corstorphine, and county of Edinburgh or Mid-Lothian;—which intended South Queensferry Railway, and works, will be made and maintained in, or pass from, in, through, or into the parishes, and burgh, and other places following, or some of them—(that is to say)—the parishes of Dalmeny, Queensferry, and Kirkliston, in the county of Linlithgow, and the parishes of Kirkliston, Cramond, Ratho, Currie, and Corstorphine, in the county of Edinburgh or Mid-Lothian, and the Royal Burgh of Queensferry, or South Queensferry, in the county of Linlithgow.

Fourth,—A RAILWAY (hereinafter called 'The Port Edgar Branch'), commencing by a junction with the said South Queensferry Railway, at or near a point thereon about 200 yards south-westward from the south end of the pier of Port Edgar, and terminating on the said pier of Port Edgar, and near the south end thereof; which said Port Edgar Branch Railway will be wholly situated within the parish of Dalmeny, and county of Linlithgow.

And it is proposed by the said intended Bill, to take powers to deviate from the line and levels of the said proposed railways as defined upon the plans and sections hereinafter referred to, and to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, streams, sewers, water-courses, and gas and water-pipes, so far as may be necessary or expedient for the purposes of making, maintaining, and using the said proposed railways, or any of them, or any of the works and conveniences therewith connected.

And it is further intended by the said Bill to empower the Edinburgh, Perth, and Dundee Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property proposed to be purchased, or taken, or interfered with for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges.

And it is also proposed by the said intended Bill to empower the Edinburgh, Perth, and Dundee Railway Company to convey passengers, goods, minerals, and other traffic on the said proposed railways, and on the railways and tramways communicating therewith; to levy tolls, rates, and charges for the use of the said proposed railways and other works, and the conveyance of such traffic; to alter existing tolls, rates, and charges; to confer certain exemptions from the payment of such existing and proposed tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the owners of, and other parties interested in, any lands or property required for the said proposed railways and works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to convey such lands in property, feu, lease, in perpetuity or otherwise, at such price, and subject to such rent-charge, feu-duty, ground-annual, or rent, or for such other consideration as may be agreed on.

And it is further intended by the said Bill to empower the Edinburgh, Perth, and Dundee Railway Company to raise the funds required for the purposes of such intended Bill, by the appropriation of any capital which they are already authorised to raise, and which has not been appropriated to, or may not be required for, other purposes; and by the creation of new shares, on such terms and conditions, and with such guarantee, preferences, priorities, and privileges, *inter se*, and in respect to the other shares and stock in the Company, as may be considered expedient; and by borrowing upon mortage or bond, and to fund the money so borrowed, or authorised to be borrowed; and also to provide that the shares so to be created, or some of them, shall constitute a separate stock, distinct from the other shares and stock of the Edinburgh, Perth, and Dundee Railway Company; and that the receipt and expenditure in respect of the said proposed railways and works, shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to the remainder of the undertaking of that Company; and that the profits, or some part thereof, derived from the proposed railways and works, shall be set apart for the parties contributing the funds for the construction thereof, and others interested therein; and to make such other arrangements thereanent as may be provided by, or under the provisions of the said intended Bill.

Bill.

And Notice is Hereby Given, that duplicate plans and sections describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purposes of the said proposed railways and works, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and published maps with the lines of the said proposed railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices at Cupar and Dunfermline of the principal Sheriff-clerk of the County of Fife; in the office at Linlithgow of the principal Sheriff-clerk of the County of Linlithgow; and in the office at Edinburgh, of the principal Sheriff-clerk of the County of Edinburgh, or Mid-Lothian, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and the Royal Burghs of Dunfermline and Inverkeithing and Queensferry, or South Queensferry respectively, with a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-clerk, and with the Town-clerks of the said Royal Burghs of Dunfermline, Inverkeithing, and Queensferry, or South Queensferry, at their offices in Dunfermline, Inverkeithing, and Queensferry, or South Queensferry, respectively.

And it is intended by the said Bill to alter, amend, and enlarge, for carrying into effect the purposes aforesaid, the following Acts or some of them—(that is to say)—The Edinburgh, Perth, and Dundee, Railway (Consolidation) Act 1851, and the several Acts specified in the schedule to the said Act annexed, so far as the same may not be by the same Act repealed; the Edinburgh, Perth, and Dundee, Railway Company (Arrangements) Act 1853; the St Andrews Railway Act 1851; the Leslie Railway Act 1857; the Kinross-shire Railway Act 1857; the Fife and Kinross and Kinross-shire Railways Junction and Joint Station Act 1858; and the Edinburgh and Glasgow Railway Consolidation Act 1852; and the several Acts therein recited; the Edinburgh, and Glasgow, Railway Branches Act 1853; the Edinburgh, and Glasgow, Railway Amendment Act 1855; and the Glasgow, Dumbarton, and Helensburgh, Railway Act 1855; and all other Acts relating in any way to, or connected with, the said Edinburgh and Glasgow Railway Company; and any other Act or Acts not hereinbefore enumerated relating to the Company, or the above mentioned undertakings.

And Notice is hereby also Given, That printed Copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-third day of December next.

Dated this thirteenth day of November 1860.

HENRY LEES, Edinburgh.

Secretary of the Edinburgh, Perth, and Dundee, Railway Company.

INVERKEITHING.

THE BATTERY.—Colonel Skyring, R.E. visited Inverkeithing on Wednesday afternoon, and passed a favourable report on the magazine.

ELECTION.—The members of Council met in the Town House, on Friday, for the purpose of electing magistrates for the year. The gentlemen chosen were —Mr Wm. Miller, provost (re-elected); Mr John Hay, bailie (re-elected), and Mr Robert Ross, bailie.

LECTURES.—We are happy to learn that we are this winter to have our usual course of lectures, a number of gentlemen having kindly consented to speak upon various interesting topics. The course is to commence some time next month, and from the interest shown at past seasons we have no doubt but that the present opportunity will be gladly embraced by many, as we do not know of a better way of spending an evening.

VOLUNTEERS.—It gives us great pleasure to state that the spirit of the movement still continues here—indeed, it is rather on the increase, a number of new members having joined lately. Company drill is kept up twice a-week, and squad drill every night in the Music Hall, which are well attended. The company expect, in the course of a few days, to commence ball practice from their 32 pounders, Colonel M'Lean, R.A., having inspected their battery last week, and expressed himself satisfied with the arrangements.

INVASION.—Our hitherto secluded burgh, which was wont to be as inaccessible to strangers as the Chinese interior, like its celestial prototype, now gives promise of soon being thrown open to British enterprise. For the last few days we have been literally besieged by engineers (civil, however,) surveying, on behalf of their respective Companies, viz.—the North British; Edinburgh, Perth, and Dundee; and Caledonian Railways. Unlike the allied powers in China, however, they are acting independently of each other —each being anxious to monopolize the advantages to be gained by this route.

READING ROOM AND LIBRARY FOR THE VOLUNTEERS. —In order to combine instruction with amusement during the winter evenings, a reading room and library has been instituted by Captain Elder, in the Town Hall, for the use of the corps. The reading room is daily supplied with the *Times*, *Scotsman*, *Mercury*, *Courant*, together with the various local and pictorial papers and journals. The library consists of a large number of valuable books, by the best authors. There are also bagatelle, backgammon, and solitaire boards for those who wish to wile away an hour in that manner. The use of the hall has been kindly granted by the magistrates for the purpose, and is open every evening from six to ten. From the number that attend it is clearly evinced the thirst there is for information, and that its institution has supplied a desideratum that has long been wanting. The corps lie under a deep debt of gratitude to Captain Elder, for his many marks of kindness, especially so for this last and greatest, which if properly improved may be made of lasting benefit.

NORTH QUEENSFERRY.

DONATION TO THE ROYAL INFIRMARY.—The workmen employed at the Carlinnose Quarry here, have subscribed the liberal sum of £5 towards the funds of the Royal Infirmary.

DEATH OF OUR POSTMISTRESS.—On Wednesday afternoon Miss Alison Brown, postmistress, died here at the advanced age of seventy-five. During the past few years she has been in bad health. Miss Brown was much respected by all who knew her. She was a native of this place, and, along with her predecessors of the same family and name, have conducted the business of the Post Office ever since its institution.

ORDINATION OF MR HOWAT AT BROUGHTY FERRY. —Mr Howat, who recently supplied the preaching station at North Queensferry with so much acceptance, was ordained, on the 8th inst., to the pastoral charge of the United Presbyterian congregation at Broughty Ferry. In addition to the members of the Dundee Presbytery, there was a large attendance of other ministers. The Rev. Mr Wilson preached, the Rev. Mr Baxter addressed the young pastor, and the Rev. Dr M'Gavin the congregation, on their respective duties. Afterwards about forty gentlemen sat down to dinner, and in the evening there was a soiree in the church, which was crowded. Speeches were delivered by the Rev. Professors Harper and M'Michael, the Rev. Dr Brown of Dalkeith, the Rev. George Gilfillan, Mr Ogilvie, their former minister, Dr Copland, preacher, and Mr Robertson, late Provost of Dunfermline. The services throughout were singularly able and interesting, and the audience at a late hour seemed reluctant to depart. Mr Howat was introduced on the following Sabbath by the Rev. Dr Johnston, of Edinburgh. The church at Broughty Ferry is free from debt, the congregation are in excellent spirits, and the prospects of Mr Howat are most encouraging.

LECTURE.—On Friday evening, the 9th curt., Thomas Elder, Esq., delivered a second lecture on "America," in the meeting-house, to a most respectable audience. The narrative, as on the occasion of his former lectures, was given from a personal visit. He gave, as he went along, a description of the country—statistical accounts—mode of life, and general character of the Americans. He then detailed what had come under his own observation regarding the slave trade; and, in most pathetic language, denounced slavery to be against all human sympathy, and a great barrier in the way of civilization; and argued that—

> "Woolly locks, and dark complexion
> Cannot alter nature's claim;
> Skins may differ, but affection
> Dwells in whites and blacks the same."

At the close, he stated that it had given him much pleasure to communicate his travels, and trusted that, although not prepared in the meantime to mention another, he hoped he would again meet them in the same capacity, and, further, that a regular course of lectures would be got up during the winter months, to which he would give his aid. Mr Elder merits the gratitude of the people of this place, for the kind way in which he has come forward to amuse and instruct them during the past two months.

NORTH QUEENSFERRY.

MARRIAGE REJOICINGS.—Tuesday being the marriage-day of D. A. Pearson, Esq., North Cliff, to Elizabeth Abercromby Gibbon of Johnstone, Kincardineshire, great rejoicings took place in the North Ferry. He invited upwards of 100 of the inhabitants to a grand supper in the Meeting House. Mr Robertson of Dean Cottage occupied the chair. The house was tastefully decorated with evergreens and flags, and beautifully interspersed with lamps—giving it quite a grand appearance. After the company had partaken of the rich freights on the table, which were of the first order, the chairman in a few happy remarks passed a well-merited compliment on Mr Pearson for many acts of generosity now and in times past to the people of the Ferry. Songs and sentiment were freely given and much enjoyed—Mr Hately, of Edinburgh, contributing in a great measure to the hilarity of the evening. Messrs Anderson, Methven, Livingstone, Auld, Beath, and Fowlis also joined in giving each their songs and remarks. Towards the end, a large bride's-cake was cut up and divided amongst the company—a piece stood remaining for those left at home, and a bit to dream on. The company, after the usual votes of thanks, gave three hearty cheers for the happy couple, and after singing "Auld Lang Syne," broke up about eleven o'clock.

The Saturday Press.

A FAMILY JOURNAL OF POLITICS, LITERATURE, AND GENERAL NEWS,

FOR THE COUNTIES OF

FIFE, PERTH, STIRLING, CLACKMANNAN, AND KINROSS.

mission Abroad.

DUNFERMLINE, SATURDAY, JANUARY 5, 1861.

PRICE
Stamped

EDINBURGH AND DUNFERMLINE RAILWAY.

AT a Great PUBLIC MEETING, held on Thursday night, in the MUSIC HALL, DUNFERMLINE—Provost Whitelaw in the chair—the following resolutions were unanimously adopted:—

Moved by Mr ERSKINE BEVERIDGE, seconded by Mr T. MORRISON—

1. "That the formation of a direct line of railway from Dunfermline to Edinburgh by Queensferry would not only confer important local advantages, but is a measure of great public importance, affording a convenient and direct line of communication for the general traffic of the country, and a protection against the monopolising efforts of the great railway companies; and that, in the opinion of this meeting, the promoters of the Edinburgh and Dunfermline Railway merit the support of the inhabitants."

Moved by Mr ROBERT ROBERTSON, seconded by Mr ANDREW LANDALE, Lochgelly—

2. "That while this meeting would view with satisfaction an arrangement by which the Edinburgh, Perth, and Dundee Railway Company might be enabled to participate in the advantages of the proposed railway by Queensferry, the uniform hostility of that Company to all projects hitherto proposed for such a line of railway taken in connection with the defective character of the counter scheme it has now brought forward, and the acknowledged inability of the Company either to complete or to work beneficially the railways it has already established within the district, render it equally unsafe and inexpedient that it should be entrusted with the making or exclusive working of the proposed line from Dunfermline to Edinburgh."

Moved by Mr W. FRASER, Inverkeithing, seconded by Mr K. MATHIESON—

3. "That the branch proposed by the Edinburgh and Glasgow Railway Company from Ratho, is plainly intended to block up the route by Queensferry. That the scheme from the Charlestown Railway to North Queensferry is intended to effect the same object, and that this meeting is of opinion that these schemes are opposed to the public interest, and unworthy of support."

Moved by Bailie HAY, seconded by Mr BROWN, Druggist—

4. "That measures be taken to institute Local Committees in Dunfermline, Edinburgh, and the other towns on the line of the proposed Railway, for the purpose of co-operating with the promoters in all measures necessary for the furtherance of the independent project."

A Committee of the leading citizens was then nominated to carry out the objects of the resolutions.

Dunfermline, January 4, 1861.

CARD.

THOMAS MILNE, JUN., respectfully intimates to the inhabitants of North Queensferry and vicinity, that he has fitted up the premises lately occupied by Mrs THOMSON, as a BAKING ESTABLISHMENT, and trusts that, by strict attention to Business, and making BREAD of good quality, to merit a share of public patronage.

Extra Superfine Loaves and Fancy Bread made to order.

NORTH QUEENSFERRY,
January 4, 1861.

NORTH QUEENSFERRY.

THE WEATHER.—The weather for the past fortnight has been very fluctuating. The wind, like the glasses of a magic lantern, has been nothing but "change" from east to west, and *vice versa*.

LECTURE ON SPAIN.—On Friday evening, Thomas Elder, Esq., North Cliff, delivered the fifth of our course of lectures in the meeting-house. The lecture was entitled "Rambles in Spain," and was illustrated with maps, diagrams, &c., which conveyed to the minds of the audience a better knowledge of the people and general aspect of that country. The narrative was most interesting and somewhat exciting, especially when the lecturer was describing the bull fights which too frequently—to the dishonour of that nation—take place there. At the close, the chairman—Mr Swan, of Kirkcaldy—moved a vote of thanks to the lecturer, which was responded to with acclamation.

We are glad to see that the people of South Queensferry are bestirring themselves in behalf of the Edinburgh and Dunfermline Railway. The meeting last night—a report of which appears in another part of our columns—was crowded and enthusiastic, and the speaking excellent. Mr Fraser, Inverkeithing; Mr Erskine Beveridge, and Mr R. Robertson, Dunfermline, attended as a deputation, and were most heartily received.

THE RAILWAYS.—On Monday, the Dunfermline and Queensferry Railway Bill, and the Edinburgh and Dunfermline Railway Bill, were read a second time and committed. On Tuesday, the Edinburgh, Perth, and Dundee Railway (Queensferry Branches) Bill was read a second time and committed.

SHERIFF COURT.—At the Sheriff Court on Tuesday

NORTH QUEENSFERRY.

A VALUABLE HEN.—The other day we were shown an egg, produced by a hen belonging to Mr James M'Ritchie, here, which weighed 4 oz., and had the appearance rather of a turkey's egg than a hen's one. The same occurrence is not unusual with this "chuckie." Surely such a fowl is worthy of being cared for by the possessor.

LECTURE.—Mr A. Murphy, Edinburgh, delivered the ninth of the course of lectures on Friday evening. The subject was, "The Existence of the Deity." Mr Murphy handled the subject in a very able manner, elucidating from all things in nature around, above, and beneath us, proof of the existence of a Creator of all things. At the close a vote of thanks was tendered to the lecturer by Mr James Bonnar, which was warmly responded to.

EDINBURGH & DUNFERMLINE RAILWAY.

PUBLIC MEETING AT SOUTH QUEENSFERRY.

Last night, a large public meeting was held in South Queensferry for the purpose of supporting the proposed Edinburgh and Dunfermline Railway. On the motion of Mr Hutton, Mr James Carruthers was called to the chair.

The CHAIRMAN said, the object of the meeting was to promote the interests of the Edinburgh and Dunfermline Railway, in opposition to the Edinburgh and Glasgow, and the Edinburgh, Perth, and Dundee. He had much pleasure in introducing Mr Fraser, who would explain to them the position in which the various railway schemes at present stood.

Mr FRASER said he had much pleasure, at the request of their chairman, in rising to explain the position of matters with regard to the various schemes of railway now competing in Parliament. Mr Carruthers had asked him to do so, as he had not paid the same attention to such matters as he and others, having had better opportunities, had done. The schemes were so various and conflicting that he was not surprised that he should not be intimately acquainted with them all. He would endeavour to explain in a few words the position of parties, from which they would be able to infer which was most worthy of their support. The first to which he would call their attention was the Edinburgh and Dunfermline Railway, which was started with the intention and *bona fide* object of making a direct line from Dunfermline to Edinburgh—the best that could be made for the good of the district and the country, and, indeed, a complete and perfect line in every respect. It started from a point on the Edinburgh and Glasgow Railway, comes down to Queensferry, passes the school-room, which will make a very good station—indeed, a better could not be made for Queensferry. Then we apply for power to make a pier, cross the water, and make a proper pier on the north side. The railway then proceeds to Inverkeithing, passing through which, it goes on to Dunfermline. There it joins on the one side the Edinburgh, Perth, and Dundee Railway, and on the other the Charleston Railway, and thus to the Stirling and Dunfermline Railway. It thus connects the great railways on the south with the great railways on the north, and, at the same time, gives the best and fullest accommodation to those who desire to have a complete and perfect railway. This railway came before them, being, properly speaking, the first in in the field. It started with the *bona fide* intention of making a direct line, but no sooner had it started than a host of others rose up professing to give you the same advantage, but in reality with the intention of thwarting our scheme, and prevent you from getting a railway altogether. The first of these rival schemes is the Edinburgh, Perth, and Dundee, formerly called the Edinburgh and Northern. This scheme, he thought, would obtain no favour. It was altogether owing to their opposition that we did not get a railway by Queensferry long ago—that the ancient royal burghs of Queensferry and Inverkeithing had been left perfectly isolated. There was now scarcely a hamlet or village so badly off for railway accommodation as were these two burghs — there were none so unfavourably situated. He did not therefore anticipate that the meeting would allow it any favour. The Edinburgh, Perth, and Dundee had always acted in the very worst of faith towards them. When first their bill was in Parliament to obtain a railway by Burntisland —when they were opposed by the Edinburgh and Perth Railway Company, their directors came forward and signed a regular agreement, that if the proposed Edinburgh and Perth would not oppose their bill, they would not, next year, oppose the railway by Queensferry. But, in defiance of their obligations, they did oppose the bill, and it was in this way, he was sorry to say, that they had quashed the railway by Queensferry. (Applause). But there was another time when they broke faith. When there was a talk of getting up another railway by Queensferry, they came forward and surveyed the ground, and professed to make the line; but no sooner did they get the line stopped, than their line went no further. (Hear, and applause). Knowing their antecedents so well as they did, there could be no doubt that they were not to be trusted. If the Edinburgh, Perth, and Dundee Company could have their own way, they would not only have no coach, but no steamer or any means of communication. Then as to the other schemes, there was a line proposed from Dunfermline to North Queensferry, but no further. (Hear, hear.) He wanted them to petition against that. As to the railway from Ratho to Queensferry, he did not want a petition to-night—he had got one from them against that line. This line from Dunfermline to Queensferry was a very curious one. It was got up by the engineer, the agent, and the solicitors, but had no supporters, and there was no railway company professing to support it. The Edinburgh and Glasgow, he understood, had scouted them, and he believed they had sold their scheme to the Edinburgh, Perth, and Dundee—in order, he supposed, to have two strings to their bow—to enable them the better to fight against the Edinburgh and Dunfermline. But the Edinburgh, Perth, and Dundee were unable to work their own traffic; this he knew to his experience and loss. They could not carry nearly all the traffic he had offered them. Their report was just out the other day, and that showed they were even now worse than last year. They could pay no dividend—could not even pay for sufficient plant to work their line properly. How could they, then, expect money to make a new railway. (Applause.) In their hands the inhabitants could not trust their traffic; the line would never be worked—could never reach the metropolis, in fact. (Applause.) The scheme was a most incomplete one. They had asked for no pier, made no arrangements with the ferry trustees —in fact, the line seemed only for the purpose of blocking up the country, as he was afraid all the other schemes were. (Applause.) He might just for one moment refer to the only scheme which seemed to have any favour or support in Queensferry, and, in doing so, he felt that he trode upon delicate ground. It did not, perhaps, become him as a stranger to speak of matters which properly belonged to the people of Queensferry; but he was encouraged to speak of it, as most of the inhabitants whom he had seen were in favour of the Edinburgh and Dunfermline line—the only party opposing it, and in favour of the Edinburgh and Glasgow line, being a part of the Town Council, influenced, he believed, by the hope of selling their pier. He was surprised on reading the report of the Edinburgh and Glasgow, to find that they said they were proposing to make this line at the request of those locally interested. He denied that this was the case. They had been desired by nobody, and had in former cases, when local support, backed by a large amount of capital was offered, refused to make the line. (Applause.) Now, he put it to them, supposing two men came and offered them a bargain, one of whom had deceived them again and again, as had done the Edinburgh and Glasgow, and another who had always acted honestly, as the supporters of the Edinburgh and Dunfermline had done, which of them would they support? Surely the bargain of which they were sure. He regretted the decision arrived at by the Town Council of South Queensferry. He believed they had acted in perfect good faith, and with an eye, as they supposed, to the good of the town, but still he could not help thinking they had been misled. He would ask them if they had a property to sell—knowing that a railway would soon come to the neighbourhood, and that the value of their property would be enhanced—would they go and sell their property

at once? Certainly not; and he maintained that by selling their harbour at £125 a-year, they were absolutely throwing it away. He pointed to the example of Burntisland, who kept their harbour, and who were now reaping the benefit of their wise foresight. He also pointed to the advantages Burntisland had received from the railway passing there, and maintained that Queensferry, being in every way situated in the same way, would reap the same advantages from a through line, for of course the passengers must always come out at Queensferry. A branch line terminating at Queensferry would do no good, the traffic would be so small that it could not be worked. Mr Fraser resumed his seat amid loud applause.

Mr Fraser read the following letter of apology from Mr Dundas of Dundas Castle:—

"Dundas Castle, 7th March, 1861.

"Dear Sir,—I am in receipt of your favour of yesterday. Convinced, as I am, that the promoters of the Edinburgh and Dunfermline scheme are the only parties who are sincere in wishing a railway at all—the object of the others being to prevent it—I regret that circumstances will prevent my attending the meeting, which is proposed to be held in the School-house of South Queensferry, or of taking any part in the proceedings.—I remain, dear Sir, your faithful servant, "James Dundas.

"To Wm. Fraser, Esq., Inverkeithing."

Mr Hill, merchant, then moved the first resolution:—"That Queensferry suffers great loss and inconvenience from the want of a railway to Edinburgh, and from the north side of the Forth to Dunfermline and the North; and this meeting being satisfied that the line promoted by the Edinburgh and Dunfermline Railway Company is a *bona fide* scheme, well adapted to supply that want—Resolve, that that undertaking merits the warmest support of the inhabitants of this Burgh, and to petition Parliament in its favour."

The resolution was seconded by Mr Cram, and carried unanimously.

A show of hands being asked against the resolution, not a single hand was held up.

Mr Hutton, farmer, moved the second resolution—"That the scheme promoted by the Edinburgh, Perth, and Dundee Railway Company is not so complete a scheme, or so well laid out to meet the wants of the country as the Edinburgh and Dunfermline line is, whilst it is not believed to be promoted in good faith; and that that company being notoriously unable to work the lines they have, and unable to pay any dividend to their own shareholders, should not be allowed to get possession of this district; and this meeting therefore resolves to send a petition to Parliament against this scheme."

Mr Marshall seconded the resolution, which was carried unanimously.

Councillor M'Arthur moved the third resolution—"That the line proposed from Dunfermline to North Queensferry having no ostensible support, either locally or otherwise, being a disjointed piece of railway wished for by nobody, and ill-calculated to meet the requirements of the country—Resolve to petition Parliament against it."

Mr Knox seconded the motion, which was also carried unanimously.

Mr Erskine Beveridge, having been called upon by the chairman, then proceeded to address the meeting. He began by expressing his satisfaction at the enthusiastic manner in which the resolutions had been received and carried. He had long been anxious to see proper railway communication between Edinburgh and Dunfermline; and, with this object in view, had taken a deep interest in the Edinburgh and Perth railway scheme. At that time it seemed to be a matter of life and death with the Edinburgh, Perth, and Dundee, or as it was then called, the Edinburgh and Northern. He believed the very circumstance of that contest had landed them into the inextricable difficulties which now rendered them unable to pay a dividend. "Brunt bairns," they say, "dread the fire," but it seemed that the Edinburgh, Perth, and Dundee had forgotten this adage; it was now so long since, perhaps they had forgot their experience. The Edinburgh, Perth, and Dundee ought to say very little about this matter; they only obtained their own bill on condition that they would not oppose the Edinburgh and Perth scheme next session. They got it on the understanding that they were to have competition; yet, now when competition was offered they came forward and talked about their vested interests and the damage that would be done to them by the new line. He had no trust in their good faith. They got their bill on condition that they would not oppose the Edinburgh and Perth scheme next year. Next year they did not themselves oppose it, but they set up others against it, and the bill was thrown out on the standing orders. The year after, however, they opposed the bill, alleging that they had only made their agreement for one year. (Laughter and loud applause.) With regard to the support given by the Town Council to the Edinburgh and Glasgow scheme, he thought it was strange. The people of Queensferry said they were opposed to that bill, and supported the Edinburgh and Dunfermline, yet the Town Council, being a representative body, there must be somebody in the community in favour of the Edinburgh and Glasgow. He was, therefore, shut up to the conclusion that the people of Queensferry said they were opposed to it, but in reality were not. The Edinburgh and Glasgow had done all they could against them—they were afraid of our alliance with the North British. They saw something looming in the distance. He condemned the conduct of the Town Council, and while giving them credit for acting with perfectly good and honest intentions, he considered they had made a bad bargain, and said that the Edinburgh and Dunfermline Company would have made a better bargain with them had they got the chance of an offer. After a few more remarks, Mr Beveridge concluded amid loud applause.

Mr Robertson also addressed the meeting in an excellent speech, in the delivery of which he was loudly applauded, and in the course of which he said, the Ferry Trustees supported them to a man, and would be quite satisfied to hand over the Ferry to the Edinburgh and Dunfermline Railway, on the most favourable terms.

Mr Beveridge then moved a vote of thanks to the chairman, which was warmly responded to.

After a vote of thanks to the "North country gentlemen," for their kindness in coming to address them, the meeting separated.

At the conclusion of the meeting, petitions in favour of the Edinburgh and Dunfermline, and against the Dunfermline and Queensferry, and Edinburgh, Perth, and Dundee, were signed by a large number of the inhabitants. We believe they lie ready in the Townhouse for signature.

ADMIRALTY REPORTS ON FIFE RAILWAY BILLS.

Among the reports by the Board of Admiralty on Local Acts at present before Parliament are the following on Fife Railway Bills:—

DUNFERMLINE, PERTH, AND QUEENSFERRY RAILWAY BILL.

"The object of this bill is to incorporate a company, under the title of 'The Dunfermline and Queensferry Railway Company,' with power to construct:—1. A railway, commencing by a junction with the Northern branch of the Charleston Railway, near the Elgin Street station of that railway, at Dunfermline, and terminating at or near the Long Craig Island, at North Queensferry, a total distance of about five miles. 2. A branch railway diverging out of the railway above described, at or near Chalmerhill House, and terminating at or near to Inverkeithing, a distance of about three-quarters of a mile. 3. A pier, to be constructed on the said Long Craig Island, and about 500 feet in length.

"The Lords Commissioners of the Admiralty did not consider a local examination, under the Preliminary Inquiries Act, necessary in this case; the interference with their jurisdiction consists in the line first described, from about 1¾ miles from its commencement, being carried almost entirely to its termination, within high-water mark, cutting off a small bay; and in the second mentioned line, at a quarter of a mile from the commencement, the line is to be carried, for a distance of about one furlong, below high-water mark.

"Their Lordships assent to the bill on the following conditions:—1. That where the lines skirt the shore, or are carried below high-water mark, no deviation from the centre continuous lines of way shown on the Parliamentary plans be made without the previous sanction of their Lordships. 2. That over the shore divisions, where access is intended to be cut off between land and water, such crossings under, over, or on a level, be made, as the Admiralty may from time to time require. 3. When the line crosses the little bay called Toll Bay, the structure shall be an open viaduct, so as not to obstruct the boats which go there for mooring. 4. The pier at Long Craig Island and all other works below high-water mark to be constructed only on plans previously submitted to, and approved of by, the Admiralty."

QUEENSFERRY, PERTH, AND DUNDEE RAILWAY (QUEENSFERRY EXTENSION) BILL.

"The object of this bill is to authorise 'The Edinburgh, Perth, and Dundee Railway Company' to construct the following works:—1. A railway commencing by a junction with the Dunfermline branch of the Edinburgh, Perth, and Dundee Railway at Dunfermline, and terminating on the Signal-House Pier at North Queensferry, a distance of six miles. 2. A railway commencing by a junction with the above, near Hartlaw, and terminating by a junction with the Dunfermline Branch Railway, near the farm-steading of Bloomhouse-hill, a distance of one mile. 3. A railway commencing 400 yards west of the south end of the pier at Port Edgar, and terminating by a junction with the Edinburgh and Glasgow Railway near the Cramond Inn Station, a distance of nearly eight miles. 4. A railway commencing by a junction with the proposed South Queensferry Railway (No. 2) at Port Edgar, and running on to the pier, one furlong in length.

"The Lords Commissioners of the Admiralty did not consider a local examination under the Preliminary Inquiries Act necessary in this case; the interferences with their Lordships' jurisdiction are the following:—

"The railway first described, from about 4¾ miles from its commencement to 4¾ miles, within Inverkeithing Bay, the limits of deviation passing below high-water mark; at the fifth mile from the commencement, the line passes below high-water mark for a distance of about a furlong, the limits of deviation running still further into the Firth of Forth; again from 5¾ miles to the termination, the line passes along the foreshore of the bay on the west side of North Queensferry, cutting off access between land and water.

"No. 2. For the first half mile, the limits of deviation pass below high water mark; and No. 3 is to be carried to the pier at Port Edgar, cutting off access between land and water.

"Their Lordships assent to the bill on the following conditions:—1st. That where the lines of way skirt the shore, no deviation seaward of the continuous centre lines, shown on the deposited plans, be made without the sanction of their Lordships. 2d. That where the lines cut off access between land and water, such crossings over, under, or across the lines, be provided, as the Admiralty may from time to time require. 3d. That plans of the proposed extension of the pier at Port Edgar, and of any other works below high-water mark, be submitted to the Admiralty for approval before the commencement of the works, and only constructed in accordance with such approval.

SUPERIOR AND SUBORDINATE RAILWAY BILL.

"The object of this bill is to incorporate a company under the title of 'The Edinburgh and Dunfermline Railway Company,' and to empower the company to construct:—1. A railway commencing by a junction with the Edinburgh and Glasgow Railway, in the parish of St Cuthbert's, Edinburgh, and terminating at or near to the pier of Port Edgar, a total distance of 9¾ miles, with two short branches therefrom. 2. A railway commencing on the east end of Long Craig Island, west of the Signal-house Pier, North Queensferry, and terminating by a junction with the Dunfermline branch of the Edinburgh, Perth, and Dundee Railway, Sheepheuswell, a total distance of 7 miles and 3 furlongs, with a short branch from the same at Grange, forming a junction with the Charlestone Railway. 3. A pier or jetty on either side of the Firth of Forth, at the seaward ends of the above lines.

The Lords Commissioners of the Admiralty did not consider a local examination, under the Preliminary Inquiries Act, necessary in this case, the only interference with their Lordships' jurisdiction consisting in the limits of deviation of No. 1 extending below high water mark at its termination on Port Edgar Pier, also by the lines of a short branch at Port Edgar passing below high water mark. The line, secondly described, at three-quarters of a mile from the commencement passes below high water mark, for about a furlong, and from 1¼ to about 1⅞ miles the line skirts the shore line, including cutting off access between land and water; and, eventually, the piers at Port Edgar and Long Craig Island, which extend 440 yards and 400 yards respectively into the Firth, below high water mark, with limits of deviation extending still further into the Firth.

"Clause 24 empowers the company to purchase, lease, or otherwise acquire, from the trustees of the Queensferry passage, the rights, property, and interests in the same, as well as their harbour, works, &c.

"Clause 26 empowers the company to establish and maintain a ferry across the Firth, between the two piers above mentioned, by means of steam or other vessels.

"Their Lordships assent to the bill on the following conditions:—1. That where the lines cut off access between land and water, and also at the site of the piers on each side, no deviation from the continuous seawall centre lines as shown on the Parliamentary plans be made without the previous sanction of their Lordships. 2. That where the lines cut off access between land and water, such crossings over, under, or on a level be provided by the railway as the Admiralty may from time to time require. 3. That plans of the proposed piers at Port Edgar and Long Craig Island, and any other works below high water mark be submitted to, and approved by the Admiralty, before the commencement of the works."

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North Queensferry, June 21, 1861.

NORTH QUEENSFERRY.

SUDDEN DEATH.—A melancholy and sudden death took place here on Sabbath evening last. Mr Shearer, farmer, Crook, was in Queensferry on Saturday afternoon, about the time of the boat races. He got two bottles of whisky from a public-house, and after going home had partaken of some of it. On the following morning he was very unwell—his eyes protruding, sight dim, limbs paralyzed, body cramped, throat and breast also being much affected. He continued ill during the day, occasionally taking a little of the whisky to relieve him, but realizing no relief. He continued so during the day, and at 11 o'clock at night he expired. What renders this melancholy death more than usually peculiar, is the fact of a great number of persons belonging to this place being seized with vomiting and symptoms similar to the deceased; in fact, every one who had drunk the smallest quantity of the same drink, have more or less suffered from what they conceived to be the effects of the whisky. The strapper of the Edinburgh and Dunfermline coaches, who had partaken freely of the whisky, is still very ill; and another person, belonging to Society, said to be a very strong man, is also supposed to be in a very precarious situation. Awaiting the analysis, we cannot enter into any further particulars at present, except that among the many persons who drank this stuff, those who vomited most were first to find relief. We will report proceedings in our next publication.

EDINBURGH AND GLASGOW RAILWAY BILL.

The following is the report of the Admiralty on this bill :—

The object of this Bill is to authorise the Edinburgh and Glasgow Railway Company to construct :—

1. A railway, diverging out of the Edinburgh and Glasgow Railway, near the Ratho station, and terminating at or near to the Dundas Lime Works, in the parish of Dalmeny, a length of 5½ miles. 2. A branch line from the above, near the said lime works, and terminating at the northern extremity of a proposed pier in continuation of the existing quay wall on the west side of the harbour of South Queensferry, 7½ furlongs in length. 3. A railway, commencing by a double junction with the Edinburgh, Perth, and Dundee Railway at Dunfermline, and terminating at the Signal House Pier at North Queensferry, a length of about 6½ miles. 4. A pier, or an extension, enlargement, or improvement of the existing pier or quay wall on the west side of the harbour of South Queensferry, and extending in a northerly direction about 440 yards into the Firth of Forth. 5. A pier, or an extension, enlargement, and improvement of the Signal House Pier at North Queensferry, and extending in a southerly direction about 80 yards into the Firth of Forth.

The Lords Commissioners of the Admiralty did not consider a local examination under the Preliminary Inquiries Act necessary in this case : the interferences with the Admiralty jurisdiction are the following :—Railway No. 1, at 1¾ miles from its commencement, is proposed to be carried across the Almond River at Kirkliston ; and from the fifth mile from the commencement to the termination, the line skirts the south shore of the Firth of Forth, near South Queensferry, with limits of deviation extending below high-water mark. Railway No. 2 runs nearly parallel with, and seaward of, the above-mentioned, near its termination, for a distance of half a mile, and is then carried on the proposed pier above noticed, at South Queensferry, the limits of deviation extending below high-water mark. Railway No. 3, from 4¼ miles to 4¾ miles from commencement, courses the harbour of Inverkeithing, the limits of deviation passing below high-water mark, and from 5 miles ⅛th to 5 miles ⅜ths the line is to be carried below high-water mark of the River Forth. And, lastly, from five miles and ⅜ths to the terminus, it crosses the harbour and foreshore of North Queensferry, terminating on the extended pier above alluded to.

Their Lordships assent to the bill on the following conditions :—1. That where the lines skirt the shore on either side of the Forth, no deviation be made seaward of the continuous centre line of way, shown on the Parliamentary plans, without the previous consent of the Admiralty. 2. That where the lines cut off access between land and water, such communications over, under, or across the lines be made, as the Admiralty may, from time to time, require. 3. That plans of the proposed extensions of the piers at North and South Queensferry, and of any other works below high-water mark, be submitted to the Admiralty for approval, before the commencement of the works, and that such works be only constructed in accordance with such approval.

Admiralty, 31st March 1862.

EDINBURGH AND GLASGOW RAILWAY BILL.

(Specially Reported for the "Dunfermline Press.")

LONDON, FRIDAY, May 9.

This Bill came before the Select Committee of the House of Commons, to which it had been referred this afternoon. Mr DENNISON, Q.C., Mr FORSYTH, Q.C., and Mr LOCH, appeared for the promoters of the measure,—the Edinburgh and Glasgow Railway Co.; Mr Sergeant BELLASIS represented the Earl of Hopetoun; the other Opponents of the Bill were not fully represented by Counsel.

Mr DENNISON, in stating the case for the Bill, said that its object was to make a railway from the main line of the Edinburgh and Glasgow Railway, at Ratho, to Dunfermline by Queensferry, and to purchase that ferry. The first part of the line would run north from Ratho to South Queensferry, a distance of seven miles and a few chains, having branches to the extent of about a mile. To the north of the Forth the Line would run from North Queensferry—a distance of 6 miles and 15 chains—to the joint station of the Stirling and Dunfermline Railway, which belonged to the Edinburgh and Glasgow Railway, and the Edinburgh, Perth, and Dundee Company; and here it was proposed to make a short branch to the eastward of a length of about 30 chains. In addition to the construction of these lines of railway, it was proposed to extend and improve the North Pier of South Queensferry harbour; to extend the Signal-house Pier of North Queensferry; to purchase the South Queensferry Harbour; and also to acquire the existing ferry, or to make a new one. The carrying out of all these purposes would require a capital of £250,000. The main object of the bill was to shorten the route from Dunfermline to Edinburgh, and to provide a better means of communication between the former town and the mineral district that surround it and Edinburgh, by means of the Edinburgh and Glasgow system. The population of Dunfermline amounted to 21,000, and it was the seat of a considerable manufacture of linen. As he was informed, table linen to the value of £300,000 was made there every year. In the immediate neighbourhood was that most important coal-field, the Fife coal-field, which now contributed but one-eleventh of the coal supply of Edinburgh, on account of the difficulty of sending coals thither by railway; while to Leith, where there was good communication by water, it sent three-fourths of the steam coal which was used in that place. In addition to opening up this great mineral field, the proposed line would communicate with Alloa, where there were distilleries producing 2,000,000 gallons of whisky per annum; and would enable the Edinburgh and Glasgow Railway to work to greater advantage their communication with the field of what was called the Boghead mineral about Bathgate, and with the Wilsontown coal-fields. The parties who at present opposed this bill by counsel were the Earl of Hopetoun, the West of Fife Harbour & Railway Company, which was about to amalgamate with the Edinburgh, Perth, & Dundee and the North British Railway Companies. The Earl of Hopetoun's objections to the scheme referred chiefly to an apprehended interference with some roads near his property. Measures had been adopted for removing some of the objections to the measure urged by the noble lord last year, and he thought that the committee when they heard the evidence would see that the apprehensions of the noble Earl were much exaggerated. The West of Fife Railway Company complained that the effect of this line would be to compete injuriously with their line. This was, he believed, a mistake. The real effect of making this railway would be to improve the position of the West of Fife Railway, with regard to their harbour at Charleston, and to increase instead of diminishing the traffic of that line. The petition of the North British Railway Company alleged that this railway would compete with a line from Edinburgh to Perth *viâ* Queensferry which they had projected in concert with the Edinburgh, Perth, and Dundee Company, and this was also made a point of objection in the petition of the last-named company. The scheme referred to had, however, failed upon standing orders, and when the proper time came he should object to the *locus standi* of the North British Railway Company altogether, and should ask the committee to refuse the Edinburgh, Perth, and Dundee permission to go into that ground of opposition. To their opposition, on the ground of competition, he could, of course, take no objection.

At the conclusion of the learned counsel's speech, the committee adjourned till Monday next.

MONDAY, May 12.

The Committee met again to-day—Mr Mowbray in the chair. The counsel for the bill were—Mr Denison, Q.C., Mr Forsyth, Q.C., and Mr Loch. Mr H. Scott, Q.C., appeared to oppose for the North British Railway Company. Mr Calvert, Q.C., Mr Bruce, and Mr Clarke for the West of Fife Railway Company. And Sir W. Alexander and Mr Mundell for the Edinburgh, Perth, and Dundee Railway Company. The case for the promoters having been opened on Friday, evidence was now given in support of the bill.

Mr HUNT stated that he was proprietor of the estate of Pittencrieff, to the west of Dunfermline, and superior of a considerable part of that burgh. The parish and town contained about 21,000 inhabitants; the parliamentary burgh, about 12,000. He resided on his estate. At present you could go to Edinburgh either by Stirling, 56 miles, or Thornton Junction, 34. There was also a turnpike road between the two places, which was 16 miles in length. Coaches run three times a-day between Edinburgh and Dunfermline. In consequence of the length and inconvenience of the railway routes, the coach route was generally preferred. The time occupied by Thornton was three hours; by the coach the journey took only two hours and a quarter. The people of Dunfermline were most anxious to have a more rapid and easy communication with Edinburgh. The Trust of the Queensferry was in debt to the amount of £25,000. The Trustees had but one steamer—a very old one—and there was no chance of their being able to buy a new one. He had no doubt that this railway would be of great benefit to Dunfermline. He believed it would raise the value of property in the neighbourhood two years' purchase.

Mr H. SCOTT proposed to ask the witness a question, in order to raise the point as to the *locus standi* of the North British Railway Company as opponents of this scheme.

Mr FORSYTH at once objected to the *locus standi* of Mr Scott's clients, on the ground that the proposed Railway from Edinburgh to Dunfermline would not, at any single point, either touch or compete with the North British Railway; and that the interests of that Railway, in the present defunct scheme for a Railway between Edinburgh and Perth, could not give them a *locus standi* before this Committee.

Mr H. SCOTT submitted that even although this line did not touch or compete with the North British Railway, the committee might, if they thought the interests of that Company would be in any way affected by this scheme, or that it was desirable that they should be heard, permit them to oppose this bill. In addition to this, however, the North British Railway had a most direct interest in obtaining a more easy communication with the country north of the Firth of Forth than they at present possessed by the ferry from Granton to Burntisland. Such more direct and facile communication could only be obtained at Queensferry, which it was aware this bill proposed should be taken by the Edinburgh and Glasgow Railway; and, therefore, in regard to that part of the scheme, the interests of the North British Railway were most immediately involved. The learned counsel further contended that the petition of the North British Railway—alleging, as it did, that the object of this line was to prevent the introduction of improved means of communication between Edinburgh and Perth—did distinctly raise the question of competition between the east and west coast routes. If the committee thought that that point was not raised with sufficient explicitness, the language would, under the standing orders, be amended.

The CHAIRMAN asked whether Mr Scott meant to contend, that the Great Northern and North Eastern Railway Companies might appear to support the Eastern, and the North Western and Lanark and Carlisle Railways, to support the Western route?

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Mr FORSYTH submitted that the North British Railway Company could not, in arguing this question, go beyond their petition, which had alleged or shewn no actual or existing competition. Nor would the interests of the North British Railway suffer if the committee refused to allow them to appear; because there would still remain the opposition of the Edinburgh, Perth, and Dundee Company, which was in strict alliance with the North British Company—so strict indeed that the companies were about to seek powers of amalgamation. What occurred upon an amalgamation bill, which was a measure *sui generis*, was no authority in a case like this. As a question of fact, there could be no competition between this line and the North British system. On the contrary, this Railway would be capable of becoming a feeder to that system.

The room having been cleared for a short time, on the return of the parties,

The CHAIRMAN announced that the Committee were of opinion that the North British Company had no *locus standi*.

Mr JOHN STENHOUSE, brewer, Dunfermline, stated that he was Dean of Guild in that city, and a trustee of the Queensferry. There was a large passenger trade between Dunfermline and Edinburgh. The existing railway communication between the two places was most imperfect. The making of this line would be a matter of great importance to Dunfermline.

Cross-examined by Mr MUNDELL—The linen sent from Dunfermline to London went by Granton to Leith, and thence to London by steamer.

By Mr BRUCE—He thought the best route to Edinburgh was by Ratho.

Mr ANDW. MITCHELL, miller and grain merchant, Alloa, stated that he was one of the lessees of the Alloa and Clackmannan collieries, was a shipowner, and also a farmer. He knew the district well. The continuation of this line would be a great advantage to Alloa. The present railway communication with Edinburgh was, by Stirling, 43½ miles. This line would shorten it by nine miles. The quantity of whisky distilled in the district was 2,000,000 gallons. A good deal of that was shipped at Grangemouth for London, and other places. 80,000 barrels of beer were brewed in the district annually. To supply the grain required for this production, great quantities had to be imported from Leith or Grangemouth. It was brought from Leith partly by railway and partly by boats. The coal in the Clackmannan coal field was good and plentiful. The making of this railway would enable a great deal of that coal to be sent to Edinburgh and Leith.

Cross-examined by Mr MUNDELL—The making of this line ought to reduce the price paid for bringing grain from Leith.

By Mr BRUCE—There was no ferry on the route to Edinburgh by Stirling. Grangemouth was a good harbour. There was a good deal of trade there.

Mr SMITH SLIGO stated that he was the proprietor of the Forth Iron Works, at Oakley, near Dunfermline, and was the lessee of a coal-field to the east of that city. In good years he made about 35,000 tons of pig-iron. Although he was a shareholder in the West of Fife Railway, he was in favour of this line, because he thought it would tend to improve the mineral trade of the district. They could obtain better vessels at Queensferry than they could get at Charlestown. Although the West of Fife Railway Company had petitioned against this bill, the shareholders had not been consulted upon the subject.

Mr THOMAS, a proprietor of land to the east of Dunfermline, stated that he was in favour of this line.

Provost GREIG, of South Queensferry, stated that the corporation of that place had agreed to convey the ferry to the Edinburgh and Glasgow Company, and were in favour of this bill.

Cross-examined—He thought a majority of the Council of Queensferry resolved to petition in favour of the Edinburgh and Glasgow. He could not remember how many were present at the meeting; nor if the petition was supported and opposed three to three or not. Could not remember if it was carried by his casting-vote. Thinks the meeting would be more than four weeks ago; but could not remember as to the state of vote, or if his casting-vote carried the motion to petition.

Counsel remarked—His memory appeared very defective.

Mr ROBERT STEWART, distiller, Kirkliston, stated that this line would be most useful and convenient to him, as a means of receiving coals, and sending away whisky.

Sir A. MAITLAND stated that the proposed line would be of great advantage to the coal district of Bathgate by giving it an easy access to the sea. The feeling of most people in his neighbourhood was in favour of this scheme.

Mr PETER BLACKBURN, Chairman of the Edinburgh and Glasgow Railway Company, stated that the Dunfermline and Stirling line belonged to that Company. This line would connect the two parts of the system of that company north and south of the Forth. It was most important that the Fyfe coal field should be brought into communication with Edinburgh; and this line would, in addition, develop the Lanarkshire and Wilsontown coal fields. No other Company would make the communication between South Queensferry and Edinburgh so cheaply as the Edinburgh and Glasgow Company, because that Company would, for great part of the way—and that the most expensive part—make use of an existing line.

Cross-examined by Mr MUNDELL—Last year the Edinburgh and Glasgow Company only asked for power to make the line to Queensferry, expecting that the Edinburgh, Perth, and Dundee would make the line from Dunfermline to North Queensferry. It was then objected that they did not go to Dunfermline, and they, therefore, this year proposed to go to that place. The Stirling and Dunfermline line had been a cause of much loss to the Edinburgh and Glasgow Company, and the loss would continue if they could not get this bill. Since he had been chairman of the Edinburgh and Glasgow Railway Company, this scheme had never been put forward as a third through route to Perth. He believed that, in 1846 or 1847, there was a proposal for a new route from North Queensferry to Perth. The bill was thrown out on the second reading. He thought that was the only time that such a scheme came before Parliament. The North British Company were supporters of that line. No definite arrangement had yet been made as to the working of the trains on the proposed line. Probably some would run independently, some in connection with the main line traffic, and others in connection with the Bathgate traffic. There were now three or four trains a-day from Bathgate. No passenger trains were run from Morningside, because they would not pay. That line was not worked as a block line against the Monklands system.

Cross-examined by Mr BRUCE—The most valuable part of this line would be that from South Queensferry to Ratho. The line from North Queensferry to Dunfermline might pay in the hands of the Edinburgh and Glasgow Company, but in the hands of any other parties he should say that it would not be a paying speculation.

Re-examined—If there was traffic to justify running trains from Morningside the Company would be only too glad to run them.

At the conclusion of Mr Blackburn's evidence, the Committee adjourned till Tuesday.

SCOTCH RAILWAY BILLS.

(Specially Reported for the Courant.)

LONDON, May 16.

EDINBURGH AND GLASGOW.

The Select Committee of the House of Commons upon the project of the Edinburgh and Glasgow Railway Company for making a direct communication between Edinburgh and Dunfermline met again to-day—Mr Mowbray in the chair.

Mr FORSYTH, addressing the committee, said that the promoters of the bill had since yesterday considered certain questions which had been put by the chairman to two of the witnesses, and he hoped that a proposal which he was now going to make would render unnecessary the continuance of the inquiry. It had been voluntarily stated by Mr Blackburn that the Edinburgh and Glasgow Railway Company would pledge themselves as strictly as a clause in an Act of Parliament could pledge them, not to oppose the continuation of a line between Edinburgh and South Queensferry by another company. With regard to the connection between North Queensferry and Dunfermline, they had not the smallest desire in any shape or way to prevent the construction of a through line to Perth, or to obstruct the traffic going from Perth to Edinburgh by that route. The Edinburgh and Glasgow Railway Company were prepared to make the following offer, and to embody it in the bill:—"That the line to be constructed under this bill should become the joint property of the Edinburgh and Glasgow Company, and of any company to be formed, if such a company was formed, for the purpose of making a railway to connect Dunfermline with Perth; that the ferry should become the joint property of the two companies, upon such terms and subject to such provisions as Parliament should think fit; that in the event of such a company being formed, the Edinburgh and Glasgow Company would make a double line from Dunfermline to North Queensferry; and that they would do nothing by themselves or their allies to obstruct the traffic to or from the north."

Mr Serjeant BELLASIS, who appeared for the Edinburgh, Perth, and Dundee Company, said that this proposal would require some consideration before the opponents of the bill could decide either to accept or reject it; and he therefore suggested that he should open the case of the Earl of Hopetoun, for whom also he appeared, and who would not be affected by this arrangement, and thus give the parties time to consider the offer which had been made.

Mr CALVERT and Mr FORSYTH assented to this arrangement.

The CHAIRMAN—I think that will be the best course to adopt. This is so near an approach to a settlement that I hope all parties will consider it with a view to a settlement.

Mr Serjeant BELLASIS then addressed the Committee on behalf of the Earl of Hopetoun and Mr Dundas. The case of the Earl of Hopetoun was that the proposed line would interfere with the shore road from Queensferry to his house, and render it unsafe for horses and carriages to traverse it; that of Mr Dundas that the line would run through some land which he had laid out for feuing, the value of which it would greatly diminish, and that, if the line was sanctioned, the company ought to be required to take all this land.

Mr Archibald Sutter, C.E., Edinburgh, stated that he had examined the plans of the proposed line as far as it affected the property of the Earl of Hopetoun and of Mr Dundas. If the plans of this company were carried out the shore road would be injured, and could not in future be used well by the Hopetoun family. The construction of the line would seriously diminish the value of that part of the property of Mr Dundas through which it was to run.

Mr Hare, commissioner of the Earl of Hopetoun's estates, said that if the line was made as proposed, the Earl of Hopetoun and his family would be compelled to find some road for the house other than the shore road, which was now the main, and indeed the only good, access to Hopetoun House.

Sir Archibald Hope, Pinkie House, near Edinburgh, confirmed this evidence. The making of the railway would destroy the shore road as an access to the house. The new road, or rather the diversion into the sea, would not be safe.

Colonel Dundas also spoke to the injury which would be done to the road by the making of this railway.

Mr Serjeant BELLASIS read evidence of similar import given last year by Mr George Hope, M.P. for Windsor, who was prevented by illness from attending to be examined.

Mr Wardrop, architect, Edinburgh, stated that he had laid out the feuing ground belonging to Mr Dundas through which this line proposed to run. It was well adapted for building; but if this railway was made, feuing would be out of the question.

Cross-examined—Mr Dundas would be satisfied if the company took all the lands at a feuing rate.

This closing the case for the Earl of Hopetoun and Mr Dundas,

Evidence was then given in support of the opposition of the Edinburgh, Perth, and Dundee Company.

Mr Macpherson, traffic manager of that company, stated that the traffic from the Dunfermline district to Edinburgh produced a revenue of £13,000 a year. He calculated that, if a shorter route was, as asked by this bill, placed in the hands of the Edinburgh and Glasgow Company, at least £10,000 of that would be taken from the Edinburgh, Perth, and Dundee Company. It would not be for the interest of the Edinburgh and Glasgow Company to take the Fife coal to Leith, because they had coal fields on the main line and Bathgate branch, on the produce of which they would obtain a larger mileage. Neither could they be expected to accommodate through traffic from the north to Edinburgh by Queensferry, because it would be more profitable to them to send it round by Stirling and Larbert. He had no doubt that the proposed line would be used by the Edinburgh and Glasgow line as a block line. That company had adopted such a policy before, and they might be expected to do so again. They had refused to take goods from the Edinburgh, Perth, and Dundee Railway at Dunfermline, and had put obstacles in the way of traffic passing from their lines to that of the Edinburgh, Perth, and Dundee Company at Edinburgh.

Cross-examined—The Edinburgh and Glasgow refused to take the traffic because they said that it ought to have gone round by Stirling, and, upon that, his company labelled trucks containing goods which came from the north as being engaged in "Fife traffic."

Sir William Dunbar, deputy-chairman of the Edinburgh and Dundee Railway Company, stated that any route to Perth by Queensferry ought to be in the hands of that company. The Edinburgh, Perth, and Dundee Company was the first to occupy the Fifeshire district, which they had at enormous expense covered with a network of railways. They had done all they could to encourage short local branches. On these grounds, he thought that if another line was needed in the district they had a right to have it placed in their hands; and they had done nothing to forfeit that right. He did not think that it would be possible to work the line to the north of Queensferry either by joint ownership or running powers. To give the line by Queensferry to the Edinburgh and Glasgow Company would be to reverse the past policy of legislation, which had been to establish two great competing routes with two common points of junction at Carlisle and at Perth. One route—that to the west—was complete. That to the east was still incomplete, and the only mode of perfecting it was by giving to it this line by Queensferry to Perth. Such a line ought to be given to the companies who now had the east route, and not to those having the command of the western or competing route who would not have an equal interest in developing the traffic upon it. Such a line as this could not be worked under the joint ownership of two companies having directly hostile interests, nor would the objects of the Edinburgh, Perth, and Dundee Company be attained by the granting of running powers.

Cross-examined—At present most of the traffic from the Fife coal field was in the hands of the Edinburgh, Perth, and Dundee Company, and in his opinion they ought to retain all that they had, and to get as much more as they could. Neither the Edinburgh and Glasgow nor the Scottish Central ought to be admitted to the territory of that company. They wanted to have the whole possession of the coal trade of Fife. They wanted a complete monopoly of the Fife side of Edinburgh. He should not object to the Edinburgh and Glasgow Company making a line to join their line at Ratho, with a line to be made by his company from South Queensferry to Edinburgh.

By the CHAIRMAN—He saw no objection to the Edinburgh and Glasgow Railway obtaining access to South Queensferry if they went there by a line separate from that of the through route; but he doubted whether two lines could be made. If, however, there were no engineering difficulties in the way, he saw no objection to the making of two such lines. If the through line was made, he thought that no objection ought to be raised to the Edinburgh and Glasgow having running powers over the portion of the line from North Queensferry to Dunfermline.

Mr Bouch, C.E., stated that it was absolutely necessary that Queensferry should be placed in the hands of the Edinburgh, Perth, and Dundee Company, not only for local traffic, but also as part of the through route from Edinburgh to Perth. The tunnel down to Scotland Street and the Burntisland ferry were serious defects in the existing route. There were engineering objections which the witness explained at length (with reference to plans) to the mode of working the traffic at North and South Queensferry intended to be adopted by the Edinburgh and Glasgow Company. The line proposed to be made under this bill could not, for engineering reasons, serve as part of a through route.

The witness was still under examination when the committee adjourned.

(By Electric Telegraph.)

LONDON, Friday.

The preamble is proved. If the through line be sanctioned next session, North Queensferry to Dunfermline is to be part of the through line, with running powers to the Edinburgh and Glasgow Railway.

SUPPLEMENT TO THE SATURDAY PRESS.

DUNFERMLINE, SATURDAY, MAY 17, 1862.

EDINBURGH AND DUNFERMLINE RAILWAY BILL.

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Cross-examined by Mr MUNDELL.—The linen sent from Dunfermline to London went by Granton to Leith, and thence to London by steamer.

By Mr BRUCE—He thought the best route to Edinburgh was by Ratho.

Mr ANDW. MITCHELL, miller and grain merchant, Alloa, stated that he was one of the lessees of the Alloa and Clackmannan collieries, was a shipowner, and also a farmer. He knew the district well. The continuation of this line would be a great advantage to Alloa. The present railway communication with Edinburgh was, by Stirling, 43½ miles. This line would shorten it by nine miles. The quantity of whisky distilled in the district was 2,000,000 gallons. A good deal of that was shipped at Grangemouth for London, and other places. 80,000 barrels of beer were brewed in the district annually. To supply the grain required for this production, great quantities had to be imported from Leith or Grangemouth. It was brought from Leith partly by railway and partly by boats. The coal in the Clackmannan coal field was good and plentiful. The making of this railway would enable a great deal of that coal to be sent to Edinburgh and Leith.

Cross-examined by Mr MUNDELL—The making of this line ought to reduce the price paid for bringing grain from Leith.

By Mr BRUCE—There was no ferry on the route to Edinburgh by Stirling. Grangemouth was a good harbour. There was a good deal of trade there.

Mr SMITH SLIGO stated that he was the proprietor of the Forth Iron Works, at Oakley, near Dunfermline, and was the lessee of a coal-field to the east of that city. In good years he made about 35,000 tons of pig-iron. Although he was a shareholder in the West of Fife Railway, he was in favour of this line, because he thought it would tend to improve the mineral trade of the district. They could obtain better vessels at Queensferry than they could get at Charlestown. Although the West of Fife Railway Company had petitioned against this bill, the shareholders had not been consulted upon the subject.

Mr THOMAS, a proprietor of land to the east of Dunfermline, stated that he was in favour of this line.

Provost GREIG, of South Queensferry, stated that the corporation of that place had agreed to convey the ferry to the Edinburgh and Glasgow Company, and were in favour of this bill.

Cross-examined—He thought a majority of the Council of Queensferry resolved to petition in favour of the Edinburgh and Glasgow. He could not remember how many were present at the meeting; nor if the petition was supported and opposed three to three or not. Could not remember if it was carried by his casting-vote. Thinks the meeting would be more than four weeks ago; but could not remember as to the state of vote, or if his casting-vote carried the motion to petition.

Counsel remarked—His memory appeared very defective.

Mr ROBERT STEWART, distiller, Kirkliston, stated that this line would be most useful and convenient to him, as a means of receiving coals, and sending away whisky.

Sir A. MAITLAND stated that the proposed line would be of great advantage to the coal district of Bathgate by giving it an easy access to the sea. The feeling of most people in his neighbourhood was in favour of this scheme.

Mr PETER BLACKBURN, Chairman of the Edinburgh and Glasgow Railway Company, stated that the Dunfermline and Stirling line belonged to that Company. This line would connect the two parts of the system of that company north and south of the Forth. It was most important that the Fyfe coal field should be brought into communication with Edinburgh; and this line would, in addition, develop the Lanarkshire and Wilsontown coal fields. No other Company would make the communication between South Queensferry and Edinburgh so cheaply as the Edinburgh and Glasgow Company, because that Company would, for great part of the way—and that the most expensive part—make use of an existing line.

Cross-examined by Mr MUNDELL.—Last year the Edinburgh and Glasgow Company only asked for power to make the line to Queensferry, expecting that the Edinburgh, Perth, and Dundee would make the line from Dunfermline to North Queensferry. It was then objected that they did not go to Dunfermline, and they, therefore, this year proposed to go to that place. The Stirling and Dunfermline line had been a cause of much loss to the Edinburgh and Glasgow Company, and the loss would continue if they could not get this bill. Since he had been chairman of the Edinburgh and Glasgow Railway Company, this scheme had never been put forward as a third through route to Perth. He believed that, in 1846 or 1847, there was a proposal for a new route from North Queensferry to Perth. The bill was thrown out on the second reading. He thought that was the only time that such a scheme came before Parliament. The North British Company were supporters of that line. No definite arrangement had yet been made as to the working of the trains on the proposed line. Probably some would run independently, some in connection with the main line traffic, and others in connection with the Bathgate traffic. There were now three or four trains a-day from Bathgate. No passenger trains were run from Morningside, because they would not pay. That line was not worked as a block line against the Monklands system.

Cross-examined by Mr BRUCE—The most valuable part of this line would be that from South Queensferry to Ratho. The line from North Queensferry to Dunfermline might pay in the hands of the Edinburgh and Glasgow Company, but in the hands of any other parties he should say that it would not be a paying speculation.

Re-examined—If there was traffic to justify running trains from Morningside the Company would be only too glad to run them.

At the conclusion of Mr Blackburn's evidence, the Committee adjourned till Tuesday.

TUESDAY, MAY 13.

The committee met again to-day—Mr Mowbray in the chair.

Mr Denison, Q.C., Mr Forsyth, Q.C., and Mr Loch, appeared for the bill, which was opposed by Mr Serjeant Bellasis, for the Earl of Hopetoun and Mr Dundas. Mr Calvert, Q.C., and Messrs Clerk and Bruce, for the West of Fife Railway Company; and Sir W. Alexander, Q.C., and Mr Mundell, for the Edinburgh, Perth, and Dundee Railway Company.

Mr WILLIAM PATON, mining engineer, Alloa, stated that he was, at one time, manager of the Dundonald coal field east of Dunfermline, and also manager of the mining department of the Devon Iron Work. He was now manager of the Alloa Coal Company, and was acquainted with the West of Fife and Clackmannan coal fields. There was a large coal field to the east of Dunfermline. There was a general feeling among the coal trade in that district, that they were shut out from the Edinburgh market by the high rates and great length of the present route. The line proposed by this company would be a great advantage to the trade; especially in providing a good port of shipment at North Queensferry. The coal field about Alloa produced about 220,000 tons per annum. There was about 40 feet of coal. The making of this line would save 1s. or 1s. 6d. a ton. At present, the coal was almost shut out of the Edinburgh market; but if this line was made he had no doubt that it would find a place there.

Cross-examined by Mr MUNDELL.—He believed that North Queensferry might easily be made a good harbour.

By Mr BRUCE—The present price of coal at Alloa was 5s. 6d. per ton. The charge for conveyance to Edinburgh by this line would be 8s. per ton.

Mr GEORGE SIMPSON, examined by Mr DENISON, stated that he had a coal-field between Bathgate and Morningside called Benhar. The present output was about 32,000 tons a-week, which could be greatly increased. It was household coal, and he sent it to Edinburgh and Leith. The cost for transport was 3s. 4d. to Edinburgh, and to Leith 6d. more. Direct access to South Queensferry as a shipping port would give him a much better market for his coals. South Queensferry could easily be made a good harbour. It would be useful. The distance from his coal-field to Leith was 34 miles, and from Queensferry only 23 miles.

Cross-examined by Mr MUNDELL—Bo'ness was as near his coal-field as South Queensferry, but to get there his coal would have to pass over two systems, which he considered a disadvantage.

By Mr BRUCE—The price of his coal at the pit mouth was 5s. per ton. The charge for its conveyance to Bo'ness was 3s. 3d. per ton. He had no doubt that if this line was made he should get it conveyed to Queensferry at a lower rate. The chief import harbours of the Firth of Forth were Leith and Grangemouth. There was no import trade at Queensferry, and therefore the vessels which took coal from there as return cargo must come from Leith or Grangemouth.

Mr M'KINLAY examined by Mr FORSYTH, stated that he was Provost of Bathgate, and had for many years been engaged in the mineral trade. Throughout the Bathgate fields the Boghead mineral was found. There were also seams of common coal and iron stone. A small quantity of coal was sent to Edinburgh. Some coal was sent to Bo'ness for exportation, but that was a very inconvenient harbour; large vessels having to be loaded in the stream from lighters, and it was even now much crowded. He thought that if this line was made, much coal would be shipped at South Queensferry. That port was as near Bathgate as Bo'ness was. The making of this line would also open up the Wilsontown coal-field; some of the produce of which would do very well for export. If those seams of coal were fairly worked, the port of Bo'ness could not accommodate the trade. The paraffin works in the district would also be much benefitted by having a communication with Queensferry. In February last, a public meeting was held at Bathgate, at which this bill was unanimously approved of. The Town Council of Bathgate had also petitioned in favour of the bill. The people of Bathgate had no complaint whatever to make of the Edinburgh & Glasgow Railway Company.

Cross-examined by Mr CLERK—The rate from his colliery to Bo'ness was 2s. 4d. per ton. He thought that some Boghead mineral would be shipped at South Queensferry. A new harbour was to be made at that place. An extra train from Bathgate to Edinburgh had been put on about two months ago. Last year there was only two trains a day. There were still no passenger trains on the Morningside line.

Mr ROBERT BELL, lessee of 3000 acres of shale and coal at Broxburn, near Ratho, stated that its thickness was from three feet to five feet six inches. The yield of paraffin oil ranged from 30 to 84 gallons per ton. He had sold the shale from 10s. per ton. The paraffin works at Broxburn were being expended. The oil was chiefly consumed at home. He anticipated that if facilities for shipment were given at South Queensferry, he would send a good deal of shale to the continent. He had already sent some abroad. The American rock oil was explosive, but its explosive character might, without diminishing its value, be diminished by mixing it with paraffin oil.

Cross-examined by Mr Sergeant BELLASIS—He now shipped shale at Leith, but that port was inconvenient compared with what South Queensferry would be.

By Mr CLERK—He could not say whether vessels with general cargo would come to South Queensferry.

Mr Adie, engineer, of the Edinburgh & Glasgow Railway Co., stated that he had laid out this line. From Ratho to South Queensferry, it was, with improvements, substantially the same as that proposed last year. The steepest gradient was 1 in 70. There were no level crossings on the line. At South Queensferry, he proposed to run out a pier, which would give, at low-water spring tides, without dredging, 6, and with dredging, 12 feet of water. The sharpest curve, which was at Queensferry, had a radius of 16 chains. There was no tunnel on the line. Lord Hopetoun's residence was about two miles from the line. There was a public road parallel with which the line would run. He proposed to divert a part of that road, in order to keep the railway further from it. That road was often flooded by the sea. The railway would, at its nearest approach to the road, be 200 feet from it; it would be a mile from Mr Dundas' mansion house. At Dunfermline, the railway would run into the joint station there. The length of line from there to Queensferry was about six miles and a furlong. The steepest gradient was 1 in 70; it was between Dunfermline and Inverkeithing. The radius of the sharpest curve was 30 chains. The cost of the railway and other works would be £230,000.

Cross-examined by Mr CLERK—South Queensferry was the most sheltered port in the Firth of Forth. The length of the pier to be made there would be 20 chains, and its estimated cost £36,000 in addition to £4000 for dredging. Where the gradient down to the piers was 1 in 70, the goods trains would be backed to the pier. It was probable that the proposed line might hereafter be used as part of a through system.

By Mr MUNDELL.—It was proposed to work the traffic at the Ferry by means of a moveable cradle for a distance of 17 chains, of which between one and two chains were part of a curve. He did not know that it had been found impossible to work such a cradle at Broughty Ferry. He thought that vessels of 300 tons might be at North Queensferry without touching the ground. There was no better place in the Firth of Forth for loading coal than was South Queensferry.

By Mr Sergeant Bellasis—The road he had referred to was called the shore road. The road, as it stood, was very beautiful, but it was nothing to what it would be if the road was diverted, as he proposed. Mr Dundas made his opposition to the line a question not of beauty but of money. He asked Mr Dundas' permission to survey for the line, and all that gentleman said was—"Take plenty of land." (Laughter.)

Re-examined—Lord Hopetoun's access to this property was not at all interfered with by this line.

Mr Stewart, C.E., stated that he he had, till within the last few weeks, been the acting engineer of the West of Fife Mineral Railway and the Charleston Railway. He still continued engineer for the works of those lines, which were now united, and called the West of Fife Railway. The making of this line would open an alternative line for that system, and would afford a shorter route to Edinburgh. Charleston harbour was adapted for vessels of from 150 to 300 tons, but at Queensferry accommodation would be provided for vessels of greater burden. He thought that the making of this line would be advantageous to the West of Fife Railway.

Mr Blyth, C.E., stated that he was well acquainted with the district through which this line would pass. He considered this line followed the most advantageous route that could be pointed out, and would be productive of great advantage to the country through which it was to pass.

Mr Abernethy, C.E, entirely approved of the plan for making the piers at Queensferry and connecting the railway with them. He had no doubt that the estimates were ample. The works would be convenient for traffic; and he thought that a more convenient site could not have been selected.

This closed the case for the promoters; and evidence was then given in support of the opposition of the West of Fife Railway Company.

Mr Erskine Beveridge, manufacturer, Dunfermline, and proprietor of the estate of Brucefield, stated that he had been several times chief magistrate of Dunfermline. He had establishments in London, Manchester, and Paris, all for the sale of goods manufactured in Dunfermline. The materials principally used came from Halifax, Belfast, Manchester, and Dundee. The goods sent to London chiefly went either from Leith by steamer, or from Edinburgh by the North British Railway. The goods for Manchester or America, went by the west coast lines. It would be to his advantage to have a free connection with the North British Railway at Edinburgh. That railway was about to open a new line which would improve that communication. It would be to the interest of Dunfermline that the lines connecting that town with Edinburgh, should not have interests antagonistic to those of the North British Railway. The railway communication between Dunfermline and the south was very bad, and, since the introduction of railways, the trade of the place had been bad. There were now no spinning mills there, although he could remember ten. He was anxious for an improved communication with Leith. Such a communication was of vital importance to Dunfermline. The present route to Leith was thirty-four miles. This line, if intended *bona fide* to accommodate Dunfermline would be shorter; but it was far from being the shortest that might be constructed. In addition to its being circuitous, there were several junctions upon it—one near Dunfermline, one at Ratho; and to go to Leith, there must be one with some of the Leith lines. These junctions would be productive of inconvenience and delay. A communication with the Bathgate district was of no interest to Dunfermline. The public feeling in Dunfermline was against this proposal, and in favour of a better one. There was every reason to suppose that this was meant as a block line. He had been connected with almost all the schemes for connecting Dunfermline with Perth and Edinburgh. Wherever such schemes had been brought forward, the Edinburgh and Glasgow Company had made proposals to obtain possession of the southern part of the district. Such proposals they always abandoned when the other schemes failed. They did not support any of the schemes for the advantage of Dunfermline. Owing to these repeated experiences, he had no great confidence in their desire to make a railway for the accommodation of Dunfermline. They had to a great extent the command of the junction between the east and west coast lines, and he believed that they now wanted to get a similar command of the north and south traffic.

Cross-examined by Mr Forsyth—He thought that the parties who ought to make this line were the Edinburgh, Perth, and Dundee Company in connection with the North British Company. Last year he petitioned against the making of such a line by the Edinburgh, Perth, and Dundee Company; but the policy of that company having changed, and they having entered into connection with the North British Railway, he thought that they were the proper persons to accommodate Dunfermline. This line was so laid out that he did not think it would suit at all. He was proprietor of the *Dunfermline Press*. The interest of the Edinburgh and Glasgow Railway was to have the traffic carried by the Caledonian, and not by

The Saturday Press.

SATURDAY, JUNE 14, 1862.

Local Intelligence.

DUNFERMLINE.

THE REVIEW OF EFFICIENT VOLUNTEERS.—Intimation has been received by Lieutenant-Colonel Sir Thomas Erskine that the review of the fifth Volunteers, which was expected to take place on the 27th of this month, has been postponed until August, but no precise day has been fixed. Colonel Maitland is at present engaged on a commission which prevents his coming to Fife just now.

THE RAILWAY SCHEMES!

PUBLIC MEETING IN THE MUSIC HALL.

Last night a largely-attended meeting of the inhabitants was held in the Music Hall, for the purpose of petitioning the House of Lords in favour of the North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Bill; against the Edinburgh and Dunfermline Railway Bill promoted by the Edinburgh and Glasgow Company. Provost Whitelaw took the chair at eight o'clock; and was accompanied to the platform by the following gentlemen:—Mr R. Beveridge, Mr Duncanson, Mr W. Clark, Mr Morrison, Mr W. Brown, Mr Mullen, Mr T. N. Brown, Mr Russell, Mr K. Mathieson; Bailies Hay and Rose, and Mr Fraser, Inverkeithing; Mr Lundie; Councillors Dickson, Low, Clerk, Mc Kinstrie, &c., &c.

The CHAIRMAN, in opening the proceedings, said—We have not met here for the purpose of considering the present position of the Railway Bills now in their progress through Parliament, as far as these bills concern ourselves. You are aware that, in the beginning of this session, three bills were introduced having an important relation to the Dunfermline district. The first was a bill for pushing a railway from Edinburgh to Perth, by Queensferry and Dunfermline. That bill, unfortunately—I say unfortunately, because it was well calculated to promote the interests, not only of the city, but also the whole district—was thrown out on standing orders. Another Bill, promoted by the Edinburgh and Glasgow Company, from their station at Bathgate to Dunfermline, was also lodged, and is now before Parliament. The Committee of the House of Commons in granting the prayer of this bill, subjected it with conditions recognising the principle of a through route, and making certain stipulations worthy the notice of their constituents. Dunfermline to North Queensferry should be handed over to the Independent Company, and become part of the through route. These stipulations have been included in the bill of the Edinburgh and Glasgow Company in a certain way which will be explained to you afterwards. The statements to be made to you will, I think, enable you to decide very easily whether this bill is worthy of your support, or the opposite. The third bill was a bill for amalgamating the North British, Edinburgh, Perth, and Dundee, and West of Fife Railways. That bill has also passed through the House of Commons, and in this there was an alteration also suggested by the Committee—an alteration largely to the benefit under public protection; and the promoters of this bill, had no interests but what are also the interests of the public, they at once agreed to make that alteration. Now, gentlemen, this is a very important matter for Dunfermline, and I hope you will class it your serious consideration to-night. I would just take leave to say that the prospects of Dunfermline as a manufacturing and mineral district, of obtaining that railway accommodation which its importance deserves, were never brighter than at this moment. If we be true to ourselves, and stand by our long-cherished hopes of nothing the Great North Road what it used to be, and what it always should have been, I am sure we will not succeed in realising them hopes. (Applause). The chairman then read the following letter from Mr Thomas Spencer, who was unable to be present:—

"BROUGHTON, June 13, 1862.

"My dear Provost,—I regret very much that, as I am leaving for the Continent to-morrow morning, and have other important engagements to attend to this evening, it is quite out of my power to attend the meeting of the inhabitants of Dunfermline regarding the North British Amalgamation Bill, and the Edinburgh and Glasgow Dunfermline Branch Bill. Having the best interests of the town and district in view, I earnestly hope that the Amalgation Bill be so amended in the House of Lords as it is at last in the House of Commons, as it is only at the hands of the North British Amalgamated Company that we can look for fair treatment in connection with the Queensferry through route from Edinburgh to Perth; and I as sincerely hope that the Edinburgh and Glasgow Company's branch will yet be rejected by the House of Lords as being totally unsuited to the wants of the district, and that the most strenuous efforts will yet be made to prevent this bill being finally passed. I think I can at once with the great bulk of the community be satisfying with good reason that the passing of this measure would be a most fatal blow to the trade of Dunfermline and of the West of Fife—I am, my dear Provost, yours faithfully,

"THOMAS WHITELAW." "T. SPENCER."

The CHAIRMAN then called upon Mr Erskine Beveridge to move the first resolution.

Mr BEVERIDGE, in responding to the call, said he considered that for the purpose of discussing the merits of the various conflicting railway schemes, it was altogether unnecessary to hold a public meeting in Dunfermline at this time of day. The whole community—every one present—were as well acquainted with, and took as deep an interest almost in the matter as those who appeared before them to move and second resolutions; and he was very well aware that it required no arguments from the gentlemen on the platform to induce the people of Dunfermline to give their hearty support to the line best fitted to promote their interests; for while promoting their best interests, they were also promoting the schemes which would be best for the whole community, both north and south. Appearing, as convened were the promoters of the through line of railway of the unanimity of the inhabitants of Dunfermline in support of their line, that they had thought it unnecessary to get a formal expression of it by a public meeting; but in the course of the contest before the Committee it was seen that such an expression of public feeling was not unnecessary. The counsel for the Edinburgh and Glasgow had never omitted to ask the witnesses how many public meetings had been held in Dunfermline on the subject, and as they had unanimously agreed to have public meetings, he thought it was a good thing to let them see that the public of Dunfermline remained of the same opinion they had or when before expressed, and were just as all spirits in the matter, or enamoured of any other scheme. (Applause.) The resolution he had to move was as follows:—

"That the Edinburgh and Glasgow Railway Company and the Companies in alliance with them, being in possession of the through line of railway by Stirling to the north, and having interests strongly adverse to the Fife coal trade, ought not to be entrusted with the formation or control of any part of the proposed new railway route to the north by Queensferry; and that the railway projected by the Edinburgh and Glasgow Company to occupy that route, while altogether inadequate to meet the requirements of the through traffic, is equally unsuitable to the local wants of Dunfermline."

He believed that this resolution expressed the unanimous sentiments of the people of Dunfermline. The resolution was divided into two parts. The first part would perhaps be seen better in the hands of some one more acquainted with the mineral resources and mineral traffic of the district than himself; but the bearings of the matter were plain enough to be easily understood. They would be able to say that the Edinburgh and Glasgow Company—how, he asked its alliance with the Caledonian and Scottish Central Railways, which had been gone into in the face of the refusal of Parliament to sanction the proposal—had possession of the only practicable through route to the north, viz., that by Stirling. It had been shown by evidence in the House of Commons, that the great bulk of the passengers from England and the southern parts of Scotland to the north, passed by Edinburgh entirely, going by Carstairs Junction on the one hand, and Stirling northwards, by that way evading entirely the East Coast route and thus the North British had nearly the whole of the through passenger traffic. Their only means of forwarding passengers to the north was by the Burntisland ferry, which was altogether unsuitable. It was much the same with the mineral traffic. The ferry and other heavy works at the Edinburgh, Perth, and Dundee line, so interfered the conveyance of mineral traffic, that the Edinburgh and Glasgow Company were able to bring coals from Wishaw, and other parts of Lanarkshire, a distance of 80 miles, to Perth; and in consequence of the difficulty of railway communication, the Fifeshire coals were unable to compete with their rivals. The Edinburgh and Glasgow Company had also acquired the ownership of the Edinburgh coal-sheds, into which they could pour the coal from the Ratlgate district; and if they were allowed to obtain command of the Queensferry passage, the district of Fife would be left entirely at their mercy, as of course it would pay them better to drive the traffic over their own railways by Stirling, instead of by the short route by Queensferry. The possession of the Queensferry passage was the only way by which any company could successfully compete with the Edinburgh and Glasgow, and if that was allowed to fall into their hands, their monopoly would be complete. Parliament has shown, by its late decision, its distrust of the policy of the Edinburgh and Glasgow Company. What the people of Dunfermline had now to do, was to prove to Parliament that the public would not be secure against that policy so long as the Edinburgh and Glasgow Company had any right whatever in the Queensferry route; knowing, as they did, the numberless obstructions the Edinburgh and Glasgow would throw in their way. He would now look to the second part of the resolution:—"That the railway promoted by the Edinburgh and Glasgow Company to occupy that route, while altogether inadequate to meet the requirements of the through traffic, is equally unsuitable to the local wants of Dunfermline." He wanted first to show them how this line was unsuitable for through traffic. If the Queensferry was bridged across, either by a tunnel or by a bowl bridge—which he hoped would take place some day, although he might not live to see it—Queensferry would it be to carry on the through traffic; and if the Ferry was to be made available for the purposes of through traffic at all, it must be done somewhere on the plan proposed in the railway Bill promoted by the East Coast Company last year, that the Ferry should be narrowed to a certain extent by the construction of piers, and that those piers should be so constructed, and that steamers so powerful should be put upon the ferry, that the whole sand should be taken away at once, without the passengers having to change their seats, and proceed on the way after crossing, without any stoppage. Such a very large expenditure was required to accomplish all this, and the East Coast Companies were willing to incur that expenditure. But were the Edinburgh and Glasgow Company willing to incur it? Would such an expenditure could only be warranted upon a considerable length of rail; and it was not to be imagined that a company seeking in the first instance only to come to South Queensferry, and let the Dunfermline people, if they wished it, come down to North Queensferry and form a railway there in connection with their works on the south side—for that was the proposal of the Edinburgh and Glasgow Company last year—it was not to be supposed that a company having only the idea of local traffic—and they did not profess more—would ever enter into an arrangement so costly; yet such an arrangement was indispensable, if the Ferry was to form part of the grand through route from Inverness, by Perth and Dunfermline, to Edinburgh. Again, no attempt to improve the pier-head to go into deep water, or to construct docks for steamships, following the Queensferry, for that project, as he did not believe that such a line could be worked with profit in connection with what would be a mere local line from Edinburgh to Dunfermline, which would prove more an obstruction than an aid. Some people seemed to think that the Edinburgh and Glasgow Company would not make the Perth Railway, although they included their Act of Parliament; but he believed they intended that Act, as far as it went, to be carried out. Parliament could be sure that the line should be made, for the Edinburgh and Glasgow Company would be compelled to surrender their deposits, and would be hindered from paying any dividends until the line was made. People, they knew, could sometimes get a Bill of that kind, but they might not get a good working line made upon the lands of others. Yet there was such a thing as going to Parliament to get others aided. In a session or two, perhaps, the Edinburgh and Glasgow Company would again come before Parliament, and say that as they had spent their money on most other projects, they craved to be released from carrying out that they had intended to do. (Applause). He showed that the Edinburgh and Glasgow Company had their every shift in their corner to advance their cause before the committee. Provost Whitelaw stated that while the counsel endeavoured to bring out of the witness that no through route was required, he (the agent he turned round and said, "But look at our line, why will not this suit?" The real truth of the matter was very plain, the Edinburgh and Glasgow Company would keep no faith with the people of Dunfermline. They only wanted to get the district into their own hands, and manage it, and prevent the carrying out of the scheme for its through route. But let them look at the matter from a local point of view, coming from Edinburgh to Dalgety first, there was a junction—another Thornton—and two miles a day—if coach speeds could be equalled—and a mere branch line. Then, to get to Queensferry, they would first have to run along three-quarters of a mile beyond the point of embarkation, in the face of the wind, to Edinburgh and Glasgow Company was to be at Queensferry proper, and then should have again to turn the line. Then were the defective arrangements at the Ferry. How in the world could such a line be of any use either as a local or as a through line. With so many deviations and stoppages, upon a distance of 24 miles by the road, the railway would not be able to compete with the steamers' omnibus. (Applause.) Supposing it to be made for a through line, the matter would be still worse. The passengers from London, perhaps, would have to stop at Burntisland three hours, and then would have to wait some considerable time before they could get on to Queensferry. Another objection to the line was, that it did not pass through Dunfermline, but was in a round for Inzievar. Had it come into the present station by the old washing-green, and the through passengers were to be brought into the town in this circuitous manner, and then to proceed finally over the ground they had last by their detour, in their journey onward to Perth. The line proposed by the East Coast Companies on the other hand, would have a section at their regular station, and the through and local passengers would be carried on without causing more the present station at all. The advantage of this measure to Dunfermline was undeniable. Every train which passed would stop at Dunfermline station, and thus the inhabitants would have the advantage of five trains per day, in each direction, all going with the greatest possible despatch—a direct route and montpagnes. The letter of the North British Company in this matter was the interest of the public. All that they required to complete their system was to make and branch across to the north, which would enable them to compete with the western companies, who carried their traffic by Stirling. This they were entitled to have at once on account of their enterprise, and of the extensive coal-fields and mineral district of Fife. He would further state that the proposal of the North British Company would shorten the route from Dunfermline to Carlisle by 26 or 27 miles, and would thus render the passage by Queensferry at once the best for the local interests of Dunfermline, and for the interests of the whole country. He concluded by moving the adoption of the resolution he had read, and sat down amid loud applause.

Councillor LOW seconded the motion. He said he had great pleasure in being present at this meeting and in contributing what he could to promote the through scheme, for he considered that the prosperity of Dunfermline as a city, and of the West of Fife as a mineral district, depended upon it. He was intimately bound up with the interests of the through line from Edinburgh to Perth, and he was entitled to have the Government to convince a Dunfermline man that the Edinburgh and Glasgow Company were not sincere in their professions. They wanted to occupy the ground, and make it just as inconvenient as they could for the development of the traffic of Fifeshire. By doing so, they were promoting their own interests; and in judging of railway matters it was a safe rule to consider principally the interests of the railway company. The interests of the Edinburgh and Glasgow Company was to drive the traffic over their longest railway—that by Stirling—and the line was brought forward to support that interest. On the other hand, the interest of the North British Company was intimately bound up with the interests of the whole line of railway. In his own business he could testify that he directed the goods to be sent by the Caledonian Railway, because if they were sent by Burntisland, he had no security when they would arrive—perhaps a week later than by the other line. But if the through line was got up by Queensferry, and wrought by the North British Company, they would be able to run from Glasgow and other English towns to two hours sooner than by the Caledonian, and to give Dunfermline two hours sooner than the Caledonian, and to give that Company the, the goods were forwarded very expeditiously. He was old enough to remember the opening of the Thornton branch, to Dunfermline, and he would just ask his townsmen what had been the history of Dunfermline since that time? Let the extent that the town had taken till; let the voters' list bill. The town had been going backwards. The neighbouring burgh of Stirling (Hear, hear) was increasing and, he believed, in other respects, every day rising in importance, and why? Why, just because it had a good open and through line. The ferry; but now, he believed there were many more voters in Stirling than in Dunfermline. He would not say that those things would be altogether obviated by the adoption of the through line, but it could be hardly when they would arrive—perhaps a week later than by the other line. But if the through line was got up by Queensferry, and wrought by the North British Company, they would be able to run from Glasgow and other English towns to two hours sooner than

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FIFESHIRE.

FARM & QUARRY AT NORTH QUEENSFERRY.

TO BE LET ON LEASE,

Together or Separately,

I. THE LANDS of CARLINGNOSE and FERRY-HILL, extending to 72 Acres Imperial, or thereby, of which 67 Acres or thereby are Arable, and the rest Pasture.

II. Also the well-known and Extensive WHIN or BLUESTONE QUARRY of CARLINGNOSE, which has been in full operation for many years.

The Crop and Stocking on the Farm, and the Tools and Plant in the Quarry, if desired, may be had at a Valuation.

Robert Jaffray, residing at the Farm-House, will point out the Farm and Quarry; and offers for either or both to be addressed to Mr George Wilson, S.S.C., 14, Hill Street, Edinburgh, on or before 1st July next.

THE EDINBURGH AND GLASGOW DUNFERMLINE RAILWAY BILL.

LONDON, July 4.

The Committee then proceeded to the consideration of this bill.

Mr Hope Scott, Q.C., Mr Dennison, Q.C., Mr Forsyth, Q.C., and Mr Loch, appeared for the promoters; Mr Calvert, Q.C., and Mr Bruce appeared to oppose for the West of Fife Railway Company; Sir W. Alexander, Q.C., Mr Davidson, and Mr Clerk, for the North British Railway Company; Mr Sergeant Bellasis and Mr Mundell for the Edinburgh, Perth, and Dundee Railway Company; Mr Webster for the British Linen Company.

Mr DENNISON, Q.C., opened the case in support of the bill. The learned counsel stated that the object of the measure was to authorise the Edinburgh and Glasgow Railway Company to make a line from Ratho, a point in their existing line to South Queensferry, to purchase and improve the piers and harbours of South and North Queensferry, and to construct a line from the latter place to Dunfermline, and described the works to be so constructed as the first step in a new line from Edinburgh to Perth, to be in the hands of the Edinburgh and Glasgow Company and of some independent company to be established hereafter. The new lines to be made under this bill would amount in length to 13 miles, and the capital to be expended was £250,000. The distance from Dunfermline to Edinburgh by railway at present was, by the Burntisland ferry route, 34 miles, and by the continuous railway route by Stirling and Lambert, 55 miles. The construction of this line would reduce the distance to 21 miles. The learned counsel advanced in support of the bill arguments similar to those which he used in the House of Commons, and dwelt especially upon the benefit which would be conferred upon the trade of Dunfermline and its neighbourhood, and upon the coal-owners of Fife to the north, and upon the owners of the Wilsontown coal fields, and the proprietors of the Boghead mineral to the south, by connecting these several districts with a good port of export on the Firth of Forth, such as, under this bill, would be constructed at Queensferry. Mr Dennison was proceeding to refer to the arrangements proposed to be made with the Queensferry creditors, and to contrast them with those proposed last year by the promoters of the independent line to Dunfermline, when he was interrupted by a conference among the members of the committee. After a short consultation,

The CHAIRMAN said—We have been considering the question of the rival project promoted by the opponents of this bill, and we are of opinion that we shall not do substantial justice between the parties, if we refuse to hear the the whole case. I therefore wish to learn from the promoters of the rival scheme, whether they are inclined to give evidence in support of their project. If they are disposed to do so, the committee will be quite ready to receive such evidence, upon the understanding that the promoters of this bill shall have every opportunity of criticising and contradicting it in any way which they please. If I understand from the counsel of the North British Railway Company, who, I understand, are the chief promoters of the rival scheme, that they do not want to give evidence, I shall stop Mr Dennison from saying anything about the amount of compensation which they propose to give to the Queensferry creditors.

Mr CLERK, on behalf of the North British Railway Company, said that they should be only too ready and too anxious to lay their project before the committee, and let their Lordships judge of the comparative merits of their scheme, and that which was proposed to be carried out under this bill.

Mr DENNISON said he could not at that moment tell what was the precise scheme which his learned friends would set up, and therefore he must reserve any comment or criticism upon it until it had been presented in detail to the committee. The learned counsel noticed some of the petitions against the bill, and then proceeded to call witnesses in support of the bill.

Mr Allan M'Connochie Wellwood, the proprietor of estates in the neighbourhood of Dunfermline, stated that he was a shareholder in the West of Fife Railway, and a trustee and creditor of the Queensferry. There was in Dunfermline a universal feeling that some better means of communication between that town and Edinburgh was absolutely necessary, and the coal-owners in the neighbourhood also considered it absolutely necessary, in order that they might send their coals to Edinburgh. In his opinion the line to be made under this bill would meet the wants of the district. Several schemes had at different times been brought forward for making such communication. Last year he was one of the promoters of an independent company with that object. The line proposed to be made by that company took a direction very similar to that proposed to be followed by the railway to be constructed under this bill. As a trustee and creditor of the Queensferry, he considered it absolutely necessary that it should be sold to some public company. The steamer which plied on that ferry was about worn out, and the trust had not a farthing to spend upon her repairs or upon the purchase of a new one. He considered that 12s. 6d. in the pound, offered by the Edinburgh and Glasgow to the creditors of the ferry as a real treasure trove; especially as the ferry was established by the land-owners of Fife, not so much as an investment for their money, as for their private and personal convenience. He could not see how the construction of this line could injure the West of Fife Railway. If vessels went to North Queensferry to fetch coals, the minerals would be taken there by the West of Fife Railway.

Cross-examined by Mr CALVERT—The coal-owners in Fife were generally in favour of the through line to Perth, instead of this one.

Re-examined—There would be no difficulty in continuing this line, if once made to Perth.

Mr James Hunt, proprietor of land in the neighbourhood of Dunfermline, and superior of a large part of the Parliamentary burgh of Dunfermline, stated that there was great need for an improved and more direct railway communication with Edinburgh. Many persons made use of the coaches between those two places, rather than go round by the existing lines of railway. The Edinburgh and Glasgow Company could make and work a direct line from Edinburgh to Dunfermline better than any other company. He considered Ratho a good point at which to strike the Edinburgh and Glasgow Railway, because from that point a passenger might go either east to Edinburgh, or west to Glasgow. He was a trustee of the Queen's Ferry. It was essential to the working of that ferry that it should be sold to some railway company. He thought that the offer of 12s. 6d. in the pound made to the creditors by the Edinburgh and Glasgow Railway was very liberal. He doubted whether they would get more than 5s. from a jury. Last year the trustees recommended the creditors to accept 6s. 8d. in the pound from the independent company.

Cross-examined by Mr Sergeant Bellasis—I am

Cross-examined by Mr Sergeant BELLASIS — It was possible that the inhabitants of Dunfermline preferred the through route to Perth to this line. No doubt a line from Edinburgh to Perth would be of more advantage to Dunfermline than a line that stopped at that town.

By Mr WEBSTER—The British Linen Company were creditors of the ferry for £6000.

Re-examined—The independent line would be a much dearer one than this, and was likely to be much opposed. The making of this line would much facilitate the completion in the future of a through line from Edinburgh to Perth. By the bill which had this morning received the sanction of the Committee, Charlestown harbour would become the property of the amalgamated companies; their possession of Queensferry also would give them a monopoly of the coal ports on the Forth.

Mr JAMES ALEXANDER, linen-manufacturer, Dunfermline, stated that the linen manufacture of that place amounted in value two years ago to about half-a-million a year. The trade was now very dull. Two-thirds of the manufactured goods left Dunfermline by the Stirling and Dunfermline Railway, and one-third by the Edinburgh, Perth, and Dundee Railway. If a deep water pier and a railway were made at North Queensferry, he believed that the Grangemouth steamers would call there, which would be a great convenience to manufacturers who sent goods to London and the south. As a trustee of the Queensferry passage, he thought that it was desirable that the ferry should be sold to a railway company.

By Mr Webster—The company that got the ferry ought to pay what it was worth to the creditors. If they paid all the debts they would pay more than the ferry was worth.

Mr John Stenhouse, brewer, Dunfermline, and Dean of Guild of that town, stated that the first object to be accomplished was the provision of good railway communication between Dunfermline and Edinburgh. That object would be well attained by the scheme now before the Committee. The making of this line would facilitate the construction of a line from Dunfermline to Perth.

By Mr WEBSTER—Does the Dean of Guild preach? No; it is not a holy office. (Laughter.)

By the COMMITTEE—The Guildry had presented a petition against this bill. He did not know whether the Society had been consulted upon the subject. There had been no meeting of the Guild to consider the question.

Mr Smith Sligo, proprietor of the Forth Iron Works, and lessee of a coal field at Cowdenbeath and large mineral fields on the West of Fife and Kinross-shire Railways, in the former of which he was a shareholder, stated that he thought that the line proposed to be made under this bill was laid out so as to afford great convenience to the district. It would be of advantage to him to have North Queensferry as a port of shipment for pig-iron. Last year, he shipped about 16,000 tons at Alloa. There were coals in Fife that could be likely to find a market in Edinburgh if they would be taken there cheaply. The making of this line would render their transport to that city much less expensive than it was at present.

By Mr CALVERT—The Forth Iron Company used to ship their iron at Charlestown. He did not know why they changed their shipments to Alloa. He never sent coals to Edinburgh.

The Committee adjourned shortly before 4 o'clock, till 12 o clock on Monday.

THE EDINBURGH AND GLASGOW DUNFERMLINE RAILWAY BILL.

(Specially Reported for the "Dunfermline Journal").

LONDON, MONDAY, July 14.

Their Lordships met again to-day—The Earl of Donoughmore in the chair

Mr. R. H. Rigby, civil engineer, examined by Mr FORSYTH, gave evidence in corroboration of the statements of Mr Adie. The scheme of the Edinburgh and Glasgow Railway Company was, in his opinion, decidedly the best of the two. It was essential that such a line should give a good access to the Stirling and Dunfermline Railway, and that was supplied only by the Edinburgh and Glasgow branch. He was minded substantially with Mr Adie's estimates. If the Edinburgh and Glasgow line were made it would not be physical difficulty in the way of carrying out a new through line to and from Perth. The Edinburgh and Glasgow Railway Company would have as much interest in cultivating traffic from the new route as they had in cultivating traffic from Larbert junction. If they blocked the ferry at Queensferry, or the branch from South Queensferry to Edinburgh, it would only send traffic to the Burntisland ferry.

The witness was cross-examined as to details by Mr Sergeant BALLANTINE and Mr CLARK, but nothing of importance was elicited.

In reply to a question of the CHAIRMAN, witness said that for a through route, the line by Cowdenbeath, being more direct, was superior to that by Balfron. The former line would, however, give no accommodation to mineral traffic from Bathgate and Wilsontown.

Mr Cook, engineer of St Helens' Docks and Railway, near Liverpool, described the mode of shipping coals adopted at Garston and Widnes' Docks. He thought the docks designed by Mr Adie on the Firth of Forth would accommodate a large mineral traffic. At Garston Dock they could ship a waggon of ten tons every three minutes. A ton a minute was at the least always accomplished. Had ones seen 150 tons shipped in 20 minutes. Sometimes, in unloading a waggon at Queensferry there was 5 minutes. It was of great consequence, in securing speed, that mineral traffic should come over a single junction, instead of over a number of different lines.

Cross-examined by Mr Sergeant BALLANTINE—The Scotch roads required screening. In fact, that was not necessary, but it was to be done when there were ships. The trimming of boats did away not take fifteen minutes for one ton. Five minutes for trimming and unloading was enough.

Mr John Fowler, civil engineer, gave evidence similar in effect to that of Mr Adie and Mr Blyth, in favour of the Edinburgh and Glasgow scheme. There was no difficulty as far as he could see, in mines not paying or the other shipping a large mineral traffic at Queensferry. In cross-examination by Mr Calvert, witness said he did not think that if the Edinburgh and Glasgow line was made, the harbour at North Queensferry would somehow still be that at Charlestoun. Coals would probably go by cut to Leith. It would not pay to use the railway but the ferry too. Did not think the West of Fife were interested in this new scheme, so far as the mineral traffic was concerned.

Mr Robert Paterson, land valuer, Edinburgh, gave an estimate of the value of the land required for the competing schemes. Between North Queensferry and Dunfermline, the land would be £17,670 for the Edinburgh and Glasgow scheme, and £29,720 for the other scheme. Between South Queensferry and Ratho the Edinburgh and Glasgow line would traverse land with £15,000, and the other line between Port Edgar and Edinburgh £30,625.

Cross-examined by Mr CLARK—His calculations were based on a measurement of the quantities of land given by Mr Bruce.

Mr H. Brown, civil engineer, stated that the quantities of land required for the independent scheme would be 150 acres south of the Firth, and 75 acres on the north. The Edinburgh and Glasgow line required 55 acres south of Firth, and 70 on the north of the Firth.

Captain Robinson, marine surveyor, said he knew the harbour at South Queensferry well. It was admirably situated for a shipping port. There was no other place in that part of the estuary that offered similar advantages. It would cost a great deal to make Hawes a good harbour. At South Queensferry an excellent shipping place might be made.

Cross-examined—Never was engaged in constructing harbour works, or formed an estimate of their cost. There were sometimes pretty stiff easterly gales in the Firth. From the west, too, the wind was sometimes rather strong. The tide at Queensferry ran at the rate of about 3½ knots.

Mr Peter Miller, ironmonger of South Queensferry, examined by Mr FORSYTH said he had been clerk for more than 16 years. The harbour belonged to the corporation. It was held by a royal charter, confirmed by an act of the Scottish Parliament in 1672. The original charter was not in existence. He produced a confirmation of it by Charles I in 1636. How dues they had been in possession of the dues of the harbour

Cross-examined by Mr CLARK—He had no knowledge of his own as to solicitor-part by Cowper about a new Act of Parliament for Queensferry Harbour. Had learnt of such schedule, however. The corporation could not sell the harbour except by public sale. They had not sold it to the Edinburgh and Glasgow Company. They had only contracted to do so if they got an Act of Parliament to permit the sale.

By the COMMITTEE—The Corporation did not sold that they could raise the rates. That was the opinion given by the present Lord President at the burgh. The proceeds were applied to the repair of the harbour, the endowment of the police, the salaries of the schoolmaster and other officials. The harbour was in very different repair at present. No money had been spent on it lately. £20 was the largest sum ever realised being paid for repairs of harbour in one year. It was only the harbour dues and not the customs, which they proposed to transfer to the Edinburgh and Glasgow Company. The dues were worth about three-fourths of the rental of land and customs. The present rental was £1000. Last year, it was £92, and two years before, £145. They were to get £500 from the railway companies for the shore dues. They considered that was a fair bargain. At length it reckoned on an increase of £50 for the rise of rental following in that quarter.

This closed the case for the promoters.

Sir W. ALEXANDER then addressed the Committee for the North British Railway Company. He described the joint-purse system existing between the Edinburgh and Glasgow, Scottish Central, and Caledonian Railways. It was strongly it would be to the interest of the Edinburgh and Glasgow Company, under these circumstances, to make the line they now sought as a blank line. After the division of the House of Commons he assumed that it was admitted that there ought to be a new Dunfermline and Queensferry line with Perth. It was essential to the efficiency of that route that its access to it should be direct. The Edinburgh and Glasgow would take for alignment a Queensferry. The Fife coal was very valuable.

Cross-examined by Mr FORSYTH—Visited the Bathgate field for the first time in April last. Spent a whole day there, and went down two pits. It did not take long to see all the workings—there were not so many of them. (A laugh.) Minerals were sometimes worked for a period at a loss, and subsequently proved very profitable. Was not aware that Bathgate gas coal was sold at 15s a ton. Was positive about that. It was not worth 5s.

The CHAIRMAN—Surely, Mr Forsyth, you are wasting time in trying to extract from this witness that this coal is sold at the pit-bank for 15s., when most of your own witnesses stated distinctly that he only expected it to fetch 10s. at Edinburgh.

Mr FORSYTH understood that it was a different scam in that case.

The CHAIRMAN took the remark down as applicable to the general generally.

Mr Wm. Millhouse, practical chemist, said he knew the contents of the Bathgate shale. Attempts had been made to extract paraffin from it. It contained paraffin, but in small quantity. Two per cent. of paraffin. The expense of the large amount of refuse which it contained, it would not pay to ship it to the raw state. A quantity was once sent to Aberdeen, and the line hearing was £5 per ton. The question of extracting the valuable matter in the shale must be considered as the open line. There was no profit on it. Good lime was found at Kellie. It was much wanted in the north, at Perth, Forfar, &c. At Forfar the price of lime was 20s.

Cross-examined by Mr FORSYTH—The range of shale was said to be between a few months back. Paraffin oil was separated from Leith.

Mr William Brown, formerly manager at the Perth Iron Works, examined by Mr BRUCE—confirmed the evidence which had been given as to the great value of Fife coal.

The CHAIRMAN said that in the course of the Amalgamation Bill, full evidence had been given as to the Fife mineral field, and the question thought effectually settled.

Witness continued—When the Edinburgh and Glasgow Company acquired the Stirling and Dunfermline line, they raised the rates so much that the company would not be at last to send goods by it to Dunfermline. If the North British line were made, it would give great accommodation to the colliery.

Cross-examined by Mr FORSYTH—As a director of the West of Fife Railway, he did not anticipate competition. It might be an advantage to the colliemasters to have a choice of routes. The Edinburgh and Glasgow line would consequently not give such good accommodation to the collieries as the independent line.

Re-examined—The colliemasters of the West of Fife were unanimously in favour of the independent line.

By Mr FORSYTH—Mr Smith might was in favour of the Edinburgh and Glasgow scheme; but he did not ship any coal.

Mr James Naismith said he was joint-lessee of the Donibristle and Lochhitty Collieries. At the former they had 30,000 tons a year. It was at the shore of Aberdour. He experienced great delay and inconvenience in sending coals by Burntisland. The delays were so great that he could not enter into contracts at Granton. The colliery at Lochhitty was just being opened. Already, however, they had got 20,000 tons. If the new North British line were made, he could do a good business in Perth. The independent scheme offered the advantage of access to Edinburgh from the collieries by a single system, and a route four miles shorter than the other. One berth at a shipping place was not sufficient to accommodate a whole colliery.

Cross-examined by Mr FORSYTH—For shipping purposes Charlestoun and Dysharbling would suit him very well as ports. What he most wanted was direct access to Edinburgh and Leith. That the independent line would afford, and the other would not.

Mr Andrew Landale, manager at Lochgelly Iron Works—They used not 100,000 tons at such a year, and paid for it Edinburgh, Perth, and Dundee, £18,000 a year for fuel. A railway with only one shipping berth would be inadequate for the Fife coal, or any other coal in Scotland that he knew of.

Cross-examined—Could not say how many berths there would be at North Queensferry. It would be more convenient to send coals for shipment abroad to North Queensferry than to Leith.

Re-examined—The drawback would be that vessels would not come to North Queensferry; there was no trade there.

Mr Adamson, ship builder, Alloa, spoke to the sheltered situation of the ferry at Alloa.

Mr Joseph Bourdin—Never stood over the ferry in winter. (A laugh.) There was no ice formed at Alloa; it was known further up, and rose down in the sea.

Mr Ebenezer Bourdin, examined by Mr CLERK, stated that he was a manufacturer on a large scale at Dunfermline. They had not the incoming tide above the bridge. It resulted in frustrations. There was only one way. They were compelled to import their yarn. It would be a great advantage to get yarn much there. It was owing mainly to want of railway accommodation that the spinning had been given up. Did not think that the Edinburgh and Glasgow line recommended Dunfermline at all, and did not think that it would be so. If placed Dunfermline on a branch, the independent scheme placed Dunfermline on the main line, and gave it a through route both north and south. The Edinburgh and Glasgow line obviously worked in the hands of the North British, due to those of the Edinburgh and Glasgow Company. They had a great objection to Dunfermline to the Edinburgh and Glasgow. Never knew public opinion to be so united and unanimous on any subject as against the Edinburgh and Glasgow scheme. Nobody doubted but that it would be used by them, if they got it. He had not forgotten that the Edinburgh and Glasgow got Parliamentary powers to make a line to Dunfermline, and never used them. They have always acted like a dog in the manger—neither making the line themselves, nor allowing others to do so. The people of Dunfermline had subscribed to a little delay in getting the line, but as it placed in the hands of a company like the Edinburgh and Glasgow, who had an obvious interest in not having it made, they had a right to complain. A very large and influential meeting had been held in Dunfermline, attended by not less than 1200 people, who unanimously passed resolutions in favour of the North British scheme, and against the rival one. The meeting was very lively and fully-attended. The meeting; but there was no opposition. The resolutions which were passed were embodied in a petition. He moved the first of these himself. Had also seen a petition from inhabitants of Dunfermline in favour of the Edinburgh and Glasgow scheme. It was signed mostly by the subscribers in favour of the line, and their friends and partners. The petition could not fairly represent the feeling of the town. He knew almost everyone in the town, but there were parties on the petition which he did not know at all. The meeting was filled to overflowing with the petitioners. Never saw it till this morning. Had the promoters of the Edinburgh and Glasgow line an agent to get signatures in the same way, they could have procured any number.

By Mr WORTLEY—Although the Act of 1846 was obtained at the instance of the Edinburgh and Glasgow Company, they never did anything to carry it out. The North British Company were at present heavily burdened by debt. Had the Act been carried out, the ferry would have been now in a very good condition.

Cross-examined—Apart from a through route to Perth, it was most desirable that Dunfermline should have a communication with Edinburgh. The Edinburgh and Glasgow line would of course afford a communication with Edinburgh, but not so direct as the independent line. It ran parallel simply as a mere local line, he could not say that the Edinburgh and Glasgow line on the north side was very inconvenient. He disapproved the Edinburgh and Glasgow Company, and with good reason, looking to their past conduct and obvious interest. Therefore he did not think that any part of their line should be left in their hands. The Edinburgh and Glasgow Company would have a remunerative local traffic they would probably try and develop it. But they had no facilities now between Dunfermline and Edinburgh. No mere local line to connect could be got. No mere feeder to the Edinburgh and Glasgow line on the north side was necessary. Does not the union of several respectable persons on the petition, in favour of the Edinburgh and Glasgow scheme, but the only could be signed by a very representative and reasonable interest. Undoubtedly the meeting in favour of the independent scheme was held chiefly on the part of the town. Could not speak exactly as to the names of manufacturers. There were a number in the body of the meeting. The platform was appropriated to the speakers, and among them were several gentlemen doing a large business in the town.

Re-examined—Mr Muirhead and Sailor Hay were present at the meeting. He would speak positively to the fact that the trade of the town was generally represented at the meeting.

By the CHAIRMAN—He was quite aware that the Edinburgh and Glasgow scheme was the only one which could be granted this year. He had, however, only to repeat what he stated in the Commons, that he would not be satisfied unless the Fife coal-field was secured to the Edinburgh and Glasgow Company. That was the general feeling in the north. The idea of allowing the Edinburgh and Glasgow Company to make a single line in order to hand it over to the other party, so as to send as a through route, was so preposterous as if he employed a royal manufacturer to make a mangling for him which was intended for one purpose, and which was to be applied to another and very different object. Independent party might get a lady next year, but the Edinburgh and Glasgow Company were the last party in the world to be entrusted with the construction of the line. The notion of holding the one scheme depended on the other was perfectly preposterous.

The CHAIRMAN—There has been a good deal said on you about the fact of your being the proprietor of a newspaper. He (the Chairman) really cannot understand for my part why a man should be laughed at because he is the proprietor of a newspaper, and is a newspaper man. He is no respecter of any man or any party, so he need say a few words. He was as free as if he employed a royal manufacturer to make a mangling for him which was intended for one purpose, and which was to be applied to another and very different object. Independent party might get a lady next year, but the Edinburgh and Glasgow Company were the last party in the world to be entrusted with the construction of the line. The notion of holding the one scheme depended on the other was perfectly preposterous.

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Mr RUTHVEN was about to call Mr Caird, M.P., but Mr G. Montgomery, M.P., to speak to the popular feeling in the Burghs, he opposed the rival scheme when

The CHAIRMAN observed that the Committee had heard the Solicitor-General on that point.

Mr Caird was then examined as to the ferry boats used at Burntisland. He mentioned the large ferry-boats at New York, which conveyed carriages and passengers together across the river. That was a very obvious way of working a ferry.

LONDON, TUESDAY.

The Committee resumed to-day—the Earl of Donoughmore in the Chair.

Mr J. Mackenzie said he was connected with the Clyde Iron Works. He was well acquainted with the minerals in the Dunfermline district. A number of the pits there had been given up. The coal derived from that quarter was of an inferior quality—it was in fact "dead" coal. It was not valid for shipping. None of it in Bathgate went to Edinburgh, or would ever find a market there. It was no consolation to the Lanarkshire coal, which was one of the best gas coals in Scotland. The Lanarkshire coal fetched 1s. 6d. a ton at the pit bank, while the gas coal of Bathgate was only worth 4s. or 5s., or at the outside, 7s. per ton. The Bathgate was a free-burn loose coal, but was not fit for shipping. Did not know of any coal in the Bathgate and Wilsontown districts which the Edinburgh and Glasgow Company could take for shipment at Queensferry. The Fife coal was very valuable.

Cross-examined by Mr FORSYTH—Visited the Bathgate field for the first time in April last. Spent a whole day there, and went down two pits. It did not take long to see all the workings—there were not so many of them. (A laugh.) Minerals were sometimes worked for a period at a loss, and subsequently proved very profitable. Was not aware that Bathgate gas coal was sold at 15s a ton. Was positive about that. It was not worth 5s.

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Mr FORSYTH understood that it was a different seam in that case.

The CHAIRMAN took the remark down as applicable to the general generally.

Mr Wm. Millhouse, practical chemist, said he knew the contents of the Bathgate shale. Attempts had been made to extract paraffin from it. It contained paraffin, but in small quantity. Two per cent. of paraffin. The expense of the large amount of refuse which it contained, it would not pay to ship it to the raw state. A quantity was once sent to Aberdeen, and the line hearing was £5 per ton. The question of extracting the valuable matter in the shale must be considered as the open line. There was no profit on it. Good lime was found at Kellie. It was much wanted in the north, at Perth, Forfar, &c. At Forfar the price of lime was 20s.

Cross-examined by Mr FORSYTH—The range of shale was said to be between a few months back. Paraffin oil was separated from Leith.

Mr William Brown, formerly manager at the Perth Iron Works, examined by Mr BRUCE—confirmed the evidence which had been given as to the great value of Fife coal.

The CHAIRMAN said that in the course of the Amalgamation Bill, full evidence had been given as to the Fife mineral field, and the question thought effectually settled.

Witness continued—When the Edinburgh and Glasgow Company acquired the Stirling and Dunfermline line, they raised the rates so much that the company would not be at last to send goods by it to Dunfermline. If the North British line were made, it would give great accommodation to the collieries.

Cross-examined by Mr FORSYTH—As a director of the West of Fife Railway, he did not anticipate competition. It might be an advantage to the colliemasters to have a choice of routes. The Edinburgh and Glasgow line would consequently not give such good accommodation to the collieries as the independent line.

Re-examined—The colliemasters of the West of Fife were unanimously in favour of the independent line.

By Mr FORSYTH—Mr Smith might was in favour of the Edinburgh and Glasgow scheme; but he did not ship any coal.

Mr James Naismith said he was joint-lessee of the Donibristle and Lochhitty Collieries. At the former they had 30,000 tons a year. It was at the shore of Aberdour. He experienced great delay and inconvenience in sending coals by Burntisland. The delays were so great that he could not enter into contracts at Granton. The colliery at Lochhitty was just being opened. Already, however, they had got 20,000 tons. If the new North British line were made, he could do a good business in Perth. The independent scheme offered the advantage of access to Edinburgh from the collieries by a single system, and a route four miles shorter than the other. One berth at a shipping place was not sufficient to accommodate a whole colliery.

Cross-examined by Mr FORSYTH—For shipping purposes Charlestoun and Dysharbling would suit him very well as ports. What he most wanted was direct access to Edinburgh and Leith. That the independent line would afford, and the other would not.

Mr Andrew Landale, manager at Lochgelly Iron Works—They used not 100,000 tons at such a year, and paid for it Edinburgh, Perth, and Dundee, £18,000 a year for fuel. A railway with only one shipping berth would be inadequate for the Fife coal, or any other coal in Scotland that he knew of.

Cross-examined—Could not say how many berths there would be at North Queensferry. It would be more convenient to send coals for shipment abroad to North Queensferry than to Leith.

Re-examined—The drawback would be that vessels would not come to North Queensferry; there was no trade there.

Mr Adamson, ship builder, Alloa, spoke to the sheltered situation of the ferry at Alloa.

Mr Joseph Bourdin—Never stood over the ferry in winter. (A laugh.) There was no ice formed at Alloa; it was known further up, and rose down in the sea.

Mr Ebenezer Bourdin, examined by Mr CLERK, stated that he was a manufacturer on a large scale at Dunfermline. They had not the incoming tide above the bridge. It resulted in frustrations. There was only one way. They were compelled to import their yarn. It would be a great advantage to get yarn much there. It was owing mainly to want of railway accommodation that the spinning had been given up. Did not think that the Edinburgh and Glasgow line recommended Dunfermline at all, and did not think that it would be so. If placed Dunfermline on a branch, the independent scheme placed Dunfermline on the main line, and gave it a through route both north and south. The Edinburgh and Glasgow line obviously worked in the hands of the North British, due to those of the Edinburgh and Glasgow Company. They had a great objection to Dunfermline to the Edinburgh and Glasgow. Never knew public opinion to be so united and unanimous on any subject as against the Edinburgh and Glasgow scheme. Nobody doubted but that it would be used by them, if they got it. He had not forgotten that the Edinburgh and Glasgow got Parliamentary powers to make a line to Dunfermline, and never used them. They have always acted like a dog in the manger—neither making the line themselves, nor allowing others to do so. The people of Dunfermline had subscribed to a little delay in getting the line, but as it placed in the hands of a company like the Edinburgh and Glasgow, who had an obvious interest in not having it made, they had a right to complain. A very large and influential meeting had been held in Dunfermline, attended by not less than 1200 people, who unanimously passed resolutions in favour of the North British scheme, and against the rival one. The meeting was very lively and fully-attended. The meeting; but there was no opposition. The resolutions which were passed were embodied in a petition. He moved the first of these himself. Had also seen a petition from inhabitants of Dunfermline in favour of the Edinburgh and Glasgow scheme. It was signed mostly by the subscribers in favour of the line, and their friends and partners. The petition could not fairly represent the feeling of the town. He knew almost everyone in the town, but there were parties on the petition which he did not know at all. The meeting was filled to overflowing with the petitioners. Never saw it till this morning. Had the promoters of the Edinburgh and Glasgow line an agent to get signatures in the same way, they could have procured any number.

By Mr WORTLEY—Although the Act of 1846 was obtained at the instance of the Edinburgh and Glasgow Company, they never did anything to carry it out. The North British Company were at present heavily burdened by debt. Had the Act been carried out, the ferry would have been now in a very good condition.

Cross-examined—Apart from a through route to Perth, it was most desirable that Dunfermline should have a communication with Edinburgh. The Edinburgh and Glasgow line would of course afford a communication with Edinburgh, but not so direct as the independent line. It ran parallel simply as a mere local line, he could not say that the Edinburgh and Glasgow line on the north side was very inconvenient. He disapproved the Edinburgh and Glasgow Company, and with good reason, looking to their past conduct and obvious interest. Therefore he did not think that any part of their line should be left in their hands. The Edinburgh and Glasgow Company would have a remunerative local traffic they would probably try and develop it. But they had no facilities now between Dunfermline and Edinburgh. No mere local line to connect could be got. No mere feeder to the Edinburgh and Glasgow line on the north side was necessary. Does not the union of several respectable persons on the petition, in favour of the Edinburgh and Glasgow scheme, but the only could be signed by a very representative and reasonable interest. Undoubtedly the meeting in favour of the independent scheme was held chiefly on the part of the town. Could not speak exactly as to the names of manufacturers. There were a number in the body of the meeting. The platform was appropriated to the speakers, and among them were several gentlemen doing a large business in the town.

Re-examined—Mr Muirhead and Sailor Hay were present at the meeting. He would speak positively to the fact that the trade of the town was generally represented at the meeting.

By the CHAIRMAN—He was quite aware that the Edinburgh and Glasgow scheme was the only one which could be granted this year. He had, however, only to repeat what he stated in the Commons, that he would not be satisfied unless the Fife coal-field was secured to the Edinburgh and Glasgow Company. That was the general feeling in the north. The idea of allowing the Edinburgh and Glasgow Company to make a single line in order to hand it over to the other party, so as to send as a through route, was so preposterous as if he employed a royal manufacturer to make a mangling for him which was intended for one purpose, and which was to be applied to another and very different object. Independent party might get a lady next year, but the Edinburgh and Glasgow Company were the last party in the world to be entrusted with the construction of the line. The notion of holding the one scheme depended on the other was perfectly preposterous.

The CHAIRMAN—There has been a good deal said on you about the fact of your being the proprietor of a newspaper. He (the Chairman) really cannot understand for my part why a man should be laughed at because he is the proprietor of a newspaper, and is a newspaper man. He is no respecter of any man or any party, so he need say a few words. He was as free as if he employed a royal manufacturer to make a mangling for him which was intended for one purpose, and which was to be applied to another and very different object. Independent party might get a lady next year, but the Edinburgh and Glasgow Company were the last party in the world to be entrusted with the construction of the line. The notion of holding the one scheme depended on the other was perfectly preposterous.

Mr RUTHVEN was about to call Mr Caird, M.P., but Mr G. Montgomery, M.P., to speak to the popular feeling in the Burghs, he opposed the rival scheme when

The CHAIRMAN observed that the Committee had heard the Solicitor-General on that point.

Mr Caird was then examined as to the ferry boats used at Burntisland. He mentioned the large ferry-boats at New York, which conveyed carriages and passengers together across the river. That was a very obvious way of working a ferry.

Captain Jeffreys, R.N., said he believed it would be very inconvenient to ship coals at a pier jutting out into the sea, in an exposed situation like North Queensferry without a breakwater. The harbour at Queensferry was in favour of the independent scheme.

Mr John Liddle, clerk to the Guildry of Dunfermline, spoke to the petition from inhabitants of Dunfermline in favour of the independent scheme.

Mr Hutchison, merchant, Kirkliston, said there was a strong feeling in that district of distrust towards the Edinburgh and Glasgow Company, and in favour of the independent line, on which there would be a station as near to Kirkliston as the Ratho station on the Edinburgh and Glasgow line was to Ratho. The population of Kirkliston numbered about 600, and had fallen off greatly, solely owing to the late tenure.

Mr Hodgson, M.P., chairman of the North British Railway Company, described, at some length, the historical circumstances connected with the scheme of railway communication between Dunfermline and Edinburgh. The desirability of a new through route to the north was very great. In addition to that route, his scheme possessed incidental advantages. For instance, there would be a new and excellent station at Leith Walk Road, and by means of a new branch, they would be able to send the bulk of the traffic between Leith and Edinburgh without using the very inconvenient tunnel. They would, moreover, their obtain considerable space at the head of the tunnel, which would add to the accommodation of the North British station. The Dunfermline station would be much more central and convenient than the present one.

Cross-examined by Mr FORSYTH—He was prepared to give to the Edinburgh and Glasgow every facility for a junction with his independent through line at Ratho, and for a fair connection with Queensferry. He thought it very likely that an satisfactory arrangement might be come to. He held that the two schemes should be considered together as a whole. To say that one would be to prejudge the question and place difficulties in the way of the other scheme, when it was brought on next session. He did not think that the North British line to the new sound would not be transferable to the North British, and even if it were transferred, it would be a line very inferior in their own. The interest of the Edinburgh and Glasgow would, under such circumstances, be obviously to make that line as inferior as they possibly could be made. Could not say that since the joint purse arrangement into operation, the Edinburgh and Glasgow had willfully placed obstructions in the way of North British traffic.

Re-examined—The English and Scotch traffic agreement controlled the three companies in their unholy alliance, and prevented competition in Scotch traffic. It was very desirable not to multiply lines in the neighbourhood of Leith. Supposing such a line as the Granton might be avoided by an agreement between the Edinburgh and Glasgow and the North British Companies.

By the CHAIRMAN—It would be very beneficial to the new through route to the north, if, under the present joint-purse system, any portion of the traffic came to the possession of the Edinburgh and Glasgow. He would have no objection to grant the latter facilities over their line to go to South Queensferry if they desired.

Mr Wemyss, M.P., spoke to the prevalence of opinion in Fifeshire in favour of the Edinburgh and Glasgow and against the other.

Mr Bouch, engineer of the independent line, gave a detailed description of it. It comprised three lines. Line No. 1 went from St Margaret's workshops to Inverleith Row, and thence through to the agricultural country to Port Edgar. There would also be a short curve, by which they would get away from the main line of the Scotland Street tunnel. To illustrate the injury done to traffic by that tunnel, he mentioned that the number of passengers to Leith last week from 150,000 to 160,000 a year, because the Edinburgh, Perth, and Dundee Company had been compelled to increase some of the trains, on account of the restrictions which the tunnel placed on the traffic. Further, there would be a connection with the Caledonian, and a saving of one shorten the journey of traffic from Leith to Granton. He proposed to have a terminus at Port Edgar, which would cost £30,000 or £31,000. At the Ferry, passenger carriages (when there were not more than eight) would be taken with engine and tender on board the boat, and taken off again without disturbing the luggage. Many of the inconveniences of the Burntisland ferry would be obviated. Passengers would also be carried over in a more sheltered situation than at present. In April, last year, there were who spent each on board of the Burntisland ferry boats was 200. The occasional roughness of the passage deserved more from going that way. He had avoided interference with Lord Hopetoun's estate in a way that he understood was satisfactory to his lordship. It was ridiculous to speak of accommodating traffic if the Edinburgh and Glasgow Company were to fill up each waggon separately from the pier, and that was the line he had proposed to have a slip, and to take 10 waggons across at once. The ferry boat would be vessel. They would be large and perfect boats, 270 feet in length. On the north side, he proposed to add to the line from North Queensferry to Dunfermline communications with Charlestoun and Inverkeithing.

The Committee adjourned at 4 o'clock.

LONDON, July 16.

Their Lordships resumed to-day at eleven o'clock—the Earl of Donoughmore in the chair.

Mr J. Bouch, civil engineer, proceeded with his evidence. The works on the line which the Edinburgh and Glasgow were to make, in order that they might not only lay it, was of a very objectionable character. The works on it were heavy, and, really, the earthworks and cuttings being very deep and long. He did not think that the Edinburgh and Glasgow and the North British could work the ferry at one point, according to the proposal of the former. There would require to be separate shipping places for each company, and there would be, without the same, the inconvenience proposed to be provided by the Edinburgh and Glasgow would not accommodate more than seven to a time. Those were not enough. The ferry on both spans meant to facilitate traffic near Edinburgh, but on the main line the inclination of the one was much superior to that respect to the other. On the main line he had one curve of 10 chains radius, one of 18, and two of 20; while the other line had four of 14 chains, and nine of 20 chains. His line accommodated local traffic much more effectually than the other. From Wavertry station to the junction with Dunfermline the distance was 22 miles by the Edinburgh and Glasgow line, and 20 miles by the independent one. From Wavertry station, to the new station at Queensferry, the distance by his line was 19½ miles. By the same line, the distance from Edinburgh to Perth was 16 miles, while, by the other it was 23½. To Portobello, Granton by his line was 4 miles, and by the other 7½. In addition to other advantages which their scheme would secure, they proposed to make a much quicker line than that of the Scotland Street Tunnel would be obviated.

The CHAIRMAN said there was some discrepancy between this statement and the evidence given on the Amalgamation Bill. It was there said that the Edinburgh and Glasgow to get access across to Granton by running pioneers over the Leith Walk line, and now they talked of shutting it up altogether. It would have been more reasonable if they would have had into the appearance of boat-making the committee, while were passed were embodied in a petition. He moved

Mr CLERK explained that his scheme had before practically embodied all contained in the new scheme, because they understood from a remark of the chairman, that he would not permit it while the question of amalgamation was before the House. They therefore confined their evidence to the re-arrangement of the existing districts and lines. Now new year was an additional advantage which they desired to give to the public. It would of course have been their interest to bring that before the committee as the case required, and not as it appears it.

The CHAIRMAN—Well, we have got the whole truth now.

Witness continued—It would be much more just and satisfactory to allow the Edinburgh and Glasgow to get access in South Queensferry by running pioneers over the Leith Walk line, and thence through line, than to grant a branch of the Edinburgh and Glasgow being made a part of a through main line. The cost of his line on the south side he estimated at £319,731, of which £98,983 was for land. Their land valuers were unfortunately absent—one through sickness and the other from accident. But he knew the land and its value well himself. Mr Adie estimated the land as about the same, but his own estimate was only £101 acres. He proposed to have several such cuttings, the expense of which would be comparatively small for by the application of steam power. On the north side the cost of the line would be £197,350, of which £13,500 was for land. The total cost of the line estimated to cost £43,262. The total outlay would be £570,603, while the Parliamentary estimate was £980,000. The gradients would be nearly the same on both lines, the summit and elements with him, but would get that. He spoke also as to the passing of the Granton and the various cuttings in it was was merely a question of terms. Believed arrangements might be made with the proprietors. Supposing the Edinburgh and Glasgow Company got the line, there would have to be another line (as part of the through line) between Granton and Dunfermline. Except by increasing the expense, he could not say that the Edinburgh and Glasgow line, would hinder the working of the other line. Some of the proprietors—such as Lord Torphichen—would not consent to their lands being purchased by two lines, and if they allowed one, would already oppose the other. He proposed to run passenger trains down to the pier at a gradient of 1 in 80 and goods at a gradient of 1 in 60 at low water. There was no difference between local and what they did at present. There was no difficulty in it whatever. He had had experience enough in forties to be able to give an opinion as to that. It was done in America. The weight of the engine was not what would be about 35 tons. They had taken engines of that weight across the Granton pier, and could do it again. The piers on both sides were intended solely for public traffic, and not for general shipping purposes. On a gradient of 1 in 80 a train would run down by itself. On the coupling-chain broke when a train was going up the incline, the passengers would be stopped at the top, and let down into the back shunt. If the chain broke at the lower part of the incline, the carriages would get into the back shunt, but the speed of the train would be such that there would be no difficulty in putting on the break to stop it. He saw no difficulty in laying on a line for the required means of both parties—to give the Edinburgh and Glasgow a communication to South Queensferry, and to send a through route to the north. He could easily alter his line to meet their objects. He would make a branch from his line to Ratho, that would be a through route for traffic going to Queensferry better than the Edinburgh and Glasgow branch, because it would get rid of the risk of being taken more on more to the east, and then brought to the west. The difference in length would be very slight. There could be no doubt that very few passengers went by the Burntisland ferry to Granton. That was a loss, of course, to the company. He believed the arrangements were amply sufficient. The differences of opinion between himself and Mr Adie and Mr Bell were comparatively unimportant. He would have no objection to make the Leith Walk line a through route to the north. He would

The Dunfermline Press.

AN ADVOCATE OF MORAL, SOCIAL, AND POLITICAL PROGRESS,

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DUNFERMLINE, WEDNESDAY, FEBRUARY 25, 1863.

PRICE ONE P
STAMPED, TWO

TEN SHILLINGS REWARD.

LOST, at NORTH QUEENSFERRY, on the 20th inst., a SPY-GLASS, marked "J. T. Quick, 1847," and Maker's name, "Donald, of London."

Any one having found the same, by leaving it with Mr P. LIVINGSTONE, North Queensferry, will receive the above Reward.

North Queensferry, February 24, 1863.

THE EDINBURGH AND GLASGOW DUNFERMLINE RAILWAY BILL.

HOUSE OF COMMONS, FRIDAY, May 29.

Mr DENISON opened the case for the Edinburgh and Glasgow Company. That Company, as has already been mentioned in our columns, has a Bill before this Committee in opposition to that of the North British, for the formation of a line from their own at Ratho, proceeding to Queensferry, crossing the Forth at that point, and finishing at Dunfermline. This scheme, Mr Denison remarked, was really one in opposition to that of the North British scheme. The main distinction between the two was, that the Edinburgh and Glasgow people proposed to make only six miles of railway, speaking roundly, on the south side of the Forth, from Ratho to Queensferry, and other six miles on the north side, from North Queensferry to Dunfermline—the quantity of railway they proposed to make for the whole of their scheme from Ratho to Dunfermline being pretty much the same as the North British proposed to make from Portobello, or St Margaret's, or whatever was the name of the point from which their line started, to South Queensferry. In other words, the North British proposed to make as much railway on the south side of the Forth as the Edinburgh and Glasgow proposed to make altogether. Another distinction between the schemes was that the North British did not propose to do anything at all in the shape of harbour improvement at either North or South Queensferry, while the Edinburgh and Glasgow did so. Another distinction was that the Edinburgh and Glasgow proposed to join the existing station at Dunfermline, which belonged to them, and also to make a branch towards the east, to the Edinburgh, Perth, and Dundee Railway, for the purpose of getting towards Thornton Junction, and the rest of the system of lines in the east of Fife. These were the main distinctions between the two schemes. In regard to the second, he mentioned that the Edinburgh and Glasgow proposed to extend and improve the harbour at South Queensferry, so as to make it about thirty acres in extent, and to improve the harbour at North Queensferry, making it eight or nine acres, with power also to add to that to the extent of four or five acres more, by enclosing some further portion of the present or old harbour. On the other hand, the North British Company proposed nothing with regard to the harbours at Queensferry. The estimate for the scheme of the Edinburgh and Glasgow Company was £463,000, including £190,000 for the improvements on the harbours at North and South Queensferry; while the North British scheme would, according to Mr Blyth, cost at least £800,000, and probably, before it was completed, fully a million of money. Between the two common points from Edinburgh to Dunfermline, the line of the Edinburgh and Glasgow Company would cost £116,000 (including the expenditure on the harbour) less than what the North British line would do. The learned counsel then entered into a history of the proposals for providing this district with railway communication. He contended, on the merits of the case, that the line he was about to submit to the Committee would not be a block line; and said that, although the North British line was made, the line to Ratho would still be necessary. The question was not, therefore, between the two lines, but was whether six miles of line should be made, or nineteen, when the six miles would do the work as well as the nineteen, or better. To show that the Edinburgh and Glasgow had no object in view but to obtain the line best adapted for the requirements of the district, he read a proposal that had been made by that Company to the North British to have a survey made by independent engineers, but this had not been adopted. One of the principal reasons which had induced the Edinburgh and Glasgow Company to promote this line was, that there was a large traffic between the east of Scotland and ports on the Continent, and on the west coast of England and Scotland, and this traffic, which was now carried round in great measure by the north of Scotland, would, by the formation of the proposed line, be sent to Queensferry, and sent on by the Edinburgh and Glasgow line to Glasgow. The Clyde Trustees would give evidence in regard to the advantage of this arrangement. The ports of Leith and Granton could not be made available for this purpose, as the Edinburgh and Glasgow Company had no right of access there, and the Leith Dock dues were so heavy. Then the line from Ratho to Queensferry would be a great convenience to the distilleries which were in that district. After referring to one or two minor points of the case, Mr Denison alluded to the manner in which the Burntisland ferry would be affected by the new line, if it was placed in the hands of the North British Company. Mr Bouch had latterly discovered that that ferry was inefficient—a discovery which had not been made before last year. On this point the Committee would remember that the engineer of the North British Company had given some extraordinary evidence. It was admitted by himself that some time ago, in a report to his own Directors, he stated, in regard to this ferry, that "it afforded him extreme satisfaction to report the complete success of the floating railway on this ferry. The steamers and apparatus had been at work for thirteen months without so much as one single day when the trucks did not pass." He further stated that the quantity of traffic in six months there was 29,000 trucks, and that traffic had since that time enormously increased. On being asked to explain this evidence in the light of his present proposal practically to discontinue this Ferry, he said:—"The meaning of this report is this, that during that time there was an immense number of trains that we could not run across." Now, if that was the meaning of the report, it was certainly a very strange one. (Laughter.) He (Mr Denison) did not think that Mr Bouch's directors and shareholders, for whose information this report was drawn up, could have very well defined that meaning; and, if that was really Mr Bouch's meaning in using such language, he (Mr Denison) wondered what meaning they would find placed some years hence on the evidence he had now given. Suppose the present Bill of the North British was not carried (and he hoped it would not be)—that some years from this time it was thought advisable to improve this ferry—and that Mr Bouch was cross-examined on the evidence he had given on the present Bill, he might say, "I did give that evidence, but my meaning was that the Burntisland ferry was then imperfect. It was not our object then to improve it, and when I told the Committee in 1863 that it could not be done, I meant that I had no plan to do it." (Laughter.) That was the interpretation which Mr Bouch might place upon his recent statements, but it was apparent to the common sense of every one that such interpretations could not be accepted by a Parliamentary Committee. Now, what was it the North British Company proposed to do with the Burntisland ferry, which was "the great success" at the time Mr Bouch's report was made? Why, they proposed, as far as they could do so by law, to abandon it, and to shut it up except for a certain amount of local traffic south of Thornton Junction. He (Mr Denison) had had the opportunity of reading Mr Hope Scott's speech upon that very remarkable proposal, and he had seen take place what he knew would occur during the short holiday, during which time the information had reached "the Kingdom of Fife." The Committee would have before them gentlemen, public officers, and authorities representing the Kingdom, who would state what was the feeling in the district in respect to this extraordinary statement of Mr Bouch's—that he intends, as far as he can, subject to an act of Parliament, to abandon the Burntisland ferry in favour of Queensferry. But it was said, on behalf of the North British Company, that there was an Act of Parliament requiring them still to keep open the Burntisland ferry. That might be so; but he (Mr Denison) would like to know what there was in that Act of Parliament requiring them to run any trains in connection with the ferry; and what would be the use of keeping open a ferry, and running any number of trips across it, without their being a proper railway service at each end?

The CHAIRMAN—What is the Act?

Mr DENISON—The Act I understand to be that of 1842, "for constructing a low water pier and necessary works at Burntisland in the county of Fife, 1842," before the railway was made, and therefore there was no possibility of providing for the running of trains. The clause is No. 24, and it provides that the owners of the ferry shall provide to run three well-built steam vessels, of proper construction, fit for the transport of passengers, carriages, and other things, and that these steamers shall run eight times a-day, from 1st April to 1st October, and six times every day during the rest of the year. These powers were transferred by the Act of 1847 to the Edinburgh, Perth, and Dundee Company, then the Edinburgh and Northern, and they were further transferred to the North British by the Amalgamation Act of last year. The obligations, however, remained the same as those imposed by the Act of 1842, when there were no railways, and therefore there was really no obligation on the North British Company to run one single train over the Burntisland Ferry.

Sir WM. ALEXANDER—That will be a matter of clauses.

Mr DENISON—My learned friend says this will be a matter of clauses; but we know pretty well by experience how these matters are dealt with. Do you think that any clause in the world can act with efficiency against the North British Company, or any Company anxious to work one ferry, and not to work another which would be in competition with it? Mr Bouch states that he will do as little as he can with it, although he thinks the Act of Parliament prevents him from discontinuing it; we on the other hand, think that if this Act of theirs is carried, they can practically discontinue it, and our witnesses will tell you how. In these circumstances, I feel confident in saying that there is no clause which will compel the North Company to give anything like the same service over the Burntisland Ferry, in connection with their trains, as if they were compelled to keep up that ferry, and work it in competition with the other Ferry in the hands of the Company. Everybody knows that the way to get a route efficiently worked is to place it in competition with another route, and if you do keep these ferries in competition, we, as the owners of Queensferry, will take good care to make the best of that, and get a return for our expenditure; and they, on the other hand, will take care to make the most of the Burntisland Ferry, and get the best return for their money. The committee (Mr Denison proceeded to remark) would have evidence as to the extent to which the Burntisland Ferry could be improved. He felt sure if Mr Bouch had not another object in view, he would, as an engineer, have been able to come forward with a plan for that purpose. But was this ferry, measured by what it actually did, so inefficient as Mr Bouch described it? Was it not the fact that it carried twice as much traffic as the through route? It did not carry twice as many passengers, or so many, but it carried a very large proportion of local passengers, and from Dundee, where there was another ferry to be encountered, it carried

also a large proportion of passengers, as well as those from Fife. It carried, too, a very large proportion of those passengers who wished to travel cheaply, or who did not want to make an unnecessary circuit—namely, third-class passengers. Yet that was the ferry which Mr Bouch, if left to himself, would abandon or shut up. Now, according to their own confession, the main object of the North British Company in their scheme was to poach upon the through traffic of existing lines, and was that a reason why the North British were to be encouraged in making this large outlay, when a much smaller outlay would do, giving equal, if not better, facilities for the traffic of the district, besides giving accommodation at both sides of Queensferry, such as was not even proposed by the North British Company?

Witnesses were then called in support of the scheme of the Edinburgh and Glasgow Company. Mr Stewart, distiller, near Ratho, deponed that this line would be of very great advantage to the distilleries in that district. Mr Maclagan, Pumpherston, thought, for agricultural and other purposes, the line would be very beneficial. Lord Torphichen also gave evidence in regard to the advantage to the district about Kirkliston which would result from the formation of this line.

Mr George Knight, who attended by the authority of the Clyde Navigation Trustees, stated that the Edinburgh and Glasgow line would much facilitate traffic with the West of Scotland.

At four o'clock the Committee adjourned, till twelve on Monday.

MONDAY, June 1.

THE Select Committee on these bills resumed its sittings this morning.

Mr Simpson, lessee of the coal-field at Benhar, stated that it contained about 200 acres of workable coal, and he was working three pits which put out about 45,000 tons per annum of first-class household coal, which was sent to Edinburgh and Leith, and along the Edinburgh and Glasgow line. He sent but little to Leith. The rate to Edinburgh was 3s. 3d. and to Leith 3s. 9d. in the company's waggon or in coal van, 5d. less in the trader's. He was anxious to ship his coal, but the want of direct access to a port, and the high rates prevented his doing so. It would be of great advantage to him to have access over one system of rails to a port on the Forth. At present the Fife coal had the monopoly of the trade from the Forth. The making of the line from Ratho to South Queensferry would enable him to send coal abroad. He should be able at the rates he now paid to ship coal there at 7s. 2d. per ton; but if this railway was made he anticipated that his coal would be taken to Queensferry at a penny per ton per mile, enabling him to ship at 6s. 6d. He had no doubt that if a good harbour was made at South Queensferry there would be a large coal trade there. The out-put of four collieries in the Morningside field was 250,000 tons per annum, or one-half of the whole production of Fife. There was also a field of second-class coal, suitable for shipping, between Bathgate and Morningside.

Cross-examined—He had never shipped coal at Bo'ness. His coal was not too soft for shipment. No coal was shipped from any of the four collieries to which he had referred. That was owing to the want of access to a port.

Re-examined—Bo'ness had a very bad character as a port; South Queensferry would be a first-class one, and the coal would be taken there at a lower rate than was now charged to Bo'ness.

Major Hamilton, M.P. for the county of Linlithgow, stated that the feeling of his constituents, whose opinion he had taken pains to ascertain, was in favour of the Edinburgh & Glasgow project. The people of the south of the county were unanimous in its favour, and those of the north were, with one exception, either favourable or neutral. He had received a petition from the Town Council of South Queensferry, from which only one member objected, in favour of this bill.

Mr Andrew Mitchell, senior magistrate of Alloa, stated that the firm of which he was a member, Messrs A. & A. Mitchell, were tenants of a mill in Alloa, at which they ground 300 quarters of wheat per week, and held parts of the Alloa and Clackmannan coal fields. He was also a shipowner and farmer. He had considered the line proposed to be made by the Edinburgh & Glasgow Company. In his judgment it would confer a great benefit upon Alloa, and such was the opinion of the traders in Alloa and its neighbourhood. The existing lines of the Edinburgh & Glasgow Company were well worked, and that company afforded to Alloa all the accommodation that could fairly be asked. More than 2,000,000 gallons of whisky and 900,000 barrels of beer were made in Alloa in a year. About 150,000 quarters of grain were annually consumed in these operations. This grain was now brought to Alloa partly by Stirling, and partly by the river. Half the beer and whisky came to London; that was shipped, some at Grangemouth, whither it was sent in lighters, and some at Granton and Leith. The rate to London was 18s. per ton; to Granton it was 6s. It would be a great advantage to this trade to have a good harbour at Queensferry. The expense of taking it there would be less than it cost to send it to Granton, and he thought that it ought to be conveyed thence to London at the same rate as was now paid from Granton. There would also be a saving of time. This line would also benefit the Clackmannan and Alloa collieries, by giving them a shorter route to Edinburgh. He had no doubt that if the rate was lowered they would, as they used to do, send a great quantity of coal to that city. He did not think that the North British Company would be interested in the encouragement of the trade of these collieries. His firm shipped about 80,000 tons of coal per annum at Alloa and Clackmannan. The almost universal practice in regard to the coal trade was that vessels should discharge their cargoes at Leith, and then go up to a coal port for coals. He laughed at the idea of shipping coals from Fife at Leith. The saving of the Leith dock dues would pay the expense of towing a vessel up to Queensferry, and she would want no towing down.

Cross-examined—The Alloa and Clackmannan coal competed at Perth with that of Fife. The North British line through Glen Farg would shorten the distance from the Fife collieries to Perth by several miles, and would so far operate to his disadvantage.

Re-examined—He sent but a small quantity of coal to Perth.

Mr Roy, brewer, Alloa, concurred generally on the evidence of the previous witness. The making of the Edinburgh and Glasgow line with a harbour at Queensferry would produce a saving both of time and money.

Cross-examined—Direct railway communication with Granton, such as would be provided by the North British scheme, would be an improvement on the present system.

Re-examined—That communication with Granton would be on two systems which would be a disadvantage.

Mr Paton, mining engineer, Alloa, gave similar testimony.

Mr Hunt, Dunfermline, preferred the Edinburgh and Glasgow to the North British line. It would give more accommodation to the public. Queensferry could not be placed in the hands of the same company which had the Burntisland ferry without creating a gigantic monopoly. The Edinburgh and Glasgow Company could work the traffic between Edinburgh and Dunfermline cheaper and with more advantage to the public than could the North British.

Cross-examined—He should like a through route, better than the line of the Edinburgh and Glasgow Company; but that through route ought to be in the hands of an independent company, and not in that of the North British Company.

Mr Alexander, linen manufacturer, Dunfermline, thought that the railway between that town and North Queensferry ought decidedly to be in the hands of the Edinburgh and Glasgow Company. That railway ought certainly to run into the joint station at Dunfermline, because that station occupied the most central situation. The people he met in Dunfermline were not in favour of the North British line. It was undesirable that both the ferries across the Forth should be in the same hands.

Cross-examined — He had no factory, but employed handloom weavers. He had more confidence in the Edinburgh and Glasgow Company than in the North British, because he had in business always found that persons in good circumstances were the best to deal with. (A laugh.)

The Committee then adjourned.

TUESDAY, June 2.

The Committee upon these bills met again this morning —Mr Hussard in the chair.

Mr Moore, engineer and manager of the Forth Iron Works, stated that the proprietor of those works was in favour of the proposed Edinburgh and Glasgow line from Ratho to Dunfermline. That line would be advantageous to the Fife mineral district, by opening to it a deep-water port. The proprietor of the Forth Iron-Works had a colliery about seven miles off upon the North British line, which would supply all the coal that was wanted for the use of the works; but they could not get the North British Company to supply them in sufficient quantity, and therefore they had had to sink pits near the works, and raise a less suitable coal. If the Edinburgh and Glasgow line was made, coals would be carried from Cowdenbeath to Edinburgh for 3s. 3d. per ton. At present the North British Company charge 4s. From Halbeath there would be a saving of 1s. 3d. per ton.

Cross-examined—The delay in the delivery of coals by the North British line occurred at Cowdenbeath. He understood that it was part of the Edinburgh and Glasgow scheme to carry the coal from Fife by Queensferry to Edinburgh. The Edinburgh and Glasgow Company had not refused to give the Forth Iron Company a rate for the shipment of iron at Charlestown. He had been manager of the Forth Iron-Works since October last.

Mr M'Kelvie, coal merchant, Edinburgh and Leith, stated that the coal in which he dealt came chiefly from Morningside. The line proposed to be made by the Edinburgh and Glasgow Company from Dunfermline to Ratho would be a good line for bringing Fife and Clackmannan coal to Edinburgh. He did not think that there would be any great increase to the shipment of coal in Leith, because vessels preferred to go to the coal ports for their cargoes. If a good port was made at South Queensferry, all the Boghead coal would go there for shipment.

Mr Andrew Taylor, Provost of the burgh of Cupar, stated that the eastern and middle districts of Fife, which were the most populous parts of the county, were now upon the main line of communication between Edinburgh, and Perth, and Dundee, and it was in his opinion important that they should continue so. The Cupar people were alarmed at the idea of the abandonment or discouragement of the Burntisland ferry. It was desirable that the two ferries should be in the hands of different companies. The Town Council of Cupar had resolved that if there was to be any diminution of the use made of the Burntisland ferry, they would petition against the North British scheme. He did not regard that ferry as any serious obstacle to traffic. Generally speaking, the passage across it was pleasant enough. He had accompanied a deputation from St Andrews to see the promoters of the North British scheme upon the subject of the abandonment of the ferry. They saw Mr Wood, the Parliamentary agent, and Mr Bouch, the engineer, and were told that the evidence which had alarmed them was rather of a poetical description. He for one would not go round by Queensferry, and cross it on a floating bridge, to avoid the Burntisland ferry.

Cross-examined—The resolution to oppose the North British Bill was passed about last Monday week. He was not here as a deputation from the Town Council of Cupar. He saw Mr Hodgson, the Chairman of the North British Railway Company, yesterday, and was informed by him that it was intended to continue running trains by the Burntisland ferry. He asked Mr Hodgson if he would insert clauses in the bill, and Mr Hodgson replied, "After the preamble is proved." Last year another member of the Town Council of Cupar proposed a petition in favour of the Edinburgh and Glasgow line, and he seconded it; just the two voted for it and none else. (A laugh.)

Mr Dick, Principal of the Veterinary College, Edinburgh, and a member of the Town Council of Burntisland, stated that a good deal of money had lately been expended on the harbour at that place on the faith of the traffic by the North British line. The feeling at Burntisland and in Fife was against placing both the ferries in the hands of the same company. The Scotland Street Station at Edinburgh accommodated all the north side of the town, and great public inconvenience would be occasioned if it was closed.

Cross-examined—He generally went from the Scotland Street Station, because he could go from his own house in Clyde Street to that station while the train was going from the Waverley Station. He partly ran and partly walked. (A laugh.)

Mr Watson, iron merchant, Kirkcaldy, and Senior Bailie of that place, stated that the people were alarmed at the idea of the abandonment of the Burntisland ferry, and the Town Council met and passed a resolution condemnatory of such a course, and resolved to petition the House of Lords against the North British bill. In his opinion no new clauses could protect the people of Kirkcaldy against the evil which they feared.

Mr Serjeant Bellasis was proceeding with the examination, when

The CHAIRMAN intimated that the Town Council of Kirkcaldy were not petitioners, and he could not allow a local case to be set up by a side wind.

The witness stated in cross-examination that there was no alarm in Kirkcaldy until they read Mr Hope Scott's speech.

Mr Blackburn, M.P., chairman of the Edinburgh and Glasgow Railway Company, stated that the objects of that company in promoting the line from Ratho to Dunfermline were to effect a junction with the Stirling and Dunfermline Railway, and to get a port on the south side of the Forth in their own hands. They had now no port in the Forth. The agreement with the Caledonian Company gave to the Edinburgh and Glasgow no access to Leith, other than that which was open to any other company. It was a fact that the Edinburgh and Glasgow traffic to Leith went over the North British Railway. It was of great importance to the Edinburgh and Glasgow Company to have a port in their own hands, and South Queensferry was the point at which that port could best be made. The proposed line was entirely unopposed by landowners. Its only opponents were the North British Company. Last autumn negotiations took place between the Edinburgh and Glasgow and North British Companies (which the witness narrated at length) in order to avoid a Parliamentary contest this year; but they were attended with no result. The Edinburgh and Glasgow Company had no desire to use this as a "block" line. Their engineer had been instructed to lay out the best line that the nature of the country would permit.

Cross-examined—The Edinburgh and Glasgow Company had never used their line as a block line. It was proposed to expend about £200,000 at South and North Queensferry. No time was prescribed by the bill for the completion of the works, nor was any power taken to levy rates at the new harbour. The outlay would be repaid by the general profits on the new line. Vessels towed from Leith to take cargoes at Queensferry would not be charged harbour dues.

Re-examined—The Edinburgh and Glasgow Company did not bind itself to spend £200,000 on the harbour works at one time. They only took power to spend that amount if necessary. Last year the objection of the opponents was that power was not taken to lay out any money on harbours, and this year it was that it was intended to spend too much.

Mr Astie, the engineer of the Edinburgh and Glasgow Railway Company, traced the history of the various attempts made by that company to obtain access to Queensferry, and then described the line which they were now asking power to construct. He stated that very extensive harbour accommodation would be provided at Queensferry, and that he had taken great pains to make his plans consistent with the working of the line as part of a through route. He also drew attention to the difficulties which would attend the mode of working the ferry which was proposed to be adopted by the North British Company, and expressed his opinion that that mode of working could not be carried out without great inconvenience and danger to the public. He intended to work the goods with a stationary engine, and to allow the passengers to walk on board the boats under a covered way.

The witness was still under examination when the Committee adjourned.

NORTH BRITISH RAILWAY MEETING.

THE FERRY AND ADVERTISED LINE.

A special general meeting of the shareholders of the North British Railway Company was held on Thursday in the Company's Offices, Princes Street, Edinburgh, for the purpose of taking into consideration various measures at present before Parliament—Mr Richard Hodgson of Carlton, chairman of the company, presiding.

The CHAIRMAN, having addressed the shareholders in regard to the Bills now before Parliament relative to the Esk Valley Railway, the running of steamers between Port Carlisle and Silloth and Belfast, &c., said:—The remaining bill to which I have to draw your attention is that great measure for a line between Queensferry and Perth. You will, I suppose, have perceived by the public papers of Friday morning that the committee yesterday came to the conclusion that the North British Company should have power to make a line, or part of a line from Queensferry to Perth; but they have given us what we asked to wait for from the Edinburgh and Glasgow Company—in place of giving us powers to make a new line from or near Edinburgh to South Queensferry to join the North British—they have given an absolute running powers over the Edinburgh and Glasgow line, from Edinburgh to South Queensferry. You will immediately see that those running powers, being absolute, make the operation of the line for our purpose almost as good, if not quite as good, as if the line had been constructed by North British capital, and it will not free the capital which would have been expended on a considerable number of miles of independent railway, and I see Major Hall glistening at the idea of thereby saving some £200,000 of capital. (Laughter.) For myself, I am heartily satisfied with the decision of the Committee in that respect; but I know perfectly well that, unless we had shown ourselves prepared to expend that capital, we never should have got those running powers by the authority of Parliament. (Hear, hear.) You will remember that the Edinburgh and Glasgow threw out the Bill two years ago in consequence of our asking running powers for this railway only over two miles between Edinburgh and Corstorphine. Now, we have not only running powers to Ratho, but over the line to be constructed by the Edinburgh and Glasgow from Ratho to South Queensferry, and those not running powers to be settled by agreement, but absolute running powers, the terms of which shall either be settled or a bill or be settled by arbitration. With that decision of the Committee I have to express great satisfaction on the part of your Directors. The Committee have likewise given the North British Company power to make those small branches in the immediate neighbourhood which we think are essential to improve the communication between Edinburgh and Leith, and Edinburgh and Granton, and likewise for the improvement of the station at Waverley Bridge. The whole of those branches do not extend in length above four miles, but we believe that when constructed they will be productive of great economy in the working of the railway, and that they will meet not only the convenience of the Company, but that of the public. They will relieve to a great extent the pressure on our very uncomfortable and inconvenient station at North Bridge, which has caused to us much anxiety, and to the public much inconvenience. I may also mention that the Committee has given power to the North British Company to make a line from North Queensferry to Dunfermline, and likewise to make that line which is popularly known as the Oakley Valley line. In consequence of that, we will be doubling those portions of the Fife and Kinross and Kinrossshire railways which are applicable to the route upon the through route to Perth by means of the ferry, which is to be joint property between us and the Edinburgh and Glasgow, and by means of our own independent route from North Queensferry to Perth. We will thus have a route to the north completely independent of the Edinburgh and Glasgow and Scottish Central—and I say again that we shall have those great advantages at much less cost than we could have had them in any other way, and that we never could have got those advantages unless we had shown ourselves determined to possess them even at the expenditure of a very large sum of money. I think I have now stated the substance of the decision of the Committee yesterday. I left London last night after hearing the decision of the Committee, and after explanations by the Committee of the precise objects with which their decision had been given. They stated in distinct terms that their object was to give the North British a second and independent route from Edinburgh to Perth in all respects capable of competing with the route by Stirling. (Cheers.) With respect to that line, there is one point on which I wish to say a few words—namely, as to the false alarm which has been created in the Kingdom of Fife in consequence of some evidence given by the engineers of the Queensferry line, and still more in consequence of the interpretation—I think I may say the misinterpretation—put upon the evidence by Mr Hope Scott, the very eloquent, able, and ingenious advocate of the Scottish Central Company. It was made to appear to the inhabitants of Fife that the Directors of this Company had the intention of shutting up the Burntisland Ferry, and that the steamboats plying there were to be sold or transferred to the other ferry, and that the communication between Burntisland, Leith, and Granton was to be practically discontinued. Now, it is impossible that those who disseminate the report in question could be aware that our Company is bound to keep open the communication, and not only so, but bound to make eight trips each way to the mainland and six to the water. Now, I speak with more authority—I speak for the Directors in this matter—than Mr Hope Scott, to whom the question was addressed by the learned counsel, but to whom it had no business to be addressed. The learned counsel had myself and Mr Bowhatchan in the box, and he might have asked either of us the question, and he would have got a correct answer. He would have been told the Directors never had for the moment contemplated materially shortening with, still less discontinuing, the passage between Burntisland and Granton and Leith. We were quite prepared to do so without any pressure being put upon us to that effect; and after the disposition which we have shown to meet the case, I shall be surprised if those who circulated doubts as to our bona fides in the matter would have any further sympathy. I am quite certain that our representations of the kind will be trusted by the public, as it has been by the House of Commons, and perhaps with referable, but as a distance. The directors have, as stated, no intention whatever of interfering with the ferry. As to that ferry, they mean to keep an efficient establishment for goods and passengers, and they mean to run fast passenger trains daily in connection with the ferry. The Chairman concluded by moving the approval of the Act authorising the Directors to institute steam passage between Silloth and Belfast.

Mr LEISHMAN seconded the motion.

Mr ANDERSON, Forfar, opposed the motion, on the ground that, although it might be for the advantage of the company, it was not for the advantage of the shareholders. He thought it high time to save their property from destruction by going on amalgamating as they had done.

Mr DUNCAN, Dundee, also opposed the motion, expounding that a railway company should not mix itself up with steam vessels.

Major HALL and Mr MARTIN also spoke against the motion, and contended that the present policy of the Company was gradually ruining the ordinary shareholders.

The CHAIRMAN defended the policy of the directors, and said the best reply he could make to the representations of the hon. gentlemen was that he held in his hand proxies to the amount of a million of money, two-thirds of which were bona fide original shareholders.

Mr ANDERSON, however, pressed an amendment that the railway company should abandon the scheme of putting steamers on the route from Silloth to Belfast, and also abandon every scheme for making new railways and amalgamations till the dividend on the ordinary stock reached 5 per cent.

Mr DUNCAN seconded the amendment, which, on a division, found only about ten supporters, while the motion of the CHAIRMAN received the support of nearly the entire meeting.

Mr DUNCAN then proposed a vote of thanks to the CHAIRMAN, remarking that, whatever difference of opinion might be among them, they had no reluctance to cast on their hon. Board of Directors.

The CHAIRMAN returned thanks for the vote, and for the kind manner in which Mr DUNCAN had spoken.

The meeting then separated.

THE PROPOSED NEW ROUTE FROM EDINBURGH TO DUNDEE.

The scheme promoted by the North British Railway Company for connecting Edinburgh, Queensferry, and Perth, with a new line of railway, shows prospects of being speedily realized, although the original project has been considerably modified and altered during the passage of the Bill through the House of Commons. The North British Company originally applied for powers to enable them to construct an independent line of their own from Edinburgh to Dunfermline and Perth, *via* Queensferry; and in connection with this scheme they embodied a plan for improving the railway communication between Edinburgh, Leith, and Granton, with the view of dispensing with the line through the Scotland Street Tunnel, which is considered expensive and inconvenient. The Committee of the House of Commons, by whom the Bill was considered, granted powers to the North British Company to form a line, or part of a line, from North Queensferry to Perth, but they threw out that part of the measure which contemplated the formation of a line from Edinburgh to South Queensferry. Whilst doing this, however, the Committee empowered the Edinburgh and Glasgow Company to form a branch railway from Ratho Junction to South Queensferry, and gave the North British Company absolute running powers over this short line, and also over the line from Waverley Station to Ratho, so that the effect of the decision of the Parliamentary Committee will be virtually to carry out the original scheme of the North British Company, and to provide a new, shorter, and more commodious route from the Scottish metropolis to Perth than either of the two that already exists. The distance from Edinburgh to Perth by the Scottish Central is about 60 miles; by the Edinburgh, Perth, and Dundee line, 45; and by the new line, *via* Dunfermline and Glenfarg, it will be about 52. The projected new plan, therefore, for facilitating communication between Edinburgh and the north, if carried out in its entirety, will open to the public a more expeditious and advantageous route than the existing ones; for, although the new line is a little longer than the Edinburgh, Perth and Dundee in actual mileage, yet when the Burntisland and Broughty Ferries are taken into account, it will be found to be considerably shorter and more convenient. The bills for the formation of the lines from Ratho to South Queensferry, and from North Queensferry to Perth, have not yet passed the House of Lords, and efforts are being made to have them thrown out when they come before the Committee.

The new branch line to be formed by the Edinburgh and Glasgow Railway, from Edinburgh to South Queensferry, will be about five miles in length, and will run close past Kirkliston and Dalmeny, passing Queensferry at a point above the small island of Inch Garvie. The works along the line will be comparatively light till after passing Dalmeny, where there will be a cutting of about 50 feet in depth. A short distance further on, a little west of Newhalls, an embankment some 70 feet high will be formed; and approaching the sea there will be a long, heavy cutting, between 60 and 70 feet deep, leading down to the piers at the water's edge.

The new line projected by the North British Company will start from North Queensferry, and, proceeding by way of Inverkeithing, Dunfermline, Kinross, and Glenfarg, will join the Edinburgh, Perth, and Dundee line near the bridge of Earn Station, and run through the tunnel at present used into the Perth General Station. The pier at North Queensferry will be nearly 400 feet long, and will, by means of an ingenious arrangement of pontoons and bridges, be so constructed that the trains can be run right into the ferry boats without the passengers being necessitated to leave the carriages.

For the prosecution of the North British undertaking the new capital in shares is now reduced to £460,000, which may be raised at a preference not exceeding 5 per cent. The borrowing powers have been lowered to £153,300.—*Witness.*

DUNDEE ADVERTISER, FRIDAY, JUNE 19, 1863.

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POSTAL COMMUNICATION WITH LONDON.—The return applied for by the Hon. G. Waldegrave Leslie, and issued this week, showing the distance from London and from Edinburgh of the principal Fife towns, the hours at which the mails are forwarded to and from London, and the time of detention of letters in the General Post-Office in Edinburgh, reveals some interesting facts. With respect to the main object of the inquiry—namely, whether there is any avoidable detention of the letters, and the amount of it in their passage through the Edinburgh Post-Office—the return gives no information so far as Dunfermline is concerned, the letters from our city being sent and received through Stirling. Dunfermline enjoys in this position an exceptional advantage. The letters by the day mail from London to all the other post towns to which the return applies—Abernethy, Bridge of Earn, Broughty Ferry, Ceres, Charlestown, Clackmannan, Cupar-Fife, Ferryport-on-Craig, Lindores, Newburgh, Newport and Oakley, which are supplied through other channels excepted—are sent through Edinburgh, and are seasoned there by a rest of eight hours and fifty minutes, a full working day before they are forwarded to their respective destinations. In the case of North Queensferry, distant ten miles from Edinburgh, the detention by this mail is ten hours and a-half, but the number of letters sent to the village is very small. The letters arrive at Edinburgh at a quarter past nine in the evening, and are despatched at a quarter past six o'clock on the following morning. In the case of the night mails, which arrive in Edinburgh at half-past seven in the morning, the detention in Edinburgh is as follows:—Aberdour, 2 hours, 10 minutes; Anstruther, Auchtermuchty, Colinsburgh, Cowdenbeath, Elie, Falkland, Freuchie, Kennoway, Kettle, Kilconquhar, Kinross, Ladybank, Leslie, Lochgelly, Markinch, Milnathort, Pittenweem, St Monance, Strathmiglo, and Windygates, 8 hours, 45 minutes; Aberdour, Auchtertool, Buckhaven, Burntisland, Ceres, Crail, Cupar-Fife, Dysart, Guard Bridge, Kinglassie, Kirkcaldy, Leuchars, Leven, St Andrews, Thornton, East and West Wemyss, 2 hours, 10 minutes; Dunfermline, Charlestown, North Queensferry, and Oakley, 35 minutes. In the case of the day-mails to London, which arrive in Edinburgh at 10 minutes past 7 in the evening, the detention in Edinburgh—the cases of the following towns being excepted—is 1 hour, 55 minutes. In the case of North Queensferry the detention is 3 hours, 5 minutes. Dunfermline, Blairadam, and Oakley, are reported as having no connection with day mail. The mails from Broughty Ferry and Newport are sent through Dundee, those from Bridge of Earn through Perth, and those from Clackmannan, through Alloa. In the case of the night mails, which in the majority of cases arrive in Edinburgh at 9.40 A.M., the detention is very considerable. The mails from the following towns are detained 8 hours 10 minutes:—Aberdour, Anstruther, Auchtermuchty, Blairadam, Buckhaven, Colinsburgh, Cowdenbeath, Crail, Cupar-Fife, Elie, Falkland, Freuchie, Kennoway, Kettle, Kilconquhar, Kinross, Ladybank, Leslie, Leven, Lochgelly, Markinch, Milnathort, Pittenweem, St Andrews, St Monance, Strathmiglo, East and West Wemyss and Windygates. The mails from Burntisland, Dysart, and Kirkcaldy, which are sent by the midday train, and arrive in Edinburgh at 3.59 P.M., are detained only 1 hour and 51 minutes.

THE NORTH QUEENSFERRY WAREHOUSE QUESTION.

SIR,—As I observed in your columns of Saturday last an attempt, on the part of "An old Inhabitant of North Queensferry," to justify the question, "what has the warehouse-keeper of North Queensferry done to many a poor family?" I think it right to say a few words in answer to it. The question was mooted by "Fairplay" some time ago, and through all the discussion it has had nothing to do with the subject talked about. Moreover, I think that it would not be very agreeable to any person, however partial to flattery they might be, to have a list of their virtues set forth in a public journal. As every person has faults, without one exception, could not the "Old Inhabitant of North Queensferry" give us a list of such to counterbalance the others? Now, in conclusion, let me say that the conduct of the proprietor was never mentioned in any of the foregoing letters—indeed, it was not himself that was talked about; and if the North Ferry folks were to speak out, I would be prepared to hear something interesting on the "Warehouse" and "Graveyard" questions.—I am, &c.,

AN OBSERVER.

North Queensferry, August 20, 1866.

Poetry.

LINES ON THE NORTH QUEENSFERRY GRAVE-YARD QUESTION.

Some folks kick up an unco row,
Oor side o' the water;
An' what it's a' aboot I'll tell,
An' lichten up the matter.

A ghaist-like chiel' amang the graves,
In oor yaird gaed stappin',
An' looked, an' speer'd aboot them a'—
We wonder'd what would happen.

Next time the *Press* cam' tae oor view,
We, much astonished—very!—
There read aboot oor ain graveyaird,
In oor ain North Ferry.

The chiel' lang raved, an' ranted lood,
An' made us angry feel—
I wish a ghaistie frae its grave
Had clouted his lug weel.

So nae his epitaph we'll raise,
Tho' he's no dead, I ween—
An' a' his fauts an' virtues scan,
So nae ill I do mean:—

"Here lies a man, famed in his time
For justice in his scale,
Wha ance did like, as we dae noo—
His loss we will a' wail.

"An' since he's fit tae write a beuk,
On kirkyairds, ghaists, an' a';
When it comes oot, we'll get it first,
And gie'd a richt guid blaw."

North Queensferry, August 23, 1866.

ALPHA.

THE DUNFERMLINE
Saturday Press,
& WEST OF FIFE ADVERTISER

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Application and Testimonials to be lodged with ROBERT ROBERTSON, Esq., Dean Cottage, North Queensferry, on or before Thursday next, the 4th October.

North Queensferry, 28th Sept. 1866.

THE DEPUTATION TO THE NORTH BRITISH RAILWAY COMPANY.

The CLERK then read the following report of the committee appointed to wait on the directors of the North British Railway, and to confer with them in regard to direct railway communication with Edinburgh:—

"The deputation, consisting of Provost Whitelaw, Bailie Brown, and Treasurer Morrison, accompanied by Mr Landale, Town-Clerk, met with the Directors of the North British Railway Company on Thursday, 11th inst. A deputation from the Magistrates and Town Council of Inverkeithing, consisting of Provost Arnot and Bailie Ross, along with Mr Fraser, Town-Clerk, and Mr Andrew Munro, of the Paraffin Oil Works, Inverkeithing, waited at same time on the Directors for a similar object. In now submitting their report the deputation deem it necessary, in the first place, to remind the Council of the position in which Dunfermline is now placed as regards railway communication to the south. In 1863 the North British Railway Company obtained an Act to enable them, among other objects, to construct a railway between Dunfermline and North Queensferry, to purchase the Ferry, and make and maintain necessary piers and works in connection therewith on the north side of the Forth. The Edinburgh and Glasgow Railway Company, now amalgamated with the North British Company, also acquired powers, under an Act of Parliament passed in same year, to make a railway to Ratho on their main line to South Queensferry, and to erect necessary piers, and also to purchase the rights of the Ferry in the event of the North British Company not doing so within two years from the passing of their Act. The Edinburgh and Glasgow Company, shortly after the passing of their Act, commenced the construction of the railways and works on the south side, and these are now in course of being completed by the North British Company, as now in right of the Edinburgh and Glasgow Company, in virtue of the Act passed in 1865 amalgamating the two companies. The North British Company did not proceed with the execution of the works on the north side of the Forth under their Act of 1863, but obtained an Act in 1865 authorising the construction of a railway from the Edinburgh and Glasgow line, in the parish of Linlithgow, to Charlestown, crossing the Forth by a bridge. This new and improved route to the north rendered unnecessary portions of the works authorised by the Act of 1863, and accordingly that Act was repealed by the Forth Bridge Act, so far as regards the purchase of the Ferry, construction of Ferry works, and that portion of the railway on the north side from North Queensferry to Inverkeithing. The formation of the line of railway along the south side of the town of Dunfermline, connecting Thornton branch with the Charlestown Railway, is the only portion of the works on the north side of the Forth authorised by the Act of 1863 which has been executed by the Company. The North British Company have now announced their intention of abandoning their Forth Bridge undertaking, and it is thought they are under obligations both to Parliament and the public to establish an independent line of railway communication from Edinburgh to the north by the route of Queensferry to Dunfermline, which it was the object of the Acts of 1863 to secure. It will be observed, from what has been stated, that all that is required to bring Dunfermline into direct communication with Edinburgh, is a line of railway from Dunfermline to North Queensferry —a distance of about six miles. The Act of 1863 is still in force so far as regards the portion of railway between Dunfermline and Inverkeithing, so that it is only the part between Inverkeithing and Queensferry for the construction of which fresh powers will be required from Parliament.

"The deputation will now shortly state the result of their conference with the railway Directors. Provost Whitelaw, on the part of the deputation, addressed the Board, and pointed out the claims Dunfermline had on the North British Company, adverted to the unproductive nature of the lines of railway already executed, under the Act of 1863, and in course of completion, until the connecting link is formed between Dunfermline and Queensferry, and clearly showed the urgent necessity there was for direct railway communication to the south to satisfy the wants of the town and district, and that it was the interest of the North British Company to make the line between Dunfermline and North Queensferry. Mr Hodgson, on the part of the Directors, recognised the services the Corporation and community of Dunfermline had rendered his Company in previous years, admitted it would be for the interest of the Company to connect their lines of railway on the south side of the Forth with Dunfermline, but frankly stated that, in consequence of their financial position and their agreement with the Caledonian Railway Company, his Company could not, at the present time, undertake the construction of any line of railway. Provost Whitelaw then enquired whether the Company would construct the line between Dunfermline and Inverkeithing under the powers of their Act of 1863, in the event of a local company acquiring power to complete its extension to North Queensferry; to which Mr Hodgson replied that local efforts would be viewed favourably by his Company, and that in such a case they would make the line from Dunfermline to Inverkeithing if they were in funds in another year to do so. The deputation have now only to suggest that, after a proper estimate is obtained of the cost, the Council should request the Provost to convene a meeting of some of the influential gentlemen in the town and district to ascertain

SPECIAL MEETING OF THE TRUSTEES OF THE QUEENSFERRY PASSAGE.

A special meeting of the Trustees of the Queensferry Passage, was held in the Justice of Peace Court-Room, Dunfermline, on Thursday, to receive report by Managing Committee of Trustees as to the transfer of the Queensferry Passage to the North British Railway Company. W. H. Moubray, Esq., of Otterstone, occupied the chair, and there were present—Sir James Colville, Craigflower; James A. Hunt, Esq., of Logie; Provost Whitelaw; James Stenhouse, Esq., of Fod; John Phillipps, Esq., St Colme's, Commissioner for the Earl of Moray; Thos. G. Dickson, Esq., Edinburgh, Commissioner for the Earl of Elgin; David Wilson, Esq., Dean of Guild; Mr James Stenhouse, yr., of Fod.

Mr LANDALE, Clerk to the Trustees, read the report of the Committee, recommending the transfer of the ferry and works to the North British Railway Company, on the terms and conditions mentioned in draft minute of agreement and sale appended to the Report. The minute, among other provisions, stipulates that,

"From and after the completion of the purchase of the ferry from the Trustees of the Queensferry passage, the company shall become responsible for the safe and efficient working of such ferry, and shall be bound to maintain the same as a public ferry and to give the same accommodation for the transit of goods and passengers and all kind of traffic other than Railway traffic, and to perform the same number of trips daily as at the time of the passing of 'The North British (Edinburgh and Dunfermline and Perth) Railway Act, 1863.'" The Company are to be bound to give accommodation for such traffic, for toll and charges not exceeding those set forth in the Schedule of Rates and Exemptions annexed to said Act, being the tolls and charges levied by the Trustees on 1st January 1863.

"The Lord Advocate for the time being, and the Sheriffs of the counties of Perth, Fife, Kinross, and Linlithgow respectively for the time being, and the Provosts of Dunfermline, Inverkeithing, and South Queensferry respectively for the time being, or any three of the persons so designated, shall have power to enforce said Act, so far as regards the provisions thereof in favour of the public, with respect to the said ferry and the traffic thereof other than traffic using the railway.

"And whereas the Trustees of the Queensferry passage are trustees of a certain school-house at North Queensferry, erected by them with part of a sum of two hundred pounds, bequeathed for that purpose by the late Captain Ross, and are bound to pay interest at the rate of five pounds per centum per annum on a sum of eighty pounds, being the remaining part of such legacy to the schoolmaster at North Queensferry, the purchase of the undertaking of the Queensferry passage shall be held to include all the estate and interest of the said trustees in the said school-house; and the Company, from and after the purchase of the said undertaking, shall hold the said school-house upon and for the same trusts, ends, and purposes, and under the same conditions and obligations as before the purchase the said trustees or their managing committee held the same, and shall be bound to relieve the said trustees of the said sum of eighty pounds, and shall pay interest thereon half-yearly, at the rate of five pounds per centum per annum, to the schoolmaster of North Queensferry."

The Railway Company are to take possession on the 19th of September. They are to be bound to run or maintain as many coaches between Dunfermline and Edinburgh by Queensferry, as there are coaches at present—that is, three each way per day—Sundays excepted—and until through railway communication shall be established, they shall give facilities equal to those at present given for the crossing at the Ferry of the mails between Dunfermline and Edinburgh by steamers and boats, and that at such hours as will facilitate the transmission of the mails coming from the south to Dunfermline, and going to the south from Dunfermline. The price to be paid by the railway company is £4,500, payable on 19th Sept. 1868, with interest at 5 per cent. from September 1867, the deed of conveyance not to be delivered until the price is paid. The trustees to be relieved of all claims that may be made against them in respect of the transfer of the Ferry.

Mr LANDALE stated that nearly the whole of the creditors of the Trust had acceded to the Railway Company's offer. There were two or three parties who had not replied to the communications he had made to them, but he had no doubt their concurrence would be procured.

After some discussion, as to the liability of the Trustees for claims at the instance of non-acceding creditors, the report was approved of generally, and Mr Landale was delegated to get the consent of those creditors who had not intimated their acquiescence in the transfer.

The meeting adjourned till Tuesday, 17th September, at twelve o'clock.

PROPOSED RAILWAY BETWEEN DUNFERMLINE & NORTH QUEENSFERRY.

To a sensitive mind the possession of any bodily or mental infirmity is bad enough, but to be constantly reminded of it is specially aggravating. Nothing put Lord Byron into a greater state of frenzy than any allusion to, or notice taken of his unfortunate lameness; and nothing helps better to lower a man in his own estimation than every now and again to remind him of his shortcomings. Dunfermline has for so many years now been made such a fool of in the matter of that long-cherished dream of her imagination—a through line of railway to Edinburgh—that whenever the subject is touched upon it is like treading upon a tender corn, it makes her shrink within herself and look particularly small. What with Edinburgh, Perth and Dundee, Edinburgh and Glasgow, North British, and other defunct railway schemes for opening up a line of communication between Edinburgh and the north, *via* Dunfermline, the inhabitants of the western district of Fife had for a number of years a very sore time of it. Now, however, when the matter had almost been forgotten, and Dunfermline had philosophically resolved to accept the situation, it is very tantalizing to have the subject crop up every now and again, with no other apparent result than that of opening up its wound afresh, and making it sigh over its blighted hopes and frustrated schemes. "Distance," it is said, "lends enchantment to the view," but when the distance happens to be so great as to make surrounding objects invisible, then the view becomes anything but enchanting. So long, therefore, as the object aimed at was clearly visible, and apparently quite attainable, it lost none of its attractions in the eyes of Dunfermline by its remoteness. No sooner, however, does all hope of its attainment get "small by degrees and beautifully less," till it fades out of sight along with the apochryphal "Forth Bridge," and, "like the baseless fabric of a vision, leaves not a *wreck* behind"—than its attractions are gone also. It was something to struggle for and spend your money for, when you knew that nothing stood in the way of the realization of your hopes but a factious opposition on the part of a rival railway company; but when the foundation on which you built gave way—the friends in whom you trusted proved false—then neither labour nor money were of any avail in securing the object aimed at.

It would be difficult to say what will be the result of Mr Waldegrave Leslie's important resolution—moved at the Fife county meeting on Tuesday—calling the attention of the three great railway companies—the Great Northern, the North-Eastern, and the North British—to the fact that only six miles of railway between North Queensferry and Dunfermline requires to be completed in the chain of through railway communication between London and Fife; and to the advisability of their uniting in a scheme for together completing it. But should the result prove unfavourable, however, it is not likely that Dunfermline will be very much disappointed, as she has long since got to feel quite indifferent on the subject, and never expects anything else but disappointment. The fact is, repeated disappointments have made her case-hardened; and any sensitiveness she used to feel on her lame leg being alluded to, has in a manner passed off. However aggravating, therefore, it may be to have hopes revived that were long since dead, Dunfermline can freely pardon Mr Leslie any pain he may thereby cause, should the hopes again prove fallacious, in consideration of his public-spirited intentions towards the county of Fife. Of course, it does not need many arguments to prove that Dunfermline is notoriously deficient in railway accommodation, or that all other parts of the county would be greatly benefited by the completion of the Dunfermline and North Queensferry link of railway communication between Fife and London. The fact of so many rival railway companies striving so long to obtain a monopoly of the route, is sufficient evidence of that. It has been long since freely conceded, also, that, by the Queensferry route, the thousands of passengers who travel both north and south, would get rid of a great amount of personal discomfort—during the winter season especially—which they are regularly subjected to when travelling by the Burntisland route. Neither is it questioned that the railway company that had cash enough and pluck enough to make and work the line, would be great gainers by the largely increased traffic receipts consequent on the more rapid devolopement of the mineral and other resources of the district. All that, we say, and a great deal

more, has been conceded long ago. The question for consideration is—how is the line to be made, and by whom? With all respect for Mr Leslie, it seems both a waste of time and energy to call the attention of *any* railway company—in the present conglomerated state of railway finance—to such a subject. Of course, Mr Leslie would be entitled to the gratitude of the whole county, and more especially of Dunfermline, were the three companies to unite in forming the line; but when none of them had pluck enough to make the line when they had both the cash and the powers to do so, it is hardly to be expected that any of them will do so now, when the cash is so scarce. Besides, unless the North British Railway Company take the matter into their own hands, and complete the line themselves, it is not likely that any rival company will assist them in doing so.

In such circumstances, it appears quite evident that if the county is sincere in its desire for through communication to London, and Dunfermline for a direct line to Edinburgh, it must become a matter entirely for local consideration. Past experience gives us sufficient ground for believing that were the question seriously entertained by Dunfermline of constructing the line for itself, there would not be wanting plenty of encouragement and support from all parts of the county. We are glad to observe, from the report of the county meeting on Tuesday, that Provost Whitelaw took this view of the question. It was perhaps drawing a little too much on the meeting's stock of generosity, however, to expect that it would come down at once with £30,000 as its share of the compact. County gentlemen are not in general so lavish of their spare cash as to enter into any new undertaking without a due consideration of the amount of profit likely to accrue from said undertaking. But if what Provost Whitelaw says be true—and he has no doubt sufficient grounds for saying so—that there would be a lien given over the traffic—a guarantee of *five per cent.* to the parties advancing the money—then no one need fear embarking in such an undertaking. It does seem a little strange, and not at all creditable to a large and flourishing city like Dunfermline, that it should have boggled so long over the task of making a few miles of railway, when such places as Leven, with a population of less than 8000 inhabitants, and St Andrews, with a population of some 7000, should, without any fuss or difficulty, construct good lines of railway for themselves—and work them at a handsome profit too. What these places are capable of doing, surely Dunfermline can do also: and if she has any desire of being saved from further indignity at the hands of existing railway companies, the sooner she takes steps to construct a Dunfermline and Queensferry line the better. From what Provost Whitelaw said at the county meeting on Tuesday, we are in hopes that something will speedily be done to carry out his own suggestion, and that the matter will not again be allowed to slip through our fingers.

But how is the £60,000 to be raised, it may be asked, that will be necessary to complete the undertaking? Why, we have no hesitation in saying, that were the scheme fairly launched, the money could be all raised in shares in a month's time. It required upwards of £25,000 to complete the St Andrews line, and the whole sum was taken up by 101 shareholders. This railway, we believe, was constructed by our townsman, Mr Kenneth Mathieson. Another line — the Bridport — constructed by him also, may likewise be cited as an example of the facility with which towns of half the size of Dunfermline are able to raise funds for the construction of local railways. The population of Bridport is somewhere about 7000, and the sum

required to construct a local railway was £65,000, or £5000 more than would be required to construct one from Dunfermline to North Queensferry. In a very short time shares, to the amount of about £40,000, were taken up by 232 shareholders in the town alone, and the remainder were subscribed for in the county and elsewhere. The Great North of Scotland, the Inverness and Nairn, the Peebles, the Anstruther, and many other lines of a similar nature, besides those we have already mentioned, are all good paying lines, and the shareholders have had no cause to regret having invested a portion of their savings in what has since proved of so much benefit to their respective localities. In 1861, when meetings were held to promote what was called the *bona fide* line between Dunfermline and Edinburgh, shares were freely taken by all classes, though the capital required was estimated at £180,000; and it is well known that had the line been then carried out, the shares would soon have been at a premium. There would not be much difficulty, therefore, we think, in raising £50,000 or £60,000 for a local line, when its want is so much felt. We have not much hope of the half of that sum being subscribed by the county, but as the proposal to complete the line has proceeded from it, we may very reasonably expect that, should Mr Waldegrave Leslie's proposal not be entertained by the three railway companies, the county will be quite willing to assist, as formerly, in forming an independent company. The North British Railway Company, now that they have, by the completion of their line to South Queensferry, and the purchase of the Ferry Trust, got the length of our side the water, would no doubt be very glad to get themselves joined on to Dunfermline at the least possible expense. The line once made, however, it would doubtless be their aim to get the working and entire control of it into their own hands; and should they succeed, then farewell to all prospect of dividends for the future. We should like first to see the North British Company able to make the numerous branch lines they have drawn into their system, produce anything like dividends to

their shareholders, before we should feel inclined to trust them with ours. There can be no doubt, that, as in other places, a local board of directors would be able to work a local line of railway more satisfactorily to the public and more profitably to the shareholders than a general board of directors, composed, it may be, of men who have no interest in the locality, and who do not care a straw whether the shareholders are remunerated for their outlay or not. The system of centralization so long pursued by large railway companies seems to us to lie very much at the root of their financial and other difficulties. It is quite impossible that a board of railway directors, having its head-quarters, in many instances, from two to three hundred miles away from some of its branch lines, can legislate for such with the same advantage or profit as a board resident in the locality. Hence the immense material loss sustained by many railways companies from the traffic on their lines not being properly developed by a careful supervision on the spot, and hence the enormous expenditure entailed by the large staff of high paid officials it is necessary to keep constantly travelling on the line.

Our present chief Magistrate's civic reign has been signalized by much good work that has been done, and much that has been spoken about but left undone. We have to be grateful, for example, for a good system of drainage, the paving of many of our streets, the purchase and laying out of a beautiful public cemetery, the erection of new water works, the opening of a public park—(though the least said about it in its present forlorn state the better)—and many other important works. But it would certainly redound more to his honour than any of these, should he also signalize his reign by actively promoting, and successfully carrying out the long-dreamt of and often fought for through route to Edinburgh. We earnestly hope that now the subject has again been brought before the public, our civic authorities will not allow the matter to lie over, but will take immediate steps to carry into effect the practical suggestions of our chief Magistrate.

THE NORTH BRITISH RAILWAY CO.'S NEW FORTH BRIDGE SCHEME.

As with individuals so with companies and communities, the commonplace maxim, "every man for himself" seems generally to hold good. The North British Railway Company present no exception to this rule. In order to carry out their schemes of territorial aggrandisement, they have not hesitated on occasion to falsify their promises, and turn the cold shoulder on those whose influence and evidence they hesitated not to use. It is almost a work of supererogation to spend time and space in the discussion of a question which has been so often ventilated in public assembly, as well as in these columns, but the urgent necessity of something being speedily done to place Dunfermline in direct communication with Edinburgh, is our only excuse for again returning to the subject. So long as no other move was made by the North British Railway Company to change the proposed route to the North by way of Queensferry, and powers for the construction of part of which they had already obtained, no immediate danger was apprehended by those whose duty it is to watch over the interests of Dunfermline. Now, however, when the North British Company are making a move, the practical result of which will be to banish to the region of probabilities whatever chance we possessed of their constructing a line for us to North Queensferry, it becomes a matter of self-defence that we should adopt the maxim we have quoted, and look after our own interests. It is with the greatest satisfaction, therefore, that we find the Town Council this week resolving *to oppose the abandonment of the defunct Forth Bridge scheme*, "by petitioning Parliament to be heard by counsel, agents, and witnesses, unless the Railway Company be taken bound by their intended Bill, to construct the line between North Queensferry and Inverkeithing; and complete the railway communication between Edinburgh and Dunfermline *via* Queensferry." We have no hesitation in saying that this resolution will be anything but palatable to the North British Company —more especially as Dunfermline has oftener than once been made a cat's-paw to forward their interests. Keeping our maxim in view, however, they can hardly expect anything else than that we should give our most strenuous opposition to the abandonment of a scheme which we so strenuously assisted in forwarding. As a matter of course, the abandonment of the Forth Bridge scheme involves the abandonment—or, at least, the holding in abeyance for an indefinite period — of the powers the Company already possess to construct a line from Dunfermline to Inverkeithing, and will also preclude the necessity of their applying for a bill to construct the two miles of railway between Inverkeithing and North Queensferry. That this will be the result, no one who knows anything of the circumstances of the case will doubt. The fact is, the North British Railway Company are now seeking, by other means, to accomplish the main object they had in view when they promised a line to Dunfermline by Queensferry. That object, as every one knows, was to open a more direct communication to the North, so as to enable them to compete with the West Coast lines. This they now propose to do by bridging the Forth at Alloa; so that, simultaneously with the abandonment of the one Forth Bridge scheme, they have started another, and intend, in the next session of Parliament, to introduce a Bill to authorise them to proceed with the construction of the new bridge and branch line. There is nothing very objectionable in this scheme, we think, as it would place us in more direct communication with the west, and would undoubtedly be some improvement on the present circumbendibus route to Edinburgh. At the same time, it is equally clear that if the new scheme is

allowed to be carried into effect, we may bid farewell for ever to all prospect of the North British Company constructing a through route to the North *via* Queensferry, and farewell also, of course, to a direct line to Edinburgh from Dunfermline.

The question seems to be, then, what, under present circumstances, ought we to do in order to obtain the much desiderated railway? In the first place, it is quite possible that the opposition of the Town Council to the abandonment of the Forth Bridge scheme may have the effect of binding the Company to construct the line from Dunfermline to North Queensferry. In that case, no good would result from opposing, as has been hinted at, the new route to the North by Alloa. It is also possible that the determined opposition which the new Forth Bridge scheme is likely to receive from other quarters, may have the effect of driving the Company back to their old proposed route to the North by Queensferry, and so compel them to construct the line. And it is also possible that the new line from Ratho to South Queensferry may prove so unremunerative—as it is more than likely to do—that the Company will be compelled, in self-defence, to construct a line to North Queensferry, in order to secure the present large passenger traffic by coach to Edinburgh, and also to divert to Queensferry a portion of the extensive Fife mineral traffic at present finding an outlet by Charlestown and Inverkeithing. In the event of each of these possibilities, however, proving delusive, there will be no help for it, if we are sincere in our aims, but to make a line for ourselves. It is positively aggravating, when one comes to think of it, that so many Parliamentary contests have been fought, so many public meetings held, so much valuable time expended, so much scientific and engineering skill displayed, such a host of forensic talent brought into exercise, so much money thrown away, and so much personal animosity evolved—and all on account of a few miles of railway that might easily have been constructed years ago. Why, many a good local line of much greater extent has been constructed, and is now paying good dividends, since first the Dunfermline and Queensferry route to Edinburgh was agitated. Unless we adopt the maxim, then, to look after ourselves, and set about doing that which the North British Railway Company have so often promised to do, and which there is less likelihood now than ever that they will do, we must be content to remain, as we have so long been, isolated from the world. As Mr Macbeth well remarked at the Council meeting on Monday, the present was our only opportunity of securing our interests, and "it would be bad policy now if we were afraid to enter the lists with the North British Company." We have helped, under false promises, to forward their interests long enough already, not to know that, by continuing to do so any longer, we are only injuring our own interests as well as those of other towns in the western district of Fife.

Objections were raised, however, at the Council meeting against appropriating a portion of the Corporation's funds in opposing the North British Company's abandonment scheme. Now, however much we may regret the necessity that compels us to spend public money on any such object, it is quite obvious that unless we do so, the only remaining chance which we have of the Company making a line for us themselves, will be thrown away. Besides, on what better object could any surplus funds the Corporation may have at its disposal be expended, than on what may ultimately prove highly advantageous to the public good? We are not sure whether, also, it would not have been as well had the Council resolved to oppose the Alloa Forth Bridge scheme, as well as oppose the abandonment of the other. The Alloa route, as we have said, would no doubt prove beneficial to ourselves, in the event of no line being constructed to North Queensferry, but it must also be borne in mind, that should we be compelled to make a local line for our own convenience, the Alloa scheme, if carried out, would prove detrimental to our interests. A great

portion of the traffic from Fife and the North which would otherwise pass over the local line, and find an outlet at North Queensferry, would undoubtedly proceed by the longer, but more convenient) because having no ferry intervening) route by Alloa. On the whole, however, it is perhaps the most prudent course the Town Council could have adopted, to confine itself, in the meantime, to the carrying out of the suggestions of the Parliamentary Bills Committee, and not to expend the public funds in opposing a bill, the passing of which is not only very problematical, but even, if passed, may prove but another of the North British Company's abortive through-route schemes. If the Company are so short of funds that they cannot complete a line which they have already got powers to construct, it is hardly to be supposed that they can have some £60,000, besides Parliamentary expenses, to spare, for building a bridge and constructing a branch line at Alloa. Like ours here, if the Alloa folks want a railway and bridge, they will probably have to construct both themselves. But in the event of Dunfermline starting a local line to North Queensferry, it will become a question with the Alloa folks whether their line can profitably compete with ours. It will be a very easy matter for the North British Company to guarantee any amount of dividend to the capitalists in Alloa who may advance the money to carry out their scheme, but it is one thing to promise dividends, and another thing to pay them, as North British shareholders know to their cost. The local shareholders in Alloa have been promised some 5 or 6 per cent., we believe, *out of the revenue of the Bridge*, but then, if the revenue of the Bridge should happen to be so small as not to afford a 1 per cent. dividend, where is the remaining 5 per cent. to come from? Assuredly, not from the surplus funds of the Company, as these are *nil*. And should a local line be constructed to North Queensferry—which we hope ere long to see—nothing, as we have already indicated, is more likely to happen than that the Alloa Bridge scheme, when carried out, will prove a loss instead of a gain. It would certainly prove much more economical to the North British Company, and give greater satisfaction to all classes of the community, from Queensferry right on to Perth, were they to abandon both bridge schemes, and open up the short, direct, and only legitimate route to Perth and the North, by linking North Queensferry to Dunfermline, and Glenfarg to the Perth line of railway. We have no intention of bidding for the suffrages of the North British Company; we would much rather see our townsmen take the matter into their own hands, and construct a line for themselves. The gain, we are convinced, would be the shareholders'—the loss the North British Company's. Neither would there be any fear of raising sufficient funds to construct the works. So pressing, indeed, from obvious causes, has the necessity become to have a direct line to Edinburgh, and so generally is the want felt throughout the whole western district of Fife, that were a local scheme but once fairly launched, there is every likelihood that, in a few weeks after, the shares would be at a premium. Now that the Council have resolved to take action in the matter, it would be a pity were their efforts not to be heartily supported by the general community.

A very important subject in connection with this question was brought before the Council on Monday by Mr K. Mathieson — namely, the advisability of endeavouring to procure a reduction of fares to Edinburgh by way of Stirling, so as to obviate the necessity of crossing the Forth either at Burntisland or Queensferry. There can be but one opinion as to the convenience such an arrangement, in present circumstances, would be to Dunfermline, and as to the effect such a reduction would have on the present passenger traffic to Edinburgh. Were the through fares reduced to anything like a reasonable limit, few, we believe, who could afford the little additional expense would risk the discomforts of the Burntisland passage, and the present dangers of the Queensferry one. In rough weather the Burntisland passage is bad enough, but then there is some shelter to be had on board; but the Queensferry passage at the present time is disgraceful in accommodation, and dangerous besides. The manner in which the unfortunate passengers are cooped up, along with carts, horses, and cattle, in an old dung-boat, and dragged by a tow-line at the tail of a rickety steam-tug, is a "caution," as the Yankees say. Nor is it at all uncommon for the skipper to have to open one side of the boat to let the water washing across the deck run out at the other. If it is the North British Company's intention to drive as many of the coach passengers round by Burntisland as possi-

ble, they could not have adopted a more effectual plan for doing so than the one we have mentioned. There can be no doubt that unless the North British Company are either compelled to implement their agreement with the Ferry Trustees, and work the passage properly, or Mr Croall puts on a boat for himself, the passenger traffic by coach must suffer. Nor will this be any benefit to the Railway Company, as those who are in the habit of travelling by coach will rather stay at home than travel by Burntisland. Mr Mathieson's suggestion, therefore, for a reduction of fares to Edinburgh by way of Stirling, if carried into effect, would be a boon to the public, and, we are convinced, would be a large gain to the Railway Company. Mr Mathieson has already, we observe, written to the Chairman of the Company on the subject, but it would doubtless give greater effect to his application were it backed up by one from the Council. We can only hope that the effect of the new move on the part of the North British Railway Company may result in something at last being done to give us a direct line to Edinburgh.

THE FORTH BRIDGE AND THE DUNFERMLINE AND EDINBURGH RAILWAYS.

A minute of Parliamentary Bills Committee was read, recommending that—as the Committee kept in view that the North British Railway Company were authorised to abandon the line from North Queensferry and Inverkeithing (authorised by their Act of 1863), in consequence of the improved route to Dunfermline and the North to be afforded by the Forth Bridge—the Council oppose the abandonment of the Forth Bridge by petitioning Parliament, to be heard by counsel, agents, and witnesses, unless on condition that the railway company be taken bound by their intended Bill to construct the line between North Queensferry and Inverkeithing, and complete the railway communication between Edinburgh and Dunfermline *via* Queensferry.

The PROVOST begged to move the approval of the Committee's recommendation.

Mr DUNCANSON said it struck him that there could be only one opinion, that if the railway company were going to abandon Queensferry and to erect a bridge at Alloa, it was contrary to the interests of Dunfermline.

Mr MORRISON begged to second the Provost's motion; and in doing so he would just wish that the importance of it be made apparent to the members of Council, for he believed that a good many would not be aware of the great importance of the resolution. It amounted to this—that the Council pledged itself to oppose the Bill before the House of Commons, and the effect of this would be that a considerable amount of the Corporation's funds would be necessarily spent in that work.

The PROVOST thought their course was perfectly clear. He might say for himself that no one would be more unwilling than himself to spend a single sixpence of the Corporation's funds unnecessarily; but it just amounted to this, that the corporate bodies of Dunfermline, Inverkeithing, and South Queensferry must go forward and oppose this Bill, unless there was a Parliamentary guarantee in the Bill to construct the two miles of line from Inverkeithing to North Queensferry. Unless this was the case, Dunfermline and the district around might bid good-bye for ever to a railway to Edinburgh by Queensferry. The Council must look the thing in the face, and get it done.

Mr A. REID thought the Council should be cautious in taking up a position which would lead them into expense. They must look at the position in which they stood. The railway company had put them in this position that nobody could make the line but themselves. They had got the powers, and unless they could be compelled to make the line, no other body could. It did not follow that they were any better off though the bridge was made at Alloa.

The PROVOST said the Council did not seek to oppose the bridge at Alloa; it would be a benefit in going to Glasgow; but what they did say was this—that the North British Railway Company ought to make a line open to Queensferry for the convenience of Dunfermline and district. The company had made use of their position, and evidence to establish that there was traffic sufficient to warrant them making a line from Dunfermline to Edinburgh. They could not get out of their obligations to make that line.

Mr Reid said that might be quite true, but it was the duty of the members of the Council to consider the expense.

Mr Morrison said this was how they stood. They got a bill—or rather the North British Railway Company got a bill for them—to make a line from Dunfermline to Edinburgh. They then proposed the magnificent scheme by which they were to cross the Forth by a bridge. They had actually apprehended that, in the withdrawal of the proposed line, the company were to make this Forth Bridge. They might have been deceived in their anticipations, but nevertheless the fact remained, that it was upon that guarantee that they agreed to abandon the line from North Queensferry to Inverkeithing. Now, the company came forward and said, "We want to get rid of an obligation to make the Forth Bridge." If this was so, let the company give them back what they had before. The company, he held, was bound at the present moment to make the line to Edinburgh. They had already made the line from Edinburgh to South Queensferry, and had been at considerable expense in constructing two new piers. And did they not lie under the obligation to make the line from Inverkeithing? The company had not the means, they said. If so, how were they to erect the bridge at Alloa. In the event of their being successful in compelling the company to give them this guarantee for making the two miles, it would then become their interest to make such terms to the public as would bring forward capitalists to make this portion of the line. He had no doubt that if they were successful in gaining what they wished by opposing the present Bill, all other difficulties would vanish, and then the six miles would be made. Without that Dunfermline would be perfectly isolated. It only required, then, two miles of rail to enable them to go to Edinburgh direct by Queensferry.

Mr K. Matheson said he thought that Mr Morrison was under a little misapprehension as to the facts. It was the Edinburgh & Glasgow Company that obtained the Act for the line from South Queensferry to Edinburgh by Ratho, in opposition to the North British Company, and the North British obtained the Act from Perth to North Queensferry, with joint property in the ferry. The Edinburgh & Glasgow Company proceeded very soon with the works on the south side. On this side the North British did nothing. In 1864 they projected a North British & Glasgow railway, and in 1865 they brought their grand Forth Bridge scheme before Parliament. That scheme passed the Court of Referees, in consequence of the withdrawal of opposition; an arrangement having been come to between the North British and the different interests opposing it. As the Forth Bridge had now failed from want of sufficient bottom, or some other cause, he was not surprised to see its supporters in the Council oppose the Abandonment Bill. If the Town Council could by their opposition get the North British to make a line to Queensferry, he would rejoice and do what little he could to assist. He thought, however, that they would have a better chance of success if the residents and those interested in the district would come forward and help. The North British had not the means to lay out in making a line to Queensferry or a bridge at Alloa, they were not likely to make either the one or the other from their own funds. He recommended that an endeavour should be made to get up a part of the capital necessary to make the line to Queensferry, so as to ensure its being made. The proposed bridge at Alloa was more of a reality than he at one time thought. He was assured that the capital was being got up by the people in that neighbourhood and others interested, and it should not be the part of the Council to oppose that project, as it would facilitate the traffic of the Dunfermline district, not only to Glasgow and the west, but to Edinburgh. He would rather have the certainty of a bridge at Alloa being built, if by opposing it there should only be a continuance of the uncertainty of a line to Queensferry, and he would object to the Council being at any trouble or expense in opposing that part of the North British Bill.

Mr Morrison, after some explanatory remarks in reply to Mr Mathieson, said that no one knew better than Mr Mathieson that a compromise was agreed to between the Edinburgh & Glasgow and the North British, by which the North British agreed that they were to connect their system on the north with that of the Edinburgh & Glasgow on the south. Mr Mathieson had said that the bridge at Alloa was more a reality than he had at one time thought, because the people in the district were putting their hands into their pockets. This was very true. What were they (the Council) contending for? It was this—to enforce the Company to make the line to the Ferry, and give them communication to Edinburgh; and then, if the North British did come forward and make this line, the people in Dunfermline would imitate the example of the people in Alloa, and come forward and put their shoulders to the wheel. But they need not suppose that the public would come forward until they had compelled the North British to make the required line. When this had been done, then, and not till then, would it be proper to make an appeal to the people in this district, which he had no doubt would be responded to.

Mr Macbeth thought they should keep in view the matter before them. The question involved here was just this—whether or not the interests of Dunfermline were so much mixed up with this proposed Bill as to warrant them in expending a portion of the Corporation funds in opposing it. Of course, the consideration of the question involved a considerable degree of discussion, as they had already seen. Any one who understood the railway system must see that there had been a struggle to get a better system of communication to the North, so as to enable the North British to compete with the West Coast lines. This they had tried in various ways; first, by proposing a line by Queensferry, and then, further up the Forth, by the Forth Bridge scheme. They found that a bridge over the Forth at the place last proposed was not not practicable, and they were going still further up—to Alloa. Now, it was very easy to see that, unless it was meant to be a through route to the North, they might never make it. Assuming that that was the object of the North British Co. in proposing this bridge at Alloa, and that they were likely to carry it out, then the line from Dunfermline to Edinburgh could only be a local line. He was not afraid but that it would be a paying line, nor that the shareholders subscribing their capital would have any difficulty in getting good dividends. But he thought that this was the only opportunity they had of securing the interests of Dunfermline, and it would be bad policy now if they were afraid to enter the lists even with the North British Company. He did not think that the public funds of Dunfermline could be better spent than in opposing a scheme which, if carried out, would be most detrimental to the interests of Dunfermline, in so far as the North British Company is thereby seeking to get rid of the Queensferry line. Therefore however careful he might be in disposing of the funds, he would not scruple to vote the supplies necessary for opposing the scheme.

Mr K. Matheson said that what he meant was that he only objected to spending any money in opposing the Bill, so far as the Alloa portion was concerned; but he quite agreed in the proposal that the Council should come forward and do what they could for the purpose of getting the line to Queensferry—knowing that it would be very much to their advantage.

The Provost's motion was, after some conversation as to the expense, unanimously agreed to.

THE QUEENSFERRY PASSAGE.

Mr K. MATHIESON said he had to bring before the Council a subject akin to what they had been discussing—the condition of the passage at Queensferry. It had been for some time not only inconvenient and uncomfortable, but exceedingly dangerous to cross the ferry. For several weeks the facilities for crossing had been anything like what they ought to be. Many people who were in the habit of crossing the ferry in going to Edinburgh had been under the necessity of going round by Burntisland or Stirling. He had, as stated by him the other night at a committee meeting, written to Mr Stirling, the Chairman of the North British Railway Company, stating the facts of the case, and that it would be a great convenience to the inhabitants of Dunfermline if the company would grant the same facilities in point of fares in going by Stirling as by Burntisland now that the passage at Queensferry was in such a state. If they would give them the option of going either way, it would very much ameliorate the dangers of going by South Queensferry. There was very great blame somewhere. He gave notice of motion for next meeting of Council.

The PROVOST said that up to Friday night he was unaware of the very deteriorated state of the passage. Since Mr Mathieson had introduced the matter, he had asked Mr Landale to procure for the benefit of the Council the terms upon which the Queensferry passage was made over to the North British Railway Company. The company were bound to have the same number of trips, and at the same rates as formerly charged. They were also bound to serve the public as efficiently as they had been hitherto. There would be no difficulty whatever in enforcing the terms upon the railway company. He understood that one of the causes of the inconvenience experienced was that one of the steamers was being repaired and a tug-steamer had taken its place. They knew that the weather had been very tempestuous; but this was no excuse for their not having a good boat on the passage while the other was under repairs. He had thought it proper to ask Mr Landale to get a copy of the deed of transfer, and have it endorsed on the minutes, in order that they and their successors might know the terms.

NORTH QUEENSFERRY.

Boy Drowned.—On Monday afternoon, a young lad, aged sixteen, went into the Forth, at the back of the toll-house, to bathe. On being missed, search was made, and his clothes were found lying on the beach. Two oars were also found in the water, and it is supposed that he had taken them under his arm to support himself in the water, where his body was found shortly afterwards.

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LIST of APPLICATIONS for CERTIFICATES for the SALE of EXCISEABLE LIQUORS in the COUNTY of FIFE, for New Premises, by New Tenants or Occupants, and for Renewal of Transferred Certificates.

No.	Name, Designation, and Residence of Applicants.	Name of Place and Parish of County of Premises.	Class of Certificate applied for.	Name and address of Landlord or Factor of Premises.
	FOR NEW PREMISES.			
1	John Whitewright, Cupar Muir.	Cupar Muir, Cupar.	Grocer's (Porter and Ale).	A. Mitchell, Brighton, Proprietor.
2	Miss Isabella M'Andrew, Grocer, Ladybank.	Ladybank, Cullross.	Grocer's (Porter and Ale).	D. M'Andrew, Ladybank, Proprietor.
3	Andrew Morrison, Commercial Traveller, Strathmiglo.	Cask Fern, Strathmiglo.	Grocer's.	Applicant, Proprietor.
4	John Adamson, West Wemyss.	West Wemyss, Wemyss.	Public House.	John Wood, Leith, Proprietor.
5	Patrick Harvey, Balmerrie.	Balmerrie, Markinch.	Grocer's.	Applicant, Proprietor.
6	Anderson Reid, West Wemyss.	West Wemyss, Wemyss.	Grocer's.	Applicant, Proprietor.
7	David Mathieson, Methil.	Methil, Wemyss.	Inn and Hotel.	Applicant, Proprietor.
8	William Lindsay, Miner, Kingseat.	Crossgates, Dunfermline.	Public House.	Robt. Kennedy, Dunfermline, Factor.
9	George Williamson, Grocer, Ferry Port-on-Craig.	Castle Street, Ferry Port-on-Craig.	Grocer's.	Aw. Wilkie, St Andrews, Proprietor.
10	David Fraser, Strathkinness.	Strathkinness, St Andrews.	Public House.	Applicant, Proprietor.
11	Thomas Fairnie, St Monance.	St Monance, St Monance.	Public House.	Wm. Binnie, St Andrews, Proprietor.
	BY NEW TENANTS OR OCCUPANTS.			
1	James Miller, Grocer, Den of Lindores.	Den of Lindores, Abdie.	Grocer's.	D. Miller, Den of Lindores, Proprietor.
2	James Husband, Windygates.	Windygates, Markinch.	Public House.	Applicant, Proprietor.
3	James Jarvis, Leslie.	Leslie, Leslie.	Inn and Hotel.	Mrs Whitson's Heirs, Proprietors.
4	James Large, Leslie.	Leslie, Leslie.	Public House.	Alexr. Whitson, Leslie, Proprietor.
5	Robert Malcolm, Pathhead.	Pathhead, Dysart.	Grocer's.	H. Gedge, sen., Pathhead, Proprietor.
6	Mrs Elizabeth Ventors, Aberdour.	Aberdour, Aberdour.	Grocer's.	Applicant, Proprietrix.
7	James Robertson, Limekilns.	Limekilns, Dunfermline.	Public House.	A. Wood, Limekilns, Proprietor.
8	Elizabeth Ramage, Milesmark.	Milesmark, Inverkeithing.	Public House.	A. Taylor, Dunfermline, Proprietor.
9	Mrs M. J. Hutton, Saline.	Saline, Saline.	Grocer's.	Applicant, Proprietrix.
	FOR RENEWAL OF TRANSFERRED CERTIFICATES.			
1	Stevenson Speed, Grocer, Bridgend.	Bridgend, Ceres.	Grocer's.	W. A. Binnie, Proprietor.
2	William Inglis, Grocer, Pittosie.	Pittosie, Cults.	Inn and Hotel.	Applicant, Proprietor.
3	Andrew Orchard, Grocer, Kettle Bridge.	Kettle Bridge, Kettle.	Grocer's.	Mary Russell, Kettle, Proprietrix.
4	Mr. Margaret M'Athie, Gateside.	Gateside, Strathmiglo.	Public House.	John M'Athie, Gateside, Proprietor.
5	William Rotheram, Lochgelly.	Lochgelly, Auchterderran.	Grocer's.	John Ashburn, Lochgelly, Proprietor.
6	Isabella Blyth or Beveridge, Pathhead.	Pathhead, Dysart.	Grocer's.	John Ingram, Pathhead, Proprietor.
7	John Terras, Markinch.	Markinch, Markinch.	Grocer's.	Mrs Helen Mitchell, Proprietrix.
8	Margaret B. Blyth, Milton of Balgonie.	Milton of Balgonie, Markinch.	Grocer's.	Deaf and Dumb Institution, Edinburgh, Proprietors.
9	David M'Riddle, North Queensferry.	North Queensferry, Dunfermline.	Public House.	Applicant, Proprietor.
10	Thomas Millie, North Queensferry.	North Queensferry, Dunfermline.	Grocer's.	Robt. Jeffrey, North Queensferry, Proprietor.
11	Mrs Margaret Murray, Grocer, Earlsferry.	Earlsferry, Kilconquhar.	Grocer's.	Applicant, Proprietrix.
12	George Williamson, Grocer, Ferry Port-on-Craig.	Castle Street, Ferry Port-on-Craig.	Grocer's (Porter and Ale.)	Aw. Wilkie, St Andrews, Proprietor.
13	John Clark, Grocer, Ferry Port-on-Craig.	Ferry Port-on-Craig, Ferry Port-on-Craig.	Grocer's (Porter and Ale.)	MacCarlie, Ferry Port-on-Craig, Proprietrix.

HISTORIC SCENES IN FIFESHIRE.

BY REV. DR MARSHALL, COUPAR-ANGUS.

INVERKEITHING.

Inverkeithing is a Royal Burgh of unknown antiquity. Its oldest extant charter was granted by William the Lion; but it confirmed one of an earlier date. By a new charter, in 1598, James VI. ratified and extended those of his predecessors, and declared the burgh's rights of custom, &c., to extend from the Devon to the Leven, and from the middle of the Forth north to Kinross.

If we are to begin with the oldest of the Historic Scenes in this parish, we must begin at Letham Hill. On the top of it are some blocks of greenstone, the species of rock of which the hill is composed arranged in a somewhat circular form. These are said to be the remains of a Druidical temple, in which our Pagan forefathers worshipped. The temples of the Druids, as we have before remarked, did not inclose their gods within stone walls, like those of our churches. Their walls were—first, rows of stones set upright, at given distances; and then rows of trees, generally oak, thickly planted. These surrounded the sacred area, which was usually on an eminence, and had the altar in the centre, and was open at the top. In the lapse of ages these trees grew hoary and disappeared; but here and there several of the stones remain to indicate the holy places of heathen times; and, if tradition may be credited, this is what the stones on the top of Letham Hill do.

There is likewise a stone of another class in the northern part of the parish. It is ten feet high, two and a-half feet broad, and one foot thick, and has carved on it rude figures of men and horses, still traceable, though greatly defaced. That this stone is monumental of some historic person or event, can hardly be doubted. Like similar stones found in other parts of the country, especially in Angus, it is supposed to be a Danish erection. It may mark a spot where the Northmen performed some feat of arms, the memory of which they wished to perpetuate. Or it may mark the grave of one of their chiefs, whose fate it was, after all his reif-work in the Kingdom, to lay down his bones to rest in it. But we need not indulge in conjecture which must be vain till a key is discovered for opening the symbols with which the monument is inscribed.

Next, in point of antiquity, to these Scenes are St Margaret's Hope and Queensferry. When the Norman Conqueror seized the throne of England, dispossessing the reigning family, Scotland furnished an asylum to Edgar Atheling, the heir of the Saxon line, his mother, Agatha, and his two sisters, Margaret and Christian. Most important consequences ensued. One of these was the marriage, by-and-bye, of the Scottish King, Malcolm Canmore, to the Saxon Princess Margaret. She was enlightened and accomplished for her age; a patron of learning; beautiful and pious; and had great force of character. On the ruder manners of Malcolm and the country her influence was powerful and salutary; and her efforts to elevate the condition of the people were unwearied, and were attended with no inconsiderable success. A much more devoted Romanist than Scotland had been accustomed to, she was received after death into the Roman Calendar; and if any mortal were worthy of canonisation, Margaret's claims were paramount. "Others," says Turgot, her biographer, "may admire the indications of sanctity which miracles afford; I much more admire in Margaret the works of mercy. Such signs are common to the good and the evil, but the works of true piety and charity are peculiar to the good. With better reason, therefore, ought we to admire the deeds of Margaret, which made her a saint."

When Margaret, with her mother and sister and brother, were forced to flee from England, they set sail for Hungary, of which Agatha was a native; but a tempest drove them on the coast of Scotland. They sailed up the Firth of Forth for shelter; found it in the bay on the west side of the promontory on which Inverkeithing stands; and there Malcolm, who was then residing in Dunfermline, having on their arrival immediately visited them, invited them to his Tower, and entertained them with Royal hospitality. Hence the appropriate memorial name of the bay at which they disembarked—St Margaret's Hope.

Hence, too, the appropriate memorial name of the stone at Pitreavie, about half-way from the bay to Dunfermline. Malcolm with his illustrious exile guests footed it from the Firth to his Tower. Margaret, tempest-tossed at sea, and fatigued with the journey on land, rested for a little on the large detached block of freestone which they passed at Pitreavie, as she often did afterwards in travelling the same road. The block measured about eight feet in length and four feet in height, and used to lie on the west side of the public road, jutting into it at Pitreavie gate. The Road Trustees have recently removed it, and placed it on the top of the adjoining wall. That Stone is called St Margaret's Stone, and the adjacent farm is likewise similarly designated.

After becoming Malcolm's Queen, Margaret had frequent occasion to pass between Dunfermline and Edinburgh. She crossed the Forth where the Firth was narrowest; and hence again the appropriate memorial name of the ferry, the Queen's Ferry. Hence, also, the name of the town on the Linlithgow side of the ferry, South Queensferry; and the name of the village on the Fife side, North Queensferry. It is only the latter that falls within our scope; and it may prevent the necessity of our returning to it if we remark here that it is an Historic Scene for other reasons than that Margaret, the Saint and the Queen, often ferried from it and to it. We only touch on two examples.

Cromwell took it in 1657. His gun-boats having failed in their attack on Burntisland, Colonel Overton, at the head of fourteen hundred foot and some horse, surprised North Queensferry, and easily made himself master of it. It was much too feebly guarded to be able to repel such a force. A strong body of troops was sent from Stirling to recover a point so important from its commanding the Firth; but Cromwell was beforehand with them. He sent Lambert across the Ferry with two thousand men, who not only secured the advantage he had gained, but helped to inflict on the Scots the disastrous defeat that was now imminent. Among other tokens of their presence, the Republican troops left the Popish chapel in the village, which had been in pre-Reformation times a dependency of the Abbey of Dunfermline, a heap of ruins. Though they demolished the chapel, which was never rebuilt, its burial ground was preserved for the convenience of the village and neighbourhood, and is in use to this day.

North Queensferry shared in the terror inspired by the appearance in the Firth of Paul Jones, of whom we wrote in connection with Kirkcaldy; and it was thought a fit site for the battery, which, in its dismantled form, is still a witness of the panic produced by that adventurer in 1779.

From the days of St Margaret, North Queensferry was no stranger to Royalty. The sovereigns of the country visited it as often as they crossed the ferry. The last who did so was her present Majesty, Queen Victoria, and her lamented Consort, the late Prince Albert. In their progress northward they crossed the ferry on the 6th September, 1842; leisurely surveying the objects of interest of which the passage commanded a view; and sailing up to near Port Edgar, at which, on the 15th August, 1822, Her Majesty's uncle, George IV., embarked from Hopetoun House, accompanied by General the Earl of Hopetoun.

Rosyth Castle, about a mile west of North Queensferry, is a striking object on this part of the coast. It stands on a rock in the Firth, which is connected by a causeway with the mainland, and is surrounded by water when the tide is full. All that remains of the Castle is the ruinous square tower, which had formed the north-east angle of a massive block of building. It was strong and well defended. On the south side next the sea, seen to be the remains of a four-gun battery; and of the economy of the household within and the state maintained by it, we catch a glimpse in the inscription in Roman capital letters on an old stone near the door, removed in 1842, but since replaced by a new one:—

"In Dew Tym Draw yis Cord ye Bell to Clink,
Quhas merry voce varnis to meat and drink."

Rosyth was long the property and residence of a branch of the Stuarts, with the blood of the Royal race running in their veins. The branch was originally of Durisdeer in Dumfriesshire. It sprang from James Stuart, brother to Walter, the great Steward of Scotland, and father of King Robert II. The first Stuart of Rosyth was Robert, taken prisoner at Homildon in 1401, and killed at Shrewsbury in 1409. The last of them was William, who died at Rosyth without issue about 1694, when the Castle and lands were acquired by a stranger, who sold them to the Earl of Rosebery, and he sold them to the Earl of Hopetoun, who still retains them.

While held by the Stuarts, the Castle of Rosyth was once taken and rifled by spoilers from Blackness. "Upon the 25th of April, 1572, the Suddartis de Blackness passed over the Water in a Boat furnist with 3 pieces of ordnance, and spoulziet the townis of the Coist-side, and als wan the Housis of Rosyth, quharin they gat greit riches, and returnit without hurt to Blackness."

Next century, "J x S—M x N, Anno 1639," was cut on the stone bars of the great windows of the Castle hall. These are doubtless the initials of James Stuart, who succeeded to Rosyth in 1622, and of his spouse, Margaret Napier, daughter of John Napier of Merchistoun.

In glancing the memorials of the Stuarts of Rosyth which have been preserved and collected, we have noted three things which we may mention. The first is their piety in Popish times. In 1488, for example,

David Stuart of Rosyth mortified £10 Scots to say masses at the parish church of Inverkeithing for the souls of King James II. and his Queen, Mary, and for the prosperity of James III., and for Henry Stuart and Margaret Ogilvy, his grandfather and grandmother, and for Sir David Stuart and Marion Herries, his father and mother, and for himself and his wife, Margaret Douglas. The second thing is their passion to sleep with their Royal race in the Abbey of Dunfermline. So strong was it, that after the General Assembly had forbidden burying in kirks, they contrived to get hold of the keys of the Abbey Kirk, and to lay two of their lairds by the side of their Royal relatives; one of them at the early hour of from four to five in the morning. And the third is their loyalty to the House of Stuart in the era of the Civil War. James succeeded his father in Rosyth in 1642. "This James was very loyal to Charles I. and II., as is to be seen by a warrant under the hand of Lord Balcarres, for double quartering on his lands, for his professed malignity. His house was possessed for the King's use by His Majesty's troops before Inverkeithing field, and was thereafter battered and surrendered, garrisoned and plundered by the English army—himself oppressed and harassed and his estate sequestrated and plundered; but all these things never moved him."

Over the gateway in the north wall of the Castle is a mouldered armorial bearing, surmounted by a crown with M. R., that is, Maria Regina, 1561. Tradition professes to explain this by saying, generally, that Queen Mary was a visitant of Rosyth Castle, and, more particularly, that she spent in it the first night after her escape from her prison in Lochleven Castle, on the 2d of May, 1568. These averments, if they could be verified, would explain the carving over the gateway. But the latter of them is at least inadmissible. It belies history, which reads that, having thrown herself on horseback on the shore of Lochleven, Mary rode at full speed to Queensferry, crossed the Firth, and, without drawing bridle, galloped to Niddry Castle, where she first took rest for a few hours; after which, mounting again on horseback, she galloped to Hamilton, where she had any confidence of being safe. But the other traditional averment may be true. It is possible, and even very probable, that Mary honoured Rosyth with a visit as early as 1561, and that she may have once and again done the same in after years.

Another tradition to which, should it not be thought absolutely certain, considerable likelihood attaches, is, that Oliver Cromwell had in him the blood of the Stuarts of Rosyth. According to one version of it his mother, and, according to another, his grandmother, was a Stuart, and a daughter of one of the proprietors of Rosyth; and this tradition receives some countenance from Cromwell's paying the Castle a visit, as he is alleged to have done when in the neighbourhood, subduing the rebellious Scots to the rule of the English Commonwealth.

Before leaving Rosyth we may state that it was a parish by itself till it was united *quoad sacra* to Inverkeithing. Its churchyard is still used for burial, and in the course of this century has been twice enlarged to meet the necessities of a growing population. The late Rev. Dr Peter Chalmers, writing in 1844, says—"The church is supposed to have been built about 1400, the eastern gable of which is almost entire. The area of it is 50 feet by 15 within walls, and the quire about 19 feet long from east to west. There are no remains of the old manse, which is known to have existed." And again—"There is an ancient burying-ground at the Old Church of Rosyth, a little to the east of Limekilns, which having become too small for the increased population of the villages of Limekilns and Charleston, was enlarged in 1812 and 1827, by grants of ground from the late Earl of Elgin. A large elegant monument, recording the generous donation, has been erected on the spot by the grateful villagers."

The tradition that David I. had a Palace in Inverkeithing, in which he occasionally resided, is of doubtful authenticity; but it is certain that the Queen of one of his successors graced the town by spending the close of her days in it. John, Earl of Carrick, son of King Robert II., married Annabella Drummond, daughter of Sir John Drummond of Stobhall. On his father's death in 1390 he succeeded him in the throne as Robert III.; the name John being considered one of evil omen since John Baliol had worn it. He was crowned on the 14th of August, and his wife on the 15th. She was a woman of rare beauty, sense, energy, and courage; and much did her husband owe to her counsels and influence, and to her principal friends and advisers, Traill, Bishop of St Andrews, and Archibald, Earl of Douglas. The story of Annabella is that, having fixed on Inverkeithing for her residence, she chose for her house the building known to this day by the name of the Rottmell Inns, from the window of which she might see the Castle of Edinburgh; and that she spent her time in wearily gazing on the Castle, now glittering in the sun, and then capped with cloud and darkness: fit emblem of the lights and shadows that diversify human life in all ranks and classes of men. She died in Rottmell Inns in 1403, and was buried in the Royal sepulchre at Dunfermline.

There seems to be no good ground for the idea, that Annabella's adoption of a minor palace at Inverkeithing arose from a feeling of coldness, if not of alienation, having sprung up between her and her husband. On the contrary, she is known to have chosen this place for a residence while her husband was engaged in war, or for the healthy luxury of sea-bathing, which she seems to have enjoyed much." That the relations between Robert and Annabella were tenderly and warmly affectionate, may be inferred, as from other things so from the fine story of the Queen's joining in urging the King to take measures for securing his posthumous fame, and which occasioned such a beautiful development of his Majesty's indifference to earthly honour. "Humility, a deep conviction of the vanity of human grandeur, and aspirations for the happiness of a better world, were sentiments which he is said to have deeply felt, and frequently expressed; and nothing could prevail on him, in the custom of the age, and after the example of his father and grandfather, to provide a monument for himself. It is said that his Queen, Annabella, remonstrated with him on this occasion, when he rebuked her for speaking like one of the foolish women. 'You consider not' said he, 'how little it becomes a wretched worm, and the vilest of sinners, to erect a proud tomb for his miserable remains: let them who delight in the honours of this world, so employ themselves. As for me, cheerfully would I be buried in the meanest shed on earth, could I thus secure rest to my soul in the day of the Lord.' He was interred, however, in the Abbey church of Paisley, before the high altar."

(To be continued.)

YESTERDAY evening, the steamer John Beaumont, which plies between Port Edgar and North Queensferry, in connection with the train service of the North British Railway, struck against the pier at North Queensferry harbour. She received such damage that she sank alongside the pier.

THE QUEENSFERRY STEAMER SUNK.

The North British Railway Company's passenger boat, John Beaumont, which plied between North and South Queensferry, came into collision with the end of the pier at North Queensferry last night, and sank shortly thereafter. It appears that the steamer left the Hawes pier, on the south side of the Firth, at 4.50 P.M., but in attempting to gain her mooring place at the North Queensferry pier, owing to the tide filling more rapidly than usual, she lost her way somewhat and came into contact with the end of the pier, abaft the water-tight bulkhead of the after compartment. The water rushed in with great force, and the steamer immediately began to sink. The master, Captain Milne, got the vessel alongside the pier with all possible despatch, and got the passengers—four in number—and baggage safely landed. He then ran the vessel into shallow water, where she grounded. She lies half-way up the pier, at a point where the tide rises to 16 feet, and as the bottom is soft there will be some difficulty in raising her. The vessel was built by Messrs Kay & Son, Kirkcaldy. She is 70 tons register, was fitted with a patent screw, and was capable of accommodating 720 passengers. The passengers and mails by the train leaving Edinburgh at 4.45 P.M. were conveyed across the ferry in the pinnace boat, which is stationed at the Hawes for use in cases of emergency.

FIFE NOTES.

(FROM A SPECIAL CORRESPONDENT.)

The summer season is the harvest of the proprietors of houses in many of the small towns and nearly all the villages on the Fife coast. From the West Neuk to the most easterly point thousands of people from Edinburgh, Glasgow, and other parts of Scotland, and even including a good few from England, being found there spending the summer months. The extensive stretch of seashore is of a varied character, and to this, perhaps, may be attributed its undoubted popularity, as it affords scope for the gratification of different tastes. The climate all over is salubrious and healthy, but at some points the coast is much exposed, while other parts are so protected that they can almost compare with Bridge of Allan or Buteshire for mildness. The scenery of the coast is all along very beautiful, the house accommodation, generally speaking, is of a good class, and the means for enjoyment, either on the water or on the land, are extensive. Having thus given a general indication of the attractions of Fife watering-places, we purpose noticing a few of the principal in detail, beginning at the North Ferry and proceeding eastward.

NORTH QUEENSFERRY.

The little village of North Queensferry as a place of summer residence has much to commend it. It is seldom the traveller is so fortunate as to come across such a quiet little place, and still possessing excellent means of communication by rail and sea, with such a splendid situation, and where there are such admirable facilities for bathing combined with rural retirement. All these advantages can be claimed by this mite of a village, which, besides, ought to command the attention of the public on account of historical interest. Buchanan designates the place *Portus Margarite*, from the fact of Margaret, Queen of Malcolm Canmore, having often crossed the Forth to the south at this point; while another historical landmark which the villagers delight to point out is the fact that the ruins to be seen at the pier-head are those of a chapel built and endowed by Robert the Bruce. The chapel, they explain, was used for Romish worship, but was destroyed by Cromwell's soldiers, who were encamped on the Ferry Hills previous to the battle of Inverkeithing in 1651. The area of the chapel was subsequently utilised as a burying-ground. As to the village itself, North Queensferry is built upon a promontory jutting into the sea, and dividing Inverkeithing Bay on the east from St Margaret's Bay on the west. "This neck of land," says Sibbald, the historian of Fife, "if cut would make the hill above the North Ferry an island, and this hill, which has a promontory stretching into the Firth over against Inchgarvie, if fortified along with the Inch and the south shore opposite, would secure all the western ports above, and give great opportunity for docks, and for laying up vessels of great burthen during winter." North Queensferry is also well known as having formerly existed as the connection of the great highway between the north and south.

The older inhabitants look back with a sigh of regret upon the time when the ancient stage-coach started from the village for Perth and the north, and on the more recent period when the Dunfermline conveyance plied between the Ferry and Dunfermline. Of course, they have secured, instead of the more leisurely and less comfortable coaches, a much more speedy means of locomotion in the shape of the railway, but this advantage, doubtless, from their being little accustomed to travelling, the inhabitants do not appear to overvalue, and complain of the withdrawal of the coaches as a loss of trade to the village. The speedier means of conveyance, they say, carry the public past their doors, while under the old system of coaching the travellers were landed in the midst of the village. Still, while this is the case, the good people of the North Ferry have little cause to complain, for, despite the departure of the ancient coach, summer visitors, upon whom the villagers depend for an augmentation to their incomes, continue to come within their doors. It is true this year the number of strangers has not been as great as is customary in June, but the resident population are no worse off in this respect than their neighbours in most other watering-places both in the east and west of Scotland. Although the village cannot boast of its size, it yet manages, by some means or other, to accommodate a considerable number of summer visitors, who, we may mention as evidence of the popularity of the Ferry, come from various parts of Scotland—among other places from Edinburgh, Glasgow, Alloa, Stirling, and Dunfermline. The strangers have the advantage of spending their holidays in perfect peace and retirement, without being disturbed by the noise of any trade whatever. The inhabitants find employment chiefly in fishing or at the quarries to the north-east of the town. In a short time, however, the villagers expect to reap a harvest from the men employed at the Forth Bridge works, who ought to bring some money into the little village during the next few years.

INVERKEITHING.

A quarter of an hour's walk from North Queensferry brings the visitor to the Royal burgh of Inverkeithing. This town, situated at the head of a spacious bay, had anciently a fair harbour for ships, and was an important burgh. The first charter granted to it was given by King William the Lion, declaring the liberties of the inhabitants to extend the burgh from the water of the Dovan to the Leven, and James VI. declares their right by his charter of confirmation to be sheriffs within themselves. Sir James Balfour, writing of Inverkeithing, says:—"Of old it was of a large extent, and very populous, and paid a great tax. The lands about the burgh belonged to the Mowbrays till they were forfeited to King Robert I. They were then bestowed on Scrimzeour, constable of Dundee, to whose posterity they belonged till, by a failure of heirs, they returned to the Crown in Charles the Second's reign." The Black and Grey Friars had each convents in Inverkeithing, and Arabella Drummond, the widowed Queen of Robert III., resided for some time there, as did also David I. From these historical facts considerable interest is attached to the town. Besides, the many antiquated buildings and old ruins render the place still more attractive. Some curious houses of the Dutch style and of great antiquity are still in existence, and the old town cross, of which the good folks of the burgh are justly proud, is in a wonderful state of preservation. In the ancient parish church there is also to be looked at with interest an old font, which was found during repairs which were being made on the edifice in 1806, embedded in straw, along with an ink-glass, and some human bones. The font is a hexagon, four feet in height, with a bowl bored through the bottom. At the sides, of which there are six, are busts of angels, with expanded wings, each bearing shields, the coats-of-arms being as follows:—Scotland, Kincraig, Alderston, Menar, Melville, and Craigie.

In addition to being delightfully situated on the sea-shore, Inverkeithing has a few other recommendations as a residence. Its principal street is broad and clean, and the houses are generally of a good appearance, although including a few tumble-down looking tenements, but the burgh is more of a business town than a summer resort. In addition, it suffers under the disadvantage of being between Aberdour and North Queenferry, at either of which places good lodgings and quietness may be had, the effect of which is that comparatively few summer holiday-makers resort to Inverkeithing. While this is so, comfortable accommodation can be secured in the town, or at the village of St David's further along the coast, and fair facilities for bathing exist. As yet few visitors have arrived.

As already mentioned, considerable trade is carried on in the burgh, consisting principally of iron shipbuilding and quarrying. The former trade about two years ago employed between eight hundred and one thousand men, but, unfortunately for the prosperity of the town, the company by whom the works were carried on has gone into liquidation, necessitating the dismissal of this large number of workpeople. Such a collapse in a small town like Inverkeithing has of course had a disastrous effect, but great hopes are entertained that the liquidators may be successful in soon disposing of the business, so that the works may at no distant date be again employing as many men as hitherto. There is, however, another shipbuilding yard in the town, which still maintains the prestige of the place. The quarries, of which there are five employing altogether between 400 and 500 men, have been in addition keeping the workmen in constant employment, or otherwise a sad state of affairs would have prevailed. While we say this it may be stated that there is every prospect of a number of quarrymen being also dismissed, owing to the continued dulness in the building trade. The other industries in the neighbourhood—rope and sail making, brick-making, and tanning—are also reported to be anything but in a flourishing condition.

There is left, however, the consolation that the operations in connection with the introduction of the new water supply will assist in a measure in mitigating the injury done by the failure of the ironworks. At a cost of about £2500 the Inverkeithing Town Council have entered into the work of laying pipes for the conducting of a water supply into the burgh from Charlestown, whence it has been conveyed from the Dunfermline new water supply at Glensherrup. In 1868 the Inverkeithing Town Council undertook the introduction of a water supply from a spring at Sunnybank, situated about a mile from the town, but recently the Board of Supervision condemned the water on account of its hardness, and the inhabitants were again compelled to search for a supply. The Dunfermline people having introduced a plentiful supply from Glensherrup, an agreement was entered into with the Town Council of that place, whereby the inhabitants of Inverkeithing and Aberdour were to obtain a supply of the water at the rate of 3d per thousand gallons, each town to lay their own pipes. Operations have accordingly been already commenced, and it is expected that by the month of August the inhabitants of Inverkeithing will have secured the benefit of the new supply.

Another matter the decision of which will materially affect the prosperity of the burgh is the movement for the formation of a new dock. It has frequently been mooted that Inverkeithing, owing to the natural formation of the bay, which is admirably adapted for a harbour, ought to be furnished with an extensive dock at which the coals from the west of Fife coal-pits might be shipped. The scheme first took definite shape in 1865, when the Council, with Provost Arnott at its head, memorialised the North British Railway Company to guarantee a loan from Government upon the understanding that the company should have a joint-interest in the harbour. At that time the Inverkeithing people were backed up in their endeavours by the Town Council of Dunfermline, but, although a plan for an extensive dock by Mr Paterson, C.E., was submitted to the North British Railway Company, the directors could not see their way to assent to the proposal, on the ground that there was not sufficient traffic to warrant them in guaranteeing the interest on the loan wanted. After lying dormant for eleven years the idea was again brought forward in 1876, when Provost Scott presided over the burgh. Certain arrangements were then entered into between the Town Council and the North British Railway Company on a plan by Mr Meek, C.E., whereby the company were to guarantee interest at the rate of 3½ per cent. on the understanding that the Council were to apply to the Public Works Loan Commissioners for a loan. The Council accordingly made application to the Commissioners for the necessary loan, suggesting the North British Railway Company as the guarantees of

the interest, but the loan was refused by the Commissioners, who were of opinion that there would not be sufficient revenue derived from the harbour to allow of them doing so. It was, however, considered that the principal objection the Commissioners had to granting the loan was that they only advanced money on open harbours, while the Town Council wish a tidal dock. Last year the scheme was again revived in earnest, but on this occasion it is proposed to raise the necessary funds by a limited liability company, only on condition, however, that the North British Railway Company guarantee the interest on the loan necessary to commence operations. Mr Buchanan, C.E., having prepared a plan of a dock covering an area of 40 acres, at a cost of £75,000, including the whole appliances for shipping coals at the rate of 2000 tons per day, a deputation from the Inverkeithing Town Council, consisting of Provost Hay, Bailies Auld and Ross, and Mr Grigor, Town Clerk, and accompanied by Mr John Buchanan, C.E., had a conference with the directors of the company, about a fortnight ago, in regard to the proposed dock scheme. The scheme having been fully explained, in order that the matter might be considered at a full meeting of the directors, Mr Buchanan was instructed to furnish to the railway company a detailed estimate of the whole work. It may be mentioned that the estimates prepared by Mr Meek, engineer for the railway company, in 1876, of a similar dock, exceeded those of Mr Buchanan by nearly £30,000.

NORTH QUEENSFERRY WATER SUPPLY. — The Parochial Board of the parish of Dunfermline as Local Authority under the Public Health (Scotland) Act, 1867, met in the Parochial Board office on Tuesday, for consideration of a requisition by the inhabitants of the village of North Queensferry and places adjacent, to form said villages and places into a special water district. The requisition was as follows :—We, the undersigned, being not fewer than ten inhabitants of the village of North Queensferry and of lands and houses adjacent thereto, hereby request the Local Authority of the parish of Dunfermline to meet and consider the propriety of forming that part of their district comprising the said villages and houses adjacent thereto, into a special water supply district under the provision of the Public Health (Scotland) Act, 1867, section 89, sub-section 5." A protest was then read signed by 72 of the inhabitants of North Queensferry protesting against the formation of a special water supply district and the proposed introduction of the Devon water into the village. The protest was heard on the grounds that a sufficient supply of water was already in the place. After some further discussion the meeting resolved to defer consideration of both protest and requisition until the district proposed was properly defined.

QUEENSFERRY QUERIES.

SIR,—Last year, you did me the honour of inserting a letter regarding this place and its surroundings, and again finding myself in the midst of its natural advantages and unnatural disadvantages, I would seek to stir up to the appreciation of the one, and to the removal of the other. Queensferry, like other places, has had its *water controversy*, and, apparently to its own satisfaction, has succeeded in keeping out the Glensherup mixture, and also improving its tank, that, for the present at least, visitors may drink without fear of surface sewage. Still, for a sea-side watering-place, it must always be a disadvantage that no water supply can be had within the several houses. The architectural genius of one of your busy-brained citizens has so transformed the picturesque tower at the head of the old pier, that it would have difficulty in knowing itself; and while the Railway has connived at this piece of Vandalism, the shelter beneath is becoming more open than ever to the rains of heaven. The reading-room still hides in its gloomy cave, and hard must be the efforts of those who seek recreation within its dismal precincts. It is distinguished by great dearth of news, and by great antiquity in the literature provided for the improvement of local intelligence. As there are hardly any bathing conveniences at Queensferry itself, it must always depend upon Port Laing for its popularity—unless, indeed, some floating-bath were provided—and one wonders that so little enterprise is shown in making it more accessible. In England, and on the Continent, the natural advantages of such places are improved to the utmost; but here the idea seems to be by as few conveniences as possible, to drive visitors away; and no wonder, therefore, that they are few and far between. The uncomfortable stile at the Carlinnose Quarries, by the kindness of some good Samaritan, has been substituted by a neat iron swing-gate; but boulders still encumber the path everywhere; the track down the mountain of *debris* is as slippery and shifting as ever; and the roughnesses left by the careless operations of the men blasting stones for the South Ferry breakwater still remain. Either the Railway Co., or the contractor, or the proprietor, who was paid for the stones, might surely have had the decency or the good grace to have remedied this last. But how easy would it be, by a trifling effort amongst the Queensferry people and the visitors, to remedy this. Could not some of the local benefactors, or even the trades-people, take this in hand? or, what would be best of all, could not a local permanent Improvement Committee be organised, as is generally on the Continent, to look after all such things? The boulders could be shifted aside; a little soil and gravel on the rough places would work wonders; and a small dry-stone dwarf wall next the embankment would keep the steep path all safe. A fortnight's work of a couple of men would more than do the whole. And since a swing-gate has been placed next the Quarries, could not the proprietors agree to do the same at the march dyke of the Cruickness property, at the opposite side of Port Laing, instead of the very primitive and dangerous erection there? As it is, the most delightful walk round the coast is made very unpleasant at this point.

One word as to creature comforts. How is it that while respectable grocers have at length found their way to North Queensferry, such a thing as a butcher or baker is not to be found? Everything must be ordered from a distance of two miles away. Not an ounce of chop, steak, or collop is to be had for any sudden emergency; and a visitor cannot enjoy the simple luxury of a roll to his breakfast—which the sea-air would make him appreciate the more—or treat a chance friend to a "cookie" without infinite trouble and arrangement! In this, the shrewd inhabitants seem to stand even in the light of *no one*, so universally understood elsewhere!

Hoping to see some of these things remedied before the advent of the Forth Bridge—I am, yours, &c.,

North Queensferry, 20th July 1880. OBSERVER.

DUNFERMLINE PAROCHIAL BOARD.

NORTH QUEENSFERRY WATER SUPPLY.

A special meeting of the Dunfermline Parochial Board, as Local Authority, was held on Tuesday—Provost Walls presiding. There were present—The Earl of Elgin, ex-Provost Mathieson; Councillors Lee, Clark, and Spence; Messrs Alston, Davie, Lauder, Robertson, Stewart; Elder, Charlestown; Adamson, Castlandhill; Tulloch, Dales; Menzies, Blackhall, &c., and a deputation from North Queensferry.

After the transaction of some business for which the meeting had been called,

Councillor CLARK said there was a deputation from the inhabitants of North Queensferry, who were willing to state their opinions on the present water supply of the village. He thought they were in duty bound to hear their views on the subject, seeing they were interested parties in the matter. He wished to know if the deputation were to be heard.

The CLERK (Mr Soutar) said the water district having been formed, there could of course be no alteration on it; and the only thing they could alter now was the mode in which the water was to be supplied to Queensferry. Mr Buchanan had written another letter, and what that gentleman proposed in it he (the Clerk) supposed would satisfy the Queensferry people.

The PROVOST having ascertained from the deputation that they had not seen the letter referred to, it was read by the Clerk, and was as follows:—

"24 George Street,
"Edinburgh, 25th Nov. 1880.

"P. J. SOUTAR, Esq.,

"Dear Sir,—I am in receipt of yours of yesterday's date. I regret very much that another engagement will prevent my being present at the meeting on Tuesday. I will be glad if you will convey to the Water Committee and the deputation the assurance that I will take such steps by pipe connections as to make the present storage available during the winter and spring months, or so long as there is life in the springs, and during the summer keep the reservoir filled by means of an equilibrium valve.—Yours truly,

"JOHN BUCHANAN."

The CHAIRMAN said the meeting would be glad to hear what the gentlemen from Queensferry had to say on the subject. Of course, they were aware that no change could be made on the district which had been formed, but they might induce the engineer to alter his plans if advisable.

Councillor CLARK, as one of the deputation, said that Mr Buchanan in his letter mentioned that arrangements were to be made to take a pipe-supply from the reservoir from the springs during the winter and spring months, but such a thing had not been spoken about in his report at first, and the deputation would like some sort of certainty as to the size of the pipe that was to be laid down there through the village, and whether he was to increase the present storage. As had been mentioned at previous meetings, there was an unlimited supply of water running to waste at present, and if there was a storage pond and pipes laid from it through the village, it would be quite sufficient to supply all the Ferry proper, because the elevation at Queensferry was such as to suit all the district, with the exception, of course, of the highly elevated houses. He was now prepared to prove from Mr Buchanan's own admission that they would have 17 gallons a minute through a 2-inch pipe, which would give about 50 gallons a day for every individual in Queensferry. Now, he was sure every one present would be prepared to admit that that was more than sufficient not only for the present wants of the village but for the future as well; and he therefore did not see that it would be a wise thing to incur the extra expense of laying a 3-inch pipe instead of a 2-inch. Mr Buchanan acknowledged that his plan would save at least £100; but he could not see how that could be the case, seeing that there was more trouble and expense in laying a 3-inch than a 2-inch pipe. If, then, a 2-inch pipe was to give the Queensferry people such a plentiful supply as 50 gallons a day, what would be the use of incurring an extra £50 in laying a 3-inch pipe?

The CHAIRMAN—Excuse me, Mr Clark; but it might be as well to have Mr Buchanan's second report read. Most of the members have not seen it, and it will clear up the subject you are speaking about.

Councillor CLARK—Oh, very well; but the Queensferry people have seen it.

The CLERK then read the report, which was as follows:—

"Edinburgh, 13th November 1880.

"SIR,—I am duly favoured with yours of the 11th instant, enclosing copy of petition from the inhabitants of North Queensferry, protesting against the carrying out of the water scheme set forth in my report on the 21st ult. With the view of ascertaining how the report was received by the members of the Parochial Board, I bought a copy of a local paper, and I find therefrom that Councillor Clark, who is the most interested in the scheme, makes very loose statements as to the size of the pipes forming the main to Inverkeithing and Aberdour, and to the effect which a 3-inch pipe, if taken off such main, would have upon the water supply to Aberdour, and advocating the laying down of a 2-inch pipe, instead of a 3-inch as proposed. In order to put this matter of the size of the pipes laid to Inverkeithing and Aberdour at rest, allow me to state that the pipes are respectively 5-inch and 4-inch internal diameter, and that the proposed junction to North Queensferry would be made off the 5-inch pipe. With reference to the size or bore of the pipe which it would be advisable to lay from Orchardhead to North Queensferry, I herewith will shortly state my reason for recommending a 3-inch pipe. The population is about 500, and the pull upon the pipe at certain times of the day—and more especially when there is little or no cistern accommodation in the houses—is such that it is absolutely necessary to make provision for this contingency. In this case I adopted the 3-inch pipe, because I found it would deliver about 47 gallons a minute at a level on the road at St Margaret's, which I deem little enough to ensure keeping the pipe free from air. The 2-inch pipe, as recommended by Councillor Clark, would only deliver about 17 gallons a minute, which is far too little for the service of the village. With reference to the question of cost between the 3-inch pipe and a 2-inch pipe, the difference of weight of metal between the two is about 20 tons. This, at £5 per ton, is a saving of £100. There is no difference between the price of cutting a track for a 3-inch and a 2-inch pipe, and any saving in the jointing is in favour of the 3-inch, inasmuch as there are one-third more joints in a 2-inch pipe than in a 3-inch when laid—3-inch pipes being made in nine feet lengths, whereas 2-inch pipes are made in six feet lengths. Thus, the only saving in the cost between a 3-inch and a 2-inch pipe is in the difference in weight at the prices of the iron in the market. With reference to Councillor Clark's proposal for a pipe from Orchardhead to be laid only to supply the higher levels within the district, and the existing springs impounded for the low levels, such a scheme will be seen at a glance as not one of saving any cost, but one of greater expenditure, inasmuch as that the cost of impounding the springs would require to be added to the cost of the scheme from Orchardhead minus the £100 above stated, assuming that the higher levels could be served through the 2-inch main. With all due deference to Councillor Clark, I regret I cannot agree with his proposals as to the distribution of the water. I am clearly of opinion that if a supply of water be laid to North Queensferry it should be taken from Orchardhead through a 3-inch pipe; and, in order that the cost of the water to the inhabitants be kept as low as possible, I would be glad to hear that the inhabitants of North Queensferry would do as they do in Inverkeithing—make as much use as possible of the old supply, so as to keep down the price of the new. If a meeting with the Committee and Councillor Clark would be of any service, I shall be glad to attend.—Yours truly,

"JOHN BUCHANAN."

Councillor Clark said it was perfectly [illegible]

Councillor CLARK said it was perfectly evident from the report just read to them that Mr Buchanan had not the slightest intention of utilising the water from the springs. Mr Buchanan stated also that the expense of cutting a track for a 3-inch pipe was little or nothing more than it would be for a 2-inch pipe. Now, he asked the gentlemen forming the deputation if that was their knowledge and if it was right?

Several answered "No," and Councillor CLARK again said—In fact, it is more expensive to cut a track for a 3-inch pipe than for a 2-inch.

This having been answered in the affirmative,

Mr ELDER said—I don't see it.

Councillor CLARK—But these are practical men, and are well acquainted with the matter. They are engaged in work of this kind every day.

Mr ELDER—Mr Mathieson should know something about the subject.

Ex-Provost MATHIESON expressed his opinion to the effect that it would be as cheap to cut a 3-inch pipe-track as a 2-inch pipe; while

Mr DOW, one of the deputation, indicated an entirely contrary opinion.

Councillor CLARK said there was £100 of a difference between the one cost and the other, and the expense of cutting a 2-inch pipe-track would be less than a 3-inch pipe. A 2-inch pipe would give 15 gallons a day to every individual in the Ferry, which was quite sufficient for the requirements of the villagers, and he therefore did not see what use there was in incurring so much expense on this scheme proposed by Mr Buchanan. He would like, and the inhabitants of Queensferry would like, to see the water from the present springs utilised in order to prevent such a waste as occurred every day.

Mr DOW—There are about 10,000 gallons running to waste every day.

Councillor CLARK (continuing)—Just fancy that, gentlemen. If that water was stored every day, the supply would be adequately sufficient to meet all the demands of the inhabitants of the villages for a long time to come. He thought out of courtesy to the gentlemen from Queensferry who were present that day, their views should be given effect to, that they should have a supply from the present source of the springs. He hoped, therefore, that the Board in their collective wisdom would see that it was unnecessary to incur the expense of a 3-inch pipe, seeing that 50 gallons a day could be supplied through a 2-inch pipe. They could easily imagine that there would be enormous pressure on the pipe, and the water would run in it with a velocity like 40 or 50 miles an hour. The inhabitants of Queensferry had had for the last fifteen years a constant supply of water from the springs, and he therefore thought that that water should be utilised.

Mr DOW said the population of Queensferry was 306 or 307. He might be wrong in a figure or two, but so far as he could make out it was either 306 or 307.

Councillor CLARK said there was not a dissentient voice against the scheme he had proposed, and not a single individual in the whole of the Ferry had a word to say against it.

Mr JOHN DAVIE said he had a high opinion of Mr Clark's views on mechanical matters, but they should remember what had been the experience of this and other towns in regard to water and gas pipe laying. They had often put in a small pipe, and in the course of time it had got silted up, and had generally been found too small. The consequence was that they had to relift and replace the pipes, causing a great deal of expense; and he thought it would be unwise on their part to put in a 2-inch pipe down to Queensferry. A small pipe would get corroded up, and they would be compelled to take it up again, and the outlay then would be more than £100. He thought they should profit by their past experience in pipe-laying, and agree to what the engineer proposed—viz., to lay a 3-inch pipe.

Railway near Perth, on Saturday evening last.

FORTH BRIDGE RAILWAY (ABANDONMENT) BILL.—A Bill will be introduced into Parliament, the object of which is the abandonment of the railways authorised by the Forth Bridge Railway Act, 1873. Compensation shall be given for damage to land by entry, but the company shall be released from all liability for non-completion of purchase. After the passing of the Act the winding up of the affairs of and dissolution of the company shall be proceeded with.

Mr D. M. Scott, teacher, Milnathort, has been appointed master of North Queensferry School.

PETTY CUSTOMS AT NORTH QUEENSFERRY.

DISPUTE WITH THE FORTH BRIDGE CONTRACTORS.

At a meeting of Inverkeithing Town Council last night, the Clerk reported that in accordance with a resolution passed at last meeting he had employed Mr Morton, auctioneer, Dunfermline, to value all the material landed at North Queensferry in connection with the Forth Bridge operations, with a view to arrive at an estimate of the amount due by Messrs Tancred, Arrol, & Company for Petty Customs. Mr Morton had on Thursday proceeded to North Queensferry, but had been point-blank refused permission to make the valuation. He had that day a note from the contractors for the bridge stating that they could not recognise the Council's right to value the material, and consequently disputing the Customs. After full consideration of the subject, the Clerk was instructed to write the contractors, pointing out that the Council had an indisputable right to levy Customs at North Queensferry on all material landed. It was further agreed that he should solicit a conference with the contractors by Tuesday first, and failing a settlement then, that an action should be raised in the Court of Session, concluding for £500 or £1000 as being the amount due.

NORTH QUEENSFERRY.

A correspondent writes :—The proceedings at the Licensing Court at Dunfermline on Tuesday were novel in a rare degree. The Earl of Elgin was out of place on that occasion. Miss Roxburgh, whose hotel lost the license, got scant justice from the bench. How and on what grounds the court set aside Mr Hunt's motion to grant Miss Roxburgh's license is a mystery. Unfortunately, Miss Roxburgh cannot appeal; but her opponent can, and, very probably, will. As it is, the people at North Queensferry have one Hotel left and, unfortunately, the workmen's canteen.

MAN FOUND DEAD.—Early yesterday morning, the dead body of Andrew Craig, stone-dresser, North Queensferry, was found in a field on the farm of Backmarch, near Inverkeithing, by one of the farm servants. Craig was last seen alive on Thursday near the place where he was found, and it is supposed that heart-disease was the cause of death. Deceased was 69 years of age.

MR H. GRANVILLE'S DRAMATIC COMPANY.—Mr

The Council then adjourned.

COUNTY LICENSING COURTS.

WEST OF FIFE.

The annual Licensing Court for the Western District of the County was held in the Justice of Peace Room, County Buildings, on Tuesday. The Earl of Elgin presided, and the other Justices present were—Sheriff Gillespie; the Hon. R. Preston Bruce, M.P.; Mr Hunt, of Pittencrieff; Provost Donald; Mr Nasmyth, Bucklyvie; Mr J. T. Smith, of Duloch; Mr J. S. Stenhouse, of Fod; Mr Wallace, of Rhynd; Mr Telfer, Balgonar; Mr W. Mathewson, of Sands; and Mr Stevenson, of Lilliehill.

SUNDAY DRINKING AT ABERDOUR.

Previous to taking up the applications, Mr SIMPSON asked permission to make a statement. He was instructed, on behalf of Lord Morton and Lord Moray, to make a few remarks with reference to the licenses at Aberdour.

The Earl of ELGIN—Would it not be better to wait until the Chief Constable comes?

Mr SIMPSON replied in the affirmative, if the whole of the Aberdour renewals were to be delayed, but he wished to speak of the renewals to Mr Greig and Mrs Catton. His instructions were given with the view of putting down those Sunday disturbances which took place so often at Aberdour, and he had to ask their Honours, in granting these renewals, to follow the example set by other parts of the country. Such, for instance, as Portobello, where the grievance was at one time so great, and the annoyance caused to the law-abiding people so bad, that the Magistrates withdrew the hotel licenses and granted public-house licenses instead. That action had had the desired effect; but without going to such extreme length as that, he was instructed to ask that in granting a renewal to Mr Greig and Mrs Catton it should be given on the understanding that they would not supply drink on Sundays to others than lodgers in their Hotels.

Earl of ELGIN—Is that competent under the certificate?

Mr SIMPSON said perhaps it was not, but there was nothing to prevent the holders of the license giving such an assurance. That course had been followed in South Queensferry and other places with good results. Of course, there was nothing to hinder the license-holders breaking through the engagement; but if they did so, they might be told that they would hear something about it at the next Licensing Court.

Earl of ELGIN—But has a *bona-fide* traveller not a right to demand to be supplied?

Mr SIMPSON—Yes; but I don't think there are many *bona-fide* travellers in Aberdour; but if Mr Greig and Mrs Catton would lend their assistance in putting down those very disgraceful disturbances that so frequently take place, by refusing to supply liquor to others than travellers, it would be a great matter. If they were disposed, they could do a great deal to get rid of the objectionable disturbances. He had, in addition to this, to urge a special objection against the Star Hotel.

All the existing licenses were then read over and renewed, with the exception of the Aberdour cases, which were continued.

TRANSFERRED CERTIFICATES.

Six applications for transferred certificates were all granted—the applicants being *George Blyth*, grocer, Lochfitty; *Agnes Crawford*, innkeeper, Foulford; *David Robertson*, grocer, Oakley; *James Elder*, grocer, Halbeath; *James Hutton*, grocer, North Queensferry; and *John Young*, for a public-house at Limekilns.

SUNDAY DRINKING AT NORTH QUEENSFERRY.

The applications of *Euphemia Roxburgh*, innkeeper, North Queensferry, for a hotel license for new premises, and of *Robert Nisbet*, 10 Brown Square, Edinburgh, for a hotel in the premises occupied by Miss Roxburgh, were next considered.

Mr FRASER, on behalf of Miss Roxburgh, stated that she had held the license for a number of years, and during that time she had conducted it in such a careful and efficient manner that not the slightest complaint had been made against her. A petition, signed by over 100 of the inhabitants of North Queensferry, had been lodged, testifying to the careful manner in which the business had been conducted, and asking their Honours to grant the license to Miss Roxburgh's new premises. The petition was signed, among others, by the heads of the departments of the Forth Bridge Works, and also by Mr William Grey, the manager for Messrs Tancred, Arrol, & Coy. The new premises were splendidly suited for carrying on a hotel business. From the large number of workmen now employed at North Queensferry, their Honours would not be going far beyond the wants of the place if both licenses were granted; but however that might be, he maintained that Miss Roxburgh's claims were preferable to those of Nisbet's. Besides, Miss Roxburgh was obliged to build the new premises — Mrs Millie demanding a rent of £120 for three years. That was thought to be so exorbitant and unconscionable that she refused it, and she was absolutely driven to build this new hotel. A list of objections had been lodged by the Free Church people on account of the hotel being so near the church, but the fact that a large number of the members had signed the petition in favour of the license being granted showed that the majority did not think the hotel would be prejudicial to the church. Out of about 60 communicants, 34 had signed the petition in favour of the hotel, and also 20 adherents. He asked that the license should be granted.

Mr J. R. RUSSELL, on behalf of Nisbet, said the present licensed premises, the Albert Hotel, were undoubtedly the best for carrying on a good business. Miss Roxburgh's hotel could not fail to be prejudicial to the work of the church, and as to the question of rack-renting, he believed, if they sifted it to the bottom, it would be found to be extremely groundless. He knew that Miss Roxburgh had the same opportunity as others had of applying for a lease of the hotel when it was advertised.

Rev. Mr WILSON said he appeared in support of objections that had been lodged in his own name, and in that of the Free Church Session. They asserted that it would be very objectionable to license this new hotel, because it was placed so near the church. No man would willingly submit to have such a business set down at the door of his private dwelling. He would not like his family to hear the sounds that issued from a public-house. If such an argument as that applied to a private house, he held that it applied with tenfold force to the house of God. Besides that, he maintained that Miss Roxburgh would not be a great loser by making this a temperance hotel. Her interest in the business was an index of what they expected it would be in the future. Her business was not a hotel business, in the common sense, as she had very little sleeping accommodation. To grant a license next door to a church would be to place a barrier against his work. There was no occasion for increasing the licenses, but for decreasing them. Last Sunday he was told by the policeman there were no less than seven fights in which he had to interfere, and several others in which he was quite unable to interfere at all. (Laughter.) A Sunday or two ago they had three men who fell into the water, and were in imminent danger of their lives. How could they expect respectable people to go to church when such scenes as these occurred on Sundays? There were 50 signatures to the petition against granting the license. Miss Roxburgh had canvassed in every house for names, and he accounted for those who signed the petition in her favour, and who belonged to his church, as being those who had an *animus* against him for taking a part in the temperance movement in the village, or those who had been forced to put down their names. (Laughter.) If he had gone to some of the houses he would have got some of their names too. (Laughter.) The feeling of the community was against granting the license. The canteen had been a great curse to them. He had written asking that some restrictions should be put on the sale of drink on Sundays, the same as those at South Queensferry, but had received no answer. He submitted that the Forth Bridge people deserved no consideration whatever in the matter for signing the petition, because they had shown no respect to the villagers.

Earl of ELGIN—Can the canteen legally sell drink on Sundays?

Captain BREMNER—I submit that this canteen is carried on as a club, and does sell drink on Sundays. I am not saying anything about the legality of the question in the meantime.

Rev. Mr WILSON said there were six licensed houses to a population of 600, and that was far too many. He considered that the licensed grocers did a great deal of harm in the way of intemperance in selling the drink in small quantities over the counter, and in giving the children sweeties to encourage them to come back. (Laughter.) He threw himself on the protection of the Court, and asked that this license for a house next his church should be refused, so that he might be allowed to carry on his work without such a barrier.

Captain BREMNER said, in his opinion, to grant another license to North Queensferry would be a misfortune. The question came to be, whether they were to continue the present house, or grant a license to Miss Roxburgh. As to the canteen, it was at present a source of disturbance to the village. He had written about the evils that had arisen from it, and he hoped their Honours would show themselves to be on the side of restriction rather than increase the licenses.

Lord ELGIN—I observed that on the other side there were some restrictions put upon the canteen. Are there none on the north side at all?

Captain BREMNER—I am not aware of any. It seems to be a working-man's club, and the legal question as to supplying drink on Sundays was being considered just now. If things go on some active steps would have to be taken to put in proper management the sale of drink that went on on Sundays.

Sheriff GILLESPIE said that was one of the very difficult cases they had to consider. He thought they had to consider first, whether another license was required at North Queensferry. He most cordially sympathised with what had fallen from the Chief Constable—that they did not need another license. There were abundant licenses already. The next question to present itself was, which license to grant. Now, he felt very greatly the hardship of the former tenant of the Albert Hotel being deprived of her license, as she had conducted the business in a respectable way. But he thought that it was wholesome, in a case like this, where the landlord and tenant could not agree, to refuse both licenses—to show that they could not force the Justices to increase the number of licensed houses. As it would not be fair to grant the one and not the other, he moved that both applications be refused.

Mr HUNT proposed that the license should be granted to Miss Roxburgh. He did not see any argument in what the learned Sheriff had said, that both should be refused. Miss Roxburgh had followed this occupation as a profession, without a single complaint being made against the mode in which she conducted her business. He thought it would therefore be hard to refuse her the license. They had been in the habit of licensing the parties and not the premises, so that by granting the license to Miss Roxburgh they were merely renewing the license she had before. (Slight applause.)

The vote was taken, and it was found that there was a majority against Sheriff Gillespie's motion.

Lord ELGIN then moved that the license be granted to Nisbet, and on putting Mr Hunt's motion to the vote, it was found that there was a majority against it. Lord Elgin's motion was then put to give the license to Nisbet, and there was a majority against it as well. The result of the voting was received with some laughter in the Court-room.

Mr HUNT—That is not a correct way to put it. There is a majority in Miss Roxburgh's favour.

Lord ELGIN—I beg your pardon, there is not. I can show you the names.

Mr HUNT—There is a majority against Nisbet, and consequently a majority for Miss Roxburgh.

The CLERK (Mr Beveridge)—His Lordship is quite right. Both licenses are refused. The motions were put as to whether the license would be granted or not.

SUNDAY RIOTING AT NORTH QUEENSFERRY.

Wm. Marshall, Wm. Reader, and Peter Smith, all Forth Bridge employees, were convicted of having been guilty of riotous conduct—fighting with each other, &c.—committed at North Queensferry on Sunday, 13th April. Marshall and Smith were ordered to pay a fine of 7s. 6d., and Reader, 10s.—the alternative in each case being seven days' imprisonment.

The SHERIFF stated that he would impose double fines in connection with North Queensferry cases. He was determined to put down Sunday rioting.

ANOTHER QUEENSFERRY RIOT.

Wm. Thomson, labourer; *John Brown*, rivetter; and *Robert M'Donald*, also a rivetter, pleaded guilty to fighting with each other at North Queensferry on Monday, 21st April, and were each ordered to pay a fine of 10s., or in default of payment, suffer seven days in jail.

Letters to the Editor.

SUNDAY DRINKING AT NORTH QUEENSFERRY.

SIR,—In your issue of the 26th, I observe a letter on the above subject, in which the writer very naturally draws attention to the fact that, by withholding the licenses, the Justices have deprived the travelling public and visitors in general from having the necessary hotel accommodation to which they are entitled. Circumstances necessitate my remaining there occasionally over night; and am I in future supposed to sup at the Albert or Miss Roxburgh's, and go to the canteen or grocer's shop for my humble glass of port. The absurdity of this whole thing is beyond ridicule. There is not a place in Scotland in such a position. Then there is another view of the case which has evidently not been taken into consideration—namely, that when a man can procure a properly-cooked lunch or dinner at a reasonable rate, and his glass of beer along with it, he very seldom finds much desire for excessive drinking. I have been resident in North Queensferry from Sunday to Sunday, and I can affirm with every confidence, that had there been any place where a proper supply of cooked foods could be constantly provided, this drink traffic would have been considerably lessened. In conclusion, I would say that the Justices should give every support to those wishing to open a respectably conducted house, where food and rest could be found for man and beast.—Yours, &c.,

Edinburgh, 1st May 1884. G. S.

HOTEL LICENSES FOR NORTH QUEENSFERRY.

SIR,—Is it possible that North Queensferry is to be deprived of a hotel license, simply through Miss Roxburgh being an old residenter, and because it is objectionable having licensed premises in such close proximity to the church. It would be satisfactory to know what bearing that has upon the old hotel, which has been licensed for 30 years. Every one must allow that Miss Roxburgh always conducts her business in the most orderly manner; but when the Albert was for sale, it would have been her interest to have bought the place instead of building new premises.

To those who have purchased the "Albert" for the usual business purposes, the refusal to grant the license must have been a great disappointment and loss. They have come among us highly recommended by gentlemen of position and influence in East Lothian and elsewhere, and with undoubted references, showing them to be qualified in every respect to carry on a first-class trade. It is scarcely fair to those parties, neither is it just to deprive the public of a well-appointed establishment, when their comfort and convenience would be secured.

I understand that the new proprietors have offered to supply an ordinary table daily, Sundays not excepted, where the employees at the Forth Bridge Works can have meals at a cheap rate. This in itself would be a great boon, and it would in all probability reduce the cases of drunkenness which are prevalent among us at present. It would be for the welfare of the community that all inhabitants should interest themselves in this matter, and secure the license for the party or parties who offer the best accommodation for tourists, travellers, and the public at large.—I am, &c.,

North Queensferry, 1st May 1884. T. E.

THE FORTH BRIDGE WORKS AND ABERDOUR WATER SUPPLY.—On Tuesday in Dunfermline Sheriff Court, Sheriff Crichton heard parties in the petition at the instance of the Local Authority of Aberdour to have the Corporation of Dunfermline interdicted from supplying water to North Queensferry and the Forth Bridge Works. In 1879 the Local Authorities of Aberdour and Inverkeithing entered into an agreement with the Corporation of Dunfermline for a supply. Each parish paid its own conduit, and the reservation was made that the Corporation could give a supply to North Queensferry after the demands of Aberdour and Inverkeithing were satisfied. Some time afterwards a pipe was laid to North Queensferry, which is in Dunfermline parish, and no complaint was made until a few months ago, when, it is alleged, an enormous quantity of water was used at the Forth Bridge works, depriving Aberdour of its regular supply, and leaving the parish on some days without any water. It was stated on behalf of the Local Authority of Dunfermline that arrangements were in course for providing a supply to the Forth Bridge works by storing the water during the night, and a suggestion was made and agreed to that the Sheriff in the meantime take no action in the matter.

KIRKCALDY

NORTH QUEENSFERRY.

On Thursday night a party from Edinburgh, consisting of three ladies and a gentleman, were driving through the town. The horse shied at some object. The result was that the vehicle was brought into contact with the corner of a house and overturned, the occupants being thrown out on the street and considerably injured.

HOUSEBREAKING.—Between Sunday night and Monday morning the main office of the Forth Bridge Works was broken into by smashing a window; and a box containing the workmen's subscriptions towards the "Sick and Benefit Fund," and some books, were taken away. The matter was duly reported to the police. Mr Webster, the Inspector, soon apprehended Andrew Mitchell, David Bowie, and James Falconer at South Queensferry. Part of the stolen property was found in their possession.

PEEBLES SPECIAL CONSTABLES ANNUAL EXCURSION.

FRIDAY last week was observed as a general holiday in Peebles, when the banks, offices, merchants' shops, and public works were all closed. As was previously intimated in the *Advertiser*, the Special Constables had arranged to have their annual excursion this year to Dunfermline, and although little was said about it previously, it proved a decided success, notwithstanding the attractions offered by the Caledonian Railway Company to Lanark and the Falls of Clyde, as well as to Glasgow, the fares to these places being extremely moderate. The burgh was in quite a stir on Thursday evening, the band of the local volunteers having paraded the town, and they were followed by the pipers and drummers who were to accompany the excursionists under the auspices of the Special Constables on the following day.

On Friday morning the pipers and drummers paraded the town in good time to awaken the citizens who intended to patronise the trip arranged for by the Special Constables. Mr Jonas Mitchell, Secretary to the Special Constables, was actively engaged about that time in presenting tickets and sumso f money to the choir boys of S. Peter's Episcopal Church—thirteen in number—to enable them to enjoy the trip to Dunfermline. Mr Mitchell for the third year having, with his usual energy, raised the necessary funds, and it is needless to say that his successful efforts were highly appreciated. Shortly after six o'clock many parties could be seen wending their way to the North British Railway Station—which, by the way we may state, has, within the last few weeks, undergone a very great improvement, and, although not exactly what we would like to see it, is certainly much better than the one which has done duty for so many years. We trust that the directors of the Railway Company will by-and-bye recognise the importance of their station at Peebles, and will in the not distant future provide more ample facilities for the travelling public than they have hitherto been accustomed to do. Excellent carriage accommodation was provided for the excursionists, and at 6.45, five minutes behind time, the train, which was under the conductorship of Inspector Robertson, St Boswells, steamed out of the station amidst the ringing cheers of the spectators, of whom there was a large number. In ten minutes Eddleston was reached, but as no passengers from that quarter were coming on board, the train only slowed and proceeded to Leadburn, where the extra engine, which had assisted the train up the steep incline, was uncoupled and thrown off. The excursionists then had a fine run by Pomathorn, Rosslynlee, Hawthornden, Bonnyrigg, Eskbank, and Millerhill, to Niddrie Junction, where the train left the main line, and was shunted on to the Suburban Railway, when a new district to most of the excursionists was traversed. Among the stations passed were Duddingston and Craigmillar, Newington, Blackford Hill, Morningside Road, Craiglockhart, and Gorgie—passing Edinburgh and Arthur Seat on the right and Blackford Hill on the left. This proved a very interesting part of the journey, and the train again joined the main line a little beyond Haymarket Station. Without a single stoppage, the train steamed on past Corstorphine, Gogar, and Ratho Junction, where the line for Queensferry and Dunfermline branches off the main. Here a delay of a few minutes took place owing to a train from Queensferry being nearly due and the line being single. In about ten minutes the excursion train was again in motion and speeding on by Kirkliston, with its old distillery; Dalmeny, and South Queensferry, where the excursionists had their first view of the great Forth Bridge Works. On nearing

Port Edgar, where the railway carriages are exchanged for the "John Beaumont" steamer, the excursion engine, which was a very heavy one, missed the points just before reaching the platform, and though the front wheels kept the metals, those behind ploughed into the ballast to a considerable depth, and broke the rails, which were in one or two places completely smashed. The front wheels of the carriage next the engine also left the rails, and those occupying it were considerably shaken, but not injured otherwise. The most of the passengers were aware, somewhat to their surprise, of the sudden stoppage of the train, and this was followed immediately after by a rather sudden jerk, which sent some of the hats and other articles on the racks tumbling down about their owners' ears. Still nothing wrong was understood to have occurred, till the information was passed along from carriage to carriage that the engine had left the metals. The excursionists without loss of time vacated the carriages at some little inconvenience in consequence of the absence of a platform, and after about three minutes' extra walking reached the pier and the "John Beaumont," none the worse for the accident which had occurred, although naturally feeling rather nervous and excited.

On steaming out from Port Edgar, the excursionists had a splendid view of what was to be seen of the Forth Bridge Works, on the starboard or right side. As we stated the other week, the works on the south and north sides are pretty well advanced, but great gaps have yet to be filled up between the high piers, which have been planted in the centre of the Forth. In crossing the ferry these works were the great centre of attraction, and all eyes were eagerly strained to see the progress of the gigantic undertaking. In ten minutes the excursionists were all landed safely at North Queensferry, in the Kingdom of Fife, and also in the parish of Dunfermline. It may not be generally known that North Queensferry forms an entirely detached portion of the parish of Dunfermline, the main portion being completely cut off by the parish and town of Inverkeithing. It is very difficult to account for these vagaries, as they may be called, in the boundaries of parishes and even counties, as witness our own of Peebles where, in one or two instances, Selkirkshire is mixed up with Peeblesshire, and in separate and detached portions.

On landing at North Queensferry, where a train was in waiting, the excursionists, after being seated in the carriages provided by the Railway Company, gave up the outgoing halves of their tickets, and in a few minutes were steaming through the adjoining tunnel, which is of considerable length. Inverkeithing was quickly passed, and in less than fifteen minutes Comely Park Station, Dunfermline, was reached. From this station the Peeblean excursionists, headed by the pipers and drummers, who, to their credit be it said, did capital work on the journey to and from and also in Dunfermline, marched by New Row, Canmore Street, and Guildhall Street to St Margaret's Hall which, as we stated the other week, had been specially engaged for their accommodation. This hall was completed in 1878 at a cost of about £10,000, from plans prepared by Mr Starforth, Edinburgh, and is capable of seating 1500 persons. On the south wall is a carved stone bearing the arms of St Margaret, encircled with the motto—"Sanct. Margaret, Qvene. of Scotland." On the company arriving in the hall, Major Dunn ascended the platform, and congratulated all on their safe arrival in the City of Dunfermline, and

expressed the hope that they would spend a happy and a pleasant day. He also intimated that those who wished it would have the opportunity afforded them in the afternoon of indulging in a dance, and that all would meet there at five o'clock, and march to what is known as the Old or North Station, from which they would proceed homewards by Thornton and the Burntisland and Granton Ferry. Three cheers having been given for Major William Dunn, and a like compliment paid to Mr Jonas Mitchell, secretary, the Company separated to find enjoyment as best suited their tastes and inclinations. Large numbers visited the old Abbey and adjoining churchyard, where repose the remains of many who have filled prominent and important positions both in Church and State. The Palace and Castle were also viewed with great interest. The Carnegie baths came in for a good share of attention, and were well patronised by the Peebleans, who appeared to be greatly taken with the results of the handsome gifts which Mr Andrew Carnegie had handed over to his native city. Several managed to obtain access to the numerous linen damask factories of which there are about a dozen at least, while others spent a very enjoyable time in promenading through the large and beautifully laid out Public Park.

Others found their way to places at a distance, and a party of three proceeded to Kinross and Loch Leven, where they met with a kindly reception, and had every facility afforded them for an afternoon's fishing on the far famed Loch. They went out in one boat and were successful in capturing a large number of perch, enjoying the sport immensely. The party stayed in Kinross all night and returned to Peebles on Saturday. A few of the excursionists proceeded to Dundee and the Tay Bridge, Dunkeld, Coupar Angus, and other places, being determined to make the best af the day.

The most of the principal places of interest, historical and otherwise, having been visited and explored, and the day, which was very warm, having been spent in an exceedingly pleasant and enjoyable manner, the company tarted from St Margaret's Hall, and marched by Guildhall Street, High Street, East Port Street, and Bonnar Street to the North Station, where they speedily got comfortably seated in the commodious carriages which had been provided for them. Punctually at 5.30 the train steamed out of the station, and proceeded by Halbeath, Crossgates, Cowdenbeath, Lochgelly, Cardenden, and on to Thornton Junction, where a loop line has recently been constructed, and on by Dysart, Kirkcaldy, Kinghorn, and Burntisland, the run from Dunfermline to Burntisland being made without a single stoppage, and an opportunity was afforded the excursionists of viewing as they passed along what may be called the principal coal and iron mines in the west of Fife.

On reaching Burntisland, the train being up to time, the steamer "William Muir," one of the best the Railway Company have on the Burntisland and Granton ferry, cast off at about 6.34, and after a most enjoyable and pleasant passage, the water being remarkably smooth, reached Granton about seven o'clock, and immediately after the carriages were filled, and the train started in good time, proceeding by the loop line beyond Leith Walk Station, and joining the main line at St Margaret's. A clear run was had to the Station at Bonnyrigg, where the two pipers from that quarter left the train. The only other stoppage was at Leadburn, where the ingoing halves of the tickets were collected. No time was, however, lost, and as speedily as possible the train was ascending the remaining part of the hill in good style, and on turning the summit sped down the incline quickly but cautiously to Eddleston, where it was brought to a standstill for a minute. Peebles was reached at 8.35, instead of 8.30, being only five minutes behind the advertised

time, and this much we consider we are justified in saying that the arrangements of the North British Railway Company must have been carefully made. In going to Dunfermline, a distance of about forty-eight miles, in spite of the delay at Ratho Junction and the unfortunate accident at Port Edgar, Comely Park Station, was reached within ten minutes of the advertised time, while in returning—the distance by Thornton and Burntisland being sixty-two miles, or fourteen more than in going in the morning—the excursionists were landed all safe within five minutes of the time announced. The trip was a great success, more so indeed than was expected in the present depressed state of trade, and all appeared to have enjoyed themselves immensely. Three or four made themselves rather conspicuous by their obstreperous conduct in the afternoon at Dunfermline but they are in the habit of behaving in a similar manner at all such excursions, and even at home often give a good deal of trouble to the police. On the whole the excursion passed off most successfully, all appearing to be much gratified with the trip, and arriving at home in excellent time, which cannot always be said in like circumstances. The party separated in front of the Town Hall, after giving three rousing cheers for Major Dunn and Mr Mitchell.

A fair number went by the Caledonian Railway to Lanark and Glasgow in the morning. Among those who went to Lanark was Mr Walter French, Northgate, who unhappily met with an accident which fortunately proved less serious than might have been expected. In leaning over the door of the carriage it not having apparently been properly secured, he fell out and sustained a severe cut on the brow, as well as other bruises. He was stunned and rendered unconscious, but was able to come home on Saturday, and since then has been improving as favourably as could have been expected. It is a somewhat curious circumstance that no accident of any kind has ever happened with the annual holiday and the excursions of the Special Constables till Friday last, but it is very gratifying to be able to record that the results have been so comparatively trifling.

SAD DEATH IN THE CARNEGIE BATHS.

Since their opening about ten years ago, the Carnegie Baths have enjoyed complete immunity from fatalities such as occur in similar institutions in other parts of the country. No accident of note has even occurred. Thousands of persons have immersed themselves in the large pond; men and boys, women and girls have dived from the spring-board, and even greater altitudes, into the silvery water, and nothing but beneficial results have accrued. On Monday morning this week, however, a sad death occurred, and the only feeling of satisfaction that can prevail—if such is possible under the painful circumstances—is that no one is in the least to blame for the melancholy affair. A young man named Archibald Gloag, son of Major-General Gloag (late of the Royal Artillery), left North Queensferry with the 7.20 local train, along with a younger brother, and on arriving at Comely Park Station, Dunfermline, walked to the Carnegie Baths for the purpose of having a swim. The brothers divested themselves of their clothing, and Archibald leapt on to the second step of the platform, from which he dived into the deep end of the pond, his brother meanwhile also swimming towards the shallow part. Having swam a length, which is about seventy feet, Archibald was observed to throw up his hands, rise out of the water, and then fall on his back. It was at once conjectured that something was wrong, and a swimmer named William Whitehead, who had just come out of the water, cried for help, and Mr Gloag was removed to the side, and then to the dressing-room. Several gentlemen were in the Baths at the time, and under the direction of Mr Gilmour, chemist, the usual restoratives were applied, and other attempts made at resuscitation. These, however, proved of no avail, Mr Gloag breathing his last within a few minutes after being taken out of the water. His brother was by his side, and was visibly affected. Drs Bell and Lee arrived shortly afterwards, and pronounced life to be extinct, attributing death to syncope. It is believed that the young man, who had been previously affected with a weak heart, had been warm when he entered the water, and that the sudden change had caused the action of the heart to stop. Two gentlemen then drove to North Queensferry along with the brother and broke the terrible news to Major-General Gloag and the young man's aunt, while the ambulance waggon conveyed the body home. The deceased was in his eighteenth year, and was a clerk in a stock-broker's office in London. He had only arrived at North Queensferry on Saturday, intending to spend a holiday.

On Monday evening, Mr Stewart, the secretary of Dunfermline Swimming Club, on behalf of the Club, forwarded the following letter of condolence to Lieutenant-General Gloag :—

"32 Holyrood Place,
"Dunfermline, 22d August 1887.

"DEAR SIR,—I have been requested by all the members of our Club who were present at the Baths this morning to express in as few words as possible our great sorrow and sympathy with you in your sad bereavement. We desire to add our tribute as strangers—and yet as brothers—to the memory of your departed son, whose spirit was akin to our own in youth and manly vigour, and whose young life, the loss of which we all so deeply deplore, demands from our humanity this expression of heartfelt sympathy with his loved relatives in this hour of trial and sorrow.—I beg to remain, very sincerely yours, "C. E. STEWART, Hon. Secy.

"Lieutenant-General Gloag,
North Queensferry."

On Tuesday Mr Stewart received the following telegram in reply :—

"North Queensferry.

"Thanks for your beautiful letter on behalf of your Club. I am too sad to say more. The boy was worthy of all admiration. "GENERAL GLOAG.

"Mr Stewart, Hon. Secy.,
Dunfermline Swimming Club."

ALARMING ACCIDENT AT THE FORTH BRIDGE.—On Thursday afternoon, an accident of an alarming nature occurred at the Forth Bridge Works. A coal laden vessel had been lying at the jetty on the north side of the river, and a number of men were about to discharge the cargo. They proceeded with the lowering of the jib of the crane, but through some cause or other lost control of the machinery by which the crane is worked. The jib went down with such force that it snapped at the base, and went crashing into the vessel. Seven men were standing on the deck, and several of them had a miraculous escape, but none were injured.

THE FEVER EPIDEMIC AT NORTH QUEENSFERRY.

ALLEGED OVERCROWDING IN FORTH BRIDGE HUTS.

The scarlet fever epidemic at North Queensferry has become alarming, and to-day the Sanitary Committee of Dunfermline Parochial Board are to make a thorough inspection of the village. At a meeting of the Sanitary Committee at Dunfermline last night it was reported that there were 40 cases of scarlet fever at North Queensferry, and the Sanitary Inspector stated that, in accordance with instructions, he had visited the Forth Bridge huts, and found them over-crowded. The Clerk was instructed to write Messrs Tancred, Arrol, & Co. and the North British Railway Company to the effect that their property was not in a satisfactory sanitary condition, and the Board asked that certain reforms be carried out immediately. The Committee were instructed to visit the lodging huts and houses and demand that the overcrowding be discontinued.

OLD NAME OF NORTH QUEENSFERRY.

SIR,—It is not surprising that your correspondent, "West of Fife," should be dissatisfied with, and find himself unable to accept, the etymological signification given of "Ardebinnechenam," the ancient name of North Queensferry. A more absurd rendering or explanation could hardly be imagined than the one associating it on etymological grounds with the "height of horses." Whether the horses, as so confidently asserted by one of your correspondents, had the arduous task of swimming across the ferry imposed upon them, or whether such a feat falls within the range of possibility of accomplishment, I do not stop here to inquire. But this much I will assert, that the greatest expert in etymological lore never could make "horses swim" in or out of that sadly mutilated word "Ardebinnechenam."

The Celtic scholar, I think, will have little difficulty in recognising under this much disfigured form of "Ardebinnechenam" the word Ardnaninnsichean; thus, Ard-nan-innsichean=height of the islands, and perchance referring to Inchcolm and Inchkeith in the neighbourhood.—I am, &c. CEAUN-AN-T-SAIL.

THE FORTH BRIDGE.

The twenty-seventh quarterly report of inspection by Major-General Hutchinson, R.E., and Major Marindin, C.M.G., R.E., of the works in progress for the construction of the bridge over the River Forth has been published. It states that the main members of the north cantilever are complete, and with the exception of a few feet of the wind fence, and footpaths in bay 6, the whole of the internal viaduct is in place, and nearly the whole is riveted. With the exception of the footpaths, and a few feet of the wind fence, the whole of the central is erected, and very little of the riveting remains to be done. The rivetted work at South Queensferry now amounts to 15,900 tons, an addition of 600 tons during the quarter, as compared with 1350 tons during the previous quarter, leaving 130 tons to be completed. At Inchgarvie the south cantilever is completed, and the whole of the main members of the north cantilever are in place, and practically the whole are riveted, and with the exception of a small portion of the wind fence and footpaths of bay 6, the internal viaduct is completely built and riveted. The whole of the north central girder is erected, and about three-fourths of it are riveted. The total quantity of rivetted steel work at Inch Garvie is 18,400 tons, an addition of 850 tons during the quarter, as compared with 1400 tons during the previous quarter, leaving 320 tons to be completed. At North Queensferry the south cantilever is completed, as is also the north cantilever, with the exception of the bracing between the struts in bay 6. The total quantity of riveted steel work at North Queensferry is about 15,750 tons, an addition of 650 tons during the quarter, as compared with 1250 tons during the previous quarter, leaving 280 tons to be completed. With regard to the permanent way it is reported that on the south approach viaduct all the longitudinal sleepers are in place, and the rails laid and nearly all screwed down. At South Queensferry the teak and pine blocks in the troughs under the sleepers are laid from the end of bay 5, south to the end of bay 4, north cantilever, and about 200 feet of the sleepers are laid. At Inch Garvie the teak and pine blocks are laid from the end of bay 4 south, to the end of bay 4, north cantilever. At North Queensferry the teak and pine blocks are laid from the end of bay 3 south, to the middle of bay 4, north cantilever, and the longitudinal sleepers are laid from the vertical columns to the end of bay 3, on the south cantilever. On the north approach viaduct, with the exception of a length of 80 feet, all the sleepers are in place, and the rails, except for a length of 160 feet, are laid, but not screwed down. Among general remarks, it is stated that the weather during the past quarter has, on the whole, been very favourable considering the season of the year. The highest wind pressures recorded at Garvie Castle were on November 2nd, 1889, when the large gauge showed a pressure of 12 lb., the small gauge a pressure of 34 lb., and the revolving gauge a pressure of 27 lb. The average number of men employed per diem during the quarter has been 1795, and the number employed on November 23rd was 1585. It is reported with regret that even with this reduced number of workmen, there have been four fatal accidents. The result of measurements taken on November 26th shows that under the central girders there is a clear headway in no case less than 1 ft. 1 in. above that specified in section 5 of the Forth Bridge Act. In conclusion, it is stated that, so far as it is possible to judge from a periodical inspection, the high character of the work is being maintained to the end.

THE FORTH BRIDGE.

The Prince of Wales's intention to reside at Dalmeny during his visit to Scotland to open the Forth Bridge has necessitated an alteration of the details of the arrangements for March 4. His Royal Highness, as already intimated, is to travel from London on the 3rd, and will arrive at the Waverley Station at half-past six o'clock in the afternoon; thence his train will run on to Dalmeny, where he will be received at the station by Lord Rosebery, whose guest he is to be during the visit. The Prince will spend the evening at Dalmeny. On Tuesday morning, March 4, a train will start from the Waverley Station, about eleven o'clock, with the directors of the Forth Bridge and their friends, and the Royal party will join it at Dalmeny. The Royal train will then cross the bridge and proceed as far as Inverkeithing, where a short stay will be made. Returning to North Queensferry, the Prince and suite will embark on board the steam launch Dolphin, and will view the structure from the water. A second steamer will be provided for the directors and their friends. The steamer will return to North Queensferry, and the Royal party will again join the train, which will re-cross the bridge. Half way over a halt will be called, and the Prince, alighting, will drive the last rivet of the bridge. At North Queensferry, immediately after the opening ceremony has been performed, a banquet will be held in the large drawing shed, which is being specially fitted up for the occasion.

THE FORTH BRIDGE.

OPENING CEREMONY
BY THE
PRINCE OF WALES.

DISTRIBUTION OF HONOURS.

INTERESTING PROCEEDINGS.

The inauguration of the grandest engineering work of the age was successfully accomplished under distinguished auspices yesterday. The Forth Bridge is the last but in many respects by far the most important link in the chain of the east coast railway undertakings, and, having regard to the gigantic size and cost, the overcoming of physical obstacles which have baffled engineers for centuries, and the revolution which the new wonder of the world is expected to accomplish, it was only natural and fitting that yesterday's function should have been honoured by the presence of several members of the Royal Family, and that the opening ceremonial should have been discharged by the Heir Apparent to the crown. The important and interesting proceedings, however, were shorn of a considerable amount of the lustre and effect which they would otherwise have had by two causes. One of these was the fact that the ceremony, through the non-observance of a holiday, to mark the occasion, except in a few inconsequential Fife burghs, could be participated in by only a very few, while the other was the weather, which, although generally fair, was wild and boisterous to a degree hardly realisable except by those who voluntarily, for the sake of witnessing the rare spectacle, endured two hours' exposure to the cold and the fury of a gale such as they had not experienced for a considerable period. The function was taken part in, as already stated, by a comparatively small number, but those present represented in an eminent degree the civic and scientific life of the country, while the attendance of the foreign delegates testified to the universal interest which is felt in the stupendous and magnificent structure.

Yesterday's proceedings, although somewhat protracted and varied, may be summed up in the statement that the Prince of Wales and his suite drove from Dalmeny House and joined the Royal train at the Forth Bridge Station; that they afterwards crossed the structure and viewed it from the Firth, and that on returning the Prince completed the Bridge by fixing the last rivet, and afterwards declared the structure open amidst the ringing cheers of the assembled multitude. The banquet which subsequently took place was rendered memorable by the announcement of the honours Her Majesty has been graciously pleased to bestow on those whose names will for ever remain identified with the Bridge. Our readers will be pleased to hear that Sir John Fowler, the Chief Engineer, and Mr M. W. Thompson, the Chairman of the Forth Bridge Company, have received Baronetcies, and that Mr Benjamin Baker, the other Engineer, has been honoured by being made a Knight Commander of the Order of St Michael and St George; but what we are sure will afford them the greatest gratification is the intimation that the skilful, energetic, and much esteemed contractor will henceforth be known as Sir William Arrol.

DEPARTURE OF TRAINS FOR THE BRIDGE.

The official proceedings connected with the ceremony may be said to have begun with the departure of the special train from the Waverley Station conveying the gentlemen invited to accompany His Royal Highness and the Directors in the inaugural trip over the Bridge. Previous to this train, however, two trains left with members of the general public. The first was a special train, which left at 9.25, and the other was the ordinary train at 9.50. About 1400 persons travelled with these trains, 700 with each. The trains carried with them respectively the bands of the 13th Hussars and the Cameron Highlanders. The invited company began to assemble at the station at about a quarter past ten o'clock, their train being timed to leave at a quarter to eleven. The train consisted of fifteen vehicles, made up of twelve five-compartment first class carriages, one four-compartment first class carriage, and two brake vans. The train left from the Glasgow departure platform. Amongst the 300 who travelled in it were :—Mr J. W. Barclay, M.P. for Forfarshire; Lord Provost Whittet, Perth; Provost Doig, Forfar; Provast Keith, Arbroath; Provost Scott, Montrose; Mr Walter Shepherd, president of the Dundee Chamber of Commerce; Mr D. C. Thomson, of the *Dundee Courier*; Mr D. Deuchars, district goods manager of the N.B. Railway Company, Dundee; Mr E. Gilbert, manager of the Dundee and Arbroath Joint Railway; Mr W. C. Leng, Mr John Macmillan, passenger agent, Tay Bridge Station; Mr W. Thornton, solicitor, representing Mr T. Thornton, Dundee; Mr W. H. Barlow and Mr Crawford Barlow, the engineers of the Tay Bridge, &c. Those invited consisted of men famed in literature, science, and art, and the representatives of all the most important municipalities. The train left punctually at 10.45.

The Royal train followed ten minutes later. The locomotive attached to it was No. 602, a fine specimen of a bogie express engine, with four wheels coupled, built at Cowlairs in 1887. The Prince of Wales' crest was displayed on the guard of the leading driving wheel. It was driven by James Aitken, Glasgow, along with whom was Henry M'Kinnon, fireman. Mr James M'Laren, Superintendent of Line, and Mr Holmes, Locomotive Superintendent, were also on the engine. Among those who travelled in the train were—The Marquis of Tweeddale, the Chairman of the North British Company; Lord Elgin, Lord Hindlip, General Annesley, the Lord Provost of Edinburgh, the Lord Provost of Glasgow, Sir Matthew Ridley, Sir John Fowler, Dr W. H. Russell, Mr W. N. Heygate, Mr J. Dent Dent; Mr Matthew W. Thompson, Chairman of the Forth Bridge Company; Lord De Ramsay, Sir A. Fairbairn, Sir F. Mappin, Bart., Sir J. Allport, Mr Mark Stewart, M.P., Mr Allison, M.P., Mr Wiggin, M.P., Mr Coddington, M.P., Sir John Coode, Mr Joseph Grimond, Commander Herbert F. Gye, R.N., Lieutenant Colonel Verney, Captain Shaw, Mr Courtney Boyle; Mr T. P. Neele, Superintendent of the L. and N.-W. Railway; Mr Armytage, Chairman of Lancashire and Yorkshire Railway Company; J. H. Stafford, Secretary of the same Railway Company; Sir Kenneth Mackenzie, the Lord Provost of Aberdeen, the Lord Provost of Dundee, Sir James W. Pease, Bart., M.P., Sir Lowthian Bell, Bart., and a number of French, German, and Austrian delegates. These included — Herr Mehrtens, Deputy of the Prussian State Railway Department, Bromberg; Herr Richard, Chief Inspector of Railways, Berlin; Herr Herr, Government Engineer, Berlin; Herr Manfred Krüger, Deputy of the Royal Saxon Railway Department, Bautzen; Herr A. Doppler, Imperial Chief Engineer of the Austrian State Railway, Vienna; Herr A. Czekelius, Technical Engineer of the Hungarian Ministry of Commerce, Budapest; Herr Feketchazi, Chief Engineer of the Hungarian State Railway; and a large number of French engineers and railway officials, amongst whom was Mons. Eiffel of Eiffel Tower fame. The 10.45 train performed the whole journey over the new railway from the Waverley Station without a stop. Great interest was manifested in the progress of the train, and the vast crowds gathered in the vicinity of the bridge waved their handkerchiefs as the train entered upon the bridge. At South Queensferry vast numbers of spectators had assembled on the street, and as near the pier as the authorities would allow them. The burgh itself was gaily decorated with flags, and the numerous craft in the Firth were gay with bunting. The deck of the Forth guardship, H.M.S. Devastation, was filled with spectators; the steamers from Leith were seen on the water far below the bridge laden with visitors; and the sight from the great elevation of the bridge was alike interesting and impressive, and conveyed a good idea of the vastness of the structure.

LEAVING EDINBURGH.

At an early hour yesterday forenoon a large number of the four-in-hand coaches which ply between Princes Street and South Queensferry began to parade in quest of passengers, and as each filled it left for the Forth Bridge. At twenty minutes past nine a special train consisting of 13 carriages left the Waverley Station, conveying over 300 passengers to South Queensferry, the band of the 13th Hussars also travelling with this train. The 9.50 train, consisting of about a dozen carriages, was also fully laden, all the passengers wearing a holiday aspect. Later cabs, coaches, broughams, dog-carts, and all kinds of vehicles were to be seen taking their way westward along Queensferry Street towards the Forth Bridge.

THE ROYAL PARTY LEAVE DALMENY.

For fully an hour previous to the departure of the Royal party from Dalmeny a continuous stream of vehicles poured along the Edinburgh and Queensferry Road, while foot passengers in hundreds wended their way towards the Bridge. A goodly number of police, of whom some 150 in all were on duty in the burgh and surrounding parts, were dispersed along the road, while later a squadron of Hussars from Piershill, under command of Captain Ogilvie, lined the road. At 10.30 the vehicular traffic was vetoed, and soon the road on the Edinburgh side of Lord Rosebery's policies was thronged with conveyances of all sorts and conditions, the occupants of which in many cases made their way on foot to the Ferry, while others joined a knot of country people congregated round the chapel gate, the main entrance to the grounds. The Royal party left the mansion shortly before eleven o'clock, and followed the main road till they reached the top of the Hawes Brae, where they turned into the Dalmeny Road, which, in turn, they left for the Rosehill Road, in which the Forth Bridge Station is situated. In Rosehill Road special preparations had been made for a throng. Barriers were erected on one side of the road, while in close proximity to the station a temporary stand had been put up by Mr Arrol for the accommodation of his friends and the workpeople. Just before the arrival of the party a force of bluejackets and marines from H.M.S. Devastation marched along the road and lined up alongside the entrance, and then distant cheering heralded the approach. The distinguished visitors had a cordial reception from the spectators along the route, and at this stage their welcome was no less hearty. Outriders led the way, followed by a carriage drawn by four handsome brown horses. In the carriage were seated the Prince of Wales, Prince George of Wales, the Duke of Edinburgh, and their noble host Lord Rosebery. The Heir Apparent frequently acknowledged the cheers of the people. The occupants of the other carriages included the Dukes of Fife and Buccleuch, and Mr Campbell-Bannerman, M.P. The Forth Bridge Station is intended to supersede the present Dalmeny and South Queensferry Stations, and in in keeping with the importance of the line running through it the station itself is a very handsome and commodious one.

THE PRINCE ARRIVES AT THE FORTH BRIDGE STATION.

All the gentlemen who were to receive His Royal Highness assembled at the Forth Bridge Station. Among them were Sir John Fowler, Mr Baker, Mr Arrol, Mr Phillips, and other gentlemen connected with the bridge. At seven minutes past eleven the Prince of Wales and his party arrived from Dalmeny, and were received by the engineers. Sir John, having shaken hands with His Royal Highness, brought forward his little nephew and nieces, three pretty little children, and introduced them to the Prince. A little boy about nine years of age presented the Prince with a book containing a full description of the bridge, and one of the little girls handed a buttonhole to His Royal Highness, who at once fixed it in the lapel of his long brown overcoat. Lady Fowler, Mrs J. A. Fowler, and Lady Mackenzie of Gairloch, were then presented. After this the Prince complained of the cold and entered the waitingroom. At twenty-two minutes past eleven o'clock the special train ran into the station, and the Prince and party got on board. His Royal Highness' saloon was in the rear of the train, and the seat which the Prince took was at the very end. He sat smoking a cigarette, and looking out at the rear of the train. As the train started, Sir John Fowler advised Mr M'Laren, the Superintendent, that the Prince desired to go slowly across. The train then steamed over the bridge in a gale of wind, and after the lapse of ten minutes arrived on the Fife shore. As the train crossed the structure a Royal salute of 21 guns was fired by H.M. turret ship Devastation, which, as the Forth guardship, is anchored a short distance to the west of the bridge.

ARRIVAL AT NORTH QUEENSFERRY.

Only a few minutes more elapsed when the Royal train was drawn up at North Queensferry, and the Prince stepped out of the Royal saloon and shook hands with one or two of those in waiting. A procession was soon formed, and His Royal Highness, walking by the side of the Duke of Edinburgh, and with Prince George on his left, proceeded to the Dolphin, passing *en route* the distinguished company who had travelled by the first train. The Dunfermline Band played "God Save the Queen," and the people in the vicinity of the station raised a cheer, which His Royal Highness acknowledged. The Duke of Buccleuch, Lord Rosebery, Lord Polwarth, and other noblemen, as well as Sir John Fowler, Mr B. Baker, and a host of others took up the rear of the procession. The Prince received a hearty welcome from those on the quay. Captain Shaw, who stood among the latter, was warmly shaken by the hand by the Duke of Edinburgh, while Lord Rosebery also stepped forward and spoke to him.

THE TRIP ON THE DOLPHIN.

The Royal party then went on board the Dolphin, which was luxuriantly decorated with crimson cloth, and which floated the Royal standard at her stern for the occasion. The vessel, as it proceeded into the Firth, heeled over dangerously, a strong westerly gale with some rain prevailing all the while. His Royal Highness stood in the "aft" portion of the deck holding on his satin hat and conversing with several of the Directors. The Dolphin rounded the Devastation, heaving and pitching to an uncomfortable degree, and followed by several passenger steamers, all of which were crowded. In order to give the Royal party a good view of the huge structure the Dolphin steamed through below the central girder on the south side, and returned to Queensferry by passing underneath the north central girder, and as the time went on the wind seemed to increase in velocity, and a disagreeable quantity of spray was blown to the shore, rendering the wait most uncomfortable. A large number of gentlemen did not avail themselves of the voyage by the steamer William Muir, preferring rather to remain on shore. We are informed that on the voyage their Royal Highnesses expressed the greatest admiration of the stupendous character of the work, alluding in appreciative terms to the skill of the engineers and contractors alike.

THE SCENE FROM THE BRIDGE.

In addition to the gentlemen who were honoured with seats in the trains which went over the Bridge, the Directors of the Forth Bridge Railway Company invited several hundreds of their lady and gentleman friends and traders to witness the interesting and important function, and the experience of these is not likely soon to be forgotten by them. The special train by which they travelled left the Haymarket Station at 11.10 a.m., and amongst the local gentlemen who went with it were Mr D. Dewar, Chief Constable; Mr Jas. Watson, Water Engineer; and Mr D. Ireland. When the guests arrived at the Forth Bridge Station, where they detrained, they found a wild westerly wind raging and the Firth of Forth a mass of seething foam. Although fair, the weather was cold, raw, and threatening, and a large number of gentlemen, as well as ladies, pursued their northward pedestrian journey on the Bridge, no further than the granite archway, which terminates the south approach viaduct, where the declaration of the opening of the Bridge by the Prince was to take place. Just about this time the wind was blowing what to almost everyone at the altitude of the permanent way—about 150 feet above high water—must have seemed a perfect hurricane, but one of the bluejackets who lined the six feet way, and prevented the privileged party from crossing to the east footpath, informed one of our representatives that the wind, although no doubt very boisterous, was blowing only half a gale, and that he had often experienced it much stronger. But half a gale or not, the wind frequently came away in terrific squalls, which carried some persons off the footpath on to the rails, and some even lost their footing, while large numbers proceeded along as if they were very much under the influence of liquor. The ladies especially appeared particularly uncomfortable, and as a rule stood huddled together wherever the least protection was afforded by the steel work of the Bridge, while large numbers squatted themselves down on the rails. But many of the gentlemen suffered in another and somewhat novel respect. The wind seemed to have a great antipathy to their head covering, and despite the efforts of their owners, who as a rule cut rather undignified figures by holding on to them at times as if for their own lives, some dozens of hats were ruthlessly swept by the tempest into the Forth. While the visitors were patiently waiting for the performance of the ceremony an engine crossed from the south to the north side of the Firth, and in consequence of the storm great care had to be exercised in order to avoid accidents, many persons, to prevent themselves from being blown on to the metals, or the locomotive as it was passing, having to cling firmly to the handrail. Had the weather been propitious the scene from the Bridge would undoubtedly have been one whose memory must have awakened keen pleasurable recollections. Either shore was occupied by thousands of spectators in holiday attire, the numerous and varied craft resting on the bosom of the Firth were brightly decked with bunting, and the occasion was one which called up feelings of no ordinary character; but, as it was, it was virtually impossible to face the gale for more than a minute or two at a time, and the way to the lee side of the structure was barred by a thin but impassable line of blue. The "privileged" visitors had therefore to content themselves in their wait of fully two hours by simply gazing at the bare steel work of the east side of the structure and the tossing sea and the murky sky far beyond. Some of those from Dundee made an effort to look for the Harbour Trustees' steam tug Duncan, expecting, possibly, that she might have been taken round by a few of the adventurous spirits of the Board in order to show off her paces, but, so far as could be observed, the historic tug was absent, a recollection of her performance when returning from a trip to the Bridge some months ago having probably led to the abandonment of a trip which was stated to have been contemplated by some of the members. So long was the way and so cold and fierce the wind that only a comparatively few ventured to cross to the north side of the Bridge, and the company which assembled opposite the temporary platform in the middle of the north central girder did not number many above a hundred.

THE RETURN JOURNEY TO THE BRIDGE.

To return to the proceedings, after a delay of some duration, the Prince, his brother, and son, accompanied by Sir John Fowler, re-entered the train. The other guests thereupon made for their respective seats, and numbers who had travelled by the first train made frantic efforts to get on to the Royal carriages. The Royal train left North Queensferry at one o'clock, and again the people whose long and patient wait in the cold was certainly commendable, cheered vociferously. Besides Messrs Maclaren and Holmes, the Royal train was under the charge of Inspector Grieve Hogg, and the guards were James Gray and James Brotherston, both of Edinburgh. The Royal train arrived at the north cantilever at 1.7.

DRIVING THE LAST RIVET—THE BRIDGE COMPLETE.

By one o'clock a drizzling rain had set in, but the wind was not quite so high, although it was still quite high enough to be disagreeable. The train was stopped with the Prince's saloon exactly opposite the place where the last rivet was to be driven. His Royal Highness and the Royal party got out, and in the buffeting wind, directed by Mr Arrol, His Royal Highness made a couple of turns of a silver key. Half a minute later, again by Mr Arrol's direction, he reversed the key, there was a sharp click, and at once cheers were raised, indicating that the bolt was home, and that the Bridge was completed. The time was sixteen minutes past one. As already explained, at the point where the last rivet was to be driven in, a temporary platform had been erected, so as to give easy reach to the handle which His Royal Highness was to turn so as to apply the hydraulic power that was to send the rivet home. The machine was constructed on the same principle as those which had been used in the general construction of the Bridge, but of a smaller and neater pattern. The rivet, having been driven home, the train was at once restarted, and crept slowly back to the end of the south cantilever, past crowds of people struggling with the gale, men holding on their hats (numbers of them amissing, others tied on with pieces of twine), the ladies with head gear all dishevelled, and in some cases, too, held down by scarves, and even shawls, but who nevertheless frequently raised a cordial cheer. It may be here explained that the rivet with which the Prince of Wales completed the Bridge was made of soft metal gilded over. It is a model of a 5-inch steel bolt with 1¾-inch head. On the masher in which it has been inserted is enamelled in blue the inscription—"Last rivet put in by H.R.H. the Prince of Wales. March 4th, 1890." A replica of this rivet, similar in size and other details, was made in silver gilt, and was presented to His Royal Highness as an interesting souvenir of the ceremony. It is contained in a casket, along with the replica of the rivet, and both are the gift of the engineers.

THE BRIDGE DECLARED OPEN.

The engine of the Royal train, which had the Royal Standard, the Union Jack, and the Red Ensign displayed in line on short uprights across the bogie, drew up at the temporary platform near the granite archway at the north end of the south approach viaduct at 1.30 p.m., and its arrival was greeted with hearty cheers by the cold and miserable-looking but enthusiastic spectators who were assembled, several hundreds strong, on the west side of the Bridge. Some minutes' delay occurred here. The desire was expressed in official circles that no obstacle, in the shape of the engine or the carriages, should, as in the case of the other part of the ceremony, be placed between the Prince and the assemblage, but, as the space between the platform and His Royal Highness' carriage had already been blocked by the invited guests, a serious difficulty presented itself. However, after a brief consultation a solution was arrived at. The Prince's saloon was drawn forward until it reached the platform, when the engine was uncoupled, and run some distance to the southward, leaving the platform open to the view of the expectant crowd. The Marquis of Tweeddale, Lord Rosebery, Lord Colville, Sir John Fowler, Mr Baker, Mr Arrol, and a number of the other Directors and officials then left the carriages, and they were followed shortly afterwards by the Heir-Apparent, the Duke of Edinburgh, Prince George of Wales, and the Duke of Fife, who were welcomed with cordial cheers. The wind was still blowing a fresh gale, but His Royal Highness, courageously turning his face to it, and addressing the visitors in a voice which was distinctly heard above the noise of the tempest, said—Ladies and gentlemen, I now beg to declare the Forth Bridge open. (Loud cheers.) The Prince then re-entered his saloon, but before he did so he turned and acknowledged the renewed cheers which were raised. The others having resumed their seats, the train amid renewed cheering ran slowly into the Forth Bridge Station. On arriving at the station the Royal party and others made for the banquetting hall—the Bridge modelroom, and as they passed the assembled thousands testified their loyalty by repeated cheers.

The guard of honour at Inverkeithing were supplied by the local battery of the 1st Fife Artillery Volunteers, under Captain Hall Grigor, the Kirkcaldy and Kinghorn Batteries of the same regiment, under Major Hepburn, being stationed on North Queensferry Pier.

THE BANQUET.

DISTRIBUTION OF ROYAL HONOURS.

At two o'clock the Prince of Wales, Lord Rosebery, and the members of the Royal party were entertained to luncheon in the model-room of the Bridge. Mr M. W. Thompson, Chairman of the Forth Bridge Railway Company, took the chair, and he had on his right and left H.R.H. the Prince of Wales, the Earl of Rosebery, Prince George of Wales, the Duke of Fife, Mr John Dent, Lord Provost Boyd, General Lyttleton Annesley, Lord Colville, Mr Baker, Mr Campbell-Bannerman, M.P., the Earl of Haddington, Captain Vander Meulen, Hon. W. J. Colville, Sir Lowthian Bell, Marquis of Huntly, Mons. Eiffel, Sir Charles Tennant, Mr Leopold Rothschild, H.R.H. Duke of Edinburgh, the Marquis of Tweeddale, the Earl of Wemyss, the Lord Provost of Glasgow, Sir John Fowler, the Bishop of Lichfield, Lord Balfour of Burleigh, Sir Matthew Ridley, Bart., Sir William Thomson, Hon. R. H. Dutton, Mr Arrol, Lord Kingsburgh, the Moderator of the General Assembly, and Mr W. H. Russell. After luncheon, when the guests were all seated,

The CHAIRMAN proposed in succession the toasts of "The Queen" and "The Prince of Wales and the other Members of the Royal Family."

THE PRINCE'S REPLY.

The PRINCE OF WALES, on rising to acknowledge the toast, was warmly received. Having returned thanks for the cordial way in which the toast had been received, His Royal Highness said :—The day has been a most interesting day to all of us, and especially so to me, and I feel very grateful that I have been asked to take part in so interesting and important a ceremony as the one which we have all assisted at. I had the advantage, nearly five and a half years ago, of seeing the Forth Bridge at its very commencement, and I always looked forward to the day when I should witness its successful accomplishment. (Cheers.) I may perhaps say that in opening bridges I am an old hand. (Laughter.) At the request of the Canadian Government I performed the ceremony thirty years ago of opening the Victoria Bridge over the St Lawrence at Montreal, putting in the last rivet, the total number of rivets being one million. To-day I have performed a similar ceremony for the Forth Bridge, but on this occasion the rivets number eight millions instead of one million. The construction of the bridge has been on the cantilever principle, which has been known to the Chinese for ages, and specimens may be seen of it likewise in Japan, Thibet, and the North-West Province of India. Work of this description has hitherto been carried on in small dimensions, but in this case the engineers have had to construct a bridge in 30 fathoms of water at the height of 150 feet above high water mark, and crossing two channels, each one-third of a mile in width. Had it not been for the intervening island of Inchgarvie the project would have been impracticable. It may perhaps interest you if I mention a few figures in connection with the construction of this bridge.

A FEW FIGURES.

Its extreme length, including the approach viaduct, is 2765 yards, one and a fifth of a mile, and the actual length of the cantilever portion of the bridge is one mile and twenty yards. The weight of steel in it amounts to 51,000 tons, and the extreme height on the steel structure above mean water level is over 370 feet, above the bottom of the deepest foundation, 452 feet, while the rail level above high water is 156½ feet. Allowance has been made for contraction and expansion, and for changes of temperature to the extent of one inch per 100 feet over the whole bridge. The wind pressure provided for is 56 pounds on each square foot of area, amounting in the aggregate to about 7700 tons of lateral pressure on the cantilever portion of the bridge. About twenty-five acres of surface will have to be painted with three coats of paint. (Laughter.) As I have said, about eight millions of rivets have been used in the bridge, and forty-two miles of bent plates used in the tubes, about the distance between Edinburgh and Glasgow. Two millions have been spent on the site, in building the foundations, and piers; in the erection of the superstructure; on labour in the preparation of steel, granite, masonry, timber, and concrete; on tools, cranes, drills, and other machines required as plant; while about 2½ millions have been the entire cost of the structure, of which £800,000 (nearly one-third of this amount) has been expended on plant and general charges. These figures will give you some idea of the magnitude of the work, and will assist you to realise the labour and anxiety which all of those connected with it must have undergone. (Applause.) The works were commenced in April, 1883, and it is highly to the credit of everyone engaged in the operation that a structure so stupendous and so exceptional in its character should have been completed within seven years. (Applause.)

A RAILWAY REVOLUTION.

A RAILWAY REVOLUTION.

The opening of the Bridge must necessarily produce important results and changes in the railway service of the East Coast of Scotland, and it will above all place the valuable manufacturing and mineral producing district of Fife in immediate communication with the south side of the Firth of Forth. When the Glenfarg line, now nearly completed, is opened for traffic, the distance between Edinburgh and Perth will be reduced from 69 to 47 miles, and instead of the journey occupying as at present two hours and twenty minutes, an express will be able to do it in an hour. (Applause.) Dundee likewise will be brought to within 59 miles of Edinburgh, and Aberdeen 130 miles, and no sea ferries will have to be crossed. (Applause.) The construction of the Bridge is due to the enterprise of four important railway companies, (1) North British (the Bridge is in its district), (2) North-Eastern, (3) Midland, and (4) Great Northern, and the design is that of two most eminent engineers, Sir John Fowler and Mr Benjamin Baker. The contractor was Mr William Arrol, and the present Tay Bridge and the Bridge which I have inaugurated to-day will be lasting monuments of his skill, resources, and energy. (Applause.)

BARONETCIES AND KNIGHTHOODS.

I have much pleasure in stating that on the recommendation of the Prime Minister, the Queen has been pleased to create Mr Matthew William Thompson, Chairman of the Forth Bridge Company, and of the Midland Railway Company, and Sir John Fowler, engineer-in-chief of the Forth Bridge, baronets of the United Kingdom. (Loud applause.) The Queen has also created or intends to create Mr Benjamin Baker, Sir John Fowler's colleague, a Knight Commander of the Order of St Michael and St George—(applause)—and to confer on Mr William Arrol, the contractor, the honour of a knighthood. (Cheers.)

A SERIES OF TRIBUTES.

I must not allow this opportunity to pass without mentioning the valuable assistance which has been rendered to the Company by Mr Wieland, their able and indefatigable secretary, who deserves especial praise for the admirable way in which he has carried out the important financial arrangements essential in a scheme of such magnitude. Before concluding, I must express my pleasure at seeing here Major General Hutchinson and Major Marindin, two of the inspecting officers of the Board of Trade. Although in this country great undertakings of the kind which we are celebrating this day are wisely wholly left to the enterprise and genius of private individuals, without aid or favour from the State, yet in connection with these particular works Parliament, I am informed for the first time, associated officers of the Board of Trade with those practically engaged in the construction of this magnificent bridge from its commencement, by requiring the Board of Trade to make quarterly reports to be laid before Parliament, as to the expert nature and progress of the works. This most important and delicate duty has been performed by Major General Hutchinson and Major Marindin, and I now congratulate them on the completion of their responsible duties, which they have carried out in a way that redounds credit to themselves and to the department which they so ably serve. (Applause.) Allow me again, gentlemen, in thanking you for the kind way in which you have received this toast, to assure you of the great pleasure and gratification it has been to me to have been present on this occasion and inaugurate this great success of the skill of engineering, that I may safely call a wonder of the world. (Cheers.) It has been mentioned as a curious fact, which is perhaps not uninteresting, that the great Menai Railway Bridge was opened on this very day forty years ago. (Cheers.)

SUCCESS TO THE FORTH BRIDGE.

SUCCESS TO THE FORTH BRIDGE.

It is now my privilege to propose a toast which is certain to receive the fullest approbation and appreciation. It is "Success to the Forth Bridge," coupling with it the names of the Directors, the engineers, and contractors, as represented by the Chairman, Sir John Fowler, and Mr William Arrol. (Applause.) Allow me personally to offer them my most sincere congratulations on the successful result of the day, which has been so highly appreciated by the Sovereign conferring those honours upon them. (Applause.)

Sir JOHN FOWLER, in acknowledging the toast, begged to return his most grateful thanks to His Royal Highness, the Prince of Wales, for the flattering manner in which he had proposed the toast and spoken of their work. It was now seven years ago since the foundations of the Bridge were commenced, but up to two years ago they had to endure not only the legitimate anxieties of their duties, but the attacks and evil predictions which were always directed against those who undertook engineering work of novelty or exceptional magnitude. (Hear, hear.) It was very curious to watch the manner of retreat of these prophets of failure. (Laughter.) The results had proved them to be mistaken. But he could tell some very curious stories connected with the Bridge. He pointed out how from the nature of the materials which had been used in the construction of the Bridge, and from the nationality of the men who had been engaged in that construction, the Bridge possessed an international character. He also predicted that the Bridge would last for many many years, and he cordially acknowledged the workmanship and ability of all who had assisted in its erection. As to the workmen themselves, he said they had done admirable work, and had never knowingly scamped a rivet. (Cheers.)

Mr Arrol and Mr Baker also briefly replied.

Mr JOHN DENT proposed the toast of "The Guests." He congratulated the recipients of the special honours bestowed by the Queen, and he called attention to the universal reputation which had become attached to the Bridge. He thought the Bridge stood as a monument of industry, of genius, and of ability.

LORD ROSEBERY ASTONISHED.

Lord ROSEBERY, in replying, said he had reached an age at which one was supposed to have exhausted surprises that this life could afford. (Laughter, and "No, no.") He found that he was entirely mistaken. He never expected to see such a bridge as the Forth Bridge; but his astonishment to that marvel was dwarfed by his feelings on finding his health proposed as a visitor in that very spot. (Loud laughter.) If he was a visitor here he was homeless indeed. (Renewed laughter.) He was not born there, but he had been bred there. It was the place where he had most lived. Indeed, he was not sure whether—he spoke under correction—the ground on which they were now banquetting did not belong to him. (Laughter.) Perhaps, however, under these laudable but extensive powers of acquisition which a great company were entrusted with by Parliament, the ancestral possession might now have passed out of his hands. But that in no degree diminished his astonishment at finding himself for the time a guest on that territory. (Applause.)

HERR MEHRLEUS, of the Prussian Railway Department, also replied for himself and in the name of his companions from Saxony, Austria, and Hungary. He congratulated Great Britain, which had led the way in iron bridge building, on now having the largest span bridge and the strongest bridge in the world.

M. PICOT, on behalf of the French Railway engineers, also replied in a speech in which he eulogised the Bridge and its makers.

The Marquis of TWEEDDALE proposed "The Commercial Interests of Scotland." The work which they had inaugurated that day could not fail to promote the commercial interests of the country.

The Lord Provost of Edinburgh and the Lord Provost of Glasgow briefly replied.

The Duke of EDINBURGH, who was received with loud cheers, proposed the health of the Chairman. He, too, expressed the great pleasure which it had given him to be able to be there that day, and he mentioned that he had come all the way from St Petersburg to be present. (Loud cheers.)

The CHAIRMAN replied.

The PRINCE of WALES stated, amid cheers, that he had received a telegram from the Queen and from the Princess of Wales. Both took the greatest interest in the undertaking, and both wished success to the Forth Bridge.

After the banquet the Royal party drove back to Dalmeny and the general company left at twenty minutes to five, arriving at Edinburgh at twenty minutes past five. The Royal party in the evening dined with the Earl and Countess of Rosebery and other invited guests, and at midnight the Prince and his suite proceeded direct to London by special train from Dalmeny Station.

THE FORTH BRIDGE.

OPENING CEREMONIAL.

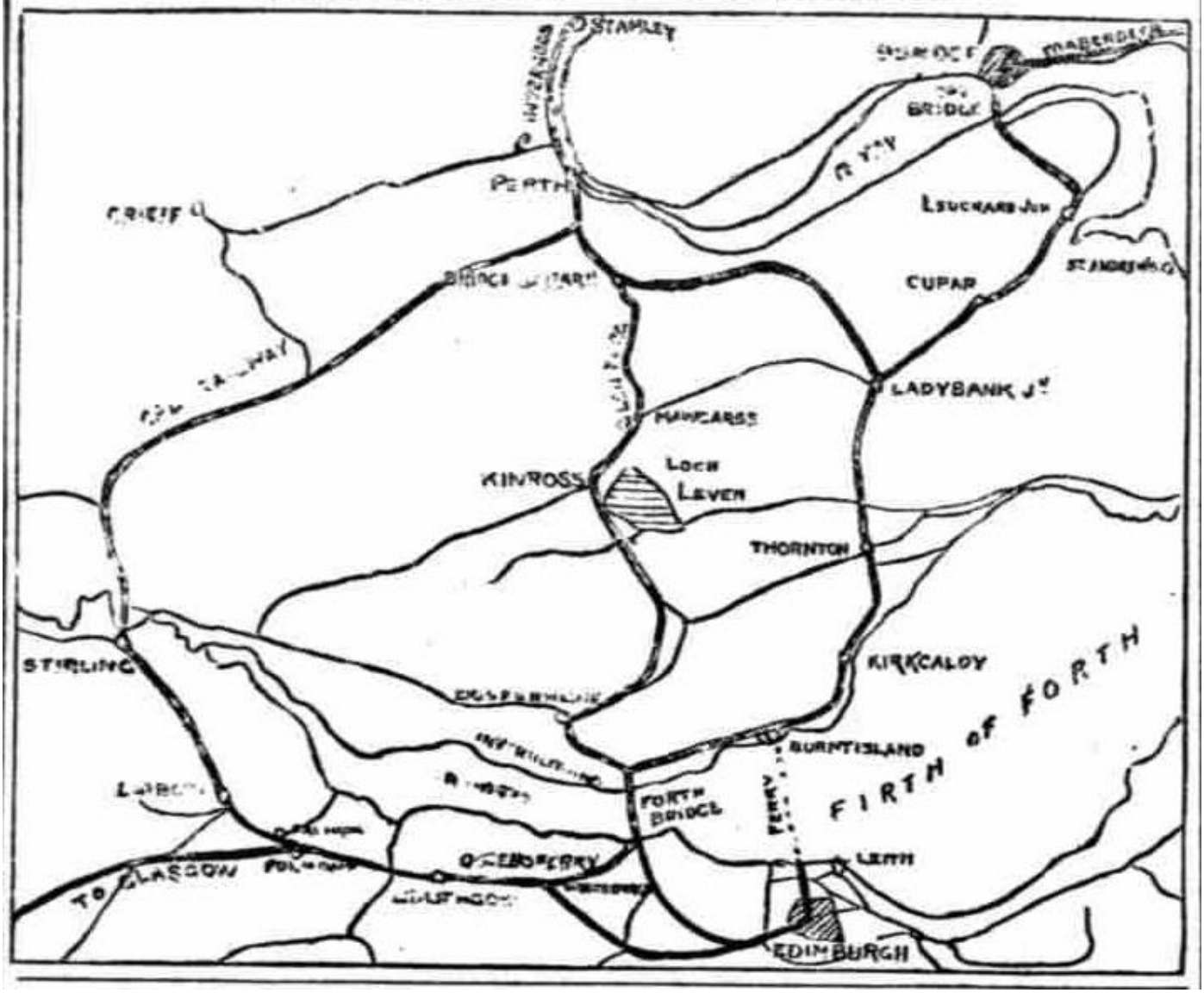
SPEECHES BY PRINCE OF WALES, LORD ROSEBERY, SIR JOHN FOWLER, WILLIAM ARROL, &c.

The opening of the Forth Bridge was celebrated yesterday with much *eclat*. Overnight the Edinburgh hotels were filled with guests who had come from all parts of Britain—many of them, like the Duke of Edinburgh, from the Continent—to take part in the ceremony. In the morning groups of strangers stood at the hotel doors in Princes Street arrayed for the Royal festivity. The day was not an official holiday in the city, but great numbers of inhabitants and strangers from a distance overlooked this, and braved the discomfort of a boisterous March morning to take part in the rejoicings. Several special trains were run to South Queensferry, and the East end of Princes Street was crowded with coaches, which found abundant patronage. The route along the Queensferry road resembled the road to Epsom on Derby Day. There were no vendors of the correct tip, but boys crying "Forth Bridge medals, one penny each," were plentiful. All manner of vehicles made their way Westwards, and *char-a-bancs* with four and six horses could be counted in scores.

AT WAVERLEY STATION.

The official guests were invited to assemble at 10.30 at the Waverley Station. They comprised representatives of all the public Corporations in Scotland, all the railways in the United Kingdom, and many of the principal foreign railways. So many railway magnates never assembled in Scotland before, and it is questionable if there was ever brought together in the country such a representation of capital. But though a wealthy gathering it was scarcely a brilliant one. No ladies were present to give it colour. Half-a-dozen naval and military officers in the scarlet and gold of full-dress uniform served only to accentuate the sombreness of the staid British notability in morning dress. The gentlemen from abroad had for the most part fur coats, and their hats were perhaps a trifle more glossy than the native articles; but otherwise the crowd was inconspicuous in appearance. For the accommodation of the guests of the Forth Bridge Company two trains were provided. The first consisted of thirteen first class carriages and two brake vans, and it carried 320 passengers. It started punctually at 10.45, and conveyed its complement of guests to Inverkeithing direct. The second was the Royal train. It consisted of sixteen vehicles, including eight ordinary saloons, two brake vans, the electric apparatus brake van, the North Eastern Directors' saloon, the Midland Directors' saloon, the Great Northern Directors' saloon, the North British Directors' saloon, and the Royal saloon. The Royal saloon and a saloon carriage connected with it came last, the purpose of which arrangement will be apparent further on. This train was drawn by locomotive No. 602, and the driver was Mr James Aiken. Mr James M'Laren, General Superintendent of the North British Railway Company, was in charge, assisted by Inspector Grieve. Mr Holmes, Locomotive Superintendent, travelled on the engine.

FORTH BRIDGE RAILWAY CONNECTIONS.



EN ROUTE.

Punctually at 10.55 the Royal train set off. As far as Corstorphine it ran along the old Edinburgh and Glasgow line. Immediately before leaving the suburbs a glimpse was had of the new buildings for the Edinburgh Exhibition. Further on an admirable view was obtained of the city, the leonine outline of Arthur's Seat and the massive Castle Rock being conspicuous. Near Corstorphine the line branches off to the North, a new connection having been made from the main line to the Bridge. At Corstorphine Station a few people had assembled to see the train, but no halt was made. Groups of platelayers had gathered at intervals, but there was no demonstration of any kind until the Bridge was reached. Nor was there anything in the nature of decorations beyond a couple of Union Jacks that adorned the footplate of the locomotive.

THE ROYAL PARTY.

A stoppage of five minutes was made at the new Forth Bridge Station, which will accommodate the traffic of South Queensferry. Here the Royal party from Dalmeny House joined the company. It included the Prince of Wales, the Duke of Edinburgh, Prince George of Wales, the Duke of Fife, Lord Rosebery, the Duke of Buccleuch, Mr Leopold de Rothschild, Sir Ferdinand Johnston, Mr Campbell-Bannerman, M.P., and others. They were received on the platform by Sir John Fowler, Mr Baker, Mr Phillips, Mr Arrol, and other gentlemen connected with the Bridge. Sir John Fowler, having shaken hands with His Royal Highness, brought forward his little nephew and nieces, three pretty little children, and introduced them to the Prince. A little boy about 9 years of age presented the Prince with a book containing a full description of the Bridge, and one of the little girls handed a buttonhole to His Royal Highness. Lady Fowler, Mrs J. A. Fowler, and Lady Mackenzie of Gairloch were then presented. After this the Prince, who was attired in a long brown overcoat, complained of the cold and entered the waiting-room. A little after eleven o'clock the special train ran into the station, and the Prince and party got on board. His Royal Highness's saloon was at the rear end of the train, and the seat which the Prince took was at the very end. He sat smoking a cigarette, and looking out at the rear of the train. Before the train moved Sir John Fowler called to Mr M'Laren, the Superintendent, that the Prince desired to go slowly across.

TEMPESTUOUS WEATHER.

At twenty minutes past eleven o'clock a start was again made. In a moment the train was on the high embankment by which the Bridge is approached, and from which a magnificent view is had of the Forth. It was at once apparent that the Forth was not viewing the proceedings kindly. She seemed to resent the completion of the great work which in future will render railway passengers altogether independent of her moods and tempers. The sky was lowering and surly, quite three-quarters of a gale was blowing, and the estuary was showing her white teeth at the crest of every wave. But onwards went the train quite defiant of the hurricane. The passenger steamers, flitting hither and thither and gaily decorated with bunting, tossed up and down most ignominiously; but the train proceeded across the storm-swept waters with the utmost gravity of demeanour. The speed was slow, being little more than walking pace. The fury of the gale whistled through the lattice-work and against the carriage windows as it whistles amongst the shrouds of an Atlantic liner. But that inconvenienced the Royal progress not one whit. Crowds of people were assembled on the banks on both sides, and they apparently were not a little put about by the gale. They were good enough to raise ringing cheers in honour of the Royal train; but these, and the Royal salute fired from the big guns of H.M.S. Devastation, were silenced by the roar of the wind overhead.

ON THE BRIDGE.

The spectacle from the Bridge was most imposing. The sky was grey and forbidding, but the brightness of the steamers down below, the animation of the great concourse of onlookers, and the exhilaration and excitement of the whole proceedings made every one careless of the elements. The Bridge as seen from the train does not convey an adequate impression of its size. On either side of the rails are trim concrete pathways, not unlike the platform of a railway station. At the outside edge is the windguard, which affords a sense of adequate protection. One cannot look straight downwards to the water, and to realise the size of the Bridge one must look upwards. When underneath the central parts of the cantilevers the tubular members are seen towering up to a considerable height; but they are fastened together with so many ties and so much wind bracing that amid the intricacies of the iron work the idea of colossal size or elevation is lost. The wind bracing comes close over the roofs of the carriages, and the train creeps through a passage with quite a low headway. The viaduct carrying the railways is built inside of the principal members of the cantilevers. These lie altogether outside of it, and, stretching down on either side at a little distance off, they give a sense of great security. Travellers by the Forth Bridge encounter nothing to provoke giddiness, or to awaken ideas of danger or terror. The railway is so small a part of the structure that it appears to be upheld with an ample margin of strength and stability. A singular circumstance is that the connecting girders between the cantilevers are not readily noticeable from the train. From inside they look as bulky and elaborate as other parts of the structure.

TO NORTH QUEENSFERRY.

On quitting the Bridge the railway runs through a tunnel and between high banks to Inverkeithing. This part of the line, little over a mile in length, is singular in having been built by the Forth Bridge Company, whereas the other connecting lines are the work of the North British Company. One reason for this exceptional state of matters was the costliness of its construction. For its length it is one of the most expensive lines in Britain, great difficulties having been experienced in building it. At Inverkeithing Station, where large crowds had assembled, a guard of honour was drawn up, composed of members of the 1st Fifeshire Artillery, under the command of Major Storrar. A company of the Fifeshire police were also on the ground. Here a junction was made with the old single line leading to North Queensferry. Two tank engines were attached to the rear end of the train, and the portion that ran first became the last, and the Prince of Wales's saloons, which hitherto had been last, were now at the front of the train. On the return journey across the Bridge these saloons were in the same position, so that at the formal opening ceremony the Royal party were rightly in the position of vantage. Quickly the train was run through the tunnel leading to North Queensferry, and it was pulled up at the quay, where the passengers by the earlier train were waiting the arrival of the Prince of Wales and his companions. As the train drew up at the platform a band from Dunfermline played the "National Anthem" and also "God Bless the Prince of Wales," a compliment which was duly acknowledged by the Royal occupants of the saloon. On emerging from the train to go on board the steamer Dolphin the Royal party were loudly and enthusiastically applauded. The Dolphin was richly decorated with crimson cloth, which had a heavy gilt edge on it, and overhung the bulwarks for a considerable distance.

ON THE FIRTH.

The appearance of the Firth was by no means attractive. A cold wind was blowing, and the clouds frowned in a threatening fashion. As yet, however, no rain fell, and the Royal visitors went bravely on board the Dolphin—the steamer reserved for them. She is a small craft, and was employed during the construction of the Bridge for carrying material backwards and forwards. Neither in size nor appearance was she like a Royal yacht, and even when attended by the passenger steamers from Leith and other ports, which quickly flocked round her, she still looked undignified. For the other guests the Burntisland ferry boat William Muir was set apart. This comparatively large vessel made the passage with great smoothness, whereas the Dolphin was tossed about by the waves in an uncomfortable manner. In the circumstances it was not surprising that the sail on the Forth was made as brief as possible. The steamers ran out underneath the Southern large span, turned Northwards, and immediately returned to North Queensferry under the Northern large span. This short trip was sufficient, however, to allow the visitors to appreciate the enormous size of the great structure. There are two points of view where it is specially impressive. One is when immediately in front of either of the large spans. From this position their great length shows to full advantage. When seen from the shore the spans are foreshortened, and it is difficult to realise that they are 1710 feet in length. Seen from the water, however, and looked at directly in face, they do justice to their proportions, and look every inch a third of a mile long. The other position from which a good idea of their gigantic dimensions is had is when directly underneath the spans. From this spot the whole of the internal bracing is seen, and it looks a most bewildering maze. The external appearance of the Bridge, especially since it has been stripped of the platforms and scaffolding, is one of great lightness and gracefulness. The internal anatomy, however, is dense and complex, and it gives a vivid impression of rigidity and strength.

BACK TO THE BRIDGE.

The Royal party and the passengers by the William Muir, after landing at North Queensferry, were accommodated with seats in the train, which travelled by the old route to Inverkeithing, which was reached about 12.15. The original engine, which was in waiting, was thereafter attached to the rear portion of the train, and the run was resumed by the new route to the Bridge, where the last rivet was to be driven home by the Prince of Wales. Meantime the gale had increased very considerably, and those who left the train to witness the completion of the Bridge had difficulty in keeping their feet on crossing the apertures between the carriages. There were comparatively few of the general public on the portion of the Bridge when the rivet was sent home—which was in the centre of the North girder—and had it not been that the passengers in the train crowded forward a very interesting ceremony would have been witnessed from almost any of the saloon carriages comprising the train.

THE RIVET.

The boom in which the rivet was placed was on the East side of the Bridge. The rivet was silver-plated. On alighting on a temporary platform close to the saloon in which His Royal Highness travelled, the Prince of Wales immediately applied a silver key to the riveting apparatus. Immediately thereupon the rivet was sent home by hydraulic pressure, the Bridge was completed, and cheers were raised by the privileged few on the Bridge and by the passengers in the Royal train. The silver key presented to the Prince of Wales on the Bridge was specially designed. On one side was engraved a view of the Bridge, taken from the South end. On the circular ends the arms of the Great Northern and North Eastern Railways; on the reverse the inscription, which was as follows:—

With this Key,
On the 4th day of March 1890,
His Royal Highness the Prince of Wales
Fixed the last rivet in the
Forth Bridge.

On either side were the arms of the North British and Midland Railways. The lower part was decorated with thistles and acorns. All the interlacing was in Celtic style.

THE BRIDGE FORMALLY DECLARED OPEN.

After the passengers had been reseated the train proceeded slowly to the Southern granite approach, where a second halt was made. It was at this spot that the Prince was to declare the Bridge open. The wind had increased in violence, and a drizzling shower of rain was falling. However, the Prince would not be daunted by the elements, and stepping from the saloon to the temporary platform he merely said—"And now I declare the Forth Bridge open"—a statement which was greeted with cheers.

A number of privileged visitors were allowed to promenade on the West pathway on the Bridge, and a correspondent who was there during the proceedings writes:—On alighting, first thoughts were naturally given to the weather, upon which the day's enjoyment so greatly depended. There was no sunshine, the distant landscape was swathed in mist, and, to crown all, a strong hurricane roughened the water and made walking on the Bridge extremely difficult. For the first few hundred yards some protection was afforded by the strong granite wall that lines the permanent way on either side, but when this ceased there was no shelter from the wind, which swept across the Bridge in furious gusts. Sometimes it was necessary to stop and hold on by the parapet when a stronger blast came. Several hats were blown off, conveying a wholesome warning that we must hold on by our headgear, sometimes with both hands, if we also did not wish to go hatless for the rest of the day. The long line of ladies and gentlemen struggling forward, bending before the wind, and clutching desperately at their hats, presented rather a ludicrous appearance, reminding one of a band of Oriental worshippers approaching their deity in devotional attitude. Pedestrians were strictly confined to the left side footway, a body of police, assisted by a force of seamen from H.M.S. Devastation, Eagle, &c., being stationed along the centre to see that this was attended to. The first great cantilever now towers above us, and we pause for a moment at its entrance to shelter from the wind, and also to survey the scene around. The straggling, old-world town of South Queensferry lies immediately below us, its scattered houses snugly ensconced against the hill behind—that very hill, by the by, which, according to Sir Walter Scott, was descended by Jonathan Oldbuck and Lovel in the Hawes fly a hundred years ago. "When they descended the hill above the Hawes (for so the inn on the Southern side of the Queensferry is denominated)," says Sir Walter, "the experienced eye of the Antiquary at once discerned, from the extent of wet sand and the number of black stones and rocks covered with sea-weed, which were visible along the skirts of the shore, that the hour of tide was long past." "The hour of tide" will .. trouble passengers here no more. Looking down, we see the heaving waters of the Forth far below studded with craft of various kinds. The most prominent vessel is the guardship Devastation, which displays long lines of bunting, and on the decks of which a number of seamen and marines are drawn up in order. There are two gunboats and several yachts, while the excursion steamers Tantallon Castle, Lord Morton, Edinburgh Castle, and Fiery Cross have brought large numbers of people from Leith, Alloa, &c. A screw steamer passes underneath, and as we look down on her deck we get some idea of the enormous height at which we stand. Owing to the uncertain light and the haze, places and objects on the shores of the river are not easily picked out. On the South bank one may notice Granton, Newhaven, and Leith, while on the North are Inverkeithing, Aberdour, and Burntisland, with the islands of Inchkeith and Inchcolm lying between. On entering the large cantilevers the eye is immediately caught by the great

overhead. Some of the interlacing girders look slim and graceful; others are huge, massive, and colossal in their towering strength. As one passes along, the masses of ironwork assume strangely different aspects, like the succession of views in a kaleidoscope. It is now, looking on the soaring mass above, that we can take in the meaning of the figures and statistics which have been given regarding the Bridge. To raise this mighty mass it took eight years of time and over three millions of money. It entailed the loss of 57 lives, as well as the pain and suffering involved in the fact that 518 workmen were injured by accident. The labour of from 3000 to 4600 men was required, to say nothing of the brain work of engineers and draughtsmen. The Bridge contains 50,958 tons of steel, 748,670 cubic feet of granite, and over 64,000 cubic yards of concrete. It has probably cost more labour of hand and brain than was ever before expended on any structure. In order to fully understand what this means, it is necessary to have before one the object-lesson of the Bridge itself. Sometimes it if not easy to trace the connection and use of the various parts; but we may rest assured that every spar and every rivet is required, and that the parts are as vitally connected as are the organs of the human body. All eyes watched for the starting of the Royal train on its homeward journey. At the spot on the Inchgarvie cantilever where the Prince is to drive home the last rivet of the Bridge a wooden platform has been erected, and here the pedestrians, to the number of two or three hundred, wait with what patience they may to see the ceremony. A naval officer, resplendent in gold lace and cocked hat, and evidently conscious of his dignity, paces back and forward, and before him the crowd of ladies and gentlemen squat on the rails and iron-work or stand impatiently beating their hands and feet. The wind comes in stronger gusts than ever, and the unfortunate wearers of tall hats, of whom there are many, tie them on with handkerchiefs and string, or take them off altogether. The ladies, whose cheeks take on a red, healthy glow under the wind's influence, keep fast hold of their gentlemen friends, and though their bonnets are blown away and their hair is streaming in the breeze, determine to make the best of the situation. When there is no male friend at hand, Jack Tar (the men from the Devastation have mounted a guard on the Bridge for the day), who always has a soft side to the ladies, makes himself useful. Among the crowd we observe the special artists of the illustrated papers plying their pencils under somewhat difficult circumstances.

THE BANQUET.

The train afterwards proceeded to the Forth Bridge Station, where the Prince and party, the invited guests of the Forth Bridge Company, officials, &c., left the train and proceeded along the Dalmeny Road to the Model Room in connection with the contractors' works at South Queensferry. There were between 500 and 600 guests present. About 2.15 the Royal party entered the banqueting hall, the Prince being preceded by Mr M. W. Thompson, the Chairman of the Forth Bridge and Midland Railway Companies. Amongst those on the platform and in the hall were:—H.R.H. the Prince of Wales, H.R.H. Prince George of Wales, H.R.H. the Duke of Edinburgh, the Duke of Fife, Lord Provost Boyd, Edinburgh; Lord Provost Muir, Glasgow; Lord Provost Hunter, Dundee; Mr W. Thornton, Dundee; Mr Walter Shepherd, President of Dundee Chamber of Commerce; Mr Joseph Grimond, Carbat Castle and Kinnettles; Lord Provost Whittet, Perth; Provost Doig, Forfar; Provost Keith, Arbroath; the Earl of Haddington; the Marquis of Tweeddale, Chairman of the North British Railway; Sir Kenneth Mackenzie; Sir John Fowler; Mr William Arrol; Mr Ben. Baker; General Littleton Annesley; Lord Colville; Lord Balfour of Burleigh; Lord Hindlip; Lord Loughborough; Right Hon. Campbell-Bannerman, M.P.; Mr J. W. Barclay, M.P.; Herr Krueger; Captain Vandermeulen, H.M.S. Devastation; the Hon. W. J. Colville; Mons. Eiffel; Lord Kingsburgh; Sir Charles Tennant; Captain Zelonoi; Mr Leopold Rothschild; the Marquis de Guigne; Baron Reilé; Mr Wemyss of Wemyss; Sir Matthew Ridley, Bart.; the Bishop of Lichfield, Mons. Vallon, Mons. Dorsel, Mons. Doppler, Mr Armitage, the Moderator of the General Assembly, Mr W. H. Russell, Mr John Walker, Mr James M'Laren, Mr E. Gilbert, Joint Railway, Dundee; and Mr D. Deuchars, Dundee.

After luncheon, the CHAIRMAN, who was loudly cheered, gave the toast of "The Queen." (Loud applause.) He would carry back his recollection to the time when Her Majesty the Queen ascended the Throne. (Cheers.) It had been his great fortune to watch the career of Her Majesty, and he observed that she always was educated up to the duties of her position; no matter whether the Ministry of the time was a Liberal or a Tory Government, Her Majesty was always equal to the occasion, and acquitted herself admirably as the Sovereign of a great country, and her decision, given often in momentous circumstances, was always respected. (Cheers.)

The toast was drunk with enthusiasm, the band playing the National Anthem.

The CHAIRMAN then gave the toast of "The Prince of Wales and other members of the Royal Family," speaking very highly of the manner in which their Royal Highnesses performed the high functions which devolved upon them. (Cheers.)

THE PRINCE'S SPEECH.

The Prince of WALES, on rising to acknowledge the toast, was warmly received. Having returned thanks for the cordial way in which the toast had been received, His Royal Highness said:—The day has been a most interesting day to all of us, and especially so to me, and I feel very grateful that I have been asked to take part in so interesting and important a ceremony as the one which we have all assisted at. I had the advantage, nearly five and a half years ago, of seeing the Forth Bridge at its very commencement, and I always looked forward to the day when I should witness its successful accomplishment. (Cheers.) I may perhaps say that in opening bridges I am an old hand. (Laughter.) At the request of the Canadian Government I performed the ceremony 30 years ago of opening the Victoria Bridge over the St Lawrence at Montreal, putting in the last rivet, the total number of rivets being one million. To-day I have performed a similar ceremony for the Forth Bridge, but on this occasion the rivets number eight millions instead of one million. The construction of the Bridge has been on the cantilever principle, which has been known to the Chinese for ages, and specimens of it may be seen likewise in Japan, Thibet, and the North-West Provinces of India. Work of this description has hitherto been carried on in small dimensions, but in this case the engineers have had to construct a bridge in 30 fathoms of water at the height of 150 feet above high water mark, and crossing two channels, each one-third of a mile in width. Had it not been for the intervening Island of Inchgarvie the project would have been impracticable. It may perhaps interest you if I mention

A FEW FIGURES

in connection with the construction of this Bridge. Its extreme length, including the approach viaduct, is 2765 yards, one and a fifth of a mile, and the actual length of the cantilever portion of the Bridge is one mile and twenty yards. The weight of steel in it amounts to 51,000 tons, and the extreme height on the steel structure above mean water level is over 370 feet, above the bottom of the deepest foundation 452 feet, while the rail level above high water is 156½ feet. Allowance has been made for contraction and expansion and for changes of temperature to the extent of one inch per 100 feet over the whole Bridge. The wind pressure provided for is 56 pounds on each square foot of area, amounting in the aggregate to about 7700 tons of lateral pressure on the cantilever portion of the Bridge. About twenty-five acres of surface will have to be painted with three coats of paint. As I have said, about eight millions of rivets have been used in the Bridge, and forty-two miles of bent plates used in the tubes—about the distance between Edinburgh and Glasgow. Two millions have been spent on the site, in building the foundations and piers; in the erection of the superstructure; on labour in the preparation of steel, granite, masonry, timber, and concrete; on tools, cranes, drills, and other machines required as plant; while about 2½ millions have been the entire cost of the structure, of which £800,000 (nearly one-third of this amount) have been expended on plant and general charges. These figures will give you some idea of the magnitude of the work, and will assist you to realise the labour and anxiety which all of those connected with it must have undergone. (Applause.) The works were commenced in April 1883, and it is highly to the credit of every one engaged in the operation that a structure so stupendous and so exceptional in its character should have been

COMPLETED WITHIN SEVEN YEARS.

(Applause.) The opening of the Bridge must necessarily produce important results and changes in the railway service of the East Coast of Scotland, and it will, above all, place the valuable manufacturing and mineral-producing district of Fife in immediate communication with the South side of the Firth of Forth. When the Glenfarg line, now nearly completed, is opened for traffic the distance between Edinburgh and Perth will be reduced from 69 to 47 miles, and instead of the journey occupying, as at present, two hours and twenty minutes, an express will be able to do it in an hour. (Applause.) Dundee likewise will be brought to within 59 miles of Edinburgh, and Aberdeen 130 miles, and no sea ferries will have to be crossed. (Applause.) The construction of the Bridge is due to the enterprise of four important Railway Companies—(1) the North British (the Bridge is in its district), (2) the North-Eastern, (3) the Midland, and (4) the Great Northern—and the design is that of two most eminent engineers, Sir John Fowler and Mr Benjamin Baker. The contractor was Mr William Arrol, and the present Tay Bridge and the Bridge which I have inaugurated to-day will be lasting monuments of his skill, resource, and energy. (Applause.)

THE ROYAL HONOURS.

I have much pleasure in stating that, on the recommendation of the Prime Minister, the Queen has been pleased to create Mr Matthew William Thompson, Chairman of the Forth Bridge Company, and of the Midland Railway Company, and Sir John Fowler, engineer-in-chief of the Forth Bridge, Baronets of the United Kingdom. (Loud applause.) The Queen has also created, or intends to create, Mr Benjamin Baker, Sir John Fowler's colleague, a Knight Commander of the Order of St Michael and St George—(applause)—and to confer on Mr William Arrol, the contractor, the honour of a knighthood. (Applause.) I must not allow this opportunity to pass without mentioning the valuable assistance which has been rendered to the Company by Mr Wieland, their able and indefatigable Secretary, who deserves especial praise for the admirable way in which he has carried out

THE IMPORTANT FINANCIAL ARRANGEMENTS

essential in a scheme of such magnitude. Before concluding, I must express my pleasure at seeing here Major-General Hutchinson and Major Marindin, two of the inspecting officers of the Board of Trade. Although in this country great undertakings of the kind which we are celebrating this day are wisely wholly left to the enterprise and genius of private individuals without aid or favour from the State, yet in connection with these particular works Parliament, I am informed, for the first time associated officers of the Board of Trade with those practically engaged in the construction of this magnificent Bridge from its commencement by requiring the Board of Trade to make quarterly reports to be laid before Parliament as to the nature and progress of the works. This most important and delicate duty has been performed by Major-General Hutchinson and Major Marindin, and I now congratulate them on the completion of their responsible duties, which they have carried out in a way that redounds credit to themselves and to the department which they so ably serve. (Applause.) Allow me again, gentlemen, in thanking you for the kind way in which you have received this toast, to assure you of the great pleasure and gratification it has been to me to have been present on this occasion and inaugurate this great success of the skill of engineering that I may safely call a wonder of the world. (Cheers.) It has been mentioned as a curious fact, which is perhaps not uninteresting, that the great Menai Railway Bridge was opened on this very day 40 years ago. (Cheers.)

It is now my privilege to propose a toast which is certain to receive the fullest approbation and appreciation. It is

"SUCCESS TO THE FORTH BRIDGE,"

coupling with it the names of the Directors, the engineers, and contractors, as represented by the Chairman, Sir John Fowler, and Mr William Arrol. (Applause.) Allow me personally to offer them my most sincere congratulations on the successful result of the day, which has been so highly appreciated by the Sovereign conferring those honours upon them. (Applause.)

The CHAIRMAN, who was loudly cheered, said he had, in the first instance, to convey his sincere thanks to Her Most Gracious Majesty the Queen for the favour she had conferred on him. (Cheers.) He had pleasure in responding to the toast as Chairman and for the Board of Directors of the Forth Bridge Railway Company. (Cheers.) Years ago he consulted with his colleagues as to whether it was not possible to have a good, substantial bridge across the Forth. His colleagues came to the conclusion that it might. They determined to consult their engineers, who were then Mr Barlow, Sir John Fowler, and Mr Thomas Bouch. (Cheers.) These gentlemen were of opinion that it would be advantageous to resuscitate the scheme for bridging the Forth. They got the engineers' scheme, and he and his colleagues consulted with them as to the amount likely to be expended. After that the General Managers of the Railways interested in the Forth Bridge scheme were called in, and those gentlemen told them that there would be traffic across the Bridge which would make the scheme pay. The Forth Bridge Company was then formed, and they embarked on their great undertaking. (Cheers.) The Company had worked harmoniously all through. (Cheers.) They believed that the Bridge would lead to the development of the resources of the country. (Hear, hear.) The gentlemen present had seen the work they had produced, and they believed it was a most satisfactory work. (Cheers.) He hoped, and everybody hoped, that they would get traffic over the Bridge so that they might be remunerated for the money they had expended. (Cheers.) The Directors of the Forth Bridge believed that their country was not going to the bad, or that the Empire would become disunited. Therefore they had faith in what they had done, and they believed in its ultimate success. (Cheers.)

Sir JOHN FOWLER, in replying, said that for his own part and that of his colleague Mr Baker—whom he must learn as quickly as possible to call Sir—and their engineering staff, who had been associated with him in the design and construction of the Forth Bridge, he begged to return his most grateful thanks to His Royal Highness the Prince of Wales for the flattering manner in which he had proposed the toast and spoken of their work. It was now seven years, or nearly seven years, since the foundations of the Bridge were laid. Until two years ago they had to endure not only legitimate anxieties of their duties, but the evil predictions always accorded to those who undertook engineering work of novelty or exceptional magnitude. (Cheers.) When he was carrying out the Metropolitan Underground Railway he was told it never could be made, and that if it was made it never could be worked, and if it was worked no one would travel on it. M. Lesseps, when he was making the Suez Canal, was warned that the mud would fill it up as quickly as it was made ; and here they had a great engineer, M. Eiffel. (Cheers.) He was a highly scientific and distinguished engineer, and he had carried out a very remarkable and original work, but he had not escaped the attacks of those good-natured people. (Applause.) Well, it was very curious to watch the manner of retreat of those prophets of evil when the results proved that they had been mistaken. He could tell them very curious stories connected with the Forth Bridge, but on that day he felt that he could afford to be magnanimous, and he would say nothing ill-natured about them, nor even about the astronomers. He was sorry for the astronomers, and they were sorry for themselves, because, since the failure of their predictions about the Forth Bridge, cautious people were beginning to be a little doubtful about the planets which they had discovered. Personally, he believed in astronomy and in the planets, but he did not believe in astronomy in its effects on practical engineering. It was not necessary for him to describe the Forth Bridge. He was very grateful to His Royal Highness the Prince of Wales for having done it for him, and he was sure that he could not have given a better description.

A BRITISH WORK.

He would like, however, to say a few words about it, and, first, he would like to designate it as a British work. Scotch and English railways had found the capital, Aberdeen had found the granite, a great part of the steel had come from Glasgow, the cement had come from the clay and chalk cliffs of the valley of the Thames, and a part of the steel had come from dear little Wales. (Applause.) The workmen, who had been chiefly Scottish, were famous over the world as masons, especially in granite, and he did not believe—and he professed to be a good judge—that a better piece of mason work was ever executed for any public work in this world. (Applause.) Of the steel work of course, as regarded material and workmanship, he need only refer to the severe, he might almost call them the cruel, tests which the Bridge had been put to by General Hutchinson and Major Marindin, the Board of Trade Inspectors, and the manner in which the Bridge had borne the tests, and now he thought he might claim that the promise he had made to the Directors when they first put that work into his hands, that it should be so constructed that the heaviest train at the highest speed should not only pass over with safety but with comfort, had been fulfilled. But besides strength and solidity the æsthetic considerations could not altogether be ignored. He confessed that this gave him a little concern at first, for he read rather strongly-worded lectures, and altogether they seemed to be likely to get into hot water. Fortunately the Edinburgh Royal Society of Arts conceived the idea of settling this matter in a very summary fashion. Accordingly they called to their help two famous artistic authorities—Mr William Morris, famous for his power of attack on the Bridge, and Mr Benjamin Baker, famous for defending it. The result, he believed, was that Mr Baker and the Bridge were entirely victorious, and as this Society never allowed any appeal the æsthetic question was settled for ever. (Laughter.) But besides this æsthetic consideration there was another very important practical consideration, and that was its durability. They had two materials in the Forth Bridge—granite and steel. They would agree with him that in Scottish granite connected together with English cement they had durability and union of party for at least a thousand years —(applause)—and with the permission of the Chairman and their Royal Highnesses he would postpone any further consideration of the question until that period had expired. (Laughter.)

DURABILITY OF THE BRIDGE.

In regard to steel, it might be deteriorated or decayed from two causes—vibration, oxidisation. Vibration could only produce injurious action when the maximum strain to which it would be habitually exposed by use approached one-half of its ultimate strength, but as the Forth Bridge could never have as much as one-half of the strain of the ultimate strength he thought they might dismiss vibration as a source of injury. With regard to oxidation—that mean gross neglect by those who were in charge—it meant that the painting was so neglected that air had access to the steel, and he would not do those who had charge of this important work the injustice of supposing that such a contingency was possible. With the kind permission of His Royal Highness he would like to refer to an incident of 21 years ago, when His Royal Highness did him the honour of allowing him to accompany him to the temple of Carnac. On that occasion His Royal Highness said the temple was the most noble building ever raised for religious worship. He had also been told that the temple of Carnac was typical of ancient Egyptian power, art, science, and civilisation.

THE WORK OF THE ENGINEERS.

He did not say that he considered the Forth Bridge as typical of modern power, art, science, and civilisation, but he would say that while the temple of Carnac was the noblest temple for religious worship, the Forth Bridge was the noblest temple ever erected for the use and convenience of men. (Cheers.) He felt confident that the Directors and contractors who would have charge of the Bridge would take great care that as much pains were taken for its preservation as the engineers and contractors had taken in its construction. He was sorry to say he had a very serious confession to make—they had exceeded their estimates and they had exceeded their time. He had, however, no apology to make, for he knew that the owners of the Bridge had the full value of its cost in the brains, muscles, and lives that had been expended upon it. (Hear, hear.) So far, indeed, from making an apology, he claimed for the engineers, and especially for Mr Baker and Mr Allan Stewart, that in the thousands of drawings and calculations that had been required not a mistake had been made. (Applause.) He claimed for the thousands of tests of steel and cement that no inferior material had been introduced into the work, and he claimed for careful inspection, combined with good contractors and good men, that the workmanship was as good as the material. He claimed that the contractors, and as an engineer he had a right to speak, had been skilful, energetic, and conscientious, and had endeavoured in all cases to carry out the instructions of the engineers. He wished that time permitted to mention the names of the contractors and the able assistants who had done such good work, but he must content himself with mentioning Mr Phillip, who had been resident engineer—a man of great experience; Mr Arrol, who had shown such conspicuous ability and originality; and his excellent Secretary, Mr Biggart; and, the last but not the least, he claimed for the foremen and thousands of workmen who had been engaged on the Forth Bridge the highest praise for their skill and their bravery. (Applause.) In that hall where they were now assembled the drawings of the engineers were drawn out to the full size, and from those drawings moulds were made, they were taken down to the shops, where by hundreds of skilful men with admirable machines, many of them designed by Mr Arrol specially for the work, the steel was drilled and made ready, and put together very carefully. It was put together with the greatest exactitude, then taken down again and carried to the height of the Bridge. For several years, often in very inclement weather, and at an elevation of one, two, three, and four hundred feet above the water of the Forth those brave men worked, and never knowingly scamped a rivet. (Loud applause.)

MR ARROL WANTS TO BUILD A BIGGER ONE.

Mr WILLIAM ARROL, who was received with loud and prolonged cheering, said he would content himself by saying that the Forth Bridge Directors had supplied the finances which were necessary. The work had been carried out under eminent engineers. He thought that in carrying out the work both the engineers and contractors had been ably assisted by the staff of engineers, and also by the men, who had been employed on the works. (Cheers.) The Forth Bridge was certainly a great bridge, but he was quite willing to build a bigger one if the means were put into his hands. (Laughter and cheers.)

THE BEST THEY COULD.

Mr BENJAMIN BAKER, in reply to repeated calls, said he was there that day as a visitor. (Laughter.) He considered that personally and practically his connection with the Forth Bridge ceased after General Hutchinson and Major Marindin applied their rather severe tests to the structure some time ago, and gave their unqualified approval of the Bridge they had inspected. (Cheers.) It was comforting to receive the approbation of one's fellows; but he believed that the approbation which the engineer valued most was that he had done the best he could for the job—(cheers)—and he could say on behalf of his colleague, Sir John Fowler, and also on behalf of Mr Stewart, Mr Cooper, and Mr Biggart that they had the approbation of their conscience that they had done the best they could for the Bridge. (Cheers.) Next to that was the approbation of their brother engineers, who were best able to appreciate the work. (Hear, hear.) Last came the approbation of the general public; and they particularly appreciated the kindness of His Royal Highness the Prince of Wales for being present that day. (Cheers.)

AN INTERNATIONAL WORK.

Mr JOHN DENT proposed "The Guests." Before speaking to the toast he might be allowed to congratulate Sir John Fowler, Mr Baker, and Mr Arrol for the honours which had been conferred on them. These honours had been worthily won, and he thought they would be well maintained. The Forth Bridge was an international work. In the first place, the capital had been raised by the united guarantee of three English Railway Companies and the most enterprising of Scotch railways. (Cheers.) In carrying out the work they had got the assistance of workmen from Belgium and France, and of engineers from Germany and even Japan; therefore he thought they could claim the Bridge as an international work. The material used in its construction mostly came from Scotland, but most of the steel was supplied by little Wales. (Laughter and cheers.) The Bridge, he thought, stood out prominently as a work of genius, skill, and intrepidity. (Cheers.) They wanted people to put traffic on the Bridge, and they knew that the scheme would be a financial success. (Cheers.) He had to couple with the toast the name of Lord Rosebery, whose deliberations on the Council would no doubt render London the most beautiful, healthy, and best city in the world. (Cheers.) He had also to identify with the toast the names of Monsieur Picard, Herr Marteus, and Monsieur Eiffel. (Loud cheers.)

LORD ROSEBERY SURPRISED.

Lord ROSEBERY, in replying, said he had reached an age at which one was supposed to have exhausted surprises that this life could afford. (Laughter and "No, no.") He found that he was entirely mistaken. He never expected to see such a bridge as the Forth Bridge; but his astonishment in regard to that marvel was dwarfed by his feelings on finding his health proposed as a visitor in that very spot. (Loud laughter.) If he was a visitor here he was homeless indeed. (Renewed laughter.) He was not born there, but he had been bred there. It was the place where he had most lived. Indeed, he was not sure whether—he spoke under correction—the ground on which they were now banquetting did not belong to him. (Laughter.) Perhaps, however, under these laudable but extensive powers of acquisition which a great Company were entrusted with by Parliament, the ancestral possession might now have passed out of his hands. But that in no degree diminished his astonishment at finding himself for the first time a guest on that territory. (Laughter.) They had many distinguished visitors—Royal visitors—who had come to see the magnificent structure which came first there on a sheet of paper, had been finished, and would remain a wonder of the world. It was the Bridge itself that was the great prominent visitor. (Laughter.) He remembered visiting the locality some years ago. It was then a quiet village, with few hopes and rare aims—(laughter)—but in a moment it was transformed into an industrial centre by the operations of the engineers and contractors. They had been invited there by the army of labour, the most beneficent army a nation could send forth. They had fixed their camp, they had spread out their branches, they had raised their works until their purpose was accomplished, and in a moment they had struck their camp and passed away from them. (Cheers.) He thought that on an occasion of that kind they could not but flatter themselves on being members of a great Empire, which he hoped would always remain united—(cheers)—and congratulate themselves on the victory—that victory of labour which nationalities never grudged each other. That last achievement—the Forth Bridge—would, he was sure, be for the welfare of the nation. It had been a bloodless warfare, but it was one of the grandest warfares in which any country could engage. (Cheers.)

Herr MARTENS replied on behalf of himself and delegates from Austria, Hungary, &c. He had to express their feelings of thankfulness to the Board of Directors for their kind invitation and for their hospitality. (Cheers.) The event of that day would soon be known round the world, and it would be received everywhere as the commencement of a new era in iron bridge building. (Cheers.) He congratulated the Directors and engineers on the successful termination of the scheme, and most of all he congratulated the people of Great Britain, in which the scheme originated. The people could not only say that they belonged to a historic country, but that it could claim that it had the longest bridge in the world. (Cheers.)

Mons. PICARD also spoke. He thanked the Forth Bridge Directors for having invited Directors of French railways to view such a great victory of man over matter.

The Marquis of TWEEDDALE proposed "The Commercial Interests of Scotland," coupling with the toast the names of the Lord Provost of Edinburgh and the Lord Provost of Glasgow. (Cheers.) He mentioned that after the opening of the Tay Bridge the goods traffic increased by 35 per cent., while the passenger was better by 100 per cent. If the results from the Forth Bridge were proportionately satisfactory they would be well pleased. He could not but think that the work which they had inaugurated that day would promote the commercial interests of the country. (Applause.)

Lord Provost BOYD and Lord Provost MUIR briefly acknowledged the compliment.

The Duke of EDINBURGH, who was loudly cheered, said he rose to propose the last toast upon the list. He wished to take the opportunity of expressing the great pleasure it had given him to be able to accompany his brother for the purpose of inaugurating that great work, and he might say that he had come all the way from St Petersburg on purpose to be present. (Cheers.) At that period of the afternoon and after all the eloquence to which they had listened there was very little for him to do, and the toast he had to propose was, "Sir Mathew Thompson" in his capacity as Chairman of the banquet. (Cheers.) The Prince of Wales had proposed Sir Mathew in his connection with the Company, of which he was Chairman. His Royal Highness had announced to them the honour which had been bestowed on Sir Mathew Thompson by the Queen, and he asked them by the manner in which they received the toast of his health to clearly show that the honour had been well merited. (Cheers.)

The CHAIRMAN in reply said he never anticipated ever to have presided over a banquet of that kind, and still less did it ever occur to him that the time would come when Her Gracious Majesty would bestow such an honour on him. He would never come back to Edinburgh without the pleasing recollection of having met them all there, and of having received such an honour. (Cheers.)

The Prince of Wales, who was again loudly cheered, remarked that the toast list was over, and they were about to separate. He was anxious before leaving the hall to read two telegrams which he had received—one from the Queen—(cheers)—asking to be informed how the proceedings had gone off, she being deeply interested in what had been done; and one from the Princess of Wales—(cheers)—who wished the Chairman and them all "Success to the Forth Bridge." (Cheers.) He might mention that when the Princess and he, along with their five children, were the guests of the noble Lord (Rosebery) she came to the works there and saw the commencement of that great work. He knew that it would be of great interest to the Princess to hear of its successful accomplishment. (Cheers.)

The proceedings then terminated after the band played the "National Anthem."

The Royal party, with the exception of Prince George of Wales, then drove to Dalmeny Park in open carriage. Prince George travelled with the Royal train to Edinburgh, which reached its destination at 5.15 P.M.

DINNER PARTY AT DALMENY.

The Royal party were entertained at dinner at Dalmeny Park by Lord Rosebery, and shortly after midnight left for the South. The Royal train reached Waverley Station a little later, and after a short stay proceeded for London. The Prince of Wales expressed his satisfaction at the arrangements made for the comfort of the party.

DUNFERMLINE.

At Dunfermline the shops were closed, but labour was proceeded with as usual at most of the public works. This partial recognition of the day as a holiday was in a great degree attributable to the gloom cast over the city by the death of Provost Donald. The Provost fully intended that a demonstration worthy of the occasion should take place, and had given instructions to one of the Councillors to procure a grand flag, which he proposed to present to the burgh. He had also suggested that the freedom of the city should be presented to Mr Arrol on as early a date after the opening ceremony as possible. Flags were displayed on various public buildings in the city, and at the railway stations the decorations of flags and evergreens were exceedingly effective. Special trains were run from Dunfermline to North Queensferry every few minutes, and the traffic was exceedingly heavy. Under Captain Shearer, Dunfermline volunteer companies turned out nearly 100 strong, and acted as a bodyguard to the Royal party at North Queensferry.

WEST FIFE VILLAGES.—The miners in West Fife colliery villages took a great interest in the ceremony, and labour was entirely suspended at all the pits.

THE OPENING OF THE FORTH BRIDGE.

INDIGNATION MEETING AT NORTH QUEENSFERRY.

Last night an indignation meeting of the inhabitants of North Queensferry was held for the purpose of protesting against the action of the North British Railway Company in not providing the village with a station on the Forth Bridge Railway. Mr David Adams, Rockville, occupied the chair, and the attendance was large. The Chairman said the manner in which the people of North Queensferry were being treated was another example of the attitude the North British Railway Company had assumed towards the people of Fifeshire. He had called on Mr Walker, of the North British Railway, on Wednesday, and found him too busy working out plans for the Forth Bridge traffic to give the position of North Queensferry any consideration. (Applause.) Mr John Chalmers, shipowner, North Queensferry and Edinburgh, said that 35 years ago he went from North Queensferry to Edinburgh by coach in one hour and twenty minutes for 2s 6d, and on Wednesday, by the new arrangement the North British had made, he took an hour and three quarters to accomplish the journey, and the third class fare was 2s 6d. (Laughter and "Shame.") Mr Scott, a teacher, was surprised at the audacity of the Company in cutting off North Queensferry from the main line. Mr Osborne thought the Fife people had much need of the opposition of the Caledonian. On the motion of Mr Chalmers, seconded by Mr Osborne, the following resolution was adopted:—"That this meeting of the inhabitants of North Queensferry protests against the action of the North British Railway Company in cutting North Queensferry off from direct railway communication with Dunfermline, Edinburgh, and other centres, and agrees to petition the Company in favour of opening a station at the North side of the approach viaduct of the Forth Bridge; and, further, that we invite the co-operation of the Town Councils of the burghs of Dunfermline and Inverkeithing in pressing our claims before the Railway Company." A Committee was appointed to carry out the wishes of the meeting.

THE FORTH BRIDGE CONTRACT APPEAL.

DECISION AGAINST ARROL & CO.

The House of Lords unanimously dismissed the appeal of the contractors of the Forth Bridge, and upheld the judgment of the Court of Session that by the terms of the contract they were bound to take the whole of the steel required for the four main spans from the Steel Company of Scotland, with the exception of the quantity specified in the contract. The Lord Chancellor also advised their Lordships to uphold the decisions of the Scotch Court that a reference clause to an unnamed arbiter was in the law of Scotland inoperative. The formal judgment of the House was that the judgments appealed from be affirmed, and the appeal dismissed with costs.

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NOTES ON THE FORTH BRIDGE OPENING.

(By One who was there.)

PEOPLE have got all the figures relating to the Forth Bridge firmly into their heads. They know that the two great spans are each 1710 feet wide, or very nearly one-third of a mile. They know that the length of the Bridge altogether is a mile and a fifth. They know that the height of the rails above high water has been called roundly a hundred and fifty feet, and that in exact figures it is a hundred and fifty-six and a-half feet. They know that the height of the towers above high water is three hundred and seventy feet, and that above the deepest foundations they rise four hundred and fifty-two feet. And they may have noticed that some of the newspapers say that the bridge has a much more light, airy, and attractive appearance now that it is finished and that the scaffolding which hung about it so plentifully during construction is cleared away. A most marvellous structure it is seen from any point from which it can be viewed. It is so gigantic that its enormous dimensions cannot be realised in looking at it except by comparison with objects near of the bulk of which some estimate can be formed from meeting them in daily life. Looking from the carriage on Wednesday as the train entered on the bridge from Edinburgh, the crowds of people on the roads below that stretch alongside of the Forth from South Queensferry to the great structure newly completed had the appearance of the miniature men of three or four inches in height which the child places on its nursery table when playing at soldiers. And looked at from the water below, or from the shore on either side of the Forth, a train crossing the bridge is more like a child's toy engine and carriages than anything else. Even the royal train of fifteen long saloon carriages presented to those looking at it from North Queensferry on Wednesday as it crept along the bridge a very diminutive appearance indeed.

But even at the giddy height of a hundred and fifty-six and a-half feet there is no feeling of uneasiness in crossing the great new steel way from one side of the Forth to the other. In the gale of Wednesday no vibration of the carriages was felt as some recorder of the events of the day have stated. The train that preceded the royal one on the opening day crossed at the speed of twenty miles an hour and felt as steady on the bridge as it did in the deep rock cuttings immediately entered on when the shores of Fife were reached. Everything felt as easy-going and secure as any one could feel it in a train passing over the plain from Elgin to Lossiemouth. For one thing there is plenty of width where the rails are. The great arms of the bridge are some twenty feet away from the carriages as they pass along the rails. First of all on either side of the ballasted bed for the double line of rails there is a platform of about four feet in width which stretches from the one end of the bridge to the other. Then there is a strong iron fence three to four feet in height with a polished wooden top resembling the top of a stair railing. And some ten or twelve feet outside of this fence the ponderous circular tubes and square open lattice pillars that support the bridge rise up in a way that satisfies the onlooker fully of the stability of the structure though he has difficulty in mastering all the engineering principles that give them the strength they manifestly possess.

The getting at North Queensferry to go on board the steamers on Wednesday was a curious process. As the train leaves the bridge at its north end the traveller by it looks down on the very top of the quaint old seafaring town a hundred and fifty feet below. To get at it by railway a "lift" would apparently be required to let the whole train descend on it perpendicularly. By a simpler and safer process the proceeding is managed. The train is run out some two miles into the country—to Inverkeithing—over a new line made to connect the bridge with the old railway system of that corner of Fife. There a junction is formed with the former line down to North Queensferry by the side of the Forth. On to this old line the train was shunted, and an engine stood ready to take it down to the North Queensferry pier.

On the quay here the gentlemen who

On the quay here the gentlemen who travelled from Edinburgh by the first train, at 10·45 A.M., had to wait for a considerable time the arrival of the Royal train, which was seen crossing the bridge like a miniature railway half way up to the clouds. They were an interesting company, including Peers, M.P.'s, Lord Provosts, plain Provosts, and a large proportion of railway men of distinction, directors, engineers, managers, secretaries, and officials of all ranks and degrees. Strong men these railway representatives were—strong physically almost without exception, and strong mentally, cool-headed, sharp-witted, full of courage and ready resource—men who had the appearance of being equal to any emergency, and capable of coping with the biggest problems that the business of the country brings up for solution.

The luncheon after the ceremony of opening the monster bridge was a most interesting function. It had very much the appearance of the luncheon we had in Elgin at the opening of the Coast Railway, only that it was on a bigger scale, and yet not so very much bigger. The 550 at the tables exceeded the Elgin company only by about a hundred. The room was seated in the same way as the Elgin one. It wanted the lofty fine appearance of the Elgin Town Hall, but it was far more gorgeously decorated than anything we have seen in the north country. And of course the opening of the great Forth Bridge drew out a much more distinguished company than the opening of a short local railway could do. Princes, peers, and great commercial magnates do not often honour us with their company up in these northern latitudes.

The speaking was good—far above average. The chairman was no orator, but he is an accomplished man. He said very naturally and clearly what he wished to say, without attempting to call to his aid any of the arts of fine speaking. The Prince of Wales was in capital form. Wild and cold as the day was, he was manifestly interested and pleased with the whole proceedings. He was most gracious, bright, and happy throughout the whole day, and his extraordinary popularity was manifested at every turning wherever the thousands assembled could obtain a glimpse of him. As in everything else, he was happy in his luncheon speech. A soft, pleasing, flexible, sympathetic voice gives him a firm hold of his audience. He is ready in expression, and goes through his speech with quiet confidence and good effect. Betimes he takes a look at notes, but does not allow this to detract either from the grace or the steadiness of his oratory. In what he said of the dimensions of the bridge he had of course to refer occasionally to figures before him, but, even in this, he showed that in making speeches, as well as opening bridges, he is an old and a cool hand.

Sir John Fowler spoke admirably. His speech was no doubt carefully prepared, but he delivered it easily and clearly without any aid from manuscript. Some of the newspapers very probably obtained his notes, and used them for their report. If they did, it only shows what is often found to be the case with all speakers, that the spoken speech was better than the written one. It may be, however, that they have, as sometimes happens, also, spoiled it in trying to condense it. Mr, now Sir Benjamin Baker, was not to speak at all, but the company called out "Baker," "Baker," until he was obliged to get up and say a few sentences, which he did in good taste, though not freely or easily. Nor is Mr, now Sir William Arroll, a ready or fluent speaker. He did not attempt much, but he showed considerable hesitation in the few sentences he tried.

The speech of the afternoon was Lord Rosebery's. It was near the end of the proceedings, and the champagne was by that time making the company talky and impatient in listening. But that fine, deep, sympathetic voice of the lord of Dalmeny caught up the attention of the audience in a moment. The most absolute silence prevailed, and every ear was turned to the speaker. The speech was short, but boiling over with humour, until near the end, when it rose to real eloquence and dignity. The meeting went into raptures over it. The Duke of Edinburgh was a little stammering as usual in the short speech he made, but he closed it up very prettily. The representatives of the visitors from other countries who made speeches were imperfect in their English, but were quite able with a little time to make themselves understood. The gentleman from Austro-Hungary, who came first, was a comparatively young man, tall and thin, with black hair and spectacles. The Frenchman who replied for the guests from that country was a more elderly and portly person, who in his own language would have evidently been a very good speaker indeed.

The day will be a memorable one to every one who was there. Such a company has never assembled before perhaps in any part of Scotland, or in any part of the kingdom. A very large portion of the best brain power employed in the biggest enterprises of the nation was to be found in these trains and around the luncheon table on Wednesday. And the foreign visitors from nearly every part of Europe were men of mark also, some of them of high distinction. They were most generous in their meeds of honour to England and Scotland for the courage, enterprise, and skill seen in the construction of the mighty bridge they had been engaged in opening—a bridge, they frankly admitted, that is not equalled in the world.

THE CLOSING OF NORTH QUEENSFERRY RAILWAY STATION.

At a meeting of Dunfermline Town Council today, a resolution, moved by Mr Macbeth, was unanimously adopted, expressing dissatisfaction that all railway communication for passenger traffic with North Queensferry had, since the opening of the Forth Bridge, been cut off. Mr Macbeth doubted if the Railway Company had the power to close North Queensferry Railway Station and passenger traffic. If he had been correctly informed, the North British Railway Company, when they took over the Dunfermline and Queensferry Railway from a local Company, agreed to run a certain number of trains over the line per day. The Clerk was instructed to send on excerpt from the minutes to the Secretary of the North British Railway Company.

THE FORTH BRIDGE RAILWAY.
DISSATISFACTION WITH THE TRAVELLING FACILITIES.

At a meeting of Dunfermline Town Council yesterday—Bailie Steedman presiding—the Town Clerk read a letter he had received conveying a resolution passed at a meeting of the villagers of North Queensferry, in which a protest was made against the action of the North British Railway Company (1) in closing the railway for passenger traffic between Inverkeithing and North Queensferry, and (2) in not providing a station for North Queensferry on the Forth Bridge Railway. The villagers asked the Town Council to petition in favour of the opening of a station at Queensferry without delay. Mr James Currie Macbeth questioned whether it was within the power of the North British Railway Company to close the North Queensferry station and cut off all direct railway communication for passenger traffic with the village. He could not carry his memory back to the details of the agreement between the North British Railway Company and the Dunfermline and Queensferry Company when the former agreed to take over the Queensferry line, but, if he was correctly informed, there was a provision in that agreement to the effect that the North British should continue to run a certain number of traffis over the railway per day. The agreement could, however, be gone into afterwards. It was certainly very hard that the North Queensferry people should be cut off from all direct railway connection with Edinburgh, Dunfermline, and other centres, and that the community of Dunfermline should be similarly situated in regard to North Queensferry. Dean of Guild Clark characterised the new arrangement as a stupid one, and contended that the only satisfactory arrangement would be the erection of a station for North Queensferry on the main line. Mr Nicol thought that the people interested should at once call upon the North British Railway Company to implement their bargain with the Dunfermline and Queensferry Company. After a good deal of discussion, Mr Macbeth moved, and Dean of Guild Clark seconded, a resolution expressing dissatisfaction at the fact that all direct railway communication with North Queensferry had been cut off. The resolution was unanimously adopted, and the Clerk was instructed to forward an excerpt of same to the Secretary of the North British Railway Company. Mr Macbeth also called attention to the fact that the Dunfermline trains were being run via Ratho to Edinburgh. He understood that the Corstorphine line was finished, and he saw no reason why the trains to and from Edinburgh should not be run by Corstorphine. In view of the fact that the present arrangement could only be temporary it was agreed to take no action in connection with the latter complaint.

DISSATISFACTION WITH THE RAILWAY ARRANGEMENTS.—At a meeting of Town Council on Monday—Bailie Steedman presiding—Mr James Currie Macbeth moved that the Council express their dissatisfaction that all railway communication for passenger traffic with North Queensferry has, since the opening of the Forth Bridge, been cut off, and instruct the Town Clerk to send an exerpt from the minute to the secretary of the North British Railway Company. If his information was correct, Mr Macbeth said, the North British Railway Company was bound, under an agreement with the original Dunfermline and Queensferry Railway Company, to run a certain number of trains daily over the line. The withdrawal of the trains was causing great inconvenience not only to the inhabitants of North Queensferry, but to many people in Dunfermline and Inverkeithing as well. Mr Clark, in seconding the motion, remarked that there was better provision for travelling to North Queensferry in the coaching days than there now was. The motion was unanimously adopted. Attention was also called to the fact that trains from Dunfermline to Edinburgh *via* the Forth Bridge were not run from Dalmeny to Corstorphine, but by the old route by Kirkliston, but in view of a statement that the present arrangements are only temporary, it was agreed that no action should be taken in the meantime. The question of railway fares to Edinburgh was likewise brought under notice, but consideration of it was for the same reason deferred.

INVERKEITHING.

TOWN COUNCIL MEETING.—At a meeting of Town Council on Friday night—Provost M'Donald presiding — a letter was read from Mr Scott, teacher, North Queensferry, asking the co-operation of the Council in connection with the appeal of the inhabitants to the N.B. Railway Company for a new station on the main line or the re-opening of the service on the old line. Treasurer Brownhill was of opinion that the Council could do nothing in the matter. Mr Hutton, on the other hand, considered that the Council ought to give the inhabitants of North Queensferry every support. The Provost was of opinion that the gradient at the entrance to the Fife approach viaduct made the opening of a station at North Queensferry difficult, but he thought that the Council should co-operate with the inhabitants of North Queensferry in pressing the railway company to renew passenger traffic on the old line, and run steamers to suit the trains. He considered that the Inverkeithing people had grounds for complaint over the station buildings which had been erected. The station was trifling when it was kept in view that Inverkeithing was one of the most important places on the line. The Provost also complained severely at the fact that the school children had now to leave Inverkeithing at 7.30 a.m. for Dunfermline—this being the only morning train the scholars could get. It was agreed to aid the North Queensferry people in any practicable scheme, and at the same time to place the complaints of Inverkeithing people before the railway company.

NORTH QUEENSFERRY.

THE RAILWAY COMPANY AND THE FERRY.—The Judges of the First Division of the Court of Session on Tuesday ordered intimation of a petition and complaint by the N.B. Railway Coy., in which they allege that David M'Bain, fisherman, Queensferry, has been guilty of a breach of interdict by ferrying passengers between North Queensferry and Newhalls Pier. The Railway Company hold an interdict against the respondent landing passengers at the piers in connection with the ferry.

A NEW STATION TO BE ERECTED.—A deputation consisting of the Rev. A. S. Wilson, Messrs Adams, coalmaster; Chalmers, shipowner; and Scott, teacher, had on Saturday a meeting with Mr Walker, the general manager of the North British Railway Company, and laid before him a petition in which it was asked that adequate travelling facilities to and from North Queensferry should be provided by the Company, seeing that the town had been deprived of these since the opening of the Forth Bridge. In receiving the petition, Mr Walker informed the deputation that the engineer of the Company had been instructed to survey that part of the line between the signal cabin at the north end of the approach viaduct of the bridge and the mouth of the tunnel through the Ferry hills. He remarked that he saw no insurmountable difficulties in the way of arranging for a station on the main line, and that he was hopeful that it would be ready for opening about the 1st of June. Mr Walker promised to take into consideration the advisableness of resuming meanwhile a passenger service between Dunfermline and North Queensferry by the old line, and he also assured the deputation that the boat service between North and South Queensferry would be arranged so as to give more suitable communication with Edinburgh. He further mentioned that Bailie Roberts, North Queensferry, had offered to give the Company as much ground as was required for the new station free of charge. At the close of the interview, Mr Adams, in name of the deputation, thanked Mr Walker for the courteous reception he had given them, and for his promise to take into favourable consideration the wants of the community.

TRAIN ALTERATIONS. — Various alterations, commencing on 1st inst., have been made in the N.B. passenger service of trains. The 7 5 A.M. train from Dalmeny to Dunfermline (upper), will now leave at 7, and calls at North Queensferry, at 7.6; Inverkeithing 7.11; Dunfermline (lower), 7.19; Dunfermline (upper), 7 25. The 6.45 P.M train from Dalmeny to Ratho now leaves seven minutes later, and arrives at Kirkliston at 7.1 P.M., and Ratho at 7.7 P M. An additional run per steamer between North Queensferry and New Halls has also been established. The boat leaves the former place at 6.30 P.M., arriving at New Halls at 6.42, and returning thence at 7.0, reaches North Queensferry at 7.12. The train at 3.10 P.M from Bathgate (lower) to Blackston, and the 3.35 P.M. from Blackston to Bathgate (lower), now ply on Saturdays only. The 12.40 P.M. train from Bo'ness departs at 12.25 P.M., reaching Manuel at 12.38.

MR CADELL, OF GRANGE, ON NEW SEWAGE PURIFICATION SCHEMES.—At a meeting of the Royal Scottish Society of Arts in Edinburgh on Monday night, Mr Henry M. Cadell, of Grange, B.Sc, F.R.S.E, read a paper on the "International System of Water and Sewage Purification." In the course of his paper he said that by far the best material for filtering was, he believed, a recently-invented material named polarite, which possessed all the good qualities of charcoal, but had the great advantage of lasting for ever. In the international system of sewage purification the sewage was mixed with a black magnetic precipitant named ferozone, which was remarkably effective in causing the organic and noxious matter to settle out as a thick sludge, while comparatively clean water remained above. This was run into polarite filters, and came through as clear, tasteless, and odourless as spring water. The cost of ferozone was not more than 3½d for 10,000 gallons. The system was in operation with great success at Stirling District Asylum at Larbert, which was the first place in Scotland where it had been tried. The analysis of the clarified ferozone sewage before filtering showed the great efficacy of this system of precipitation. During the first stage of the process at Larbert the total solid matter in suspension and solution fell from 461·77 to 41 61 per thousand; that was to say, 90 per cent. of the impurities had been removed After passing through the polarite filter the liquid was found devoid of colour and smell, and contained practically no suspended matter. If this system were adopted the south side of Edinburgh might have all its sewage discharged as clear as spring water into the Powburn, while the sludge might be sold to market gardeners in the vicinity. Fish would again begin to frequent our urban streams, and property in the neighbourhood would increase in value.

OBJECTIONS TO A TRAINING SHIP'S HOSPITAL.—The Admiralty have, it appears, failed to find a site for an infectious diseases hospital for the boys and ship's company of the Forth training ship Caledonia, and application has been made to the Fife County Council for permission to erect a temporary building at North Queensferry. The proposal has given rise to a good deal of feeling at North Queensferry. It is alleged that the building would spoil the place as a summer resort, and on Monday night an indignation meeting of the villagers was held for the purpose of protesting against the erection of an hospital. Mr Adams of Rockville occupied the chair, and Mr Scott, teacher, moved that the villagers petition the Fife County Council against the innovation. Mr Scott, declared that the training ship was to be moved to the County of Linlithgow, and the hospital should be in the same County. The site of the proposed hospital was not 30 yards from houses. An hospital would be detrimental to the village as a seaside resort, and would scare Forth Bridge visitors. Mr E. Thomson declared that the Admiralty would find a good site for the hospital on Inchcolm or Inchgarvie. The motion was unanimously adopted, and Mr Scott was instructed to forward a copy of the resolution to the Fife County Council. At a meeting of the Dunfermline District Committee of the Fife County Council on Tuesday, a letter was read from the commander of the Caledonia asking permission to appropriate certain buildings at North Queensferry as an hospital. The commander stated that the building would not necessarily be used as an infectious diseases' hospital. After Mr Adams had been heard on behalf of the villagers of North Queensferry, the Clerk was instructed to write stating that if a training ship hospital was opened at North Queensferry the County Council would expect cases of infectious diseases to be dealt with in the same manner as the Council were proposing to treat such cases, namely, in a building specially set aside for the purpose.

While bathing in the Forth, to-day, near North Queensferry, three Inverkeithing boys were drowned. Two others had a narrow escape.

STRANDING OF TWO MONTROSE STEAMERS.—A telegram was received by Messrs John Milne & Sons, grain merchants, Montrose, on Tuesday, intimating that their new steamer Eagle, Captain David Raeburn, which left Montrose on Monday afternoon with a cargo of grain for Campbelton, was stranded at North Queensferry. The Eagle was proceeding up the Firth of Forth in a dense fog, and ran up against the Battery Pier at North Queensferry. She was a good deal damaged, but the crew succeeded in running her ashore between the railway and North Queensferry piers. She now lies in 13 feet of water. The Eagle is registered to carry 39 tons, and her cargo consisted of 504 quarters of barley. The same firm's steamer Plover, stranded with a cargo of slates on the island of Shuna, near Oban, on Saturday. No lives have been lost in connection with either of the casualities. The Plover afterwards shipped off the rocks, and now lies in several fathoms of water.

BIRTHS.

At North Cliff, North Queensferry, on the 6th inst., the wife of W. H. K. BEDELL-SIVRIGHT, of South House, of a son.

THE LOOTING OF A GERMAN MISSION STATION.

Priory Cottage, North Queensferry,
September 23, 1895.

SIR,—The looting of the German mission station, near Swatow, is probably to be connected with a telegram from Hong-Kong, recently published by you, to the effect that a rebellion had broken out in the north-east portion of the Canton province. The name of the town was given—Heng-neng (in the local dialect *Hin-nen*.) Here the Basel Missionary Society has had a mission station for several years, with two (or more) European missionary families in residence.

About three months ago the missionaries from a neighbouring station had to flee; while at still a third station the mission premises were surrounded for several days by the rebels. Divided counsels in the rebel camp delayed an attack, and eventually Government soldiers came to the rescue. The region has always been a turbulent one, and never well affected to the present dynasty. The great Tai-ping rebellion had its origin among this (Hak-ka) people. In the same district there is mission work carried on by the American Baptists, and not far away is one of the centres of the English Presbyterian Mission, most of whose agents are from Scotland.—I am, &c.

D. MACIVER.

THE LAND O' KAKES.

BY THE BOUNDER.

MAY IT PLEASE YOUR HONOURABLE HONOURS,



Since the receipt of your last rescript, I have, in obedience to the Board's high mandate, endeavoured to get me westward ho, to the distressful land of Ierne. Indeed, it has been my desire anytime these last two months to get out of Edinboro', but as a matterofact I have been

WIND BOUND.

The wind has blown from the south-west, without a moment's intermission, ever since I arrived. On three occasions I made sorties for Stranraer, but you may not contend with the fretful elements when they are dead in your teeth.

But content ye. I have left Edinboro'. I am awa, as they have it in the vernacular. Yester morning I mounted my humper and headed westward ho, with the intention of reaching a south-western port; but

> The best laid plans of M.I.C.E. and men
> Aft gang agley.

On the afternoon of that day, after battling with wind and rain, I was driven, blown, and splashed into Stirling. By sheer stress of weather I had been blown north-west instead of south-west. You can tell the Man Ranstead that it was muckle waur than riding into Dumfries.

Curiously enough, the first man I met in Stirling was Fabius. And he, with the tactical instinct of his order, seeing my spent and distressful condition, did lure me away to the links, and won a "bob" of me.

How it rained that afternoon! And when we sallied forth with our clubs in the drenching downpour the landlord cried: "Why do you no stop in the hoose the day?"

And we told him to scrape himself with the sherd of Righteousness, and to have a roast capon and claret wine ready for us at 6-30, or we would pull the bally place down. And he wore a worried look—and plenty of it.

We had the King's Park, in the shadow of old Stirling Castle, all to ourselves. True, the rain ran down our necks and out at the bottom of our trousers; but what the good year! We *did* enjoy ourselves. And I have not seen a man so pleased as Fabius for a leash of years. He didn't say much, but was troubled with intermittent chucklings of a subdued character all the evening. He had won a game at last.

But the next day I *downed* him, and the next day, and the day after that, and the day after that. And his chuckling dried up, sotospeak. And he declined to play for any more shillings until we came to St. Andrew's, where there are of the Bunkers in pleasing variety. He is a true Fabian. One of those men who would cry out Pease, Pease, when there is no Pease.

* * *

As for Stirling. By Jove! By Jove, sir. By Jove!!

Splendid Stirling! A fit spot for Wordsworth's

> Lady of the Lake,
> Sole sitting by the shores of old Romance.

For Stirling the magnificent is the key and gateway of the Highlands. And here, in the dim ages, the lion-hearted Wallace and the crafty Bruce

> Powlert up and down a bit,
> And had a battlin' time.

All the way up from Larbert the serried, gaunt, snow-clad mountains had been converging, until at the Royal Burgh they present a dark, frowning barrier, save for the half mile of green mead through which the Forth issues. To the right of the pass are the perpendicular, rocky heights of Abbey Craig, topped by Wallace's monument. To the left is old-world Stirling, topped by its castled crag and Bruce's statue.

I smoked my cherry-wood on Abbey Craig, the purview taking in, northward, the scene of the battle of Stirling Bridge, in which Wallace wight walloped the English in 1297; with two or three miles southward the historic field of Bannockburn, in which seventeen years later the Bruce "knocked 'em again," and achieved the independence of Scotland.

The precipitous Abbey Craig is 560 feet, and the Wallace Tower 220 feet in altitude, so that I was perched 800 feet above the mead pass, where—

> Twined in links of silver bright,
> Its winding river lay.

Ah, if one had only the magician's power to conjure up all these historic "scrappings." Twice a day, at 2 and 7. What a fortune there would be in it. And what a Company one could float! What a grand show it would make.

And we would put Whiffy in front of the House in his purple breeches.

For all the important scufflings have taken place here. Everybody wanted the pass, and were not happy until they got it.

It was here in 1745, nearly 500 years after Wallace had "knocked 'em sore," that the English Duke of Argyl, and the Jacobite Earl of Mar, fought their celebrated Battle of the Pass, with that notorious Highland Individualist, Rob Roy McGregor, on a neighbouring hill looking on. I think this—they call it Sheriffmuir—is the funniest battle that was ever fitten. For they both ran away with such incredible speed that the gallant and enterprising Rob was unable to catch either of them.

In proof of which assertion I put in the lyrical testimony of an unbiased spectator.

> Rob Roy he stood on a hill for to catch
> The booty, for all that I saw man;
> For he never advanced from the place he was stanced
> Till nae mair was there to do at a' man.
> Some say that we wan,
> And some say that they wan,
> And some say that nane wan at a' man;
> But o' ae thing I'm sure,
> That at Sheriffmuir,
> A battle there was that I saw man:
> And we ran and they ran,
> And they ran, and we ran,
> And we ran, and they ran awe', man.

* * *

And when I reflected that all these grand historic figures had passed away into the great shadow land, beginning with Kenneth III. who defeated the Danes, Wallace and Bruce, our own Longshanks, Edward Baliol, the Douglas not too tender and not too true, Mary Queen of Scots, the curious James's, Cardinal Beaton and the Catholics, John Knox and the Covenanters, Regent Murray, Bonnie Prince Charlie, &c., &c. When, I say, I reflected that all these historical Bounders had passed away, and the one and only Bounder was left to survey the scene, like a modern Marius, I filled another pipe and humped myself with great and infinite content.

What a grand subject this would be for Sir Augustus Harris's next Olympia show. (Which reminds me, by-the-way, that I shall, D.V., return to London in time for our only entrepreneur's season of Italian opera). But what a grand historic subject it would be, with an apotheosis of the Bounder smoking his cherry-wood on the summit of Wallace's monument!

* * *

From Stirling the magnificent I journeyed to Dunfermline the dowdy, and strange to say, the first man I met was Fabius. We were mutually surprised.

Dunfermline is a Royal Burgh—they are all Royal Burghs in Scotland. And there is a fine old abbey there, where I had quite an adventure with two young ladies who were playing that evening in *The Strange Adventures of Miss Brown*, at the Assembly Rooms. It was in a snowstorm, sir, and "Babs"—the shorter of the two was called Babs—who had her umbrella blown inside out, remarked——

Oh, *very* well. As I was saying, there is a fine abbey here, founded by Malcolm Canmore, who was contemporay with our own Harold. It is also the birthplace of Mr. Andrew Carnegie.

This crooked little town, of some 20,000 people, has nathless a sentimental interest for me, as it is here that they manufacture all the best snowy dinner damask table-cloths.

Who has not seen
The damask sheen
With knives and forks y' spread?

But there are no golf links at Dunfermline. The grimy sons of toil reside here, ye ken. At Stirling, where genteel respectability flourishes and waxes narrow nosed, there are recreative conveniences in plenty, but for the toilers naught.

It was six miles to the nearest links at North Queensferry, and as there were no conveyances we had perforce to shoulder our clubs and hoof it.

An uneventful walk save for the fact that we passed a huge piece of sand-rock some ten feet long and *four* feet high, on the which (so ran an inscription) St. Margaret, afterwards wife to the above-mentioned Malcolm Canmore, rested on her way from Rosyth to Dunfermline. It may be so. But how did she get *on* the stone? As I remarked to Fabius, she must have been a singularly athletic saint.

After walking four miles we came to a long incline, from the top of which North Queensferry and the Forth estuary, with its famous bridge, burst upon our view some mile below. Quite a surprise view packet.

I don't think much of North Queensferry. The links are the worst I ever saw. No self-respecting golfer would play upon them. We didn't.

The green keeper said he had strict orders to prevent strangers playing. Of course if we liked to ask Mr. So-and-So, who was "coming round," we could. But the green keeper's smile was not reassuring. However, we waited until Mr. So-and-So did "come round." He was a granite-featured, pig-eyed gentleman, with a head like a heather besom. So we gave him best, and retired to the contraption, where we cursed North Queensferry with bell, book, pipkin, and tallow candle, and in a chirping measure

Consigned all the churls of North Queensferry,
To the lowermost limbo of derry, down derry.

To trudge six miles for knix or knowt (both of which coarse expressions I transfigure with a k) is very hurtsome to one's *amour propre*. So I proposed to Fabius that we should have a game on our own for the customary splendid shilling. Which we did in a neighbouring field with the aid of a pocket handkerchief at one end and an empty bucket at the other, which did duty for holes. Practically, we invented a new game, for the lofting into the bucket was "screaming" business. We had to lay down and laugh.

The old game of golf is not to be compared with the new game of bucket golf. Give me a ten-acre field and half-a-dozen old buckets and I will show you the most amusing pastime under the sun. And lest unprincipled commercial persons should pirate the idea, it is as well to announce that we have patented the new game under the title of "Queensferry Golf."

* * *

I didn't stay long in Dunfermline. They used to bury the Kings and Queens of Scotland here, and they were good judges. I mean the Kings and Queens. For a better place to be buried in I have never seen. And if I had stayed much longer they would have had to bury me too. So I mounted the Humper and rode into Kirkaldy, which they pronounce—

For reasons esoterical,
Known only to the klerical—

as Kirkkaddy. It is a most astounding coincidence, but the first man I met here was Fabius, who immediately relinquished his bag, and going forth to the links at Kinghorn, where there are no bunkers, played for the statutory shilling, which I annexed as usual. Poor Fabius. He has more than the courage of his opinions. And for the second time he declared that he would play no more for "money" till we came to St. Andrew's,

Where the bunkers do abound,
And spread dismay around.

I begin to see that our advent at St. Andrew's will be an episodical historicality.

* * *

The grassy links of Kinghorn o'erhang the Forth, and from its highest point a remarkable view of the Forth estuary is obtained. Of its kind, I should think it is unequalled the wide world o'er. Shall I remove the Harp of the North from the witch elm that shades St. Fillan's Spring, and down the breeze some murmuring numbers fling? Those of that opinion say "Eye"; to the contrary "No." I think the Nose. So. God help the Muses!

When wide across the Forth I view
The gleaming white, the dazzling blue,
The noble sweep of splendid sea,
Methinks I am in Arkadee.

Far to the east, o'er the ocean's flaw,
Rise the Bass Rock and Berwick Law,*
Where golden strips of curving strand
Hem in the famed Mid Lothian land.

The liliputian isle beneath
Is called the Royal Rock—Inchkeith,
Where children twain remotely hidden
Grew up and spake the tongue of Yidden.†

Twelve miles across are shining shores,
Where high in blue the grey gull soars,
And lifting hills of sunny sheen,
With white contraptions in between.

Away to the west, o'er the wrinkled Firth,
The mighty bridge from earth to earth
Lifts in the sky its girdered span—
Astounding work of cunning man.

Most magnifique 'yond Arthur's Peak,
And auld Edina's wind-blown reek,
The mellow mountains radiant rake—
I really think it takes the Kake.

* * *

* For the benefit of those who know their Peak district, I may mention that Berwick Law is a conical sugar-loaf hill after the fashion of Shining Tor. From its "lone" position, however, it presents an infinitely more singular appearance, shooting up some 700 feet from the spreading flats of the Haddington Coast. Three or four miles out the Bass Rock rises from the sea in the shape of a huge wedding cake, with precipitous sides some 500 feet high.

† King David the First of Scotland, with a curious desire to ascertain the natural language of man, shut up the children on the Island till they grew to man's estate, when, as the Historian (?) observes, they spake the choicest Hebrew.

To all of which I have the honour of observing Rats—and plenty of 'em.

* * *

MARVELLOUS ESCAPE OF A CHILD.

A child about three years of age has had a marvellous escape on the railway between Inverkeithing and North Queensferry. The child, son of Alexander Hunter, 34 Drummond Place, Edinburgh, fell out of a railway carriage on to the six-feet way. As soon as the parents reached North Queensferry the father started off with a porter in search of the child. In the meantime the child had been picked up by the driver of another train and landed safely at North Queensferry, apparently none the worse of its fall from the train.

The front page is devoted to coverage of the visit of the Czar to Scotland. He landed at Leith then travelled by train via Dundee to Balmoral.

THE JOURNEY THROUGH FIFE.

The arrangements for the safety of the Royal train on the Forth Bridge and the Fife section of the line over which the train passed were of the most complete description. Since Saturday night a steam launch with watchmen on board has remained in the vicinity of Inchgarvie, the island in mid-Forth which forms the foundation for the main cantilever of the bridge. Two policemen were also stationed on the island yesterday. The watchmen at each end of the bridge were enjoined to be specially careful during the last few days, and in addition watchmen were to be seen yesterday on the bridge at various points. The gate leading to the foot of the cantilever on the north side of the estuary is usually open to the public, but within the last few nights it has been kept locked, and no one has been allowed to enter. Special attention was devoted to the railway between North Queensferry and Inverkeithing. The line within the points stated is only a mile and a half in length, but within that short distance

THERE ARE TWO TUNNELS.

The first passes through the Ferry Hills. It is the longer of the two, and there is a ventilator in the centre. Since Saturday night a watchman has been stationed at the ventilator on the top of the hills. There was also a watchman at the entrance to the tunnel. The entrances to Inverkeithing Tunnel, which runs underneath the burgh of Inverkeithing, were also carefully watched. The services of the whole of the police in the western division of the county were called into requisition yesterday, in addition to a large staff of railway surfacemen. They left Dunfermline in the morning in two railway carriages, and were conveyed to the stations nearest the various posts assigned to them. There was not a railway bridge without its watchmen, and at different points along the line from North Queensferry as far east as the jurisdiction of the Fife police extends a policeman or surfaceman was to be found. In the forenoon Inspector Webster, Dunfermline, walked along the line

FROM ABERDOUR TO NORTH QUEENSFERRY

to see that all was right, and that the men were at their respective places of duty. Mr Ruthven, superintendent of the permanent way in the Dunfermline district, also travelled over a section of the line with a view to securing the fulfilment of the arrangements in every respect. Unfortunately for the police and the surfacemen, the weather was very wet, rain falling continually from ten o'clock in the morning onwards. Some of the surfacemen had brought waterproof cloaks with them, but many had made no provision for a downpour of rain, and their lot seemed far from a happy one as they stood at their posts of duty fully exposed to the full force of the elements. The Forth Bridge was clear of all ordinary traffic at twenty-five minutes past two o'clock. The Edinburgh and Aberdeen express had crossed at ten minutes past two o'clock, and the last ordinary train previous to the Royal train was the Aberdeen and Edinburgh slow. The pilot clearing the way for the Royal train steamed over the bridge at twenty-five minutes to three o'clock, a few minutes before schedule time.

THE ROYAL TRAIN

entered upon the bridge at 2.49, and passed through North Queensferry Station at 2.53. four minutes before time. It was going at a fair speed, although not so fast as to preclude the distinguished occupants of the train an opportunity of viewing the bridge. Some of the windows of the saloon carriage in which the Royal party were seated were open as the train crossed the viaduct. Her Majesty's ship Edinburgh. the Forth Guardship, and the Caledonian Training Ship were gaily decked with bunting, and flags were hoisted at North and South Queensferry. Had the weather been fine the scene presented would have been a picturesque-looking one from the bridge, and an excellent view of the Forth would have been obtained. Rain, however, was still falling when the train passed over the bridge, and the view could not but be obscured by the hazy weather. The passing of the Royal train through Inverkeithing was witnessed by a fairly large crowd in the vicinity of the station.

CZAR'S VISIT TO SCOTLAND.

THE LANDING AT LEITH.

Journey to Balmoral.

Reception at Dundee.

Enthusiastic Demonstrations.

Under sombre skies and in a downpour of rain, the Emperor and Empress of Russia were landed at Leith yesterday. They received a welcome which no weather could damp and no untoward circumstance was allowed to mar. The populace sought, indeed, to make up in cordiality for what unpropitious day. Their hearty plaudits dissipated in a great measure the prevailing gloom, and their welcome and God-speed both to the illustrious pair a lively impression of the warmth of the Scottish heart. The arrangements for the reception of the Czar and Czarina necessitated much forethought and care. Not only had due honour to be done to the rules of a mighty Empire, but provision had to be made for his safety from the attacks of fanatics. The civil and military authorities of Leith and the neighbouring Capital devoted themselves assiduously to their duties in this respect. Ample police precautions were taken for thwarting any possible Anarchist plots, and there was a display of the naval and military power of the British Crown such as has hardly ever been witnessed so far north in our island. The Channel Fleet, which arrived in the Firth of Forth a few days ago, lay at anchor in the Leith roadstead. The Scots Greys, of which the Czar is colonel, were brought from Hounslow, the King's Own Borderers from York, and the Argyll and Sutherland Highlanders from Glasgow to reinforce the local garrison of the Inniskilling Dragoons, the Black Watch, and the Royal Artillery. With the deposits of Volunteers and yeomanry of the district they made up a powerful division, which lined the route from the docks to the station with a solid wall of bayonets and sabres. Provided that they kept behind the barricades and troops there were, however, no restrictions imposed on the people. They were allowed into the docks and on board high-decked vessels and a freedom which said much for the general confidence in their

LOYALTY AND ORDERLINESS.

They amply justified it. Nothing could have been more becoming than their behaviour. Though packed in great density, and drenched with the frequent showers, they bore their discomforts in the best of humours, and when at last they were gratified with a sight of their Imperial visitors they cheered with an enthusiasm which was more eloquent testimony not only to the warmness of their hearts, but to the vigour of their lungs. In anticipation of the arrival of the Czar and Czarina, the Prince of Wales and the Duke of Connaught had taken up their abode at Dalmeny, the seat of the Earl of Rosebery. There also the Russian Ambassador, Sir Robert, and his first secretary, Count Palsben, had for some days awaited their sovereign. The Imperial yacht Standart reached Leith roadstead a few minutes to ten in the morning. Steamin slowly between the lines of the Channel Fleet, she dropped anchor near the flagship Majestic, and received with due salutation by her stately appearance, tall masts, and long spars. She was saluted not only by the fort, but by the Edinburgh Castle batteries. Leaving Dalmeny about ten o'clock, the Prince of Wales, the Duke of Connaught, the Russian Ambassador, and Lord Rosebery were driven under an escort of Lothians and Berwickshire Yeomanry to the Cramond Bridge Station of the Caledonian Railway about a couple of miles off. Here they took train for Aberdeen, calling at stations on the North British Railway, not far from both Docks. This latter station lies under extensive level, and needed a great deal of white wash, draperyand carpeting before it could be said to be presentable to Royal eyes. But the upholsterer and horticulturist whom they put their heads together can work wonders, and the usually gloomy outting was made

BRILLIANT AND GAY

with various coloured cottons, plaited, looped, and festooned with much ingenuity and taste. Russian and British flags and banners, and a great deal of palm ferns and flowering plants added to the pleasing combination of colour. Here a strong detachment of the Argyll and Sutherland Highlanders were drawn up with their colours and band. The Princes were on alighting received by General Chapman and the Staff officers under his command, while the troops presented arms, and their band played the National Anthem. Mounting from the platform to the street level their Royal Highnesses and the Russian Ambassador entered a carriage, a landau of the Inniskilling Dragoons closed around, and, thus escorted and followed by the ex-Premier and other noblemen and gentlemen in other vehicles, they were driven to the docks. The way lay through Great Junction Street, Portland Street, and Commercial Street, a distance largely occupied by the trading and better artisan classes, who lined the thoroughfares and filled the windows of their tenement dwellings to a height of several very lofty. On arriving at the docks the Royal party entered the seagoing tug Leith, where they were joined by the Duchess of Buccleuch, Countess Lytton, and the Misses Lytton and staff of the military district. Shortly afterwards they steamed on board the Tantallon Castle, a paddle steamer which, withdrawn from the Firth fleet, is at the disposal of Forth trippers, had been made ready for the occasion by scrubbing, carpeting, and upholstering, and was placed at the service of Royalty. With them there steamed a large group of officials, and several had saluted with its guns. The little steamer now ran alongside the Standart, and the British

BOARDED THE RUSSIAN VESSEL.

The greeting between their Imperial Majesties and their Royal Highnesses was of the most friendly and indeed affectionate character. The Czar and Czarina, the Prince of Wales, the Duke of Connaught, the Russian Ambassador, and two or three others were invited to remain in the Tantallon Castle in the Firth as far seaward as the harbour. The guard of honour of the Argyll and Sutherland Highlanders, with their band and colours, were conveyed on board the docks, and shortly afterwards they were followed by a guard of honour of the Scots Greys with band and colours. The Czar and Czarina were greeted with the sight of these troops, with their plumed lances, scarlet coats, white heckled and Highland hats, and magnificent grey mounts. They did honour to their Emperor and Empress by another guard of honour of Jack Tars were landed from the fleet. The rain was still pouring down, and the crowds in and around the docks were somewhat thin. Though there was still a considerable period of waiting to be faced, the public gaze and comment were for a time occupied with the civic dignitaries, who, in gold chains and scarlet and ermine cloaks, here entered the docks and took their position as the reception-room, which had been extemporised by a lading shed. These and Edinburgh were preceded by halberdiers and sword and mace bearers, and made up

A BRAVE SHOW.

The Duke of Buccleuch, Lord Balfour of Burleigh, the Earl of Rosebery, and Lord Provost Stevenson, State officers of one kind or another, also appeared and superintended matters. The Tantallon Castle had meanwhile anchored near the Royal yacht. A good many steamers and small craft were hovering about, and these had kept a safe distance by a cordon of steam launches from the fleet. The people at shore could only dimly discern the brilliant group assembled on the starboard side of the steamer's saloon deck under a shelter of a striped awning. On the Imperial party left the Standart, and on board the Tantallon Castle they were soon cast off, and steamed away to the harbour. The fleet saluted, the sailors cheered, and the Russian steamers set their whistles shrieking. The steam pinnaces kept in close attendance, and various steamers kept up a lively chase, but there was no unseemly crowding. The Tantallon Castle passed slowly up her assigned berth in the Victoria Jetty, which juts out between Ocean Docks. These Imperial Majesties and Royal Highnesses were assembled on the bridge, and though loudly cheered made a brilliant group. As they approached the landing-stage the Scots Greys presented arms, and one of the bands played the Russian National Hymn. A minute or two more and the Czar and Czarina were ushered into the reception-room amidst a universal obeisance. The facial resemblance which the Emperor bears to the Duke of York seemed very manifest, though his manner gave the impression of a more reserved and diffident temperament. In figure he appeared short and spare, yet his uniform as Colonel of the Scots Greys gave him a sufficiently martial exterior. He bowed quietly and with a kindly smile to the plaudits showered upon him.

THE EMPRESS,

who walked by his side, was gaily attired in a cream-coloured and beautifully-embroidered cloak, with hat and collarette to match. Nothing could exceed the geniality of her manner. She won all hearts by her affability, grace, and brightness of manner, as, turning from one side to the other, she smilingly acknowledged the reception given. They were conducted to chairs in the middle of the room, but they had not to sit down. The Prince of Wales and the Duke of Connaught ranged themselves with them, and Lord Rosebery, the first Mrs. M'Donald, wife of the Lord Provost of Edinburgh, was introduced by the Lord Mayor, and she presented to the Empress a bouquet of orchids to the Empress, who at once shook hands with her. Next the Lord Steward led forward the Civic Fathers of Leith, and, after bowing to them, the Emperor addressed them, man, said—"Say that you come from Majesties, your Imperial Majesties' landing here has afforded pleasure to Magistrates, Council, and people of Leith, and in their name I humbly welcome you, hearing, as usual, a hearty welcome to Scotland to come from the municipal authorities of the capital of Scotland."

EDINBURGH'S ADDRESS OF WELCOME.

Another low obeisance, and they retired, and the Lord Provost and then introduced the Edinburgh Corporation, who came forward bowing, and with a rich casket containing the address. The casket was handed by the Lord Provost to the Czar, who bowed, and received it, and handed it to one of his suite. The Lord Provost said—May it please your Imperial Majesty to accept this address from the ancient capital of Scotland. We hope your visit to Scotland will prove a pleasant one, and that you will enjoy yourself here. We hope also that you will have long life and happiness in your kingdom." (Cheers.) The following is the address :—

TO THEIR IMPERIAL MAJESTIES THE EMPEROR AND EMPRESS OF RUSSIA.

May it please your Majesties,

We, the Lord Provost, Magistrates, and Council of the city of Edinburgh, approach your Majesties on your visit to this country, and beg to offer to you, as the friends and guests of Her Majesty our Queen, a cordial welcome to the capital of the ancient Kingdom of Scotland. We hail your Majesties' visits as the happy augury of a continuance of the friendship which the sovereigns and people of the great Empires under the Russian and British Thrones have so long maintained, and cherished as a sacred inheritance. We earnestly pray that your peoples, knit together by mutual sympathy, will not merely enjoy moral and material prosperity, but, what is more to be desired, that their united influence will be potent in the cause of peace, and for the amelioration of the lot of the suffering and oppressed throughout the world. We pray that your Majesty may be long spared, and under divine guidance and blessing on your noble mission, may live to see a long line of children over advancing in loyalty, happiness, and prosperity. Signed in name and by appointment of the Lord Provost, Magistrates, and Council, and the seal of the city hereto, at Edinburgh, this 22nd day of September, in the year one thousand eight hundred and ninety-six.

(Signed) ANDREW MACDONALD, Lord Provost.
(Signed) THOMAS HUNTER, Town Clerk.

DEPARTURE FOR THE NORTH.

Still another body received permission to pay its respects. This was the Dock Commission, through their chairman, John Wilson, formerly a member of Parliament, and the Emperor, to whom they had in contributing to their Majesties' coffers and sovereignties, they had in contributing to their Majesties' coffers and sovereignties, equerry to Her Majesty, was responsible for the official programme. It was with peculiar pleasure that in reply we were told that his Imperial Majesty had consented to receive the address from the city of Dundee. Afterwards it was intimated that the opening of the Tay Bridge Station would be longer than was at first expected, it having been decided that the Imperial and Royal party would take tea at Dundee. The official programme, which was slightly departed from, was that the train would enter in the south end of the Tay Bridge at 3.45; pass the Esplanade Station at 3.51; land at Tay Bridge Station at 3.53, and continue the journey north at 4.1.



SCENE AT TAY BRIDGE STATION.

AT THE ESPLANADE.

Notwithstanding the severity of the weather, a considerable crowd of people assembled at the Esplanade eager to see the train coming over the Tay Bridge. Between two and three o'clock the rain ceased somewhat, and this had the effect of drawing the citizens from their homes. They began to stream towards Esplanade Station from various directions, and congregated in a cluster on the elevated roadway leading to the Esplanade. Altogether there were not more than four or five thousand persons in the vicinity, of whom were ladies and children. About one hundred or more of the assembled people were merely looking on. The train was going to pass them, and little more could be observed than the Court uniforms of the party in the Royal carriage in the centre of the train. Amongst those were the following who were observed:—Mr E. Cathcart, of Pitcairlie; Mr and Mrs Fairlie, Myres Castle; Rev. R. H. Kerr, Mrs Kerr, and Mrs Laidlaw, Messrs John Gardiner, J. G. Watt, J. D. Ramsay, A. Thomson, Provost Anderson, Newburgh; Mr J. Christie, Forth. The station was in charge of Inspector Bisset, Fife Constabulary.

CUPAR.

A large crowd assembled at Cupar Station to witness the passing of the Royal train. Amongst the spectators were many well-known faces. On addressing the other, said—"Ay, hae you come doon to see Caesar pass?" "Oh ay," says old Peter No. 2, "and I'll be an awfu' job if ony of they 'Anti-Christs' thaws him up."

THE STOPPAGE AT DUNDEE.

PRESENTATION OF ADDRESS.

INTERESTING CEREMONY.

Early yesterday morning Sir Thomas Thornton resumed his task of completing the Dundee arrangements for honouring His Imperial Majesty as he passed north. In the forenoon Sir Thomas had a consultation with Provost Orchar, who, in the absence of Lord Provost Sir James Low, took a leading part in the proceedings. Unfortunately, the weather from daybreak onward was of a particularly disappointing character, drizzling rain and rain descending throughout the day. The desire of the authorities, who had co-operated with the railway officials, the Lord Provost, and the Chief Constable, had been to have masters so matured that the Royal and Imperial train would not be unnecessarily delayed, but every precaution would be exercised to ensure the safety of the distinguished passengers. Originally, the intention was that the Imperial train would stop at Dundee for a period of sixty minutes, and this merely for the purpose of changing engines. No sooner, however, had the stoppage been publicly intimated than the civic powers set themselves to communicate with Colonel Carrington, equerry to Her Majesty, who was programme. It was with peculiar pleasure that in reply we were told that his Imperial Majesty had consented to receive the address from the city of Dundee. Afterwards it was intimated that the opening of the Tay Bridge Station would be longer than was at first expected, it having been decided that the Imperial and Royal party would take tea at Dundee. The official programme, which was slightly departed from, was that the train would enter in the south end of the Tay Bridge at 3.45; pass the Esplanade Station at 3.51; land at Tay Bridge Station at 3.53, and continue the journey north at 4.1.

THE PRECAUTIONS TAKEN

by Chief Constable Dewar and his staff were elaborate. Special arrangements were provided for the safe entrance of the Royal and Imperial train to the Tay Bridge, the Dundee authorities had arranged for carefully guarding the party while in the city. Both day and night the Tay Bridge Police Force were on duty, and stationed at different points around the station building, and the platform, and placed on the embankment of the Caledonian Railway Company's Goods Station, which immediately overlooks the railway dock and the Royal and Imperial train halted. While the distinguished party were in the city, a strong force of police was evident in the station and in the vicinity. Shortly before eight o'clock Chief Constable Dewar and Deputy-Chief Constable Carmichael were on duty on the platform, the latter superintending the lining along the route of the procession. The railway officials were all activity, and, in their manner bringing politeness to the party, which was ultimately a very brilliant one. Lord Dean of Guild Baxter, Provost Anderson, Newburgh; Mr J. Christie, Forth. The station was in charge of Inspector Bisset, Fife Constabulary.

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LADYBANK.

The Royal train passed Ladybank Station at 3.30 p.m.; one minute late. A number of ladies and gentlemen had assembled on the platform to witness the passing of the train. The distinguished passengers, but the rate of progress was about 35 miles an hour, and little more could be observed than the Court uniforms of the party in the Royal carriage in the centre of the train. Amongst those were the following who were observed:—Mr E. Cathcart, of Pitcairlie; Mr and Mrs Fairlie, Myres Castle; Rev. R. H. Kerr, Mrs Kerr, and Mrs Laidlaw, Messrs John Gardiner, J. G. Watt, J. D. Ramsay, A. Thomson, Provost Anderson, Newburgh; Mr J. Christie, Forth. The station was in charge of Inspector Bisset, Fife Constabulary.

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MONIFIETH.

The Royal train passed Monifieth at 3.40, and proceeded at a slow rate towards Broughty Ferry. The platform was occupied by a number of people, who gathered in front of the station entrance. The train was not stopped, and the distinguished party while in the city. Both day and night the Tay Bridge Police Force were on duty, and stationed at different points around the station building, and the platform, and placed on the embankment of the Caledonian Railway Company's Goods Station, which immediately overlooks the railway dock and the Royal and Imperial train halted. While the distinguished party were in the city, a strong force of police was evident in the station and in the vicinity. Shortly before eight o'clock Chief Constable Dewar and Deputy-Chief Constable Carmichael were on duty on the platform, the latter superintending the lining along the route of the procession. The railway officials were all activity, and, in their manner bringing politeness to the party, which was ultimately a very brilliant one. Lord Dean of Guild Baxter, Provost Anderson, Newburgh; Mr J. Christie, Forth. The station was in charge of Inspector Bisset, Fife Constabulary.

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TWO PILOTS DROWNED IN THE FORTH.

Yesterday morning two pilots, named George and David Macarthur, brothers, belonging to North Queensferry, were drowned in the Forth near North Queensferry. The Macarthurs used a small yawl with a lug sail as a pilot boat, and, being the most experienced of boatmen, they have been in the habit of facing all weathers. When they left the south side of the river yesterday morning at eight o'clock a strong south-westerly gale was blowing—the gusts being so strong at intervals that it was difficult for people to keep their feet on the pier. The Coastguardsmen on the south side of the river noticed the Macarthurs half a-mile in the middle of the river between the Forth Bridge and St David's Harbour about 8.30. An engagement did not seem to be expected, and a little after this all sight of the boat or anything connected with it was lost until ten o'clock, when Chief Officer Glanton, of the North Queensferry Coastguard station, observed the body of a man floating in the water at the foot of the rocks a little to the north of the Coastguard station. Mr Glanton and the other officers had the body drawn ashore, and Dr Thomson, Inverkeithing, and Dr Logan were summoned without delay. The body was identified as that of George Macarthur, and the medical men at once pronounced life to be extinct. An oar was found by Macarthur's side, and from this it was assumed that he had, with the assistance of the oar, managed to the water for a considerable time. David Macarthur's cap was discovered near the body, and no doubt was left as having a boat launched and a search made for David's body and the boat. No trace of David's body or the boat was found, but the small flag which the Macarthurs hoisted when vessels have in sight was in the course of the day washed ashore. George Macarthur was 41 years of age, and leaves a widow and family; and David was 42 years of age. George Macarthur's body lies in the Coastguard boathouse at North Queensferry. The body was posterior afterwards identified by a brother who resides in North Queensferry. If the search has started by this morning the Coastguardsmen are to start on the work of making a search throughout the whole bay between the Forth Bridge and St David's for the missing body.

PECULIAR ACCIDENT ON THE FORTH BRIDGE RAILWAY.

A peculiar accident occurred in connection with the 5.20 goods train from College Street, Glasgow, to Aberdeen, at a point between the Forth Bridge and North Queensferry Railway Station, at ten o'clock on Monday evening. Just as the train passed the signal cabin on the approach viaduct of the bridge, three of the loaded waggons in the centre of the train left the metals. On reaching the bridge which crosses the hill road leading to the station, the three waggons struck up against the girders, and, snapping the couplings before and behind, the three vehicles went right over the top of the bridge and landed on to the roadway thirty feet below. The train was brought to a standstill at the station by two of the other waggons leaving the metals. Considerable damage was done to the permanent way, and the down line was blocked from ten o'clock until five o'clock in the morning. The accident occurred just at the height of the storm, and the breakdown squad, who were soon on the spot, found it a difficult matter to carry on the work of repair.

WRECK OF A NORWEGIAN SCHOONER IN THE FORTH.

The Norwegian schooner Hude St Jarne (Captain Jacobson) was at seven o'clock yesterday morning wrecked on the Oscar Rock, in the Forth, between Inchkeith and the Forth Bridge. The vessel was riding at anchor between the Oscar and Inchkeith. She broke away from her moorings early in the morning, and lost both anchors. Seeing that a smash up on the Oscar was inevitable, the crew—six in number—took to the boat when within one hundred yards of the rock. The crew were able to steer clear of the rock in the small boat, but the vessel was heard to crash up against the rock within a few seconds of her abandonment. The crew were driven before the wind into North Queensferry at half-past nine o'clock, being assisted in the landing by the Coastguardsmen. The Hude St Jarne was bound for Alloa with barrel staves, and had experienced the full force of the gale between Inchkeith and the Oscar from an early hour on Sunday morning.

WRECKS IN THE FORTH.

RUSSIAN BRIGANTINE CUT IN TWO.

THREE MEN DROWNED.

TERRIBLE EXPERIENCE OF THE CREW.

The Russian brigantine Ida, 247 tons register, was completely wrecked on the Carn Craig Rocks, below Inchcolm, in the Forth, and three out of nine of the crew were drowned. The Ida (Captain Lindross) discharged a cargo of wood at Wivenhoe, near Colchester, and left in ballast for Sunderland on Wednesday of last week. Stormy weather was experienced on Saturday, and the Ida was driven up the Forth at 5 p.m. On Monday she anchored off Burntisland, but at nine o'clock the storm became so fierce that the vessel lost one of her anchors. The second anchor also went in a short time, and the captain then tried to run the vessel up the Forth to St Margaret's Hope. In a blinding drift at ten o'clock the vessel struck on the Carn Craig between Burntisland and Inchcolm, and so great was the damage sustained that the hold parted from the deck. Six of the men got on to the foreyards and three on to the deckhouse, and within a few seconds of striking the rock the men found that they were being driven before the gale on this wreckage at a tremendous rate. Three of the men on the foreyards were washed away at an early hour in the morning, and at three o'clock the other six men were driven on to the rocks near to Port Laing. All the six men succeeded in scrambling ashore, and found their way to North Queensferry Railway Station, where they had noticed a light. There they were provided with as comfortable quarters as was possible, and in the course of the morning they were taken in charge by Chief Officer D. Glanton, of the North Queensferry Coastguard Station.

A DUNDEE-BOUND YACHT CAPTAIN'S EXPERIENCES.

Among the innumerable craft lying at St Margaret's Hope, near Queensferry, lies the Inva, of the Royal Yacht Squadron. Mr Lyon, the captain and owner of the Inva, in an interview with our correspondent, states that he left Inverness for Dundee on Thursday. On Friday night he experienced a gale at Buchanness. A heavy sea was shipped, and the davits were smashed and the jib carried away. The engineer and the man engaged at the steering gear were slightly injured. Mr Lyon found it impossible to cross the bar at the entrance to the Tay, and he ran up the Forth, anchoring in St Margaret's Hope on Sunday morning. Captain Lyon came ashore on Sunday, and because of the storm he has not been able to return to his vessel. There are three passengers and a crew of fourteen on board.

OTHER VESSELS IN DANGER IN THE FORTH.

All yesterday a Norwegian schooner was riding her anchors at a dangerous point near the rocks overlooking North Queensferry, and other vessels seemed in danger in the roads near St David's. Indeed, one schooner was driven into St David's and sustained considerable damage.