ployed Mr. James Walker, engineer, to institute a minute investigation of the entire works, and to report. The report was presented to the House of Commons in 1838; and a select Committee was appointed to take the whole subject into consideration. The result of their investigations was, a recommendation that steam tugs should be employed in the locks, so as to ensure a speedy navigation, and that a sum not exceeding L.200,000 be placed at the disposal of the government, to be expended in the repair and improve­ment of the canal, under the authority of an act of Parlia­ment, which should be procured for the purpose.@@’ This recommendation will, it is hoped, be acted upon. (Navigation, Inland). The Crinan canal is situated in Ar­gyleshire, and is intended to afford a communication be­tween Loch Gi!p and the Western Ocean, so as to avoid the difficult and circuitous passage round the Mull of Cantyre. It was originally undertaken in 1793 by subscription of share-holders; but the sum subscribed(L.108,000) being quite insufficient for the completion of the work, the go­vernment advanced the money, and the canal was transfer­red on mortgage to the Barons of Exchequer in Scotland. The management has since 1817 been lodged in the hands of the Commissioners of the Caledonian Canal. It is nine miles long, and twelve feet deep, admitting vessels of 200 tons burden. The income scarcely covers the expenditure.@@3 The Forth and Clyde Canal, sometimes called the Great Canal, though begun in 1768, was not finally completed till 1790. The length from Grangemouth on the Forth to Bow­ling Bay on the Clyde, is 35 miles, and, including the lateral branch to Port-Dundas, Glasgow, 381/2. Its depth is ten feet; and it has in all thirty-nine locks. Though iron swift boats and other lighters ply upon it, its staple trade consists in the transit of sailing vessels of 120 tons and under. The Edin­burgh and Glasgow Union Canal, which was finished in 1822, stretches from Port-Hopetoun, Edinburgh, until it joins the Forth and Clyde Canal at Port-Downie, near Falkirk, a distance of 311/2 miles. Its depth is only five feet, so that its traffic is quite limited. The Monkland Canal stretches from Glasgow to Woodhall, about two miles south-east of Airdrie, a distance of twelve miles, and communicates by a lateral branch with the Forth and Clyde Canal at Port-Dun­das. The Glasgow, Paisley, and Ardrossan Canal has not been completed ; indeed it is not now intended to complete it. The progress of railways seems partially to supersede the use of canal communication. The canal in question has been constructed from Port-Eglinton, near Glasgow, to the village of Johnstone, a distance of eleven miles, and was opened in 1811. It was on this canal that the experiment was made in rapid travelling by canals, demonstrating that it was practicable for a properly constructed boat, carrying passengers and goods along a canal, to go at a rate of nine or ten miles an hour, without injury to the banks. These light boats are now common on canals suited for such tra­velling. The Aberdeenshire Canal, completed in 1807, stretches from the harbour of Aberdeen to Inventury. The length is 181/4 miles, and the number of locks is seventeen.

The first act obtained, in 1808, for a railway in Scot­land, was for that between Kilmarnock and Troon, a dis­tance of 91/2 miles. The Monkland and Kirkintilloch rail­way connects the rich coal and ironstone district of New and Old Monkland, and, within fourteen miles of the city of Glas­gow, with the Forth and Clyde Canal, near Kirkintilloch. The Ballochney railway, which has been in operation for about ten years, is merely an elongation of the last mentioned line, four miles eastward into the interior. The Glasgow and Garnkirk railway stretches eight miles west from Glasgow, till it communicates with the Monkland and Kirkintilloch line, forming a direct communication with Glasgow, and avoiding

the circuitous route of that line. The Wishaw and Colt­ness railway, which is meant to connect the Monkland and Kirkintilloch branch with the rich coal and ironstone beds of Wishaw, Coltness, and Allanton, has not yet been com­pleted, though the act was passed in 1829. The Slamannan railway, which is in progress of construction, is to extend from the eastern termination of the Ballochney line to the Union Canal, within a mile of Linlithgow, a distance of 121/2 miles. An act has been passed (1837) for forming a branch to the town of Bathgate. The Pollock and Govan railway, which was meant to connect these two places, which lye on the south of Glasgow, with that city, an interval of three miles, is in the same unfinished state. The Paisley and Renfrew railway, which extends from Paisley to the river Clyde at Renfrew ferry, a distance of 31/2 miles, was opened in 1837. The Glasgow, Paisley, and Greenock railway is meant to con­nect Glasgow and Greenock by way of Paisley. It runs nearly parallel with the Clyde, and is meant to be complet­ed in 1840. The Glasgow, Paisley, Kilmarnock, and Ayr railway is intended to connect these towns and the adjacent districts. The line from Glasgow to Paisley is declared to be common to the latter line, and that of the Glasgow, Paisley, and Greenock railway, and to be executed at the joint expense of both companies. The Glasgow and Pais­ley railway is to send branches out to the different towns in the district through which it passes. An act was ob­tained in 1838 for constructing a railway between Edinburgh and Glasgow. The line is to run nearly on a parallel with the Union Canal, past Ratho, Winchburgh, Linlithgow, and Falkirk, to pass that canal near Port-Downie, and to pro­ceed onward to Glasgow by a line nearly parallel to the Great Canal. The distance will be forty-six miles. The capital of the company is L.900,000. Twenty-nine miles of the line have already been contracted for, and the work will be com­pleted at farthest in 1842. The Edinburgh and Dalkeith rail­way was opened in 1832. It extends to Dalhousie Mains on the South Esk, but a private branch has been carried over that river by a viaduct, and extends southwards for upwards of a mile. The Dalkeith line is about to be carried over the North Esk, in order to connect extensive coal fields in that quarter with the city of Edinburgh. There are also branches to Leith and Fisherrow. On this railway upwards of 100,000 tons of goods, and 300,000 passengers are an­nually conveyed. The Edinburgh, Leith, and Newhaven railway is only meant to extend 21/2 miles. It is to commence at Canal Street, at the cast end of Princes Street gardens, and proceed by a tunnel of 2800 feet, or rather more than a fifth of the whole line, under St. Andrews Street, St. Andrews Square, Duke Street, Drummond Place, &c. to the foot of Scotland Street, and thence to Newhaven in nearly a straight line, with a branch along the north side of the Water of Leith, to the wet docks at Leith. The work has been begun, but when it will be completed is uncertain. If the terminus of the line were to be united with that of the Edinburgh and Glas­gow railway, much advantage would accrue to both specu­lations. But, according to act of Parliament, a mile inter­venes at present between the dépôts of the two. The Dun­dee and Newtyle railway is eleven miles in length, but branches are in progress to Cupar-Angus and to Glammis. There are on the line three inclined planes, and a tunnel of 340 yards. The Dundee and Forfar railway was opened in

1838. Its length is 163/4 miles. The Arbroath and Forfar railway is just completed. The distance is 151/4 miles.

About the middle of the seventeenth century, the lands of Scotland were valued, with a view to ascertain what proportion of the land-tax and others should be paid by each county ; and this valuation, called the “valued rent,” which had been undertaken by the authority of Cromwell, was afterwards

**@@@, See Thirty fourth Report of the Canal Commission, Mr. Walker’s Report, and Report of Secret Committee. @@@\* Ibid.**