

## Appendix 1 - Select list of publications with notes

Notes: Includes most of the publications known to the author. Entries broadly chronological. 'pl.' preceded by a number indicates the number of plates.

### ROBERT STEVENSON

*Memorial and state relative to the light-houses erected on the northern part of Great Britain: and relative to a proposal for erecting a light-house upon the Bell or Cape Rock.* Edinburgh, 1803, 13-38. Dated 23 Dec. 1800. Reprinted in Robert's *Account of the Bell Rock Light-house*, 1824.

*Report relative to the harbour of Stonehaven.* By Mr. Stevenson, Civil Engineer. Aberdeen, 1812. 1 pl.

Articles in the *Edinburgh Encyclopedia*. Edinburgh, 1830:

'Bell Rock'. III, 441-443. First published c. 1810.

'Eddystone Rocks'. VIII, 328. First published 1814.

'Inchkeith'. XII, 9-12. First published Nov. 1817. Includes details of the lighthouse and its revolving light.

'Lighthouse'. XIII, (1)-18, 3 pl. [7, 9,] First published 1818.

An authoritative account of lighthouses from the earliest times.

Includes illustrations of Corduan, Eddystone, Kilwarlin, Corunna, Genoa, Naples, Ramsgate, Tay leading lights and Inchkeith. Reference is made to distinguishing lights and the application of gas to lighting.

'Roads and Highways'. XVII, 349-360, 1 pl. First published c. 1824. Includes a review of practice from Roman times. Advocates stone tracks on gradients, a practice implemented at Leith Walk and other locations in Edinburgh.

'Railway'. 1830, XVII, 303-310, 1 pl. First published c. 1824.

Relates to pre-locomotive railway practice. Also published as 'Notes on rail-ways, with a suggestion for a smooth and durable city road.' *Trans.*

*Roy. Highland & Agric. Soc. Scot.*, 1824. VI.

*Report on the improvement of the harbour of Dundee.* [Dundee?], 1814. 2 pl.

[Engraved plan & elevation] *Reduced plan of the lands of Calton Hill and design for a new approach to the City of Edinburgh by a bridge over Calton Street, and elevation of the bridge and cellars under the roadway.* Edinburgh, 1814.

Following a competition in 1815 the architect Archibald Elliot's design for the proposed buildings and what became known as the Regent's Bridge was adopted to Robert's basic line, level and concept.

[Engraved plan - with John Steedman] *Nautical survey of the Frith of Tay.* Dundee, 1816. An important Scottish maritime chart showing coastline, channels, sand banks, water depths, lights &c. Other editions 1819, 1855.

'Description of the bridge of Marykirk.' *Scots Mag.*, Dec. 1816, LXXVIII, 883-885, 1 pl. Robert's first large bridge, completed 1814. View engraved by R. Scott from a drawing by Robert's assistant John Steedman.

'Observations upon the alveus or general bed of the German Ocean and British Channel.' *Memoirs of Wernerian Natural History Society*, Edinburgh. 1818. II, pt. ii, 464-490. Read 2nd March 1816. Separately published in 1816 and 1817 and also in *Annals of Philosophy*, Sept. 1816. VIII, 173-182. For a critique by Prof. Thomson see *Annals of Philosophy*. XIII, 135-136. Followed in 1820 with 'On the bed of the German Ocean or North Sea' in *Memoirs of the Wernerian Soc.*, 1821. III, 314-336, with a chart of the North Sea including depth sections. Also published in *Edin. Philos. J.*, Apr.-Oct. 1820. III, 42-56, 1 pl. [24] Theme continued with 'Remarks upon the wasting effects of the sea on the shore of Cheshire, between the rivers Mersey and Dec.' *Edin. New Philos. J.*, Oct.-Apr. 1828. (IV), 386-389. Read to Wernerian Society on 8 March 1828. Robert continued to propound his belief that coastal erosion was caused by

the raising of the sea bed which, in turn, caused the sea level to rise. In 1840 he read a paper to the British Association at Glasgow 'Hints on the state of our knowledge respecting the relative level of the land and sea; and the waste in some places, and extension in other places, of the land, on the east coast of England.'

Articles in *Encyclopedia Britannica*. Supplement to 4th, 5th & 6th eds., 1824:

'Bell Rock Light-House'. II, 253-258, pl.XXXIII. First published Dec. 1816. The fine view was engraved by W. & D. Lizars from a drawing by Robert's assistants W. Lorimer and J. Steedman. Also issued separately in 1816. Robert's second published account of the lighthouse? The first was probably that included in Headrick, J. *A general view of the agriculture of Forfarshire*. Edinburgh, 1813.

'Blasting'. II, 317-321. First published June 1817. Describes rock blasting on land and under water. Includes a description of blasting rock at Calton Hill for the new road.

'Caledonian Canal'. II, 570-579, 1 pl. First published June 1817. Also published separately as *Information relative to the Caledonian Canal*. An authoritative summary of the project and some of its engineering operations.

'Dredging'. III, 671-675, 1 pl. First published Jan. 1819. The plate of dredging apparatus was drawn by Robert's assistant G. C. Scott.

Outlines dredging practice from 1736 to 1818. Describes steam dredging on the Caledonian Canal.

'Vertical differences of salinity in water.' *Annals of Philosophy*, July 1817. X, 55-58. Summary of a paper read to the Royal Society of Edinburgh, 19 May 1817.

*Report relative to the line of a canal upon one level, between the cities of Edinburgh and Glasgow, to form a junction with the Forth and Clyde Canal at Lock No. 20 and also with the Port of Leith, and the Broomielaw at Glasgow*. Edinburgh, 1817.

With a plan surveyed by John Steedman. Robert's line was more direct than those of Hugh Baird and John Rennie. It had no locks between Edinburgh and Glasgow, but required a 3-mile tunnel under the Bathgate Hills.

Written in Dec. 1814. Published Feb. 1817 at the request of interests who hoped for an extension of the canal to Leith. Partly reprinted in *Scots Mag.*, Feb., 1817. Estimated at £491,999. Not executed.

*Instructions for the light-keepers of the Northern Lighthouses*.

Edinburgh, 1817. Other editions 1823, 1836 and 1843.

*Report relative to the Strathmore Canal, or inland navigation between the royal boroughs of Forfar and Aberbrothwick*.

Edinburgh, 1817. With plan surveyed by John Steedman. Proposing a 16-mile canal with 20 locks for boats of up to 30 ton burden. Robert also considered a cast iron, horse traction, railway, but preferred a canal. Estimated at £88,378. Not executed.

[Engraved plan] *Sketch of the coast from Lincolnshire to Hampshire by Yarmouth Roads & the Downs referring to a memorial relative to the navigation of that coast*. [n.p.], 1818.

Envisaging a canal from Blakeney (via the London & Cambridge Junction Canal?) to near London and on to Southampton. Not progressed.

*Report relative to the various lines of railway from the coal-field of Mid-Lothian to the city of Edinburgh and port of Leith, with plans and sections, showing the practicability of extending these lines of railway to Dalkeith, Musselburgh, Haddington and Dunbar*. . . . Edinburgh, 1819. 2 pl. Dated 28 Dec. 1818.

Plans surveyed by Robert and John Steedman in 1818. Not executed, apart from Newton colliery railway for which a larger scale plan was printed in 1818.

*The report . . . relative to the improvement of the communication by the ferries betwixt Fife and Forfar*. Edinburgh, 1818. 2 pl.

Plans surveyed by Robert and John Steedman in 1818. Recommended that priority be given to pier improvements at Dundee, Newport, Broughty

- Castle and Ferry-port-on-Craig. Estimated cost £20,860. Not executed. In 1820 Robert published 'Observations' critical of a newly projected and costly alternative to the approved parliamentary plan.
- 'Journal of a visit to Holland, and part of Flanders, in the months of July and August 1817. In a series of letters to a friend in Edinburgh.' *Scots Mag.*, March, June and July 1818; Sept., Oct., Nov. and Dec. 1819; Jan., Feb., April, Sept., and Dec., 1820; and, March 1821. Robert revealed himself as the author of these charming and informative letters to his daughter Jane in the preface to the last letter. In 1848 he published privately for the benefit of the family a *small impression* of the 14 letters. Some copies include plates of Bonaparte's fly bridge on the Scheldt and the medal presented to Robert by the King of the Netherlands. [13]
- Report relative to an iron railway, between the port of Montrose and the town of Brechin.* Edinburgh, 1819. 1 pl. [26]
- Written 31 March 1819. Plan surveyed by John Sreedman. Followed by a revised report dated 30 Nov. 1819 with a second state of the plan showing a new line and additional topography.
- Report relative to the compensation reservoirs for the mills on the Water of Leith and Bevelaw Burn.* Edinburgh, 1819. 1 pl.
- Recommends a reservoir estimated at £1,884. Discusses the bursting of dams at the Crinan and Huddersfield canals and Carlsdike.
- Memorial relative to opening the great valleys of Strathmore and Strathearn, by means of a railway or canal, with branches to the sea from Perth, Arbroath, Montrose, Stonehaven, and Aberdeen; together with observations on interior communication in general.* Edinburgh, 1821. 1 pl. Written July 1820. Proposing a horse traction railway from Stirling and Perth to Aberdeen, with branches. Not executed.
- [Dalkeith, Galashiels & St Boswells Railway report] *To His Grace the Duke of Roxburgh* . . . [Edinburgh?], 1821. 1 pl.
- Proposing a horse-traction railway with cast iron rails to connect Dalkeith with Telford's proposed Glasgow to Berwick railway in the Tweed valley. Estimated at £63,631. Neither railway was executed.
- 'Description of bridges of suspension.' *Edin. Philos. J.*, Apr. to Oct. 1821. V. 237-256, 1 pl. Written 19 July 1821. An authoritative review of early suspension bridge development in Scotland, including Robert's proposal for an underspanned suspension bridge. [39] Printed in German [1822,1823], French [1823], and Polish [1824]. Includes a description of Capt. Samuel Brown's Union Bridge, 1820 which is still in use. Robert commented further on this bridge in *Monthly Mag.*, 1822, 54, 117-118.
- [Harperrig Reservoir, Midlothian report] *To the proprietors and tenants of the mill property, situate on the course of the Water of Leith* . . . [Edinburgh], 1822. 1 pl. Estimated at £7,149.
- Report relative to the improvement of the communication across the Bristol Channel.* [Edinburgh, 1822]. 3 pl. Proposing improvements to New Passage Ferry between Gloucestershire and Monmouthshire.
- An account of the Bell Rock Light-house . . . To which is prefixed a . . . view of the institution and progress of the northern light-houses.* Edinburgh, 1824. 23 pl. the last mis-numbered XXI instead of XXIII as given in the *Description of Plates*. An engineering classic with engraved frontispiece after a Turner watercolour now in the National Galleries of Scotland. Drawings for other plates were by Jane, and members of staff - W. Lorimer, J. Slight, J. Steedman, G. C. Scott, and D. Logan. Review in *Edin. Philos. J.*, Jan. to Apr. 1825., XII, 18-38, 1 pl.
- 'Notes by Mr Stevenson, in reference to the essays on railways presented to the Highland Society.' *Prize Essays & Trans. Highland Soc. Scot.*, 1824, VI, 130-146, 1 pl. An adjudication on these important essays.

[East Lothian Railway report] *To the subscribers for the survey of the East Lothian Railway*. Edinburgh, 1825. 1 pl. Two lines had been surveyed from Cow Pits via Haddington to Dunbar. Not executed.

*Report relative to lines of railway, surveyed from the ports of Perth, Arbroath, and Montrose, into the valley of Strathmore; . . .* Edinburgh, 1827. 2 pl. Dated 14 August 1826. *Reduced Plan* surveyed by Wm. Blackadder and John Steedman. An 84-mile length of horse-traction railways with malleable iron rails and steam-powered inclined planes were envisaged costing c. £370,000, including a 350 ft. span suspension bridge over the Tay. Not executed.

[Stirling and Crieff Road. Reports 27 October 1826 & 10 February 1827] *Excerpt from minutes of meeting of the trustees upon the turnpike road from Crieff to Longcauswayhead, held at Balhadie Inn, 26th September, 1825*. [n.p., 1827?] Envisaged improvements estimated at £29,447 to the 22-mile road from Stirling via Dunblane to Crieff, including five substantial new bridges.

'Specification of Hutcheson Bridge over the River Clyde at Glasgow.' [ & plates illustrative of its design & construction]. In: Weale, J. (ed.) *The theory, practice and architecture of bridges*, 1843. I, 106-140, pls 27-33. [28] Includes a view of work in progress. [29] John Steedman contractor. Cost £23,865.<sup>3</sup>

First published 1839.

[With Telford, Thomas & Nimmo, Alexander] 'Intended ship canal between the Rivers Dee and Mersey. The report of . . . recommending two extensive new sea ports &c., on the Rivers Dee and Mersey, adjacent to Liverpool, with a floating harbour or ship canal to connect them.' In: *Appendix No. 37. A report of the proceedings of a Court of Inquiry into the existing state of the Corporation of Liverpool, . . . Liverpool*, 1834?, cxxi-cxxviii, (31)-44. Reprinted with a further report of 14 July 1828 in David's *Life of Robert*, 1878. Estimated at £1.4m. Not executed.

[Forth Navigation report] To the Hon. *The Provost . . . of Stirling* . . . [Stirling], 1838. 1 pl. Dated 26 Nov. 1828, with prefatory note dated 10 Dec. 1838. The 'Reduced plan and section of the Forth from Alloa Pier to Stirling Shore, shewing the means of improving its navigation' surveyed in 1826-27 was drawn by Thomas in 1838. Proposed deepening at fords to accommodate ships of 13 ft. draught. Estimate £10,126. Report reprinted in *Civ. Eng. & Arch. J.*, July 1841, with a preface stating that the firm's experience in improving the Tay navigation by the removal of fords gave them increased confidence to repeat their recommendations. A further plan of the improvements was published in 1842.

[Sunderland Harbour report] *To the Commissioners for preserving and improving the port and harbour of Sunderland*. [Edinburgh? 1829]. 1 pl. Dated 28 Sept. 1829. Estimated at £193,311. Not executed.

[engravings &c.] 'Bridge across the River Forth at Stirling.' In: Weale, J. (ed.) *The theory, practice and architecture of bridges*. London, 1843. pls 62, 63. This publication also includes a schedule of rates and a measurement report by John Duff dated 7 Sept. 1829. Cost about £17,000.

[with Alan] *A chart of the coast of Scotland with part of England & Ireland shewing the positions of the several lighthouses, the principal anchorages, rocks, shoals & soundings, together with the . . . rise of Spring & neap tides*. Edinburgh, 1832. Drawn by J. Ritson. Scale 8 miles to 1 inch.

[with Alan - Ballyshannon harbour improvement report] *To the most noble the Marquis of Ely* . . . [Edinburgh? 1832] 2 pl. Dated 15 June 1832. Estimated at £5,958 and, for the road or railway to Lough Erne, £18,133. A further report dated Dec., 1836 was published at Ballyshannon in 1837.

[with Alan - Perth harbour and Tay navigation improvement report] *To the Lord Provost . . . of the city of Perth.* [Edinburgh? 1834] 2 pl. Dated 22 Jan. 1834. A specification was printed in August 1834. Harbour works estimated at £48,714, but not executed. By 1841, following the partial removal of various fords the depth of the river at Spring tides had been increased from 11 ft. to 16 ft and work was continuing. In 1845 the firm reported to Perth Council with a 'Plan & sections of the junctions of the rivers Tay & Earn shewing the manner in which the proposed Perth & Dundee, and Edinburgh & Northern railways affect the Tay navigation'.

[with Alan - Granton harbour report] *To His Grace the Duke of Buccleugh . . .* [Edinburgh, 1834]. 2 pl. [44] Dated 22 May 1834. Plans surveyed by J. Ritson. Partly executed. Various engineers had proposed schemes for improving Leith harbour to the east of Granton including Robert who had proposed an improvement to the entrance in 1824. In February 1835 a rival firm Grainger & Miller alleged in the *Edinburgh Evening Courant* that the water depths and distances in this report were inaccurate and an acrimonious exchange of letters followed. In September 1835 a specification was drawn up for a wharf on Oxraig rock with a connecting road. [44] In 1836-37 David supervised the construction of an 800 ft. length of steamboat pier and Granton Road approach including a long culvert for Wardie Burn.

[with Alan] 'Plan of the Edinburgh & Glasgow Railway; from a survey by Robert Stevenson & Son.' In: *Prospectus of a company to be called the Edinburgh, Leith, & Glasgow Railway Coy. Edinburgh 26th Dec. 1835.* [Edinburgh, 1835]. Plan on reverse of prospectus. The proposed line went via South Queensferry, Linlithgow, Falkirk, Kilsyth and Kirkintilloch and included branches to Leith and Broomielaw. Estimated at £704,558. The firm's line via Midcalder, Whitburn and Airdrie surveyed in 1825-31 also shown. Neither was executed.

[with Alan] 'Plan of the Edinburgh & Dundee Railway; from a survey by Robert Stevenson & Son.' In: *Prospectus of a company, to be called the Edinburgh and Dundee Railway Coy. Edinburgh 23rd April 1836.* [Edinburgh, 1836]. Plan on reverse of prospectus. The 38-mile proposed line connected the ferry terminals at Granton, Burntisland, Kinghorn, Kirkcaldy and Dysart and then turned north to Newport ferry, with a branch from part-way via Newburgh to Perth. Estimated at £456,000. Not executed.

[with Alan] *Chart of Skerryvore Rocks lying off the coast of Argyleshire.* [Edinburgh], 1836.

[with Alan - Ribble navigation improvement report] *To the Mayor and Council of the Borough of Preston . . .* [n.p., 1837]. 2 pl. Dated 16 March 1837. Involved deepening by steam dredging from Naze Point to about a mile below Preston quays. [60] Estimated at £16,026. A further report in May explained the practice of jetties in rivers to protect land. Another report in June 1838 recommended building a steam-dredger to the firm's specification.

[with Alan and David] *Chart of the River Lune from Lancaster to Glasson shewing the proposed improvements in the navigation.* Edinburgh, 1838. Drawn by J. Andrews. Engraved for David's *Marine Surveying* treatise in 1842.

[with Alan and David - Dee Navigation improvement report] *Reports of . . .* Chester, 1839. 1 pl. Dated 21 August 1839 and adopted at a public meeting in Chester on 10 September 1839. Recommended steam dredging a new channel about 400 ft. wide between Flint and Connah's Quay to obtain a 16 ft. depth at high water. Estimated at £24,905 of which £9,458 was for a steam dredger with apparatus and punts. In 1845 the firm proposed an entrance lock from the Dee crossing the Queensferry to Chester road by means of a swing bridge with a new dock to the east.

ALAN STEVENSON

*The British Pharos; or, A list of the lighthouses on the coasts of Great Britain and Ireland, descriptive of the appearance of the lights at night.* Leith, 1828. 2nd ed., 1831.

[with Robert] *A chart of the coast of Scotland with part of England & Ireland* . . . 1832 Op. cit.

[with Robert] - Ballyshannon harbour improvement report 1832]. Op. cit.

*Letter to the author of an article on the "British Lighthouse system" in number CXV of the Edinburgh Review.* Edinburgh, 1833.

Defending the system from the calumnies of the reviewer.

[with Robert - Perth harbour and Tay navigation improvement report 1834]. Op. cit.

[with Robert - Granton harbour report 1834]. Op. cit.

*Report to the Committee of the Commissioners of Northern Lights, appointed to take into consideration the subject of illuminating the lighthouses by means of lenses.* Edinburgh, 1835. 6 pl.

Influenced the adoption of the brighter dioptric system of lighting in British lighthouses.

[with Robert] 'Plan of the Edinburgh & Glasgow Railway; . . .' 1835. Op. cit.

[with Robert] 'Plan of the Edinburgh & Dundee Railway; . . .' 1836. Op. cit.

*Report to a Committee of the Commissioners of the Northern Lighthouses, appointed to take into consideration the subject of lighthouses by means of lenses, on the new dioptric light of the Isle of May.* Edinburgh, 1836. Describes the first application of Fresnel's dioptric system in Britain which proved a great success.

[with Robert] *Chart of Skerryvore Rocks* . . . 1836. Op. cit.

[with Robert - Ribble navigation improvement report 1837] Op. cit.

[with Robert and David] *Chart of the River Lune from Lancaster to Glasson* . . . 1838. Op. cit.

[with Robert and David - Dee Navigation improvement reports 1839] . . . Op. cit.

'Sea Lights.' *Ency. Brit.*, 7th ed., 1840, XX, 15-31, plates CCCCXLI-II. Also published as, *Lighthouses; being the article 'sea-lights,' in the seventh edition of the Encyclopedia Britannica.* Edinburgh, 1840.

Reprinted in the eighth edition of *Ency. Brit.* and also separately as *On the theory and construction of lighthouses.* Edinburgh, 1857.

*Observations on the application of catadioptric zones to lights of the first order in the system of Fresnel;* . . . Edinburgh, 1840. 1 pl.

Followed by *New tables of the elements of catadioptric zones for lights of the first order. Calculated by Alan Stevenson* . . . Edinburgh, 1841.

*Account of the Skerryvore Lighthouse, with notes on the illumination of lighthouses.* Edinburgh, 1848. 33 pl. An engineering classic and the author's most important publication.

*A letter to Sir John Rennie, F.R.S., civil-engineer, &c. &c.*

Edinburgh, 1848. Refuting the claim that John Rennie designed and built the Bell Rock lighthouse and claiming its design and construction for his own father. This and further letters were printed in 'Correspondence between Sir John and Mr Alan Stevenson, relative to the Bell Rock Lighthouse.' *Civ. Eng. and Arch. J.*, May 1849, XII. 1 pl. [15] Also published separately by the Stevensons.

*A rudimentary treatise on the history, construction and illumination of lighthouses,* . . . London, 1850. 14 pl. A

valuable text book in its day. Includes most of the 'notes' published in the Account of Skerryvore Lighthouse.

*Biographical sketch of the late Robert Stevenson* . . . Read at the Royal Society, Edinburgh . . . February 1851, . . . Edinburgh, 1851. Another edition of larger, presentation, format with two plates was published in 1861.

DAVID STEVENSON

- 'Chart of the Calf Sound . . . Isle of Man, surveyed in 1835 by David Stevenson.' In *Jefferson's Manks Almanack* [Douglas], n.d.
- 'Observations on the Liverpool and Manchester Railway.' *Edin. New Phil. J.*, April 1835, XVIII, 322-331. 2 pl. Abridged in *Arcana of Science and Art . . . ninth year*. London, 1836, 25-30, 1 pl.
- 'Remarks on the Dublin and Kingstown Railway.' *Edin. New Phil. J.*, April 1836, XX, 320-325. 1 pl. This and the foregoing paper, read to the R.S.S.A. and printed in the first volume of their *Transactions* were also published separately as *Observations on the Liverpool and Manchester Railway with remarks on the Dublin and Kingstown Railway*, Edinburgh, 1836.
- Sketch of the civil engineering of North America*, . . . London, 1838. Map & 14 pl. Also led to R.S.S.A. papers on 'Long's Frame Bridge' (1839) and 'Building materials of the U.S.A.' (1841).
- 'Description of a cofferdam adapted to a hard bottom, used in excavating rock from the navigable channel of the River Ribble; . . .' *Trans. I.C.E.*, 1842, III, 377-384. pl. XVIII. Read Feb. 1841. An earlier version was published in *Proc. I. C. E.*, 1837, I, 81-83.
- A treatise on the application of marine surveying and hydrometry to the practice of civil engineering*. Edinburgh, 1842. Chart & 13 pl. The first comprehensive treatise on this subject.
- Report relative to the salmon fishings of the Dornoch Firth*. Edinburgh, 1842. 1 pl.
- 'Description of portable levelling instruments.' *Edin. New Phil. J.*, July 1844, XXXVII, 99-101. 1 pl.
- Remarks on the improvement of tidal rivers*, 1845. 2 pl. Read to the R.S.E. Re-issued with new title and supplement, 1849. 4 pl.
- Report as to the contemplated railway bridges across the River Dee*. Chester, 1845.
- Report in reference to the harbours of Peterhead*. Edinburgh, 1847. 1 pl. Dated 25 Jan. 1847. Evidence in *Report of Select Committee on Harbours of Refuge*. London, [1858?]. Another report, with Thomas, dated 9th Feb. 1858.
- 'Abstract of exposition of inland navigation.' *Trans. R.S.S.A.*, Feb. 1850. III.
- Lune Navigation. Report . . .* Edinburgh 1851. 1 pl.
- [with Thomas] *Sunderland Navigation Act*. . . Preliminary report. Edinburgh, 1852. 2 pl.
- [with Thomas] *Report . . . on the Foyle navigation*. Londonderry, 1853.
- [with Thomas] *Report to the Commissioners of the River Wear Navigation* [n.p.], 1853. Another report in 1858, with plan.
- [with Thomas - Edinburgh & Leith sewerage] *Report to the Police Commission of the City of Edinburgh*, . . . Edinburgh, 1853. In 1861 a further report, jointly with C. Macpherson, was published. The parliamentary plans for the first Act were completed and approved in 1863. The specifications for excavation, masonry, brickwork and tunnelling were ready by Jan. 1865 following which the work was executed. In 1886 the firm reported on the condition of the main sewer between Coltbridge and the sea and two years later proposed a new Water of Leith intercepting sewer in conjunction with the respective burgh engineers. The parliamentary submission of 1888-89 included 27 plans. Implemented. In 1866 the firm reported on Perth sewerage.
- Address delivered at the opening of the thirty fourth session of the Royal Scottish Society of Arts*. Edinburgh, 1854. A review of the Society's achievements from 1820. Also printed in the Society's *Transactions*.

- 'Remarks on floating and fixed lighthouses.' *Civ. Eng. & Architect's J.*, Jan. 1856.
- [with Thomas] 'Report . . . on the comparative eligibility of the catoptric and dioptric systems of illumination of lighthouses.' In: *Papers on the comparative merits of the catoptric and dioptric lights for lighthouses*. London, 1857. 14-19.
- [with Thomas] *Report to the Board of Fisheries upon forming a boat harbour of refuge for the coast of Banffshire*. Edinburgh, 1858. 2 pl.
- 'Inland navigation.' *Ency. Brit.*, 8th ed., 1853-61. Enlarged into Canal and river engineering. Edinburgh, 1858. 2 pl. Canal and river engineering. Edinburgh, 1858. 2 pl. 2nd ed. 1872 13 pl.; 3rd ed., 1886 13 pl. An influential work.
- [with Thomas] 'Notes as to the construction of breakwaters for harbours of refuge.' *Civ. Eng. & Architect's J.*, July 1859.
- Reply to Sir David Brewster's memorial to the Lords Commissioners of Her Majesty's Treasury on the new system of dioptric lights*. Edinburgh, 1859. Relates to an acrimonious exchange which had stemmed from allegations of self interest and incompetence against the Stevensons and which was followed by, with Thomas, an *Answer to Sir David Brewster's reply to Messrs Stevenson's pamphlet on Sir D. Brewster's memorial to the Treasury*. Edinburgh, 1860 and an *Appendix to Messrs Stevenson's answer to Sir David Brewster's reply regarding dioptric lights*.
- [with James Leslie] *The High Street catastrophe. The report of . . .* Edinburgh, 1861 On the sensational fall of a tenement at Paisley Close, High St., Edinburgh. The sole survivor called out to his rescuers 'Heave awa' chaps, I'm no' dead yet', words which gave the present building its name 'Heave Awa' House'.
- 'Notice of the ravages of Limnoria terebrans on creosoted timber.' *Proc. R.S.E.*, 1862. IV. Abstract in *Edin. New Phil. J.*, July 1852, XVI, 152. For the effect on greenheart see *Proc. R.S.E.*, 1875, VIII, 182-185.
- [with Thomas] *Specification of a harbour to be constructed in Wick Bay, for the British Fisheries Society*, 1862. 3 pl. Work began in 1863. A report with 3 plans was published in 1870.
- [with Thomas] 'Report on the harbour lights of Scotland and the Isle of Man.' In: *Copies of three reports to the Board of Trade on local lighthouses*, 1864. 3-11.
- Lighthouses*. Edinburgh, 1864. Anr ed., 1865. First issued as 'Our lighthouses' in *Good Words*, 1864, 105-115, 233-242.
- [with Thomas] *Report relative to the capabilities of Salters Bay, at Buckie, Banffshire, for a refuge boat harbour*. Edinburgh, 1865.
- [with Thomas] *Report to Duncan Darroch, Esq., relative to a proposed deep water harbour at Gourock*. Edinburgh, 1866.
- [with Thomas] *Report to the Secretary of State for India relative to Kurrachee Harbour*. [n.p., dated Edinburgh, 20th February 1866]. Copies at NLS: MS. Acc. 10706, 528 & Mitchell Library.
- [with Thomas] *Report on the application of the magneto-electric light to lighthouse illumination*. Edinburgh, 1866. Regarding the introduction of electric light into Scottish lighthouses.
- Memoir of Alan Stevenson, LL.B., M.Inst.C.E.*, 1867.
- [with Thomas] 'Report on Kirkcaldy water supply.' [n.p., March, 1867]. NLS: MS. Acc. 10706, 528.
- [with Thomas] *Note of trials with the electric and oil lights, which will be shown from the experimental tower at Granton, and will be visible from the Calton Hill*. [Edinburgh], 1868.
- 'Notice of aseismatic arrangements, adapted to structures in countries subject to earthquake shocks.' *Trans. R.S.S.A.*, 1868, VII, 557-565. Offprint: Edinburgh, 1868.
- [with Thomas] *Report on the improvement of the harbour of*



- Berwick*. [Edinburgh?, 1869] In 1872 a *Specification of wet dock and other works to be executed* was printed.
- [with Thomas] *Reports. Papers relative to a proposal to substitute gas for oil as an illuminating power for lighthouses*. London, 1869. Also in *Further papers*, 1-4, 23-24.
- 'Notice of works designed by Sir Charles Hartley, C.E. for the improvement of the Danube.' *Proc. R.S.E.*, 1869, VI, 313-316.
- [with Thomas] 'Copy report relative to the first order lighthouse lantern used by the Commissioners of Northern Lighthouses and that to be adopted by the Trinity House.' In: *Lighthouse lanterns. Return to an order of the honourable the House of Commons, dated 9 February 1870*. 16-19. Supplemental Report. 29-30, 32.
- [with Thomas?] *Japanese lighthouses, lightships, buoys, and beacons*. [n.p., dated December 1871]. NLS: MS. Acc. 10706, no. 586(I). Relates to the provision of about 20 lighthouses between 1866 and 1871.
- [with Thomas] 'Supplementary report on paraffin light.' In: *Correspondence between the General Lighthouse Authorities and the Board of Trade, relative to the proposals to substitute mineral oils for Colza oil in lighthouses*, 1871. Dated Edinburgh 19 October 1870.
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