

offered for all lands trespassed on, and peculiar compensation agreed to for peculiar damage; meanwhile, every effort was promised to be made, to benefit land-owners in their course, and to serve the public by carrying the line to Coal and other productive districts. The success of the endeavours of the Company, has helped to prove the judicious nature of this conduct of the Committee of Proprietors.

Early in 1826, the bill was again introduced into Parliament; and, after much discussion, passed both Houses. A general meeting of Subscribers was called in May; when fifteen Directors were chosen, a principal Engineer was appointed, and the necessary preliminaries were proceeded with. The line was marked out in this year, and the manual operations commenced by draining part of a Moss, which the line crossed, and which was considered one of the principal impediments to the undertaking. The work of clearing and cutting commenced in January; 1827, since which time the work regularly proceeded, employing a vast number of workmen, until its completion in 1830.

The first object of the Directors was to procure a Rail-way, the use of locomotive machines was to depend on circumstances. For it was known that any power employed to give motion on a Rail-way, compared with the same efforts on a turnpike road, would show difference sufficient to warrant the expense of the undertaking. It was not for some time determined whether horses or steam should be employed; or if steam, whether in locomotive or stationary engines. The locomotive would offer all the advantages of carriages drawn by horses, with increased speed and power; while the stationary would act only by drawing forward vehicles attached to their chain. The first seemed the perfection of science, while the latter, seemed more simple, and attended with fewer difficulties. At length one of the Directors proposed, that the mechanical genius of the age should be appealed to, and that a premium should be offered for the best locomotive engine produced. This was agreed to, and in April 1829 a premium of £500 was offered, to be competed for in the ensuing October, on some level part of the finished line. At the time appointed several admirably constructed engines appeared to compete for the prize. After some trials, the contest lay between the "Rocket" from Newcastle-on-Tyne, and the "Novelty" from London; both these Engines, with light weights attached, attained to above thirty miles an hour. The terms of the race for the prize, were, to run seventy miles, and draw three tons weight, for every ton weight of the Engine; the speed not to be under 10 miles an hour. The Rocket won the prize; its weight was 4 tons 5 cwt—and drawing upwards of 13 tons, it accomplished the 70 miles, under disadvantages, in 6 hours and a half. This on an average was doing about 11 miles an hour; but it occasionally went 20 miles in that space of time. These trials established the triumph of Steam as applied to land carriages, and the Directors of the Rail-road de-