

# **THE GREAT NORTH OF SCOTLAND RAILWAY: A GUIDE**

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The Great North of Scotland Railway: A Guide by W. Ferguson

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**W. FERGUSON**

**THE GREAT NORTH  
OF SCOTLAND  
RAILWAY: A GUIDE**



# THE GREAT NORTH OF SCOTLAND RAILWAY

## A GUIDE

BY W. FERGUSON

KINMUNDY



By silver streams where purling Den takes rise,  
Beneath a mountain tow'ring to the skies,  
Where crystal brooks in gentle murmurs glide,  
From neighb'ring hills, and swell their sov'reign's tide,  
Emptying their urns to aggrandize his pride;  
From their first rise down to their mother sea,  
As they fall in, shall be described to thee,  
With hills and woods and fruit of every tree.

DOX: A poem. 1865.

EDINBURGH: DAVID DOUGLAS

1881

# NORTH BRITISH & MERCANTILE INSURANCE COMPANY

ESTABLISHED 1809.

## FIRE—LIFE—ANNUITIES.

*Resources of the Company as at 31st December 1880:—*

### I. SUBSCRIBED CAPITAL—

PAID-UP	£500,000
UNCALLED	1,500,000
	<u>£2,000,000</u>

### II. FIRE FUND—

RESERVE	£844,577
PREMIUM RESERVE	317,058
BALANCE of Profit and Loss Account	39,608
	<u>£1,201,243</u>

### III. LIFE FUND—

ACCUMULATED FUND (Life Branch)	£3,028,884
Do. do. (Annuity Branch)	351,274
	<u>£3,380,108</u>

### IV. REVENUE FOR YEAR 1880—

NETT LIFE PREMIUMS and INTEREST	£450,675
ANNUITY PREMIUMS and INTEREST	13,726
	<u>£464,400</u>
NETT FIRE PREMIUMS and INTEREST	1,013,900
	<u>£1,478,300</u>

## LIFE DEPARTMENT.

### I.—LIFE ASSURANCE BRANCH.

The large proportion of Nine-tenths of the Profits is divided among the Policyholders on the Participating Scale every Five Years, and is allocated not only on the Sums Assured, but also on the previous Bonus Additions.

The last Division of Profits was made as at 31st December 1880, when there was declared a Bonus of £1 : 7 : 6 per cent per annum on the Sums Assured and previous Bonus Additions. If taken as a percentage on the Original Sums Assured, this Bonus is equivalent to an addition of from £2 : 11 : 4 per cent per annum on the oldest Policies to £1 : 7 : 6 per cent on those now for the first time entitled to participate.

The Premiums are moderate, and Tables have been framed to meet every contingency connected with life.

### II.—ANNUITY BRANCH.

ANNUITIES, IMMEDIATE, CONTINGENT, or DEFERRED, are granted on favourable terms.

## FIRE DEPARTMENT.

The COMPANY insures against Fire almost every description of Property, at Home or Abroad, at the lowest Rates of Premium corresponding to the Risk.

*Every information may be had at the Chief Offices, Branches, or Agencies.*

AD. GILLIES-SMITH, *Manager.*

THOMAS M<sup>o</sup>MURTRIE, *Secretary.*

EDINBURGH, July 1881.

### CHIEF OFFICES.

EDINBURGH, 64 PRINCES STREET. LONDON, 61 THREADNEEDLE STREET.

ABERDEEN BRANCH OFFICE—102 ST. VINCENT STREET

Messrs. MURRAY & M<sup>o</sup>COMBIE, *Local Secretaries.*

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THE GREAT  
NORTH OF SCOTLAND RAILWAY

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A GUIDE

*William*

By W. FERGUSON

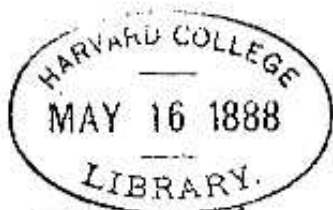
KINMUNDY

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EDINBURGH: DAVID DOUGLAS

1881

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*Ward Lurd.*

DAVID DOUGLAS, EDINBURGH

LONDON . . . HAMILTON, ADAMS, AND CO.  
CAMBRIDGE . . . MACMILLAN AND CO.  
GLASGOW . . . JAMES MACLEHOSE.



## INTRODUCTION.

“FAR AWAY FOWLS HAVE FAIR FEATHERS,” is a proverb that indicates a very common feeling. Distant places are run after for scenery and associations, though places near at hand may be equally interesting or equally beautiful. Because they are near and easily accessible, it does not seem worth while to notice them; or their inspection can be so easily accomplished, that it is put off from day to day. And yet these scenes and associations may be well worthy of attention, and productive of much interest and pleasure, when visited and inquired into.

Probably the general tourist has little idea of the beauty of many parts of the country through which the Great North of Scotland Railway passes. It is off the usual line of travel, and, except to the few who have local connections, it is not generally known. In the hope of attracting more attention to it on the part of the travelling public, these notices of it are put together.

The great North of Scotland Railway, including all that is worked by the Company, is  $287\frac{1}{2}$  miles in length. Of this the Deeside Line ( $43\frac{1}{2}$  miles) is to a certain extent an independent branch, that is, it is separated from the main line and branches, lying through a different district of country from that traversed by it.

Starting from Aberdeen, the main line proper runs north to Keith,  $53\frac{1}{2}$  miles, throwing off five branches, two of which also subdivide.

I. The Formartine and Buchan Section leaves the main line at Dyce, and goes to Peterhead, 38 miles. It subdivides at Maud, and sends a branch to Fraserburgh, 16 miles.

II. The Alford Valley Section leaves at Kintore, and goes up the Don valley to Alford, 16 miles.

III. The Old Meldrum Section leaves at Inverurie, and goes to Old Meldrum,  $5\frac{1}{2}$  miles.

IV. The Macduff and Turriff Section leaves at Inveramsay, and goes by Fyvie and Turriff to Macduff and Banff,  $29\frac{1}{2}$  miles.

V. The Banffshire Section leaves at Grange, and goes to Banff,  $16\frac{1}{2}$  miles, subdividing at Tillynaught, and sending a branch to Portsoy,  $2\frac{3}{4}$  miles.

To the north of Keith the line goes north and west through Glenisla to Craigellachie on the Spey,  $14\frac{3}{4}$  miles, and thence up Speyside to Boat of Garten,  $33\frac{1}{4}$  miles, where it joins the Highland Railway. By the Morayshire Railway, now part of the system, it has a connection from Craigellachie with Elgin,  $12\frac{3}{4}$  miles, and with Lossiemouth,  $5\frac{1}{2}$  miles.

The original line was incorporated in 1846, but its formation was not commenced till November 1852. It was opened to Huntly, September 12, 1854, and to Keith, October 11, 1856. The various branches were incorporated as independent lines, but were consolidated in August 1866. The Deeside was added in July 1876, and the Morayshire in October 1880. The length of the entire consolidated line is  $287\frac{1}{2}$  miles.

## ABERDEEN.

ABERDEEN, in sportive description called "The Granite City," was supposed by Mr. Wordsworth to lie in Ayrshire; the *Encyclopædia Metropolitana* seems to place it on the Forth, for it says under the article "Aberdeen,"—"a capacious stone bridge of a single arch stretches itself across the Forth near Union Street,"—and the *Penny Cyclopædia*, which claimed to be a channel for diffusing useful knowledge, declared that the Dee flowed underneath Union Bridge.

Situated at the extreme south-eastern point of the county of Aberdeen, on the north bank of the Dee, which is there the boundary between the shires of Aberdeen and Kincardine,—the city of Aberdeen is the fourth city in Scotland in point of population and trade. It has by the census of 1881 a population of 106,818. Shipbuilding is perhaps its chief industry, for its clippers are of world-fame. Large and important manufactures also have their seat here—in cotton, as the Banner Mill; in linen, as the Broadford Works; in woollen as the Haddens and Crombies; in paper, Piries, Davidsons, etc.; in jute, The Jute Company; in iron Blaikies, Mackinnons; in polished granite, as Macdonalds, Keiths, etc. etc.; and many other branches of productive industry. Murray says,—Aberdeen "is really a handsome town, built chiefly of granite, the local stone, at the mouth of the Dee, between it and the Don; but its harbour has neither the capacity nor convenience proportioned to its trade, although Smeaton and Telford employed their best engineering abilities, and expended more than £300,000 upon it. New and expensive works were begun in 1871, including a South Breakwater of concreted blocks, 1300 feet long. The diversion of the Dee, by the straightening of its course cutting off a great bend just below the Wellington and Railway Bridges, was achieved in 1872."

The first extant charter in favour of Aberdeen is one of William the Lion in 1178, in which he confirms previous corporate rights, granted by his grandfather David I. In the Reports of the Historical Manuscripts Commission, Dr. Stuart says,—“While the situation of Aberdeen, near the navigable mouth of the river Dee, must have pointed it out to the early inhabitants as a desirable place of settlement, there can be little doubt that at a period far earlier than that of our burghal institutions a religious settlement had been made near the mouth of