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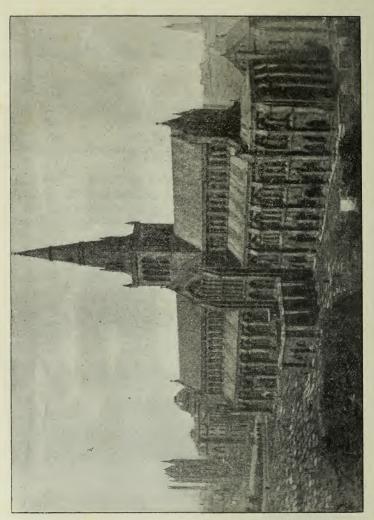
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And Institutions which afford
Good homes the poor to nourish.
Here's to the tree that never sprung;
Here's to the bird that never sung;
Here's to the bell that never rung;
And here's to the caller salmon.

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PREFACE.

revised by George Beddie, Journalist, author of "A History of Glasgow Fair"), our aim has been to give, in as concise a way as possible, information that will be helpful to strangers desirous of seeing what is most interesting in our midst, besides enabling them to form some idea of the extensive growth of the City and its industrial and commercial progress, until it has now reached the important position of "Second City of the Empire," which, with its closely contiguous Suburbs, has an estimated population of 909,000.

The Guide divides the City into Seven Routes, each of which is described in turn. The starting point for each route is from the very centre and busiest part, viz., at the junction of Union Street and Argyle Street with Jamaica Street, and which we name Jamaica Street Corner.

The Map affixed at the end will also be found a most useful adjunct, and has been specially prepared for us by the eminent Geographers, Messrs. John Bartholomew & Co.

Any suggestions or corrections will be welcomed and duly given effect to in future editions.

THE PUBLISHERS.

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GUIDE TO GLASGOW.

HISTORY OF THE CITY.

LASGOW, the Commercial Capital of Scotland, and the Second City of the Empire, is essentially a modern town, and yet its history can be traced back to the dim ages of antiquity. There is reason to believe that the Romans had a station near the spot where Glasgow now stands, and there are legendary records of a Druidical Temple

on the site now occupied by the Cathedral. Doubtless, Druid and Roman were nearly forgotten when, early in the sixth century, the Monk Kentigern, better known as St. Mungo, came to Christianise the barbarous inhabitants of Strathclyde, and made his cell on the wooded heights near the Molendinar Burn. He appears to have been a man of ability, and exercised considerable influence, ranking with St. Ninian and St. Columba as an early missionary of the Christian faith.

Chroniclers tell us that Kentigern, or Mungo, was the son of a British Prince, and his mother was Theneu, daughter of Loth, king of the Lothians, and that he was born about 514 at Culross, on the north side of the Forth, where there was a monastery, the head of which was St. Serf, or St. Servanus, and where the boy was educated.

Tradition, however, adds a tinge of romance to the story, and tells us that Theneu was somewhat of a visionary, and that she dreamt of being a second Virgin Mary. Her father, who still believed in the heathen deities, found her with child, and consequently tried various means to carry out the

law against unchastity. He failed twice to carry out his purpose, but at last sent her adrift in a frail skiff on the Firth of Forth, to live or die as fate might decide. The boat tossed about on the water for a time, and was carried by the currents to the Isle of May where a school of dolphins caught it and took it before them to Culross. Here St. Kentigern was born in the hospitable cell of St. Serf, one of the many saints of Fife.

So history and tradition alike place the little Mungo safely at Culross, where he acquired such learning as the good brothers could give. His name, Kentigern, was exchanged by them for Mungo, the beloved, on account of the affection they bore him. It is said that at the age of 25 Mungo, fired with Christian zeal, left the quiet shades of the monastery to go forth and preach the Gospel. All accounts agree that he was an able and eloquent speaker, and that he was successful in converting the rough people on the banks of the Clyde, which was then included in the Kingdom of Cumbria. He preached on the banks of the Molendinar Burn, near the spot where the Cathedral now stands, and tradition avers that while he spoke the ground on which he stood gently rose into a large hillock, forming a sort of grassy pulpit, so that he could be both seen and heard by the crowd which his eloquence had gathered. The same tradition says that this supernatural occurrence was the origin of the motto—

"Let Glasgow Flourish by the Preaching of the Word."

But the remarkable influence of the young preacher appears to have excited the jealousy of the Cumbrian King, who banished Mungo from his dominions. The Saint took refuge in Wales, where he founded a Church which still bears the name of its first bishop—one of his followers—St. Asaph. On the death of the persecuting king his successor invited Mungo or Kentigern to return to Scotland, which he did. Again the Saint sought the wooded banks of the Molendinar Burn, and built his first Church on the spot where Glasgow Cathedral now stands. Here he was visited by St. Columba, who greatly encouraged him in his work, and he is said to have performed many miracles.

In his life of St. Mungo, Joceline, the Monk of Furness, gives the name of the place where St. Mungo preached as Gleschu or Cleshu. The meaning of the name has led to

some controversy, but is generally given as "beloved green spot," from *glas*, green, *cu* or *gu*, dear or beloved. Theneu, the name of his mother, appears also to have become changed to Enoch, hence we have St. Enoch Square, to perpetuate the memory of the mother of St. Mungo, founder of the See and City of Glasgow. She also attained to saintly honours, and was buried by the side of her son in the church which he had erected.

After the death of St. Mungo, about the year 601, there is a blank of nearly five hundred years in the record of the See of Glasgow. At that time the country was ravaged by the Danes and Scandinavians, and it is supposed that the church was destroyed.

In 1115 David, Prince of Cumbria, refounded the See, and having succeeded his brother, Alexander I., as King of Scotland, in 1129 promoted his chaplain, John Achaius, to the bishopric. The erection of a new church was at once begun, and in 1136 the Cathedral was solemnly consecrated in the presence of King David, who endowed it with the lands of Partick. It may be mentioned here that one of the treasures of the municipal authorities of the city is a copy of an ancient document called a "Natitia," which details at length the possessions of the Bishops of Glasgow. In 1174 Joceline, Abbot of Melrose, was made Bishop of Glasgow, and being of a benevolent disposition, did much for the welfare of the town. He was, without doubt, its greatest benefactor. The Cathedral being destroyed by fire, it was, between 1176 and 1197, rebuilt by Bishop Joceline. It was greatly enlarged by later bishops. until Bishop Cameron, in the year 1446, practically brought it to its present form.

Meanwhile the city as well as the church was growing. Through the interest of Bishop Joceline, King Alexander, in 1189, by a charter, granted the right of holding a "Fair," cum firma et plenaria pace, and this important privilege of the "king's peace" to everyone frequenting the fair was confirmed by a subsequent Royal Charter in 1210. Through Joceline also, Glasgow was created, by William the Lion, King of Scots, in 1195, into a Royal Burgh, with the further privilege of holding there an Annual Fair, commencing on "the 8th of the Apostle Peter" (29th June), and lasting eight days complete. In course of time—how exactly has not been determined—the date was altered to the second Monday in

July, and so it has remained. During the Glasgow Fair Holidays there is a total cessation of work in most of the

industrial establishments throughout the city.

During the War of Independence, Glasgow, like other Scottish towns, suffered much, being frequently pillaged by the English. In the year 1300 Edward I. took possession of the town, and appointed Anthony Beck to the bishopric, and a strong garrison was placed in the palace to overawe the townspeople. Wallace, who was then waging a desultory warfare against the English, assembled a body of men and entered the town. A battle was fought in the High Street at the Bell o' the Brae, in which the English were beaten, and Anthony Beck fled to the borders.

Robert Wishart, the patriot, was Bishop of Glasgow in these stirring times, and for the support he gave to Wallace and Bruce, and his supposed complicity in the murder of the Red Comyn by Robert the Bruce, at the altar of the Minorite Convent, Dumfries, 10th February, 1305, he was thrown into prison, where he lay until the victory of Bannockburn broke his fetters. His monument is now pointed out in the east

end of the Crypt in the Cathedral.

In the year 1345 the first stone bridge across the Clyde was built by Bishop Rae. It stood until the year 1847, when it was taken down to make room for the present Victoria

Bridge.

In 1450, James II. created the city and barony a regality, which gave increased influence and dignity to its bishops, and in the same year granted a piece of land on the banks of the Clyde, called the Laigh, or Low Green, as a place of recreation

for the people.

In 1450, Bishop Turnbull obtained a bull from Pope Nicholas V., authorising the establishing of a University, and the "good bishop," as he was called, proceeded with energy to accomplish his task. At first there appears to have been some difficulty as to locating the University, but the Bishop and Chapter granted the use of a building in Rottenrow; then in 1460 James, Lord Hamilton, gave a tenement and four acres of land near the Blackfriars in High Street, where the College was erected. About a century later, Mary Queen of Scots granted additional lands to the institution.

A Cathedral city and the seat of a University, Glasgow began to take a prominent position among Scottish towns, but as yet only ranked eleventh in importance. Even at the end of the fifteenth century its inhabitants only numbered about 7,000, and the town extended no further westward than the Tron Church, erected in 1484.

In 1546 the city first sent representatives to the Scottish Parliament, and in 1561 it first elected its own Magistrates, the choice of whom, previous to this, rested with the Bishop or

Archbishop.

The inhabitants of Glasgow were strongly imbued with the doctrines of the Reformation, and when the Stuart Kings sought to establish Episcopacy they stood firmly and successfully by the Presbyterian form of religion. In 1630 Cromwell entered the town, and lodged in the Saltmarket, declining to reside in the Castle or Palace, as a large quantity of gunpowder had been stored in the vaults. During the troublous times of the Covenanters Glasgow was the headquarters of the Whig party, and it was not until William and Mary ascended the Throne of Britain in 1689 that the tide of its commercial prosperity set in, and which has continued, until now Glasgow is looked upon as one of the greatest, most energetic, progressive, and hospitable cities in the world.

During the Rebellion of 1745, Glasgow—Whig to the backbone—suffered for its loyalty to the Hanoverian Dynasty. The Highland army made a heavy levy on the town, and on the retreat from Derby, Bonnie Prince Charlie invited himself to lodge at Shawfield House, then belonging to Mr. Campbell, a prominent merchant of the town. He also compelled the traders and weavers to clothe his ragged regiments. Parliament compensated the city by a grant of £10,000. By the way, it is said that Prince Charlie narrowly escaped assassination in

the Saltmarket.

At this time the Merchants of Glasgow were a wealthy and exclusive community. At a certain hour in the day they assembled in a privileged walk called the Plainstanes—opposite King William's statue at the Cross—arrayed in scarlet cloaks and bush wigs. There they strutted about with as much dignity as the Senators of Venice paced the Rialto, and woe to the luckless individual who ventured to come between the wind and their gentility. The master tradesmen who were in the habit of taking their orders were obliged to take their stand on the opposite side of the street, from whence they endeavoured to catch their employers' eyes.

The increase of the population of Glasgow since the beginning of the century has been phenomenally rapid. The first official census in 1801 gives the population as 83,769, while the population of Greater Glasgow at the present time is estimated at close on a million.

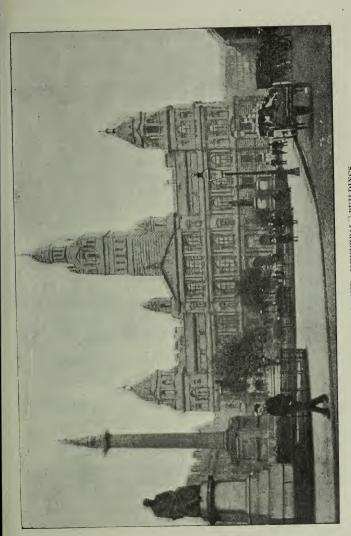
The city has extended on both sides of the Clyde, covering what was green fields and annexing the suburban villages. On the south side the city has added the Burghs of Govanhill, Crosshill, and Pollokshields, and almost surrounded Kinning Park and Govan. On the north side, Hillhead, Kelvinside, Maryhill, and Springburn have been annexed, and it appears

to be only a question of time for Partick to follow.

Glasgow has an almost inexhaustible water supply taken from Loch Katrine, one of the most beautiful of our Scottish lochs. It is distant about thirty-four miles from the city, and the quality of the water is not surpassed by that of any town in Great Britain. Loch Katrine is about ten miles long, and about two miles broad at its broadest part, and is surrounded by mountains on every side. This gigantic scheme, costing £1,272,940, was promoted by Lord Provost Stewart, and commenced in 1855, under the direction of Mr. J. F. Bateman, and inaugurated by Her Majesty, Queen Victoria, in 1859. Since that time the works have been more than doubled, and are capable of transmitting to the city a supply of between

thirty and forty millions of gallons per day.

The Municipal Corporation of Glasgow has always been progressive, and quick to adopt new ideas. The local government of the city, which is vested in the Lord Provost, Magistrates, and Town Council, has been pronounced by a leading American writer to be "the most perfect in the world." In addition to taking charge of the administration of the affairs of the city, the Municipal Corporation supplies the city with water, gas, and electric light, and owns the tramways—the best appointed in the kingdom—the markets, the public parks, museums, picture galleries, public halls, baths, and washing houses, and lodging houses and model dwellings for the working classes, while in 1901 it inaugurated a telephone system of its own. On Saturday afternoons, during the winter and spring months, the Corporation run popular concerts simultaneously at some half-a-dozen halls in different quarters of the city. The admission to these is one penny;



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Amongst the many engineering achievements which have been brought to a successful issue in Glasgow, the Glasgow District Subway takes a first place. It probably marks the highest point yet reached in safe and rapid travelling. The Subway consists of two tunnels running almost in a circle. Leaving St. Enoch Square and passing under the Clyde to Eglinton Street, on the south side, then on to Govan, crossing under the river to Partick and Hillhead, then by Great Western Road, Cowcaddens, and Buchanan Street to St. Enoch Square, the centre station. The extent of the Subway is two parallel tunnels of $6\frac{1}{2}$ miles each, and as the cars are run on the haulage system there is neither smoke nor steam to cause unpleasant odours. The Subway cost £1,500,000, and took six years to complete.

Previous to the beginning of the eighteenth century the trade of Glasgow was mostly of a local character, being

principally confined to soap making and herring curing.

The union of the two Parliaments in 1707 was strongly opposed by the citizens of Glasgow, but through that union the

city has prospered more than any other town in Britain.

The privilege of trading with the Colonies, which had previously been denied them, was thrown open, and the inhabitants were not slow to take advantage of the opportunity. In 1718 a vessel of 60 tons, the property of Glasgow owners, crossed the Atlantic, thus laying the foundation of the foreign trade of Glasgow. Despite the opposition of the merchants of London, Liverpool, and Bristol, the tobacco trade flourished, and in 1772 Glasgow imported 49,000 out of 90,000 hogsheads of tobacco landed in Britain, and the trade continued to flourish until the outbreak of the American War in 1776. The American War interrupted the tobacco trade, and was a severe blow to the progress of the town, but the traders of Glasgow turned their attention to the West Indian trade, and, in 1816, engaged also in the East Indian traffic, subsequently in that of China, South America, Australia, and the Southern On the conclusion of the War of Independence, commerce with the United States and Canada developed an immense amount of manufacturing energy as varied as it was extensive, for cotton had begun to excite keen attention in the growing city.

While cotton was bidding fair to become one of the staple industries, the great and ingenious James Watt suggested a

trial of chlorine for bleaching purposes, and his fruitful and timely hint was adopted by Charles Tennant, and out of it grew the vast and many sided chemical industry of Glasgow.

In 1768 James Golbourn, of Chester, gave the outlines of a plan for narrowing the river Clyde, whose water was spread over a wide region of mud flats, and marshy shallows ere it joined the sea. In 1773 the same gentleman was entrusted with a contract to remove the existing shallows by dredging, and to embank the river in a substantial manner. Since then immense sums have been spent on deepening the river,

building docks, jettys, cranes, &c.

While Glasgow was thus being developed as a port, other commercial undertakings were not being forgotten. In 1732 a Mr. Harvey, a native of the city, brought from Haarlem, Holland, at the peril of his life, two looms for weaving "inkle," a broad linen tape, which to this day is a staple manufacture in the city. In 1742 calico printing was introduced at Pollokshaws by Messrs. Ingram & Co., a Glasgow firm, and the manufacture of textile fabrics took a firm root in the city. About the year 1792 James Watt set up the first steam engine in connection with the cotton manufacture. In Glasgow the first power loom was set up, and since then the developments have been marvellous. About the end of the eighteenth century Mr. Charles Mackintosh introduced improvements in dyeing, the manufacture of chloride of lime, Prussian blue, and the process of waterproof which has made his name familiar all over the world. The industries of Glasgow are as numerous as they are varied, almost every necessary of modern life being made in the city.

Built over a coalfield, which is also rich in seams of ironstone, Glasgow is largely indebted to this circumstance for its rapid industrial growth. It was in the neighbourhood of Glasgow that the first experiments with Neilson's hot blast iron furnace were made, and the remarkable economy thereby effected developed the iron industry of Scotland at a rate which for a time distanced all competition. Blast furnaces exist within the bounds and in close proximity to the city, hence the ironfounding and engineering trades found congenial soil, and prospered accordingly. Locomotive engine building, as a distinct industry, was begun in Glasgow in 1841 by the establishment of works at Cowlairs by the Edinburgh and Glasgow Railway Company. The works now controlled by

the North British Railway Company at Cowlairs, employ, on an average, 2120 men. The Caledonian Railway Company had their first locomotive works at Greenock. These were established in 1846, but ten years later the works were removed to St. Rollox. In 1886 the Company also removed their locomotive engine shop from Perth to St. Rollox, and here the Company can boast of possessing one of the most complete and most perfectly arranged engineering shops that is to be seen anywhere. Upwards of 2500 men are employed in the works. The energy and enterprise of a few private firms have made Glasgow, however, the most important locomotive-making centre in the United Kingdom. Notable among these are Messrs. Neilson, Reid & Co., Hyde Park Works, Springburn; Messrs. Sharp, Stewart & Co., Ltd., Atlas Works, Germiston; and Messrs. Dubs & Co., Polmadie. Great forges, with powerful steam hammers and all modern appliances, pipe-founding works, malleable tube works, boilermaking, sugar and baking machinery, sewing machines, cycle manufacturing, and general engineering are, apart from locomotive making and shipbuilding, prominent industries in Glasgow.

If it were possible to have a series of panoramic views pass before us of all the different types of vessels built on the Clyde since the days of the "Comet" to that of, say, H.M.S. "Terrible," what an educative force it would prove as to the great advance made in ship construction within the comparative short space of less than a century. It would be impossible for us, in the space at our command, to deal with the subject of Clyde shipbuilding in any other way than in the abstract, however much we, personally, should enjoy the dealing with it

in extenso.

In 1812 the first steam vessel, the "Comet," built in Great Britain was launched on the Clyde, having been constructed for Mr. Henry Bell, of Helensburgh, by Messrs. Wood, of Port-Glasgow. Mr. David Napier, of Glasgow, in 1818, constructed engines which enabled the "Rob Roy" to run from Greenock to Belfast, also the "Talbot," which ran between Holyhead and Dublin. Thus the Clyde was the cradle of the steamship, and from that day to this it has taken the lead in the construction of steamers of all classes, as well as in the manufacture of marine engines. Some of the finest passenger steamers in the world—those ocean greyhounds that

cross the Atlantic in a few days—have been built on the Clyde. Many of the swiftest cruisers and most powerful men-of-war in the Royal Navy have been constructed by Glasgow shipbuilders. Indeed, scarce a country that floats its flag on the sea but owns a Clyde built steamer, and they are to be found in every port where the world's commerce centres. The shipbuilding yards of the Clyde tell the secret of the city's greatness.

A stranger desirous of viewing the shipping ought to board one of the Clutha ferry steamers at the Broomielaw, and sail down the river. At either side will be seen acres of docks crowded with vessels of all sorts, miles of quay frontage, long ranges of sheds stored with merchandise, and huge cranes capable of lifting any weight up to 150 tons. In the shipbuilding yards may be seen vessels in every stage of construction, the iron plates being placed in position, and men swarming over them like bees. It may seem a paradox, and yet it is true, "Glasgow made the Clyde, and the Clyde made Glasgow."

Glasgow is exceptionally well supplied with railway facilities. The railway lines spread over and underneath it like a network, and whether it be travelling to the coast or country, to the suburbs, or from one side of the town to the other, the facilities are excellent, as a glance at the accompanying map

will show.

Glasgow is a Royal and Parliamentary Burgh, and on the 30th November, 1893, was created the County of the City of Glasgow, the Lord Provost being Lord Lieutenant. The first Lord Lieutenant was Sir James Bell.

Glasgow is divided into twenty-five municipal wards, each of which sends three representatives to the Town Council. For Parliamentary purposes the city is divided into seven Divisions, namely—Bridgeton, Camlachie, St. Rollox, Central, College, Tradeston, and Blackfriars and Hutchesontown. In addition, the Burghs of Partick and Govan return a member each.

In 1901 the rental of the city amounted to £4,946,000. There is in the burgh over 150,000 dwelling-houses, and

30,000 shops, warehouses, workshops, &c.

The Clyde Navigation Trust, which regulates the shipping in the port, and controls the traffic on the river, is an important body, and is partly elected by the Town Council, the Chamber of Commerce, the Merchants' House, the Trades' House, shipowners, and ratepayers. The revenue of the Trust exceeds annually £400,000. In 1900 it reached the record

sum of £441,419.

In educational institutions Glasgow may be said to take a first place. At their head is the University on Gilmorehill, and Queen Margaret College, Kelvinside, which is specially set apart for lady students. Then there is Anderson's College, St. Mungo's College, Glasgow Veterinary College, Glasgow and West of Scotland Technical College, the United Free Church College, High School, Glasgow Academy, Kelvinside Academy, Church of Scotland Training College, United Free Church Normal Seminary, and Allan Glen's School, and other institutions devoted to secondary education. For elementary education, and under the direct control of the School Board, there are 68 schools, each equipped with an efficient staff of teachers.

In addition, may be mentioned the Athenæum, Limited, St. George's Place and Buchanan Street, with its splendid School of Music, reading rooms, library, and classes, which exercise an important educative influence, the School of Art in Garnethill, and the Mitchell, Baillie's, and Stirling's Libraries. There are also various other clubs for recreative

and educational purposes.

For military purposes Glasgow is the recruiting ground for the Scottish Rifles and Highland Light Infantry. The Barracks, a fine pile of buildings, are situated at Maryhill, and are usually occupied by a regiment of infantry and a battery of artillery. The Volunteers muster strong in the city, and consist of one battalion of Artillery, one of engineers, and seven infantry battalions, all of which are in a high state of efficiency. There is also a medical corps, and a corps of submarine engineers.

The stranger in Glasgow, who has an evening to spare, will find numerous places of amusement open. There are five theatres in the city, four music halls, a circus, and the Scottish

Zoo in New City Road.

For even a commercial community Glasgow is exceedingly well supplied with banks, who have established convenient branch offices all over the city. Bank of Scotland—head office, St. Vincent Place—has nineteen branches. British Linen Bank—head office, Queen Street—has nineteen branches.

Clydesdale Bank—head office, 30 St. Vincent Place—has sixteen branches. Commercial Bank—head office, 113 Buchanan Street—has thirteen branches. National Bank of Scotland—head office, St. Vincent Street—has fifteen branches. Royal Bank—head office, Exchange Square—has seventeen branches. Union Bank—head office, 191 Ingram Street—has thirteen branches. The Savings Bank—head office, 177 Ingram Street—has seven branches. Mercantile Bank of Scotland, 44 Bath Street.

It may be well for tourists to note that all the banks, except the Savings Bank, draw and issue letters of credit on their English, Colonial, American, and foreign correspondents.

For Postal and Telegraph purposes the city is well equipped. The head office is in George Square, which is described on page 31. The postal department is open from 7 A.M. until 10 P.M. on week days. The telegraph department is always open, and here, on Sundays, postage stamps may be obtained. On week days there are numerous deliveries, but on Sunday letters must be called for between 8 and 9 A.M. There are numerous branch postal and telegraph offices throughout the city, and pillar boxes are conveniently placed at intervals in the streets.

Glasgow is a very handsomely and substantially built town. The stone used is of excellent quality, being generally a fine grained light grey sandstone, which stands the weather well. Many of the recent buildings are of red sandstone, and of imposing architecture. The streets are laid off with remarkable symmetry, and run either parallel with or at right angles to the river. The two sides of the river are joined by five arched, two suspension, and two railway bridges. There are also numerous steam ferry boats. In addition to these there is a harbour tunnel, which has been constructed at great expense, under the river between Finnieston on the north side to near Govan on the south. Foot passengers descend long flights of steps to the underground roadway, while vehicles of all descriptions are lowered and raised by hydraulic lifts.

A stranger cannot walk along the streets of Glasgow without coming to the conclusion that it is a city of progress. Old buildings are continually giving place to newer and more handsome structures, in fact, ancient Glasgow has almost disappeared. Under the Improvement Acts the Improvement Trust has, at a heavy expense, cleared out the worst of the congested districts, and has swept away many of the narrow lanes, courts, and dens of squalor. Added to this is excellent sanitary supervision, and an unequalled water supply has made Glasgow one of the healthiest towns in the kingdom. With these improvements much that was romantic and antique has been swept away, yet here and there in some of the streets a few interesting relics of ancient Glasgow are yet to be found.

To the tourist who makes Glasgow his centre, every inducement and facility is offered. Its hotel accommodation is excellent, and the tariff moderate; while, by either rail or steamer, it offers unrivalled facilities for travelling into the centre of some of the most beautiful and romantic scenery in Scotland.



CENTRAL GLASGOW.

Buchanan Street—George Place—George Square—Royal Exchange Square—Ingram Street—Queen Street.

THE busiest part of Glasgow is the point where Union, Argyle, and Jamaica Streets converge. Indeed some years ago in *Tit-Bits* Inquiry Column it was stated that Jamaica Street was the busiest thoroughfare in the world. It is certainly the most central for strangers to start either east, west, north, or south, and we purpose starting our wanderings round the city from Jamaica Street corner.

BUCHANAN STREET.

Leaving Jamaica Street corner and turning east along Argyle Street we come to Buchanan Street, which is one of the handsomest and wealthiest streets in the city, and has long been the favourite mid-day promenade of the aristocracy of Glasgow. It runs in a northerly direction from Argyle Street up the slope on which the city is built, to Port-Dundas, and at the head of the street, at its junction with Cowcaddens, is Buchanan Street Railway Station of the Caledonian Railway Company. It contains many splendid buildings, large warehouses, handsome and commodious shops, fitted up with all modern requirements. On the west side, extending from Mitchell Street, in Argyle Street, to fully a hundred yards up Buchanan Street, are the extensive premises of Messrs. Stewart & M'Donald, Limited. This firm has long held a first place among the wholesale and retail soft goods warehouses in the kingdom. Recent alterations and additions to the firm's premises offered an opportunity to rectify the line of street. By arrangement with the Town Council, Messrs. Stewart & M'Donald, Limited, have effected this much needed improvement. The opposite corner will doubtless be similarly disposed of, when the convenient time arrives. On the same side of the street are the commanding premises of Messrs. Wylie &



PREMISES OF MESSRS. WYLIE AND LOCHHEAD.

Corn Exchange Restaurant, 84 GORDON STREET, GLASGOW

(OPPOSITE CENTRAL STATION).

ROBERT M'LEISH.

The most Elegant and spacious Dining Saloons in the City.

Breakfasts, Luncheons, Dinners, Teas, &c. SMOKING AND LADIES' ROOMS.

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BLENDS OF SPECIALLY SELECTED

Highland Whiskies

Are of an excellence and purity unexcelled or equalled by any others.

AGE AND QUALITY GUARANTEED.

Buy direct from the Blender and thus obtain a really genuine and honest Whisky.

"Special," 40/- per case; "Extra Special," 45/- per case. "Old Liquer" (15 years old), 55/- per case.

ONE DOZEN CASE, containing 2 gallons in 12 Bottles, sent free to any part of the Kingdom on receipt of P.O.O. or cheque.

MATTHEW HENDRIE, 78 WELLINGTON STREET, GLASGOW.

Lochhead, Limited. The front is entirely built of terra cotta, and the windows give a most artistic display. The firm is one of the oldest and largest house and ship furnishers and removal contractors in the kingdom. Suites of rooms have been furnished, showing the different schemes of house decoration, which visitors are at all times invited to inspect. Almost opposite are the spacious premises of Messrs. Wylie, Hill & Co., Limited, whose windows are always attractive. Next door are the luxuriously furnished tea rooms of Stuart Cranston & Co., Limited, the originators of this style of catering now so much in vogue. The rooms are large, airy, and handsomely fitted up. There is a reading room well supplied with papers, and a ladies' room. Adjoining is the Argyle Arcade, a convenient promenade, leading to Argyle Street, with shops on either side. A little further up, on the same side, is the prominent building occupied as sale rooms and offices by the

North British Rubber Company, Limited.

Conspicuous on the opposite side of the street are the extensive premises of the Glasgow Herald and Evening Times. These buildings extend westward to Mitchell Street, and on the north side embrace the greater portion of Mitchell Lane. We may remind our readers that the Glasgow Herald is one of the leading newspapers in the United Kingdom, while as an advertising medium it occupies a position equal to that of the London Times. A conspicuous tower in a newly constructed portion of the buildings in Mitchell Street is provided with a large reservoir of water for their automatic sprinklers, used in the event of fire. The Stereotype and Printing Departments of the Evening Times form one of the day-sights of Glasgow, to which the proprietors make visitors welcome. A little further north on the same side is the very artistic building occupied as luncheon and tea rooms by Miss Cranston. They are beautifully fitted up in the latest style of esthetic art, and offer a tempting place for rest and refreshment. At the corner of Gordon Street is the Commercial Bank (designed by Rhind of Edinburgh, after the Farnese Palace at Rome), recently extended, and to some extent remodelled. On the opposite side, at the corner of Royal Bank Place, are the Royal Insurance Buildings. By way of Royal Bank Place a visit may be paid to the Royal Exchange. The Royal Bank stands here, the effect of the building being dwarfed by the Exchange. The front is acknowledged to be the purest specimen of Greek architecture in the city. At the south corner of St. Vincent Street are the National Bank Chambers, occupied by shops and offices, and by the head office of the National Bank with entrance from St. Vincent Street. At the opposite corner the Western Club rears its stately front, and adjoining is the **Glasgow Stock Exchange**, erected in 1875-77, at a cost of £45,000. The building, which has a frontage to Buchanan Street and extends well into George's Place, is an adroit blend of the Venetian and Gothic styles of architecture. The tower which surmounts the edifice is one hundred and twelve feet high.

GEORGE PLACE.

In the centre of George Place, and blocking the long line of West George Street, is St. George's Established Church, a Roman structure, designed by Stark, and possessing a steeple some 162 feet high. In the tower is a bell bearing the inscription:—

"I to the Church the people call, And to the grave I summon all."—1808.

Behind the church, with frontage to George Place, is the Procurators' Hall and Library, erected in the florid Venetian style, in 1856. Adjoining is the Athenaum, an important social and educational institution. The buildings comprise a music school, theatre, hall, reading rooms for ladies and gentlemen, dining rooms, library, class rooms, billiard room, Between the George Place and the Buchanan Street entrances to the Athenaum is the Liberal Club, and on the same side, a little further up the street, are the Old Waverley and George Hotels. Leaving Buchanan Street and passing along St. Vincent Place, we notice on the north side, the splendid office of the Clydesdale Bank, designed by Burnet, and built in 1872-73. On the south side are the offices of the Scottish Amicable Life Assurance Society, designed by Campbell, Douglas & Sellar, and erected in 1872-73. On its facade are the figures of Faith, Justice, and Truth, from the chisel of the celebrated sculptor, Mossman. Almost opposite, on the north side, are the splendid offices of the Evening Citizen and Weekly Citizen, with which the family of Hedderwick have been so long associated. The buildings are imposing in appearance, and cost the proprietors about

£60,000. At the corner is the Bank of Scotland, and now we enter the finest public place in Glasgow—George Square.

GEORGE SOUARE.

George Square was originally a quadrangle of stately mansions, surrounding an enclosed shrubbery; but the advance of commerce in the course of time changed the character of its buildings, and the civic authorities took possession of the central space. It has been laid out in a very attractive manner, and seats provided for weary pedestrians. In the centre is Ritchie's statue of Sir Walter Scott, the first erected to him in Scotland, a tall, fluted, Doric column, eighty feet high, and surmounted by a colossal figure of the distinguished Scotsman. Flanking it on the east and west are equestrian bronze statues of Her late Majesty Queen Victoria and Prince Consort, by Marochetti. In the south-west corner of the square is a bronze statue of James Watt, by Chantrey; David Livingstone, by Mossman, was erected in 1879, and is said to be the best likeness of the great traveller in existence; and at the north-west corner is a bronze statue of Sir Robert Peel by the same artist. Near the south-west corner is a bronze statue by Ewing of Robert Burns, erected by shilling subscriptions, and inaugurated in 1877; at the north-east corner is a sitting model of Thomas Graham, a former Master of the Mint, by W. Brodie, placed there in 1872 by Mr. Young, of Kelly. In the middle portion of the square is a colossal representation of Sir John Moore, the hero of Corunna -a native of Glasgow-by Flaxman, and a companion statue of Lord Clyde—also a Glaswegian—by Foley. There are also statues to the poet Thomas Campbell, by Mossman, and the late James Oswald, M.P., by Marochetti. Indeed, the square is called the Valhalla of Glasgow.

MUNICIPAL BUILDINGS.

George Square is the centre of Glasgow's civic life, and the new Municipal Buildings occupy the whole eastern side of the Square, and were opened by Queen Victoria in August, 1888. The rapid growth of Glasgow is strikingly exemplified by the fact that no fewer than four times in the course of the last century were the Municipal Authorities obliged to seek enlarged accommodation for public offices. In

1810 the Municipal Offices were removed from the ancient Tolbooth at the Cross to the splendid classical buildings facing the Green, now used as a Justiciary Court. Thence in 1842 they were transferred to new buildings in Wilson Street, now occupied as Sheriff Courts and County Offices; and in 1875 the Municipal Departments were transferred to Ingram Street, where a building was erected forming one block with the Sheriff Courts. But in a very few years this accommodation was found to be quite inadequate, and now the vast building which has been erected will suffice for many generations.

The designs selected, after two competitions, were by the late Wm. Young, of London—a native of Paisley—and present a series of imposing elevations in the Venetian Renaissance style. The fronts, running north and south, measure 237 feet, and those east and west, 246 feet. In the centre of the block is a beautiful quadrangle, with carriage and foot entrances from George Square, George Street, and Cochrane Street. The building is profusely embellished by groups of statuary by George Lawson, F.R.S.A. The Council Chamber is placed over the grand entrance facing George Square, and the Banqueting Hall, with suite of Reception Rooms, occupy the George Street frontage. In the centre, over the entrance

Loggia, a tower rises to about 100 feet.

The magnificence of the interior almost surpasses description. The staircases are of marble, adorned by colossal statues; the balustrades are of alabaster; the pillars are of the choicest stone from Derbyshire and Italy, and by many competent authorities they are stated to surpass those of any modern European building. The floors are of Mosaic, of which there are 3,000 square yards, these and other interior decorations being copied from choice Venetian and other Italian examples. The tapestry and majolica with which the walls of some of the rooms are lined is also very fine and worthy of study. In 1900, under the advice of Mr. William Leiper, R.S.A., the Municipal Buildings Committee commissioned four well-known Glasgow artists—Mr. Alex. Roche, Mr. E. A. Walton, Mr. John Lavery, and Mr. George Henry, to paint a series of pictorial panels for the decoration of the Banqueting Hall. The first of these, painted by Alex. Roche, R.S.A., "Legendary Glasgow," was unveiled with fitting ceremony, on 18th October, Mr. Roche's picture, which is painted not in oils, but according to Parry's medium, and believed to be practically imperishable, carries us back many centuries in the city's history, and illustrates with simplicity and dignity the legend of the ring lost by the Queen of Strathclyde and which St. Mungo recovered for her from the mouth of a salmon caught in the Clyde. The division into three parts by pilasters created a difficulty which the artist has happily overcome. gestion of ancient husbandry, and of old time fishing, in the side panels form passages which are not only in harmony with the central but are necessary to its full significance. The decoration of the semi-circular space above the platform is the work of Mr. George Henry. "Mediæval Glasgow" is illustrated in Mr. E. A. Walton's delineation of "Glasgow Fair," and in "Modern Glasgow" Mr. John Lavery has quite surpassed himself in his representation of a newly launched ship, the life size figures of Clyde workmen, and of the Clyde stretching away down to Dumbarton Rock. These two latter panels were unveiled on 18th April, 1901. Any city might well be proud of this magnificent pile which cost £530,000, and which can readily be inspected by visitors on application to the City Chamberlain.

The General Post Office stands on the south side of the Square, extending back to Ingram Street. It may be interesting to note that on the occasion of the enlargement of the Post Office the original buildings of the Athenaum were absorbed, and necessitated the removal of the Institution to George Place and Buchanan Street. These lofty and capacious offices are built in the Italian style—plain, but massive—a style that appears to commend itself to modern Glasgow. The foundation stone of the General Post Office was laid with Masonic honours by King Edward VII., then the Prince of Wales, in October, 1876. The Post Office buildings cover an area of about 3,000 square yards, with a frontage to George Square of about 190 feet, and side frontages to Hanover Street and Frederick Street of 120 feet. Between Hanover Street and Queen Street are the commodious offices of Messrs. Lever Brothers, Limited, of "Sunlight Soap" fame.

On the north side of the Square are the North British Station Hotel and Queen Street Station, the North British Railway terminus in Glasgow. The North British Railway Company have in preparation a scheme for the re-building of their Station Hotel in palatial form, and which, when completed, will give an added dignity to the Square.

The buildings which extend from West George Street to St. Vincent Place, on the west side, and which have the appearance of one edifice, are occupied by the **Merchants' House**, an elaborate edifice of Italian architecture, dating from 1874-76. In the Merchants' House, entering from West George Street are the offices of the Glasgow **Chamber of Commerce**, incorporated by Royal Charter in 1783. Further down is the Glasgow office of the *Scotsman*, Edinburgh's only morning paper, and at the corner is the Glasgow Head Office of the Bank of Scotland, erected in 1867. The sculpture over the main entrance shows some of Mossman's best work, is very striking, and worthy of examination.

Leaving the Square and following the line of Queen Street for a few yards we come to Exchange Place and the Royal

Exchange on the right.

ROYAL EXCHANGE.

The Exchange still remains the most conspicuous and noble fabric in the centre of the city. It was opened in 1829, having been erected from the plans of David Hamilton, who was awarded the second prize in the competition of designs for the Houses of Parliament, Westminster, at a cost of £50,000. The Exchange is built in the Grecian style, with a rich and florid colonnade of double rows of fluted columns surrounding it. The interior of the building is worthy of the exterior. The News Room, to which free access is accorded for a month to a stranger if introduced by a subscriber, is a very handsome hall, 130 feet long by 60 feet wide. It is divided into three parts by a double row of Corinthian columns, and is spanned by a highly ornamented roof. On the pavement in front of the Exchange is Marochetti's equestrian statue of the Duke of Wellington. At No. 14 Exchange Place is the publishing office of The Bailie, a social and satirical weekly, established 1872. Between the Exchange and Buchanan Street is the Royal Bank already

Opposite the Exchange, at the corner of Ingram Street, is the colossal soft goods warehouse of Arthur & Co., Limited. Indeed, the warehouse occupies a large part of Queen Street, and extends back to Miller Street. James Arthur, the founder of the firm, was a characteristic Scotsman, possessing many sterling qualities. He began business in a small shop on the south side of the High Street, Paisley, afterwards moving to Glasgow, where he made the vast business of Arthur & Co., and died a millionaire. The firm is still managed by his sons, and has extensive connections all over the world.

Proceeding along Queen Street toward Argyle Street we come to, on the right, the handsome building of the National Bank of Scotland. On the opposite side of the street is another of the well appointed tea rooms of Messrs. Stuart Cranston & Co., Limited, and on the west side the Bank Restaurant, a popular resort of business and professional men, where luncheons, dinners, and teas are provided at moderate charges. At the corner of Queen Street and Argyle Street is Steel's Hotel, a large and commodious building. At the opposite corner is the tea sale shop of Messrs. Stuart Cranston & Co., Limited, where Mr. Stuart Cranston first started the system of "a cup of tea served instantly," a system which has been widely imitated throughout the city, and which has probably done more to promote temperance than all the teetotal lectures ever delivered or printed could have done. From here, turning west along Argyle Street, we reach Jamaica Street corner.



ROUTE ONE.

Argyle Street—Queen Street—George Street—Duke Street—Alexandra Parade—Castle Street—Cathedral Square—High Street—Ingram Street—Queen Street—Argyle Street.

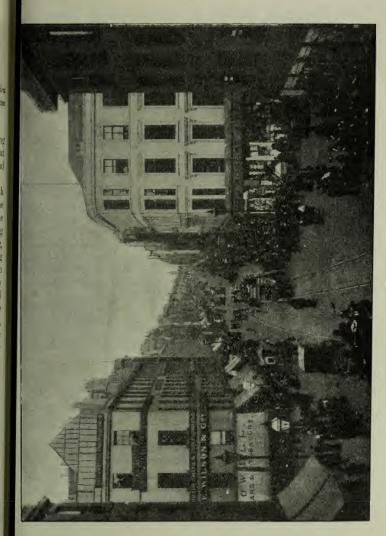
EAVING Jamaica Street corner we again turn east along Argyle Street to Queen street, and passing along that street we cross George Square to the north-east corner and enter George Street.

On the left, George Street may be said to commence with the offices of the Inland Revenue, erected at the same time as the new Municipal Buildings. As the paying of income tax is a vexed subject, the interior of this handsome building is rarely visited save by the assessed. A short distance along, between John Street and Montrose Street, stands the building founded in 1795, and for many years known as the Andersonian University. In 1889 it was rechristened Anderson's Medical College, and transferred to a magnificent new building close to the Western Infirmary and fronting Dumbarton Road, Partick. The old building has since been utilised by the directors of the West of Scotland Technical College, where

classes are held nearly all the year round.

Just behind the College, and fronting John Street, is St. Paul's Established Church, built for a congregation that used to worship in the nave of the Cathedral, known as the "Outer High." It is a sombre looking building with a pillared front, and surmounted by a belfry tower and clock. Immediately behind St. Paul's are the City Public Schools, at one time occupied as the High School of Glasgow. The High School, dating as far back as the early part of the twelfth century, was removed to Elmbank Street in 1878. On the opposite side of George Street is St. John's United Free Church, built in 1845, with a well-proportioned and lofty spire. This church is considered one of the finest pieces of architecture in Scotland, and was designed by Kemp, the architect of the

Scott Monument in Edinburgh. Further east, on the same



ARGYLE STREET, FROM JAMAICA STREET CORNER.

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Fares—Cabin single, 12s 6d, Steerage, 5s. Return, available 6 months, 20s. and 8s. hours of sailing see bills).

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6.30 p.m. Fares—Cabin, single, *12s. 6d.; Steerage, 4s.; Return, 20s.*

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Train from Central Station, 10 a.m.

Train from Central Station, 10 a.m.

PORTRUSH to GLASGOW every Monday, Wednesday, and Friday at 9.45 a.m.

GLASGOW to COLERAINE every Monday and Thursday | Fares—10s. and 3s. 6d.;

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COLERAINE to GLASGOW every Tuesday and Saturday at afternoon tide.

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MORECAMBE to DUBLIN every Mon., Wed., and Fri., returning every Tues., Thurs. and Sat.

MORECAMBE to LONDONDERRY every Tues. or Morecambe and Londonderry or and sat. returning every Mon. and Thurs.

and at., returning every Mon. and Thurs. FLEETWOOD to DERRY every Saturday, 9 p.m.,

Morecambe and Dublin, Cabin, 15s.; Steerage, 6s.

returning every Friday, 5 p.m.
LIVERPOOL to LARNE, COLERAINE, or WESTPORT (see alphabetical list).

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Steamers are intended to leave KILLIN PIER at 10.40 a.m., 2.10, *3.40, and 5.40 p.m.; and KENMORE at 7.35 a.m., 12.40, *1.30, and 4.0 p.m.

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side, is the tobacco factory of Messrs. F. & J. Smith, whose smoking mixture and cigarettes have a world-wide celebrity. In North Albion Street, on the left, is **The Greyfriars United Free Church**, built in 1821, at a cost of £8,000, and designed by John Baird. It is said to take its name from a Greyfriars Monastery founded in 1210, which stood at the foot of Deanside Brae, now called Balmano Street, and which, by the way, is the steepest street in Glasgow, if not in the kingdom.

DUKE STREET.

Crossing the High Street and following the line of Duke Street, we pass the North Prison on our left. The prison is now only used for short sentences since H.M. Prison at Barlinnie was inaugurated. On the right, at Alexander's School, we get a glimpse of the classic Molendinar Burn so frequently mentioned in the early history of Glasgow. A little further east is Ladywell Street, an ancient thoroughfare with a well dedicated to the Virgin Mary. Here on the left hand side is a remnant of Old Glasgow. Curiously out of place these old houses look. Their thick walls, small windows, and, in one case, thatched roof, contrast strangely with their modern surroundings. On the left, in Duke Street, is Wellpark Brewery, and adjoining is Wellpark United Free Church, a handsome Gothic edifice, and on the opposite side of the street is Sidney Place U.F. Church. A little further east, on the right or south side of Duke Street, is the Cattle Market, covering 30,000 square yards. The glass roof of this building cost about £30,000.

EAST-END EXHIBITION BUILDINGS.

On the left, just before the car terminus is reached, is the East-End Exhibition Buildings, formerly the Reformatory or House of Refuge for young persons. The entrance is from Duke Street, and here exhibitions and entertainments are frequently held.

ALEXANDRA PARK.

We are now in the suburb of Dennistoun, which is considered very healthy, and is well built. Leaving the car terminus and turning up Cumbernauld Road we reach the Alexandra Park and the Golf Course, the charge for which is 7s. 6d. for a yearly ticket, and 2d. per day for occasional players. The Park was laid out in 1870-73. It is diversified by lawns, terraces, shrubberies, an artificial lake, a model yacht pond, walks, and drives. Standing on a breezy upland, it affords the means of healthy exercise, and from the flag staff commands an extensive landscape view. On a clear day a glimpse of Ben Lomond can be obtained on the one hand, and the upper reaches of the Clyde on the other. The Glasgow Golf Club have a private course in the neighbouring lands of Blackhill. Barlinnie Prison, already mentioned, is not far distant. It is capable of accommodating over a thousand male prisoners.

BLIND ASYLUM.

Leaving the Park and returning by Alexandra Parade and Townmill Road to Castle Street, where, at the junction of the two streets, stands the Blind Asylum, founded in 1828 by Mr. John Leitch, a citizen of Glasgow, who bequeathed £5,000 to found the Institution. The Asylum workshops are well worthy of a visit. A few yards northward, at the junction of Castle Street and Garngadhill, is the Martyrs' Stone and Fountain.

CASTLE STREET.

Castle Street, so named from the Bishop's Palace or Castle which stood where the Royal Infirmary now stands, leads into the very centre of historic Glasgow. On our right, in Parson Street, is St. Mungo's Roman Catholic Church, a very imposing building, erected in 1869. The interior of the Church has, within recent years, been greatly improved. At the corner of M'Leod Street and Castle Street stands the Manse of Provan, which is believed to be the oldest house in Glasgow, and said to have been the residence of Cathedral dignitaries. A little further on we come to the

ROYAL INFIRMARY,

occupying the site of the Bishop's Palace. The principal architectural feature of the Infirmary—which was designed by the brothers Adam, and opened in 1794—is the dome, which forms a roof to the Lecture and Operating Theatre. In front of the Infirmary is a bronze statue of Sir James Lumsden, a

former Lord Provost, who took a great interest in the charity. The statue is by Mossman, and was erected in 1862 by private subscription. The Infirmary has been twice extended, and as a memorial to Her late Majesty, Queen Victoria's Diamond Jubilee, it has been decided to rebuild the whole front at a cost of £244,550, from designs by Mr. James Miller, I.A., who was also the architect of the Glasgow International Exhibition, The Bishop's Palace, a replica of which 1901, Buildings. occupied a commanding situation in the Glasgow Exhibition of 1888, and which was closely interwoven with the early history of the city, has disappeared as completely as if it had We believe, however, that various private never existed. individuals in Glasgow and neighbourhood possess some very interesting relics of it.

THE CATHEDRAL.

Admittance daily from 10 a.m. till dusk, or, in summer, 6 p.m. On Tuesday and Thursday a charge of twopence is made. Service on Sunday at 11 a.m. and 2 p.m.

This fine old minster (the only one in Scotland, if we except St. Magnus of Kirkwall, still in good preservation) is dedicated to St. Kentigern, or, as he is familiarly known, St. Mungo. On the western bank of the Molendinar Burn—on the spot where the Cathedral now stands—St. Mungo built his cell and preached the gospel of Christianity to the rude people of the district. The church he built was destroyed, but the Cathedral was founded by David I., who appointed Achaius the first Bishop of Glasgow. Its superb masonry and magnificent proportions sufficiently attest its age, and mark it as a product of the era which produced the splendid fanes at Melrose, Paisley, St. Andrews, and Elgin. Glasgow Cathedral and the three first mentioned are said to be the work of the same builder, and an inscription on his tomb at Melrose appears to prove this—as far, at least, as the main portion of the building is concerned. The Cathedral was, of course, enlarged at various times, notably by Bishop Joceline in 1197, and by his successors, Bishops Bondington, Lauder, and Cameron, being practically brought to its present form in 1496.

At the beginning of the fourteenth century, the patriotic Robert Wishart occupied the Episcopal chair; he was the friend of the Scottish patriots, and from his own wardrobe

furnished the robes which Bruce were when crowned King of Scotland at Scone. The See of Glasgow was made archiepiscopal in 1491, at the instance of James IV., who was an honorary canon of the Cathedral. Archbishop Beaton, the last of the Roman Catholic bishops, when he fled to France, carried away the chalice, relics, documents, indeed everything valuable belonging to the See. At the time of the Reformation it was the only cathedral in Scotland, excepting that of Kirkwall, that remained uninjured. Sir Walter Scott, in his "Rob Roy," gives a description of how it was saved, and we cannot refrain from quoting the words of Andrew Fairservice, as he told the story of its deliverance from the fanatical zeal of the reformers to Francis Osbaldistone. "Ah! it's a braw kirk," he said, "nane o' yer whigmaleeries and opensteek hems about it; a' solid, weel-jointed mason wark, that will stand as long as the warld keep hands and gunpowther aff it. It had amaist a douncome lang syne at the Reformation, when they pu'd doun the kirks o' St. Andrews and Perth and there awa'. But the toursmen o' Glasgow, they were feared their auld edifice might slip the girths in gaun through siccan rough physic, sae they rung the common bell and assembled the train-bands wi' teuk o' drum. By good luck, the worthy James Rabat was Dean o' Guild that year, and the trades assembled and offered dounright battle to the commons, rather than their kirk should coup the crans, as ithers had done elsewhere. Sae they sune came to an agreement to take a' the idolatrous statues o' sants (sorrow be on them) out o' their neuks, and sae the bits o' stane idols were broken in pieces by scripture warrant and flung into the Molendinar Burn, and the auld kirk stood as crouse as a cat when the flaes are kaimed aff her, and a'body was alike pleased."

In 1638 the Cathedral was the meeting place of the great General Assembly which deposed Episcopacy in Scotland, and thus accelerated the war against Charles I. In 1650, when Cromwell was in Glasgow, he attended service at the Cathedral, when the preacher (the famous Zacharias Boyd) railed so at Cromwell that one of his officers asked leave "to pistol the scoundrel," but Cromwell refused, and invited him to dinner instead. When the meal was concluded, it is stated that Cromwell engaged in prayer for the lengthened period of three hours, which so changed the minister's opinion that he is said to have become a firm supporter of the Protector ever afterwards.

The structure was carefully repaired by certain of the Protestant bishops, notably by Archbishop Low, whose monu-

ment may be seen in the Lady Chapel.

In style, the Cathedral is purely early English Gothic—the choir showing the earliest form of decorated windows. stands on the elevated bank of the Molendinar, 154 feet above the level of the Clyde, and measures in length—from east to west-319 feet, in breadth 63 feet, and 90 feet in height in the choir and 85 in the nave. The interior contains 147 pillars and is lighted by 157 windows, many of them being of exquisite workmanship. The largest of the windows exhibit the most exquisite Gothic traceries, and are 40 feet high by 20 broad. The west door is one of great richness and beauty, and bears a strong resemblance to the doors of continental churches. A splendid tower, surmounted by a graceful steeple, rises from the centre. The beautiful choir, fitted up in the old cathedral style, is used as the High Church, and has a magnificent organ. Prior to his appointment as Liverpool City Organist, Dr. A. L. Peace was Organist of the Cathedral for many years, and during the spring and summer months gave fortnightly recitals, which were much appreciated. The present Organist, Mr. Herbert A. Walton, a scholarly and intellectual musician, is continuing these recitals with considerable success. Adjoining the choir is the Lady Chapel, one of the most beautiful portions of the Cathedral, and from the north-west corner projects the chapter-house. In the chapter-house is a monument to those who fell at Tel-el-Kebir. The "dripping aisle" is the lower portion of the unfinished transept. The crypt under the choir is the finest portion of the whole structure. It is supported by 65 pillars, and is illuminated by 41 windows. The cluster columns possess remarkable symmetry and grace, and the sculptured ornaments of the capitals of the bosses of the groined vaulting is of exquisite design and in beautiful preservation, and surpasses all that is to be met with in the crypt of any church, Norman or English. The pillars are so arranged that vistas are obtained from every part to the shrine in the centre, the result being one of the most beautiful specimens of vaulting in the world.

During the second quarter of the present century, the Government repaired and beautified the ancient structure, restoring as far as possible its original appearance, and in 1856 several of the more prominent citizens of Glasgow set on foot

a movement to enrich the Cathedral by filling the windows with stained glass. The project was approved by the Government and taken in hand by the nobility and gentry of Scotland, the result being that the Cathedral possesses a display of stained glass unequalled by any other edifice in Great Britain. One of the most admired windows is the memorial one in the crypt to Edward Irving, the friend of Carlyle, by Bertini, of Milan. Indeed, the whole of the windows are exquisite works of art, and add greatly to the stately and solemn beauty of the interior.

The revenues of the See of Glasgow were at one time very considerable, as, besides the royalty and baronies of Glasgow, it held 18 baronies of land in various parts of the kingdom, and a large estate in Cumberland called the spiritual dukedom. Portions of these revenues have fallen to the University of Glasgow, the common good of the city, and the remainder to

the crown.

The Cathedral is surrounded by a graveyard literally paved with tombstones, and on the north side is a memorial to nine persons who suffered martyrdom for adherence to the covenant.

THE NECROPOLIS.

The Necropolis (anciently called the Fir Park), immediately behind the Cathedral, is the property of the Merchants' House. It rises to a height of about 300 feet, forming a noble background to the Cathedral. On either side of the entrance is a bronze statue, one to the late James Arthur, of Messrs. Arthur & Company, and the other to the late James White, of Overtoun, father of Lord Overtoun. The cemetery is romantic and picturesque, ornamented with fine old trees intermingled with shrubbery, and intersected with walks bordered with flowers, while many beautiful monuments are scattered over the hill. It is reached by a one-arch bridge, called the Bridge of Sighs, across the Molendinar (which is now built over and flows underneath what is called Wishart Street), and entered by a handsome gateway with the arms of the city and the Merchants' House sculptured on a double shield. On the summit of the hill, the most conspicuous monument is that of John Knox, in his Geneva cap and gown, with a Bible in his right hand. The base of the monument is a massive and lofty Doric column by Thos. Hamilton, and the figure, by Robt. Forrest, surmounting it is 12 feet in height. Amongst other monuments are those

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of William M'Gavin, known as "The Protestant;" William Motherwell, the poet; Dr. M'Nish, the celebrated writer; Sheridan Knowles, the dramatist; Michael Scott, the author of "Tom Cringle's Log;" and a marble statue of the late Charles Tennant, of St. Rollox.

A very interesting portion is the Jews' Sepulchre, at the northern extremity. At its entrance is a beautiful façade and ornamental column, after the tomb of Absalom in the King's dale at Jerusalem. On the column are engraved the beautiful lines of Byron, beginning—

"O, weep for those who wept by Babel's stream, Whose shrines are desolate, whose land a dream!"

CATHEDRAL SQUARE.

Looking into Cathedral Square, near the venerable Cathedral, are three churches, representative of the two Presbyterian bodies in Scotland, namely, Established and United Free. Opposite the Infirmary is Barony United Free Church, a fine building with a high, square tower. On the east side is Cathedral Square United Free Church, close to which is the handsome new edifice of the Discharged Prisoners' Aid Society, founded in 1865. In the Square formerly stood the old Barony Parish Church, inseparably associated with the name of the great-hearted Norman Macleod, long a personal friend and confidant of the now much-lamented Queen Victoria, and one of her Chaplains for Scotland. has been replaced by a fine Gothic edifice in red sandstone, which is situated on the west side of the Square. 1881—nine years after his death—a statue of the doctor was erected in the Square, opposite the church. It is by John Mossman, is nine feet high, and stands on a pedestal ten feet The likeness is an excellent one. To the west of the Barony Church stood, at one time, Darnley's Cottage, where he lay sick, and from whence he was removed by his royal and beautiful consort—Mary, Queen of Scots—to Edinburgh, not long before his murder at Kirk-of-Field.

In Collins Street, to the right, is the Collins Institute and the Townhead Public Baths and Washouses; and in Morrin Square—also to the right—will be seen the Model Working-Class Dwellings erected by the Corporation. At the head of the High Street, on the right, are the Glasgow Hydraulic Works. They were opened in the autumn of 1895, and were

erected for supplying water at high pressure to warehouses, for hoists and other purposes where water can be used as a motive power. Immediately behind the works, in Rottenrow, are the buildings of the Glasgow Workmen's Dwellings Company. Rottenrow was at one time inhabited by the aristocracy of the city, but its glory has departed, and its houses are given over to a number of public institutions, viz., Glasgow Industrial Schools, Asylum for Indigent Old Men, Old Women's Home, and the Maternity Hospital. De Quincey, while in

Glasgow, lodged at No. 112.

Proceeding, we now come to the site of the ancient Cross of Glasgow, at the head of the Bell o' the Brae—the name being applied to that portion of the High Street north of the line of Duke Street—so called from a bell placed in a turret, and which was always tolled at funerals. The Bell o' the Brae was the scene of a conflict between the English, under Percy, and the Scots, led by Wallace, when the former were defeated and their leader slain. The City Improvement Trust have been exceedingly busy in this quarter of late (1900-01), and the old houses on both sides of the street have been demolished. The only part of interest left is the modernised **Drygate**, where, in ancient times, did dwell many ecclesiastical dignitaries and the flower of the Scottish nobility.

Passing Duke Street on our left and George Street on the

right, we come to the

HIGH STREET.

The High Street—at least what is left of it—embraces the most ancient and what was for long the principal part of the city. Many of the buildings still bear marks of antiquity. In ancient times the street was quite monastic in character; religious houses abounded—the chief of them belonging to the Blackfriars, Greyfriars, and Dominicans. The church of the first mentioned ultimately became the College Church, a quaint structure, which was swept away to make room for the handsome Goods Station of the Glasgow and South-Western Railway. But the chief attraction of the High Street was

THE OLD COLLEGE.

the site of which is now occupied by the College Station of the North British Railway Company. The College was founded by Bishop Turnbull in 1450, by desire of James II., on a site given by Lord James Hamilton, but it was not until about the period of the Restoration that the building was erected. The date above the archway of the outer court was 1656, and that of the west front—facing the High Street—1658, whilst the principal entrance was surmounted by a sculpture of the royal arms of the time of Charles II. The buildings occupied in all five quadrangles, and the steeple—a square tower 149 feet in height—stood within the outer court. The site is marked by a commemorative tablet, erected by the Glasgow Pen and Pencil Club in 1899 at the south end of the station building.

The old Glasgow College was abandoned for university purposes in 1870. The elegant sculptured doorway which formed one of the finest features of the building has been preserved, through the munificence of the late Sir William Pearce, Bart., the eminent shipbuilder, and forms the gateway

at the University entrance in University Avenue.

Another tablet, on a house in the High Street, at the south corner of College Street, marks the spot where William

Motherwell, poet and antiquary, was born in 1797.

At the corner of Nicholas Street stood the house where Thomas Campbell, the poet, resided during his student life. He was thrice Lord Rector of the University. He died in 1844, and was buried in the Poet's Corner, Westminster Abbey. Further south, in Græme Street, is St. John's Parish Church, memorable for the ministry of Dr. Chalmers.

Leaving the High Street, we turn west along

INGRAM STREET.

This street was founded on the line of a road called Back Cow Lone, is now one of the busiest streets of the city, and contains many handsome buildings. On our left is the new Central Fire Station, which provides residential accommodation for the members of the Brigade and their families, and which is furnished with all the latest appliances for the speedy extinction of fires. A turn out of the entire Brigade, with steamers and horses, is only a matter of seconds, and their departure for a conflagration is a truly inspiring sight. Further on, on the left, is the Candleriggs, in which the City Hall (capable of seating 4000 people) and smaller halls, owned by the Corporation, are situated. Below the halls is the Bazaar, used as a market for the sale of fruit, vegetables, cheese, butter, and eggs. Facing Candleriggs is St. David's

Established Church, known as "The Ramshorn Kirk." It is a fine building, with a bold, square tower, 120 feet high, and underneath the church is an old crypt. At the corner of Brunswick Street is the warehouse of Messrs. J. & W. Campbell, jocularly known in the soft goods line as "Jay and Doubleyous." The building is a fine specimen of the old Scottish baronial style of architecture, and the firm has erected extensive premises on the opposite side of the street, which are connected with the principal warehouse by an underground tunnel. The family has long been connected with the public and commercial life of Glasgow. Mr. James Campbell, the founder of the business, was elected Lord Provost of the city in 1840, and received the honour of knighthood in 1847. He died in September, 1876, leaving two sons, who have rendered eminent services in the councils of the empire. Mr. J. A. Campbell, LL.D., of Stracathro, is Member of Parliament for Glasgow and Aberdeen Universities, while his brother—Sir Henry Campbell-Bannerman—is Member for the Stirling Burghs, and held high office during Mr. Gladstone's and Lord Rosebery's premierships, ultimately becoming, on the retiral of Sir William Harcourt, Leader of the Opposition. The present head of the firm is Mr. James Campbell, of Tullichewan, who is well known as a publicspirited citizen.

The County Buildings extend from Ingram Street southward to Wilson Street, and include the whole block between Hutcheson and Brunswick Streets. They exhibit much variety and great wealth of ornature. The Ingram Street front presents a magnificent porticoed façade with colossal statuary from the chisel of John Mossman, and the Wilson Street front an imposing Ionic portico. The front to Hutcheson Street is the old Merchants' Hall, and its Corinthian portico is much admired.

HUTCHESONS' HOSPITAL.

This institution, facing Hutcheson Street, was founded by George and Thomas Hutcheson, notaries, of the city. Originally founded in 1640 as an hospital for old men and old women, the education of poor boys was included. The property of the institution has increased from about £4,000 to nearly £500,000, with an income of about £20,000. Various schools are supported by the Trust, while the Technical College and School of

Art receive annual grants from the funds. The governing body consists of the Lord Provost, Magistrates, Council, Members of the Merchants' House and Trades' House. It is a plain building with a Corinthian front, and is now used as offices by the Glasgow Educational Trust. In John Street, to the north of the hospital, is John Street U.F. Church.

On the right, at the corner of Glassford Street, with a frontage to Ingram Street, stands the handsome buildings of the Savings Bank of Glasgow, founded in 1836, and greatly enlarged in 1898. A few yards down Glassford Street is the Trades' Hall, designed by Adam, and erected in 1791. It is surmounted by a fine dome, and in the Saloon, emblazoned on the walls, is to be seen a magnificent record of the munificence of many worthy sons of St. Mungo.

In Ingram Street we next come to the Union Bank of Scotland, which extends back to Virginia Street. It was erected in 1842 from designs by David Hamilton, was altered and enlarged in 1878, and is modelled after the Temple of Jupiterstator at Rome. The Ingram Street front is surmounted by six colossal statues by John Mossman. A little further west, on the same side, is Miss Cranston's tea and luncheon rooms, furnished and decorated in a unique style.

At the north-east corner of Ingram Street and Queen Street is the British Linen Company's Bank, a large, lofty, imposing structure in ornate Venetian style. Following Queen Street southward to Argyle Street, and turning along to the right, we reach Jamaica Street corner.

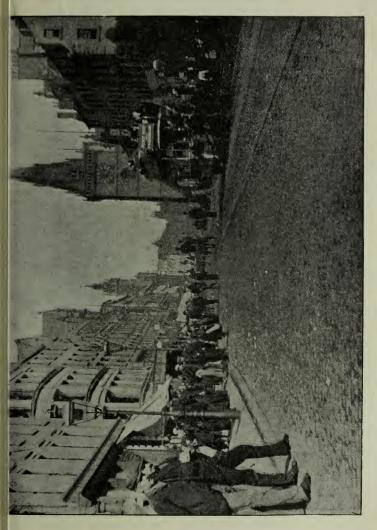


ROUTE TWO.

Argyle Street — Trongate — Glasgow Cross — Gallowyate — Parkhead — Bridgeton — Dalmarnock Road. Returning by Glasgow Green — Saltmarket — Bridgegate — St. Enoch Square.

EAVING Jamaica Street corner, and again turning east along Argyle Street, we pass Buchanan Street, a little beyond which, on the left, is another of Miss Cranston's luxuriously appointed lunch and tea rooms. The exterior of the building has a quaint, old-time appearance in striking contrast to the modern erections surrounding it. Opposite Queen Street is the celebrated Polytechnic Warehouse, better known to Glaswegians as "Johnnie Anderson's." The founder of the business, Mr. John Anderson, from a very humble shop in which he acted as his manager, salesman, and porter. succeeded in establishing a drapery warehouse known all over the country, and in amassing a very considerable fortune. After his death the business was conducted by his two sons, but is now controlled by a syndicate. Here also is the Cobden Hotel—a large, roomy, and comfortable house. At corner of Dunlop Street is the Union Hotel opposite which is the Buck's Head Buildings. Opposite Dunlop Street, on the left, is Miller Street. On the left hand side of this street is the Mitchell Free Library, located in a very commodious building. the ground floor is the public reading room, and on the floor above is the magazine room, ladies' reading room, and students' The library contains close on 140,000 volumes, and was founded from a bequest by Stephen Mitchell, who died in On the opposite side of the street, a little further north, is the Stirling Library (40,000 volumes) and the Baillie Institute (10,000).

Proceeding along Argyle Street, we next come to Virginia Street, the name of which recalls the old tobacco trade. The head offices of the ill-fated City of Glasgow Bank stood in Virginia Street. Its doors were closed on 2nd October, 1878, and the public learned the startling fact that its deficiency amounted to over £6,000,000. A little further east is



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Glassford Street, which takes its name from a family long connected with the commercial history of Glasgow. On the right is Stockwell Street, near the foot of which, on the right, is the Metropole Theatre. Opposite the theatre is an alley bearing the uneuphonious name of "Goosedubs."

THE TRONGATE.

We now reach the Trongate, which took its name from a tron or weighing beam which stood here, and was until the close of the eighteenth century the chief business part of the city. In Reid's Court, 169 Trongate, Sheridan Knowles, dramatist, actor, and ultimately Baptist preacher, became resident as a teacher of elocution in 1817. His tragedy of Virginius, written here, was first performed at the Glasgow Theatre Royal, in Queen Street, on March 24, 1820. The Tron Steeple, one of the few landmarks of "Old Glasgow," was erected in 1637, and consists of a square tower and octagonal spire, rising to the height of 126 feet. Standing across the pavement, it figures well in the general view of the street, and is pierced with an archway for foot passengers. Immediately behind is the Tron Parish Church, a very plain building. On the site of the building, No. 90, occupied by the Bank of Scotland, formerly stood the house where Sir John Moore, the hero of Corunna, was born in 1761.

Further east, on the north side of the Trongate, are the

TONTINE BUILDINGS.

which were erected in 1781, and contained the old Town Hall, and the once famous Tontine Hotel, the coffee room of which was long known as the old Exchange. The building had a fine range of Ionic pilasters resting on an arcaded basement, with keystones covered with grotesque faces, known as the "Tontine Faces," which have disappeared under the city improvements. The building is now occupied by Messrs. Moore, Taggart & Co. In front of the Tontine Buildings is an equestrian statue of William III., presented to Glasgow in 1736 by James Macrae, a native of Ayrshire, who was governor of Madras. Between the Tontine and the Cross Steeple stood the old Tolbooth, made famous by Sir Walter Scott as the scene of Francis Osbaldistone's first meeting with Bailie Nicol Jarvie. The Cross Steeple, the only portion of the Tolbooth left, stands at the corner of the High

Street and the Trongate. It is an old square tower surmounted by flying buttresses, has a spirelet in the form of an imperial crown, and contains a fine chime of 28 bells. We are now at

GLASGOW CROSS,

where Trongate, High Street, Gallowgate, London Street, and Saltmarket meet. This part of the town has recently been greatly improved, and the streets widened. In the centre of the roadway stands the Caledonian Company's Glasgow Cross Station for their underground railway—a neat building.

Passing the High Street on the left, we proceed along the Gallowgate, which starts from the Cross and was formerly the outlet to the east and the high road to Edinburgh. On our left we pass the old Infantry Barracks, built in 1795, but now removed to Maryhill. The ground they occupied is now the home of the show and merry-go-round, and during the summer months attract a large share of patronage. Following the long line of the Gallowgate, we pass Vinegarhill, the piece of ground leased to travelling showmen during Glasgow Fair, and Camlachie with its numerous works. To the right, at Yates Street, and lying between Great Eastern Road and London Road, is the spacious football ground and cycle track of the Celtic Football Club. Further on, on the right, is the Janefield Cemetery. It is tastefully laid out, and has many interesting monuments. We now reach Parkhead, formerly a rural village inhabited by weavers, but now included in the city. A short distance to the left are the celebrated Parkhead Ironworks and Forge, which are well worthy of a visit, Further out are the suburbs of Shettleston and Tollcross. Recently the Corporation acquired land near Tollcross for a new public park. The ground extends to over 80 acres, and cost the city £28,000. The park was formally opened by Lord Provost Richmond on Saturday, 19th June, 1897.

Returning to the Cross, we take our way along London Street to James Morrison Street, where is situated the head-quarters of Quarrier's "Orphan Homes of Scotland," and a little further south we come to St. Andrew's Square. In the centre of the Square is St. Andrew's Parish Church, built after the model of St. Martins-in-the-Fields, London. In St. Andrew's Street, on the right, is situated the Family Home inaugurated by the City Improvement Trust in March, 1896. It is a large, splendidly equipped establishment, and the first of its kind in

the kingdom. The idea is to accommodate widowers and widows, who have one or two children; a nurse looks after the children during the day, while the parent is at work; each person has a separate apartment, his or her own key, and the charge is about 5s. per week. There are 150 single apart-

ments, and the building cost £16,000.

Following the line of London Street, at the end of which, and London Street entrance to the Green, we recognise the arched front of the old Athenaum gateway, removed from Ingram Street on the extension of the Post Office, and re-erected here in 1893, through the liberality of the late ex-Bailie James M'Lennan, J.P., whose munificence to Glasgow and Glasgow institutions is duly recorded in the annals of the Trades' House. At the corner of Great Hamilton Street we pass a very ancient building called the "Burnt Barns," which bears the date of 1679. The line is continued by Canning Street to Bridgeton Cross, where, on the left, is the North British Railway Station, affording ready communication with Queen Street and other parts of the city. Bridgeton is an industrial centre. numerous factories and works in every direction, giving constant employment to its teeming thousands. At Bridgeton Cross London Road, Dalmarnock Road, and Main Street converge. Near Dalmarnock Road are the Sewage Purification Works, where the most gigantic sanitary experiment in this country is being conducted. The works cover 30 acres and cost £100,000. They are open to visitors, and are worthy of the attention of all interested in sanitary matters. Following the line of Main Street, Bridgeton, we come to Rutherglen Bridge, which was rebuilt in 1894, taking the place of what was the oldest bridge that crossed the Clyde. Instead of crossing the river, we turn to the right, and a short walk brings us to

GLASGOW GREEN.

Glasgow Green is a spacious and beautiful park extending to about 140 acres, the carriage drive describing a circle of two and a half miles. Entering the Green from Main Street, the part on our left is called the Fleshers' Haugh, where Prince Charlie reviewed his troops on their retreat from Derby, while on the right is the part known as the King's Park. A little further on is a public Gymnasium and St. Andrew's Suspension

Bridge, built in 1855 for foot passengers. Near it is the Humane Society House, and on the south bank of the Clyde is the club-house of the Clyde Rowing Club. At the north side of the Green, in the line of walk from the Suspension Bridge, is the Glasgow Green Station of the Caledonian Railway Company's Underground Railway, and a little to the east are Templeton's Carpet Factory and the Greenhead Public Baths.

The People's Palace, which contains a Museum, an Art Gallery, a spacious glass-covered Winter Garden and Concert Hall, occupies a commanding position near the centre of the Green. The cost of its erection was defrayed from the surplus of the East End Exhibition. An hour or two's inspection of the many treasures it contains will be time well spent. A prominent object in the Green is Nelson's Monument. It consists of an obelisk 144 feet high, and was the first monument erected in this country to the memory of Lord Nelson, the hero of Trafalgar. Next we come to the Doulton Fountain, a memorial of the Glasgow Exhibition of 1888, which was presented to the city of Glasgow by Sir Henry Doulton in 1890. It is a magnificent and elaborate piece of work in the style of Francis I. On the Green is also the Macdonald Fountain, erected to the memory of Hugh Macdonald, the prince of ramblers. Facing the Green in Greendyke Street are the Glasgow Hide and Skin Mart, and the Old Clothes Market known as "Paddy's Market." At the western extremity of the Green, and facing the Justiciary Courthouse, is the memorial fountain erected by temperance reformers to Sir William Collins, who was Lord Provost of Glasgow in 1877-80.

Opposite the Green, in Saltmarket, is the South Prison and Justiciary Court-house. The massive building has a superb Grecian portico, and is altogether a splendid specimen of the Greek style of architecture. It forms a large quadrangle, is divided into two courts, and was built in 1810 at a cost of £35,000. Here the notorious Dr. Pritchard, who poisoned his wife and mother-in-law, was hanged in 1865, this being the last public execution in Scotland. The Bird Market, which adjoins the Court-house on the north, attracts many visitors.

At the foot of the Saltmarket or Jail Square, as this part is called, the Albert Bridge spans the Clyde. The bridge, which was designed by Bell & Miller, is one of the handsomest in

Glasgow, was erected in 1870-71 at a cost of £65,000. From the Albert Bridge can be seen the newly constructed Weir on the Clyde.

THE SALTMARKET.

During the last fifteen years of the last century the Saltmarket was almost entirely rebuilt, and consequently scarcely a vestige of the old buildings remain. Were it possible for Bailie Nicol Jarvie to revisit the "Sautmarket," where his worthy father the deacon lived before him, the time-honoured phrase, "ma conscience!" would scarcely express his astonishment at the change which the new order of things has brought about.

The Bridgegate, or "Irish Channel" as it is sometimes called, on account of its being inhabited mostly by the poorer class of Irish, runs westward from near the foot of Saltmarket, and was in former days the chief residence and resort of Glasgow merchants. Here the Montrose family and others of the aristocracy had their mansions. Silvercraig House, which was the abode of Oliver Cromwell during his occupation of Glasgow, stood near the entrance of the street. Bridgegate Steeple, the remains of the Merchants' Hall, a fine symmetrical structure 164 feet high, stands on the south side of the street in the western part. It was erected in 1669, after designs by Sir William Bruce. On the opposite side is Bridgegate United Free Church, with a conspicuous tower and an open-air pulpit.

The Glasgow Fish Market, situated in the Bridgegate and East Clyde Street, and with entrances from both, is, on the sale mornings, well worthy of a visit. Leaving Bridgegate we come to the foot of Stockwell Street, in line with which is the Victoria Bridge which occupies the site of the first stone bridge built across the Clyde in 1345. It was at this old bridge that Sir Walter Scott laid the scene of the midnight meeting between Francis Osbaldistone and Rob Roy. The newer Bridge was erected in 1853, after designs by James Walker, at a cost of £50,000. The Glasgow and South-Western Railway viaduct bridge across the Clyde, a little to the east of Victoria Bridge, was opened in 1870. This bridge was widened in 1900, at what time the company's line from St. Enoch to Eglinton Street was doubled.

The north-west corner of the Victoria Bridge is the starting point of the "Clutha" river steamers. Proceeding along

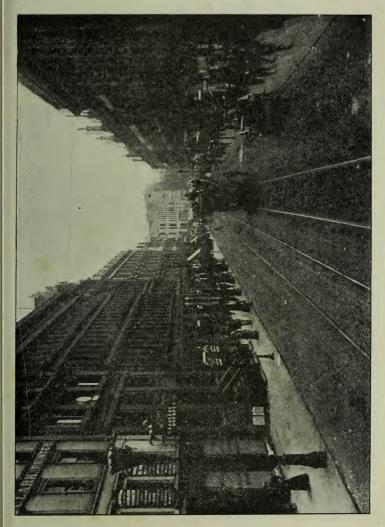
Great Clyde Street, which faces the river, there will be noticed at Dunlop Street a newly erected and noble pile of buildings devoted to warehouses and manufacturing concerns. This was the scene, in May, 1898, of one of the greatest conflagrations which ever took place in Glasgow. Two entire streets were demolished, and St. Andrew's Roman Catholic Cathedral, which adjoins, had a narrow escape from total destruction. The edifice, which is a very fine example of the decorated Gothic style, with a richly carved doorway and two graceful turrets, was erected in 1817 and greatly improved and enlarged in 1871. Viewed from the south side of the river the effect is splendid. The church with clock and steeple seen on the opposite side of the Clyde is Gorbals Parish Church. Further on is a Suspension Bridge for foot passengers, which was erected in 1853 and reconstructed in 1871. Between this bridge and the Broomielaw, on the north side of the river, are the sheds and quay allotted to the steamers engaged in the West Highland trade. Here also is the Custom House, a plain, unpretending building. Turning into Dixon Street and crossing Howard Street we come to

ST. ENOCH SQUARE.

On the south side is St. Enoch Parish Church, which was erected in 1827 after designs by D. Hamilton. It is a handsome building with an Ionic portico and a steeple. The east side of the square is occupied by the magnificent terminal station and hotel of the Glasgow and South-Western Railway Company. A succession of lofty buildings, in a variety of styles of architecture, and devoted to business purposes, dominate the western side of the square. In the centre is the elegant station of the Glasgow District Subway.

Crossing the square to Argyle Street, we turn west, and in

a few minutes again reach Jamaica Street corner.



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ROUTE THREE.

Union Street—Renfield Street—Sauchiehall Street—Charing Cross— West-end Park—University and Gilmorehill—Whiteinch. Returning by Dumbarton Road—Main Street and Argyle Street.

EAVING Jamaica Street corner, and walking north along Union Street, we pass on our left the offices of the Anchor Line, and on our right the newly remodelled editorial, publishing, and commercial offices of the Glasgow Daily Mail and Weekly Mail. At Gordon Street, to the left, we get a fine view of the front of the Central Station of the Caledonian Railway Company. At the north corner of Gordon Street and Renfield Street is the handsome block of buildings occupied by Mr. R. W. Forsyth, clothier and outfitter, and at No. 13 are the tea rooms of Messrs. Stuart Cranston & Co., Limited.

In Renfield Lane are the new and commodius editorial and publishing offices of the *Daily Record*, a very ably conducted paper, founded by the Messrs. Harmsworth in 1895, and which enjoys the distinction of being the only morning halfpenny newspaper published in Scotland. *The Weekly Record*

(one penny) is also issued from this office.

We next come to the long line of St. Vincent Street, running from Buchanan Street west to Dumbarton Road. To the westward, and standing on almost the highest part of the street, is the Windsor Hotel, where most of the leading social functions are held, and where "My Lords" are housed during the sittings of the Justiciary Courts. Further west is St. Vincent Street United Free Church, erected in 1858 from designs by Alexander Thomson, and considered one of the finest churches in the city.

In Renfield Street are some fine buildings. On the right are the conspicuous buildings of the City of Glasgow Life Assurance Company, with massive figures of St. Andrew and St. Mungo placed in niches; the handsome structure erected by the Sun Fire and Life Insurance Company; and, on the left, the fine new block belonging to the Lancashire Insurance

Company. At the north-east corner of West George Street is the Junior Conservative Club, a well-equipped establishment, and at the corner of West Regent Street are the Castle Chambers, erected by Messrs. G. & J. Maclachlan, Ld., brewers and distillers. At the opposite corner are the offices of the Prudential Insurance Company, which at No. 79 occupy the site of a house where De Quincey resided from 1841 to 1843.

Running parallel with St. Vincent Street, and crossing Renfield Street, is West George Street, West Regent Street, and Bath Street. At the south-east corner of Bath Street is the sale shop of the Glasgow Blind Asylum, and in Bath Street, between Renfield Street and West Nile Street, stands the Glasgow and West of Scotland Technical College, a hand-some Palladian building. In Renfield Street, on the right, are the commercial offices of the Glasgow Corporation Tramway, and on the left, Renfield Street United Free Church.

SAUCHIEHALL STREET,

which runs west from Buchanan Street to Overnewton, has many splendid shops and buildings, and is in the afternoon and evening a popular promenade. At the corner of West Nile Street and Sauchiehall Street stands the Empire Theatre, owned by Moss, Limited. The building is highly ornate, and inside the theatre is fitted up with all modern appliances. It is the most handsomely fitted of any theatre of varieties outside of London. Almost immediately opposite is the Royalty Theatre, which is under the management of Howard & Wyndham, Limited, and almost exclusively devoted to musical and farcical comedies. Crossing Hope Street, at the head of which is the Theatre Royal, we come to the Wellington Arcade and Waverley Hotel on the right, and the handsome warehouse of Messrs. Copland & Lye on the left. Between Wellington Street and West Campbell Street is the Glasgow Royal Institute of the Fine Arts. Exhibitions are held annually—February to April. Opposite is the extensive drapery establishment of Messrs. Thomas Muirhead & Co., and at the corner of West Campbell Street the palatial premises of Messrs. Pettigrew & Stephens cannot fail to attract attention.

Turning into Cambridge Street we pass, on the right, the

extensive premises of Kelvin & James White, Ltd., opticians, and makers of electrical instruments, marine and other appliances. All the scientific appliances used by Lord Kelvin, many of them his own invention, have been manufactured in the premises of the Company. Adjoining, at the corner of Renfrew Street, is St. Stephen's Parish Church. On the left hand side of the street are the extensive stables and offices of the Glasgow Tramway and Omnibus Company, Limited, the largest horse and carriage hirers in Scotland.

Returning to Sauchiehall Street and ascending West Campbell Street, we pass on the right the Bath Hotel and on the left the Alexandra Hotel. At the south-east corner of Bath Street is the Cockburn Hotel, recently remodelled and enlarged. Further on at the corner of West Regent Street we come to the Deaf and Dumb Institute, the foundation

stone of which was laid by Lord Overtoun in 1893.

Blythswood Square, which may be reached by turning up West Regent Street, stands on an eminence. It forms part of the Blythswood Estate, and until a few years ago was the residence of some of our wealthy merchants. With the fashionable exodus westward, however, several of the residences have been sold or let to lawyers and artists. The Ladies' Art Club has its domicile in No. 5. The Glasgow Art Club is housed at No. 185 Bath Street.

Returning to Sauchiehall Street, by way of Douglas Street, and turning to the right, we come to the Corporation Art Galleries between Dalhousie Street and Rose Street. contain a rich collection of pictures and sculpture, and the Government School of Art and Haldane Academy class-Amongst its treasures is Whistler's famous portrait of Thomas Carlyle. Round the corner, in Dalhousie Street, is the Glasgow School of Cookery, conducted with conspicuous success by Mrs. Black, who for many years has been a member of the Glasgow School Board. The square solid-looking building at the top of the hill, and with frontage to Renfrew Street, is the new Glasgow School of Art. A little further west along Sauchiehall Street, on the right, is the Panorama Buildings and Restaurant. The panorama on view at present vividly illustrates the Battle of Omdurman, specially painted for the proprietors by Professor Fleischerman, who also painted the "Battle of Bannockburn," "Trafalgar," and "Waterloo." There is also on view, in an adjoining room, a number of weapons and curios picked up on or near the now historical battlefield. In conjunction with the panorama is shown "Suffer the Little Children," a grand picture by the celebrated

Glasgow artist, Mr. James E. Christie.

The extensive and attractive warehouse of Messrs. Cooper & Co., tea and provision merchants, at the corner of Holland Street, next arrests attention. Behind the massive pile of redstone building erected at the foot of Thistle Street, in 1901, is a building formerly known as "Rosemount Academy," and which in the days of the late Dr. Cuthill, was an important educational institution. Immediately behind this again, and with frontage to Renfrew Street, is the Glasgow Training Home for Nurses. Further east, in Hampton Court Terrace, is the clubhouse of the Glasgow Merchants' Cycling Company, Ltd., the most enterprising and progressive club of its kind in the world. At 443 Sauchiehall Street is the west-end establishment of Mr. Joseph Wright, whose "Drooko" umbrellas have a world-wide celebrity. Opposite, and wedged in between buildings which have no claim to architectural beauty, are the rooms of the Glasgow Palette Club, whose musical evenings are one of the features of the social life of the city. The corner of Sauchiehall and Newton Streets is occupied by the favourite lunch and afternoon tea rooms of Messrs. William Skinner & Co., Ltd. Here, on an afternoon, will be seen West-end Glasgow in all her glory.

In Bath Street stands Free St. Matthew's Church, built inthe Gothic style, with a rich, bold façade, and a lofty steeple. A fine view of the church can be had through the

vista of Newton Street, off Sauchiehall Street.

We next come to Charing Cross with its handsome buildings, conspicuous amongst them being Charing Cross Mansions and the Grand Hotel. At the corner of Woodside Crescent a very handsome drinking fountain, with a clock, was, in 1896, erected to Sir Charles Cameron, Bart., D.L., LL.D., as a mark of recognition of his services to the city. Sir Charles Cameron for many years represented the College Division and latterly the Bridgeton Division of Glasgow in Parliament, retiring in 1900. Sir Charles is proprietor of the Glasgow Daily Mail and Weekly Mail.

Passing North Street, in which is situated the Charing Cross Station of the North British Railway Company, on our left we come to Granville Street where is situate

ST. ANDREW'S HALLS.

The halls present frontages to Granville Street, Berkeley Street, and Kent Road, and were built in 1874-78 at a cost of £62,000. They consist of a centre with two wings, and the front is ornamented with 12 pillars surmounted by colossal statues. There are eight halls altogether, and in the large hall is a magnificent organ. The halls are now the property

of the Corporation.

Continuing our course westward along Sauchiehall Street, we come to Clifton Street, in which are the Queen's Rooms, erected in 1860 by Mr. David Bell for assemblies and concerts. The three fronts are decorated with broad frieze, exhibiting a series of sculpture and carving showing the progress of the fine arts. A little to the west is Claremont United Free Church, erected in 1850. This church is reputed to be one of the wealthiest in the denomination. Turning east, along Claremont Gardens and up India Street, we come to the Free Church College, erected in 1861. Among the many illustrious names associated with the College are those the late Professor Henry Drummond, and the present professor of Hebrew, the Rev. George Adam Smith, LL.D. It presents to the west a symmetrical front, surmounted by a massive square tower rising to a great height and commanding an extensive view. A few paces west from the college is Park Established Church (the Very Rev. Dr. Donald Macleod). It is a massive edifice in the Gothic style, with a grand lofty tower terminating in eight pinnacles. On the east of the college, on the north side, stands College Free Church. Behind Lynedoch Crescent stands Woodlands Road United Free Church, built in 1863 at a cost of £16,000.

THE CRESCENTS

are a modern "well-to-do" quarter, south and east of the West-End Park, and take the name from four crescents—Royal, Claremont, Woodside, and Lynedoch. The houses in the crescents are said to have cost on an average about £3,000 each. Proceeding from this point by Park Street, through Park Circus, we arrive at the eastern entrance of the

WEST-END PARK,

or, as it is often called "Kelvingrove," through which runs the River Kelvin. The view from the flagstaff here

is a most delightful and comprehensive one. The park lies on three sides of a hill, and formed originally part of the Kelvingrove and Gilmorehill estates; it was purchased by the Corporation in 1853, at a cost of over £100,000; and consists of 80 acres of open ground, laid out in walks, drives, lawns, and shrubberies, by Sir Joseph Paxton. Near the centre of the park stands the Stewart Memorial Fountain, erected in commemoration of the services of Lord Provost Stewart in connection with the introduction of the Loch Katrine water supply into Glasgow. The fountain, which projects the water to a height of 40 feet from a basin 200 feet in circumference, is surmounted by a figure in bronze of the Lady of the Lake, and has a medallion portrait of Provost Stewart. Near the fountain is a group of statuary presented to the city by J. S. Kennedy of New York, representing a tigress carrying a peacock to her lair, where her young cubs are waiting for their prey. Further on, to the south-west, are the engines of James Watt's "Comet," the first steamer that sailed on a European river. To the westward is the newly erected Fine Art Gallery, which occupies an area of 8,888 square yards, and contains a museum, picture galleries, and a large concert hall. The style of architecture is a free treatment of the Jacobean, the two towers facing the park are each 150 feet in height, while the four corners of the building are adorned with cupolas.

Crossing the Kelvin by the Prince of Wales' Bridge, we come to the new University on Gilmorehill, founded in 1866. This splendid building was designed by the late Sir Gilbert Scott, the foundation stone being laid by King Edward VII., then Prince of Wales, who was accompanied by the Princess of Wales, in October, 1868. The University was formally opened in November, 1870, by the Duke of Montrose. building is in the early pointed style of architecture, intermixed with the Franco-Scottish, and cost altogether about £500,000. It has two quadrangles divided by the common hall, is rectangular in form, and is 600 feet long by 300 broad. The main frontage is to the south, and has a central tower rising to the height of 150 feet, surmounted by an elegant spire of a like altitude. The Bute Hall, one of the most superb halls in the country, was erected by the late Marquis of Bute and cost £60,000. The Randolph Hall and Staircase cost about £40,000, and was defraved from the bequest of the late



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Charles Randolph, the eminent shipbuilder. The University has a library of 100,000 volumes, and the celebrated collection known as the Hunterian Museum—left by William Hunter, M.D.—is deposited in the building. The museum contains many rare and valuable paintings, splendidly illuminated missals of the middle ages, and works of the earliest printers such as the famous "Biblia Paupern," or "Poor Man's Bible." From the south front of the University the view is magnificent. It may surprise even many well-versed in Glasgow history to learn that the site of the University was, at one time, occupied by the Gilmorehill Hydropathic Establishment, which offered to business men in these days a quiet and rural retreat at a very moderate cost. Emerging from the park by way of Kelvingrove Street, we find ourselves at the junction of Sauchiehall Street and Dumbarton Road. Mounting a Whiteinch car, we cross the Kelvin and enter the burgh of Partick. Over the Kelvin Bridge, on our right, is seen the Western Infirmary, built in 1871-74 at a cost of £100,000, and greatly extended within recent years. It is built on the block and pavilion system, and occupies a site of 13 acres. A few yards further on, on the same side, is Anderson's Medical School, founded 1799, and on the left may be noticed the celebrated Partick Flour Mills, which were granted by the Regent Murray to the Bakers' Corporation of Glasgow, after the Battle of Langside. One part of the burgh of Partick is very ancient, while the remainder is laid out in fine streets and terraces of residential mansions and modern villas. On our right, at Hamilton Place, is the West of Scotland Cricket and Football Ground, an exceedingly well-kept enclosure.

The western part of Whiteinch differs from every other suburb of Glasgow, being laid out in very pretty cottages with gardens attached. Quitting the car at the terminus, we turn to the right and enter Victoria Park, which is admirably laid out and has an ornamental sheet of water. In the park is the celebrated **Fossil Grove**, now protected by a neat building. The tourist should not miss seeing these wonderful tree roots, the age of which no scientist has ventured to indicate. These natural curiosities were discovered by workmen when

engaged in cutting a road.

Again taking a car at the terminus, we pass through Partick, and follow the line of Dumbarton Road. Passing Finnieston

Station on the right, and Finnieston Street, at the foot of which is the Harbour Tunnel communicating with the south side of the river, we come to the district known as Anderston. In ancient times it was a properly constituted burgh. On the left is St. Mark's United Free Church, a handsome building with a tall steeple. At Anderston Cross there is a station of the Caledonian Underground Railway. In this part many handsome new buildings have been erected, and the old houses of the Anderston weavers have almost disappeared. During our progress eastward, along Argyle Street, we obtain occasional glimpses of the Broomielaw, with the shipping in the river. Between Main Street and West Campbell Street, on the left, is the Blythswood Hotel, a favourite commercial house. From this point there will be noticed many buildings towering skywards, and all of them devoted to commercial purposes.

On the south side of Argyle Street, leading to the Broomielaw, is Oswald Street, on the east side of which is the Old Scotch Independent Chapel, a tasteful edifice. On the left, at Hope Street, is the new Underground Central Station of the Caledonian Company. It communicates with the high-level station, and affords a ready means of travelling

either to the east or west.

Passing underneath the handsome viaduct which carries the Caledonian Railway Company's main line across the street, and passing on the left the Argyle Street front of the Central Station, and the "Drooko" umbrella manufactory of Mr. Joseph Wright on the right, we again reach our starting point, Jamaica Street corner.



ROUTE FOUR.

Gordon Street—Hope Street—Bothwell Street—Elmbank Street—St.
George's Road—Great Western Road—Botanic Gardens—Maryhill
—Ruchill Park, Possilpark. Returning by Garscube Road and
New City Road.

EAVING Jamaica Street corner we again proceed northwards and turn into Gordon Street on the left. Here on the right is the Grosvenor Restaurant, the most recherche of its kind out of London, and further along is the Corn Exchange Restaurant, one of the oldest and best-known in the city. We may here remark that there is no city in the world where the wants of the inner man are so well catered for, and in such a variety of ways and moderation in price as in Glasgow.

The Central Station of the Caledonian Railway Company occupies almost the entire left of Gordon Street, and the left hand side of Hope Street right down to Argyle Street. The Central Station Hotel is an exceedingly popular house, and the Central Station Restaurant is much frequented by the merchants and professional men in the vicinity. Opposite Gordon Street, in Hope Street, is a handsome block of buildings known as the Central Chambers—originally intended for

a hotel.

To the left, and facing the Hope Street front of the Central Station, is the Corn Exchange, a very handsome building where the farmers hold their weekly market. Immediately adjoining are the new offices of the Glasgow Evening News and the Scottish Referee. The Evening News is an exceedingly enterprising, popular, and ably-conducted paper; indeed, it is far ahead of many of its London contemporaries in these respects. The Referee, Scotland's only athletic paper, is a favourite with all those interested in sport.

Further down the street are the Atlantic Chambers, while at the north-east corner of Gordon Street are the Standard Buildings. A little further up Hope Street is a daintily designed building, devoted to the work of the Scottish Temperance League. The Liverpool, London & Globe Insurance Buildings, and the Norwich Union Chambers are at the southeast and south-west corners of Hope Street and St. Vincent

Street respectively.

Crossing Hope Street to Bothwell Street—a thoroughfare daily growing in importance—the splendid offices of the Allan Line Steamship Company are seen at the left hand corner of Wellington Street. On the south-west corner is the Conservative Club. It is a handsome structure, and one of the most luxuriously furnished club-houses in Scotland. A short distance down Wellington Street stands Hengler's Circus. In Bothwell Street, on the right, at Wellington Street, is the imposing block of buildings known as the Central Agency, Limited, a syndicate, which includes J. & P. Coats, Clark & Co., and other well-known thread manufacturers. On the left, at the corner of West Campbell Street are the offices of the City Line of Steamers.

Å little further along on the right we come to the extensive and imposing buildings belonging to the Glasgow United Young Men's Christian Association. The original or central portion, which is surmounted by a tower 126 feet high, was completed in 1879 at a cost of about £29,000, and opened by the late Lord Shaftesbury. The institution contains a large hall for devotional and other meetings, a library, reading-room, class-rooms, and a restaurant. On the east side is an extensive Bible Training Institution, and on the west a Y.M.C.A. The whole forms a splendid structure, creditable to the city, as showing the flourishing condition of the G.U.Y.M.C.A. A little further west a fine view is obtained of St. Vincent Street United Free Church, standing on the Proceeding westward, we come to Bothwell Circus, where are situated the extensive premises of Messrs. Maclure & Macdonald, lithographers, printers, &c.

Leaving Bothwell Street and crossing St. Vincent Street to Elmbank Street, we pass the Glasgow High School on our right, a handsome building in the Florentine style, ornamented with statues by Mossman. At the south corner of Bath Street is Renfield United Free Church, a very handsome structure. This church was, for many years, the scene of the ministry of Professor Marcus Dods, and later of that of Rev. W. M. Macgregor, now of St. Andrew's United Free Church, Edinburgh. To the westward at the south-west corner of Holland Street is Bath Street United Free Church,

erected in 1875-76, at a cost of £9,000. At the north-west corner stands Blythswood Parish Church, whose minister, Rev. W. Fergus, by the striking originality of the titles of his

Sunday evening lectures, draws enormous crowds.

In a few minutes we reach Sauchiehall Street. A short distance further west we come to St. George's Road at Charing Cross. Here in 1900-1 a great improvement was effected by the erection of a fine semi-circle of shops on the right, and the widening of Woodlands Road which strikes off to the left. We now proceed by way of St. George's Road, past West Princes Street, where the 1st L.R.V.—Glasgow's crack volunteer regiment—have their magnificent drill hall, to St. George's Cross, where St. George's Road, New City Road, and Great Western Road converge.

Great Western Road is one of the finest and most regularly built thoroughfares in Glasgow, and extends from St. George's Cross to Anniesland the western limit of the city. Proceeding along Great Western Road, we come on the right to St. Mary's Episcopal Church—a very imposing structure. It was built in 1870-71, in the early pointed style, after designs by Sir G. Gilbert Scott, and cost about £35,000. the left is Woodside Parish Church, and further along is Park Road, leading to the West-End Park, and near the entrance to the park is St. Silas' Episcopal Church. On the right, between Lansdowne Crescent and Rosebery Terrace, is Lansdowne United Free Church, built for the late Dr. Eadie. It was erected from designs by J. Honeyman in the middle pointed style, with western entrance in cathedral fashion. It has a street frontage of 156 feet, a beautiful tower, and a slender spire rising to the height of 220 feet. The following rhyme is said to have been written in chalk on the principal entrance on the opening day:-

> "This church is not for the poor and needy, But for the rich—and Dr. Eadie."

On the left is the Kelvinbridge Station of the District Subway. While crossing the Kelvin by the Great Western Bridge, erected in 1890-91 at a cost of £45,000, the Kelvinbridge Station of the Caledonian Railway will be observed on the left, and the Glasgow Academy on the right. Further on, at the corner of Bank Street (which leads to the West-End Park and the University) are the handsome premises of Messrs.

Cooper & Co. The building is surmounted by a clock tower. At the corner of Byres Road is Kelvinside United Free Church, built in 1867, and immediately opposite is the principal entrance to the

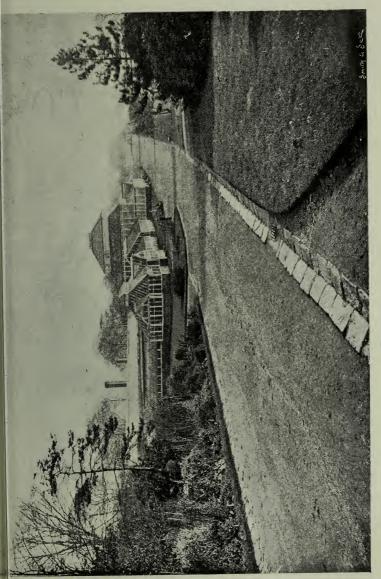
BOTANIC GARDENS.

Visitors will find much to interest them in the Gardens and the Kibble Crystal Palace. The gardens extend to 28 acres, and, since they became the property of the Corporation in 1891, have been greatly improved, and are open free of charge. They occupy a picturesque slope, descending to the Kelvin, and are beautifully laid out. It is computed that they contain about 20,000 botanic specimens. The Kibble Crystal Palace stands near the entrance to the gardens. It was presented by Mr. Kibble, of Coulport, Loch Long, and was removed from there and erected in the gardens in 1872. The building has two domes, rising to a great height, and can accommodate 7,000 people. The Winter Gardens are well planned, and have extensive glass-houses containing a large and beautiful collection of exotics, named and classed. During the summer months the Corporation arrange for afternoon and evening performances by many excellent bands twice weekly. This applies to all the parks and open spaces controlled by the municipality. Returning to the Great Western Road, a run on a car to the Western terminus, viewing by the way the palatial residences of merchant princes, can be commended.

A short distance to the south-west, on Dowanhill, stands the Royal Observatory, a fine modern structure commanding an extensive view. Looking down Kirklee Road, to the right, will be seen Kelvinside Academy. Half a mile further on, on the left, is the Glasgow Royal Lunatic Asylum, Gartnavel, erected in 1842 at a cost of over £45,000. It forms a square mass of buildings, in a mixed style of Saxon and Gothic.

The return citywards is made until Botanic Gardens Station is reached, where we take train for Maryhill. A few minutes brings us to Maryhill Station, from which we step into Gairbraid Street.

On our right is The Soldiers' Home, a neat edifice, open to visitors, and further along we come to the Barracks. The Barracks cover a large space of ground and are exceedingly well built, with all the latest improvements, and compare



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favourably with any in the kingdom. A little further on a viaduct carries the canal across Gairbraid Street, and beyond

this we come to Maryhill proper.

Once a rural village and then a burgh, Maryhill is now annexed to Glasgow, and already the spirit of improvement is abroad, most of its quaint old shops and houses having been swept away. It is closely connected with coal mining, there being pits in the immediate neighbourhood. From the car terminus, 'buses run through the Garscube estate by Canniesburn Toll to Bearsden and Milngavie, and the drive is a delightful one. Beyond Milngavie are situated the immense reservoirs where the Loch Katrine water is stored for the city. A short walk to the right at the terminus will take the visitor to Maryhill Park, a rural spot which is being greatly improved by the Corporation.

Returning citywards by car, and leaving it at Lochburn Road on the left, immediately after passing the Canal Viaduct, the Western Necropolis and the Glasgow Crematorium —the property of the Scottish Burial Reform Cremation Society -may be visited. This unique building stands on the summit of the Western Necropolis, and is the only building of the kind in Scotland. It contains incinerating apparatus upon the most perfect system yet invented. By application to the resident superintendent, visitors may see through the beautiful, cruciform, marble pillared chapel and chancel, with their richly moulded lancet windows. The incinerating rooms are interesting, and should also be inspected. The Western Necropolis is beautifully laid out, and has many interesting monuments. Returning to Gairbraid Street, passing the Barracks on our right, and further on the East Park Home for Infirm Children on the left, we come to Bilsland Drive, a short distance along which brings us to the entrance to Ruchill Public Park.

Ruchill Park, which belongs to the Corporation, affords, on a clear day, an extensive view of the city and surrounding district. To the north of the park is the Ruchill Fever Hospital, erected by the Corporation at a cost of £230,000. It has accommodation for 408 patients, and was opened by H.R.H. Princess Christian in July, 1900. A short walk to the north brings us to Possilpark, another rising suburb where Messrs. Walter Macfarlane & Co.'s celebrated Saracen Foundry is situated. The buildings are handsomely designed, and

cover an area of fourteen acres, and occupies the site of Ruchill House, formerly the residence of Sir Archibald

Allison, the historian of Europe.

The most convenient way to return to the city is to take a car in Saracen Street. The route lies through Possil and Garscube Roads. At Edington Street is the Glasgow Corporation Electricity Works for the supplying of electricity to the northern, western, and central districts of the city. The open space at the end of Garscube Road is the Phœnix Recreation Ground. On the hill above the recreation ground is Port-Dundas. The visitor may get on board the Fairy Queen and sail up the canal to Kirkintilloch and Craigmarloch. This is a favourite cruise during the summer season.

At the corner of Garscube Road and New City Road is the Established Church Normal School and Training College erected after designs by Messrs. Hamilton in 1837, at a cost of £15,000. At the opposite corner, in the Cowcaddens, is the Grand Theatre. A little further along the New City Road is the Scottish Zoo, which contains a most complete collection of animals, birds, and reptiles, and in which various entertainments are given daily. In the Cowcaddens, on the right, is the Cowcaddens Station of the District Subway, the United Free Church Normal School and Training College, erected in 1846 at a cost of £8000, and a few yards further on the Theatre Royal. The car now turns into Renfield Street, and by way of Union Street arrives at our starting point, Jamaica Street corner.



ROUTE FIVE.

Gordon Street—Mitchell Street—West Nile Street—Parliamentary Road
—Castle Street—Springburn Park.

THIS route is a short one, but to those who wish to see commercial, as well as picturesque Glasgow, it will

undoubtedly prove interesting.

Leaving Jamaica Street corner and proceeding north along Union Street to Gordon Street, on the right, we are in the very centre of the business quarter of the city. Gordon Street is the home of men's hosiers and mercers, and notable among the firms located there is that of Messrs. Baikie & Hogg, shirt tailors, at No. 52. The firm's operations, which extend all over the United Kingdom, France, India, and South Africa, are controlled by the sole proprietor, Mr. R. Martin Hogg, a gentleman much respected and highly esteemed in business, social, and musical circles. Visitors in search of a good selection of Scotch music, either vocal or instrumental, should not fail to look in at the shop of Mr. Frank Simpson, "the popular music-seller," 51 Gordon Street.

At Mitchell Street we board a car for Springburn. From the car terminus we can obtain a clear view of the towers of the *Glasgow Herald* buildings, referred to on page 27. The leading cycle agents are also situated in this quarter, the showrooms of Messrs. Rennie & Prosser, Ltd., V. Jennings & Co., Barber & Co., being in Mitchell Street; that of Mr. Joseph Bradford in Gordon Street; and of Messrs. Gibbon &

Co. in West Nile Street.

Proceeding up West Nile Street we pass, on the right, the Royal Restaurant, and crossing St. Vincent Street, the Gresham Restaurant on the left. At the corner of George Place is the Faculty Hall. A little further up is the Royal Horse and Carriage Bazaar of James Henderson, which occupies the site of the old Prince's Theatre, and above this is the old Accountants' Hall, now occupied by the Highland Distilleries Co. At the left-hand corner of Sauchiehall Street is the Empire Theatre, and turning eastward we see, at

the north-east corner, St. John's Wesleyan Church. Crossing

Buchanan Street, we enter Parliamentary Road.

In Dundas Street, to the right, may be seen Dundas Street E.U. Church, of which Dr. Morrison, founder of the Evangelical Union, and the late Rev. Dr. Fergus Ferguson, were long the successive pastors. It is a Norman triple-gabled edifice, with flanking entrance tower surmounted by a truncated spire, and almost opposite, on the left, is the United Free Tron Church, behind which is the hall in which the United Free Presbytery of Glasgow meet. At the foot of the street is an entrance to the Queen Street Station of the North British Railway. In Cathedral Street, at the corner of Hanover Street, is Allan Glen's School, a prominent educational institute for boys.

In Parliamentary Road we come to, on our left, the City Poorhouse. Originally a lunatic asylum, it was purchased in 1840 by the poor law administrators for £15,000. amalgamation, in 1898, of the Parish Councils of the City and Barony parishes, and the increasing value of the site, would seem to indicate that other buildings will occupy the ground in the near future. Further east, on the right hand side, in Catherine Street, is the Catholic Apostolic Church. It is a handsome edifice, built in the Gothic style, with a great wheel window. A little further east is Macleod Memorial Parish Church, erected in memory of the late Dr. Norman Macleod, the famous minister of the Barony Parish, and whose book, "The Starling," was the pioneer of what is now styled the "Kailyaird" novel. Near the eastern extremity of Parliamentary Road is Martyrs' Parish Church. takes its name from the fact of two martyrs of the covenant having been put to death in the neighbourhood. The monument erected on the spot of their martyrdom is referred to on page 38.

Crossing the Monkland Canal, the visitor finds himself in a grim manufacturing region. On the left hand, stretching along the canal bank, is the celebrated St. Rollox Chemical Works of Sir Charles Tennant, Bart., and Co. The works are distinguished by their great chimney stalk, 435 feet high, and which is one of the tallest in the United Kingdom. St. Rollox takes its name from a chapel built on the moor to the north of the city, and dedicated to St. Roche, who, in the fourteenth century, cured the sick of the plague at Acquapendenta, in

Italy. The Glasgow people called him St. Rollox, and so the name remains.

A short distance to the north-west, along the banks of the Forth and Clyde and Monkland Canals, is Port-Dundas. There are factories, storehouses, and granaries on every side, and here also is the famous Townsend Stalk. It is 454 feet high, and at the base has a diameter of 50 feet, thus forming the tallest chimney in the world. Here also is the harbour of the Forth and Clyde Canal, and the Monkland Canal, and presents the unique spectacle of vessels of considerable tonnage lying at anchor on ground much above the level of the sur-

rounding plain.

In Charles Street, to the right, are the great malleable iron works of the Glasgow Iron and Steel Company. A little further north, on the left, is St. Rollox United Free Church, and on the right the St. Rollox Locomotive Works of the Caledonian Railway Company, where the famous Dunalastair engines were designed and constructed. On the left, at Pinkston, between St. Rollox Chemical Works and Sighthill Cemetery, is the Main Generating Station of the Glasgow Corporation Electric Tramway. A few yards further we reach Sighthill Cemetery, which comprises about 12 acres of ground. It covers the shoulders and summit of a rising ground, and commands a magnificent view of the basin of the Clyde. The cemetery is entered by a fine gateway, and has a number of finely sculptured monuments, among them being an obelisk to the memory of Hardie and Baird, who were executed at Stirling for taking part in the political outbreak in 1820. Immediately opposite the cemetery is Sighthill Goods Station. At Germiston, which can be reached from Petershill Road, are the Galvanizing and Copper Works of Messrs. F. Braby & Co.; and at Barnhill, a little further on, the Atlas Locomotive Works of Messrs. Sharp, Stewart & Co. On our left, at corner of New Keppochhill Road, we notice the Springburn Fire Station and Corporation Tramway Stables, and on our right is Sighthill United Free Church.

A short distance further along we come to Springburn, where, on the right, are situated Neilson & Co.'s celebrated Hydepark Locomotive Works. The Locomotive Works of the North British Railway Company are at Cowlairs, a short distance to the west of Springburn. A few minutes' walk from the car terminus will bring the visitor to Springburn Park.

It recently became the property of the Corporation, and a large sum of money has been spent in beautifying and laying it out. The park has an ornamental sheet of water, and is well laid out in walks and terraces.

Beyond Springburn is Bishopbriggs, which is fast becoming a favourite residential district, and a walk thither on a fine day is an exhilarating experience. Train may be taken from either Bishopbriggs or Cowlairs, through the famous Queen Street tunnel, to Queen Street Station, or the visitor may elect to return to Mitchell Street by car, and from which point he can easily return to Jamaica Street corner.



BROOMIELAW BRIDGE.

84

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ROUTE SIX.

Jamaica Street—Broomielaw Bridge—Eglinton Street to Queen's Park
—Langside and Langside Battlefield Memorial. Returning by
Catheart Road—Crown Street—Main Street, Gorbals, and Victoria
Bridge.

ROM Jamaica Street corner we, to-day, turn south from Y Argyle Street and proceed by Jamaica Street. Street is one of the busiest streets in the city, and here the visitor will witness a scene of bustle and commercial activity not soon to be forgotten. On either side the buildings are lofty and the shops spacious and commodious, conspicuous among them, on the left, being R. Simpson & Sons, and Arnott & Co., and on the right, the renowned Colosseum Warehouse. At the foot of Jamaica Street the Clyde is crossed by the Broomielaw or Glasgow Bridge, which, with its enormous vehicular and pedestrian traffic, cannot fail to impress one with the importance and prosperity of modern Glasgow. The history of the Broomielaw Bridge is interesting, inasmuch as it affords a wonderful instance of the rapid growth of the city's commerce. The first bridge was opened in 1772. Although then considered ample, it became, in 1833, totally inadequate to cope with the increasing traffic, and a new bridge, designed by Thomas Telford, the famous bridge builder, was opened in 1836. It was then the widest and most spacious bridge in the United Kingdom. In 1896 it was again found insufficient. The new bridge, as now seen, was opened in the summer of 1899. The bridge is 80 feet wide, and on each side of the tramway lines are two carriage tracks, which, from early morn till dewy eve, are traversed by a continuous stream of carriages, carts, lorries, &c., &c. A small part of Telford's Bridge has been incorporated in the new structure, which cost close upon £100,000.

To the left is the upper harbour, where small vessels are moored, and to the right is Glasgow harbour proper, which is referred to in Route Seven. West of the Broomielaw Bridge

is the handsome viaduct of the Caledonian Railway Company, which carries their main traffic across the river to and from the Central Station. Facing the river, on our left, is Carlton Place. One of the houses in Carlton Place was built in the early part of last century, and the interior was richly decorated by Italian artists, a full account of which is given in Mr. A. H. Millar's Quaint Bits in Glasgow, 1887. On our right is the Bridge Street Station Hotel and Clyde Place (leading to Kingston Dock), wholly occupied by nautical instrument makers, ships' stores, seamen's outfitting establishments, &c. The building with the massive columns, on the right of Bridge Street, was formerly the entrance to Bridge Street Station. It is now occupied by a furnishing warehouse. Passing Oxford Street on the left-in which, on the right, is the new Southern Police Office—we come, on the right, to the new Bridge Street Station of the Caledonian Railway. Passing Norfolk Street, a few yards along which, on the right, is Laurieston Parish Church, a massive building with a tall spire, we enter

EGLINTON STREET,

which is a continuation of Bridge Street. Here we notice, on the left, Bridge Street Station of the District Subway. Further south, on the same side, at the corner of Bedford Street, is Eglinton Street United Free Church. On the right is the Emmanuel Baptist Church. The Glasgow and South-Western Railway crosses the street just above Cumberland Street by a double viaduct, under which is the entrance to the new and commodious Eglinton Street Station. At the corner of Devon Street, on the left, is Eglinton Street Congregational Church. The Caledonian Railway runs parallel with Eglinton Street, and the district on the other side of the railway is almost entirely devoted to factories and works. Eglinton Street Station is on the right, near the point known as

EGLINTON TOLL.

where Eglinton Street, Victoria Road, Pollokshaws Road, and Maxwell Road meet. In Pollokshaws Road, to the left, are the Glasgow Corporation Electricity Works, erected in 1900, for the supplying of electric light and electric force to the southern portion of the city and suburbs. At the corner of

Maxwell Road are the premises of the Southern Section of the Glasgow United Young Men's Christian Association. Here the visitor may take a car in Pollokshaws Road, where, successively, he will pass, on the right, St. Ninian's Episcopal Church, erected in 1870 at a cost of nearly £4,000; the Corporation Tramway Stables; Strathbungo Parish Church, on the left; the suburbs of Strathbungo and Crossmyloof; and the pleasant residential district of Shawlands, and so on to the ancient burgh of Pollokshaws. The old town is worthy of a visit, although "the Queer Folk o' the Shaws" live now only in song and story.

By proceeding along Maxwell Road, which runs to the right at Eglinton Toll, the fashionable residential district of Pollokshields is reached. Near the western extremity of Pollokshields is Maxwell Park. The park was presented to the town by Sir John Stirling Maxwell, Bart., M.P. for the College division of Glasgow. It has been laid out in a very

tasteful manner, and is fast becoming a popular resort.

Leaving Eglinton Toll we continue our route along Victoria Road, at the junction of which and Pollokshaws Road will be seen the Victoria United Free Church. On our left are the Victoria Baths, and the Samaritan Hospital for the treatment of diseases of women, and on the right, in Coplaw Street, the Drill Hall of the 3rd L.R.V. A short distance further and

we reach the car terminus at the Queen's Park gate.

Crosshill and Govanhill, now incorporated with the city, comprise many fine streets and terraces, and have long been a favourite residential quarter. Camphill Established Church, at the corner of Queen's and Albert Drives, built in 1873 at a cost of about £7,000, is a large and massive edifice, with a noble spire rising to 190 feet. The chief attraction in the district, however, is the Queen's Park, which, in the eyes of many, takes the first place amongst the city parks. It faces the north, and rises by easy gradient to a central rounded summit, commanding from thence a magnificent view of the basin of the Clyde and the valley of the Cart.

Entering the park and ascending the steps to the higher ground, by turning to the right the visitor will reach the artificial mound on which the flagstaff is erected. The splendid panorama presented by city and country will amply repay the trouble. To the north is the basin of the Clyde, with the vast extent of Glasgow with its countless spires and chimney stalks

spread before him. To the south-west the green undulating country stretches for miles, bounded on the distant horizon by the peaks of the Argyllshire hills. On the low ground between the flagstaff and Pollokshaws Road is Camphill House and grounds, the park thus extending from Shawlands on the one side to Mount Florida on the other.

Including Camphill House and grounds, it extends to about 150 acres, and has cost the Corporation close on £170,000, but the feuing ground in their hands is estimated as worth £40,000. The original portion of the park was laid out from designs by Sir Joseph Paxton, in flower plots, walks, terraces, and shrubberies. Within recent years nursery gardens have been formed and a fine range of greenhouses erected, which latter are open to the public. The public rooms of Camphill House were, in 1895, considerably altered to plans adopted by the Museum Committee of Glasgow Corporation, and the building now serves the purpose of a district Art Gallery.

Returning to the main road crossing the park, and quitting it by the south entrance, the suburb and battlefield Langside is reached, where the army of Mary Queen Scots was totally defeated by the Regent Moray on 13th May, 1568. On the spot where the battle is said to have raged fiercest stands Langside Battlefield Memorial. monument is in the form of a column 58 feet high, and has a rusticated base and enriched shaft, with capital and pedestal. The upper part of the base is panelled with scroll pediments, and the capital is designed with Scotch thistles, above which is a pedestal supporting the figure of a Scottish lion looking toward the spot where, tradition says, Queen Mary's forces were marshalled before the battle. memorial was designed by Mr. Alexander Skirving, I.A., the ground was given by the Hutchesons' Hospital Trust, and the cost of the column (£600) defrayed by public subscription. The foundation stone was laid by the late J. Wyllie Guild. visitor may well recall that May day, over 300 years ago, when the unfortunate Mary—with all the charm of her unrivalled beauty—listened to the shouts of her followers, and saw them join battle with those whom she regarded as rebels.

> "She stayed her steed upon a hill, She saw them marching by, She heard their shouts, and read success In every flashing eye."

The battle was contested with all the bitterness of contending factions and local rivalry, ending in the total destruction of Mary's army.

"Scattered and strewn and flying far, Defenceless and undone, Alas! to think what she has lost, And all that guilt has won.

Away! away! thy gallant steed Must act no laggard's part, Yet vain his speed, for thou dost bear The arrow in thy heart."

From Langside, Queen Mary fled to England and surrendered herself to Elizabeth, who kept her in more or less close captivity for well-nigh nineteen years. Her life was passed in a succession of intrigues for accomplishing her deliverance, but by a warrant signed by Elizabeth, she was, as is well known by students of history, beheaded in the Castle of Fotheringay on 8th February, 1587. Even to this day Mary Queen of Scots is the subject of fierce newspaper controversy.

On the left of the Langside Battlefield Memorial is Langside Established Church, a very handsome building. A little further along is the Victoria Infirmary, opened in 1889, which has accommodation for 150 patients. Next we come to Langside Deaf and Dumb Institution, erected in 1871 after designs by James Salmon, in the Venetian style. Crossing the recreation ground we reach Mount Florida, a delightful residential district standing on high ground. From here cars run every few minutes into the city.

To the south of Langside is Cathcart, with its romantic castle nestling among the Cathkin Hills. Cathcart is virtually a suburb of Glasgow, and, along with Pollokshields East, Queen's Park, Crosshill, Mount Florida, Langside, Pollokshaws, Shawlands, Maxwell Park, and Pollokshields West, on what is known as the Inner and Outer Circle, Cathcart line of the Caledonian Railway, has a splendid service of trains to and from the city. A visit to the village of Old Cathcart will introduce the visitor to an old-world nook, a veritable sleepy hollow clinging to the skirts of modern Glasgow.

Turning citywards by Cathcart Road, on the right, is Hampden Park—the "classic slopes," as it is called—being the athletic ground and cycling track of the celebrated Queen's Park Football Club. A short distance further along, on the

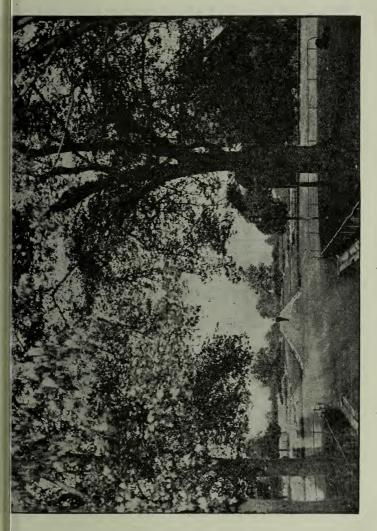
left, is the Crosshill Station of the Caledonian Railway, and Govanhill Burgh Hall. Close by on the right is Cathkin Park (which should not be confounded with Cathkin Braes). the football ground of the 3rd Lanark Rifle Volunteers. Further on, on the left, is Gushetfaulds Station, Caledonian Railway, and at the junction of Crown Street and Cathcart Street is the Wynd Free Church, forming a "gusset;" on the left is the Goods Station of the Caledonian and Glasgow and South-Western Railway Joint Line. This was formerly the city terminus of the Barrhead and Kilmarnock Railway. Opposite are the extensive ironworks of William Dixon, Limited, locally known as "Dixon's Blazes." This immense establishment has a world-wide connection and dates back to fully over a century, and may be described as the crowning industrial feature of Southern Glasgow. Few cities can show in their midst furnaces in full operation, but they can be seen here. Formerly only coal was consumed, but gas has been introduced with great success. Previous to the introduction of the ammonia recovery plant the flames belched forth from the blast furnaces to a great height, and at night illumed the sky for many miles round. More than one reporter, fresh to city work, has mistaken the reflection for a conflagration, and hastened to the spot in the hope of securing "copy."

Caledonia Road, which runs east and west, crosses Crown Street and connects this part of the town with Rutherglen Road, which in its turn connects the south side with the ancient burgh of Rutherglen. In Caledonia Road are many good buildings, conspicuous being Caledonia Road United Free Church, a handsome edifice in the Greek style, with a tower. On the right is the Southern Necropolis, extending to about 11 acres of ground, which is well laid out and has many fine monuments. At the junction of Caledonia Road and Rutherglen Road, handsome blocks of new buildings are being run up, and it looks as if Glasgow were destined to annex

Rutherglen.

CATHKIN BRAES.

One and a-half miles beyond Rutherglen, and about three miles south-east of the city boundary, is Cathkin Park, on Cathkin Braes. It was presented to the city by Mr. James Dick in 1886, and is a favourite place for pic-nic parties, and a pleasant spot to spend a summer afternoon. From the



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Queen's View, at "Queen Mary's Stone," which is within the park, a most extensive and varied view of the Clyde valley may be obtained.

CROWN STREET.

From its junction with Cathcart Street, Crown Street extends in a straight line to Albert Bridge, which connects with the Saltmarket. On the right, we pass St. Ninian's Established Church, a handsome edifice; Hutchesons' Grammar School (Boys), an extensive building with a tower, belonging to the Hutchesons' Hospital Trust; and the South-Side Assembly Rooms.

Main Street, which runs from Cathcart Street to the Victoria Bridge, passes through the ancient burgh of Gorbals, now included in Glasgow. The name Gorbals is a singular one, and its meaning and origin has led to many learned disputes with no very satisfactory result. On the right is the Gorbals Station of the Glasgow and South-Western Railway. Of the old houses—with their picturesque, thatched roofs and small windows—only one remained, at the time of writing, in the main street; but there are several, including the "Rob Roy Tavern," at the corner of Bedford Lane. A little further on, on the same side, are the Corporation Public Baths. Opposite are the Grand National Halls. In the same block is the Royal Princess Theatre, the only theatre on the south side, and a very popular place of amusement. A little further on Gorbals Cross is reached. Crossing the Clyde by Victoria Bridge, and so by Stockwell Street Argyle Street is reached, and again we turn west to Jamaica Street corner.



ROUTE SEVEN.

The Broomielaw—Glasgow Harbour and Docks—Shipbuilding Yards.
Returning by Govan—Cessnock Docks—Paisley Road—Morrison
Street—Nelson Street—Bridge Street.

EAVING Jamaica Street corner and proceeding southwards, and turning to our right at the foot of that thoroughfare we reach the Broomielaw, the starting point from Glasgow for the steamer traffic down the Clyde; and, in the height of the season, crowded both with commodious vessels and the human throng of passengers. The place was once overgrown with wild broom, whence the name; and the Clyde was here fordable in the memory of living men. It is sheer hard work in dredging that has made the river navigable to Glasgow by large steamers. The Clyde Navigation Trust has spent over £6,000,000 in bringing the river and harbour to its present state, and the dredging operations are still continuously carried on. The harbour extends to about two miles in length, has an extensive quay frontage, with sheds and cranes capable of lifting any weight up to 150 tons, and a water space of 100 acres. In addition to this there are extensive docks on both sides. Adjoining the Broomielaw Bridge is the Broomielaw station of the Cluthas—small steamers belonging to the Clyde Trust that ply on the river at penny fares. Getting on board one of these steamers, we are at once in the centre of the harbour, at all times crowded with ships which trade between all parts of the world.

Near the foot of Oswald Street, on the right, the popular river steamers—"Columba" and "Lord of the Isles"—start. Close to the Broomielaw, on the east side of Robertson Street, are the palatial offices of the Clyde Navigation Trust. The building is a splendid one, and the offices are finely fitted up. Conspicuous at the corner of James Watt Street is the Sailors' Home, a handsome building with a fine round tower. Both these institutions are fine examples of what we may term naval architecture. On the south side of the harbour we notice a colossal drawbridge which spans the

entrance to Kingston Docks, extending to about 10 acres, and which cost £160,000.

The buildings seen towering above the dock are those of the Scottish Wholesale Co-operative Society in Morrison Street. In quick succession we pass Springfield Quay, and Terminus Quay on the left, and Lancefield Quay on the right. At the latter will probably be seen one or two large steamers receiving their engines and other machinery, and for the handling of which several powerful cranes have been erected

on the quay-side.

At Finnieston, tourists will be interested in the ponderous ferry. This floating bridge was built by Messrs. William Simons & Co., Renfrew. It has an elevating deck by which eight loaded carts with horses, besides 300 foot passengers, can be embarked and landed level with the quay at any state of the tide. Underneath where the ferry plies is the Harbour Tunnel, opened in 1895, and which cost over £150,000. It gives accommodation for both vehicular and passenger traffic, and is approached by hoists and elevators.

Beyond the ferry on the right is Stobcross Quay, where the Anchor Line steamers are berthed. At the western end is the Queen's Dock, with a quayage of 3,334 yards, and a depth at low water of 20 feet. The Queen's Dock is divided into three basins, and here the North British and Caledonian

Railways have goods and mineral stations.

Opposite Stobcross Quay is Plantation Quay, where the steamers of the Allan Line find accommodation. Further on is the entrance to the Prince's Dock, formerly known as the Cessnock, opened in 1898 by T.R.H. the Duke and Duchess of York. It has a water area of $34\frac{2}{3}$ acres. It is divided into north, centre, and south basins, with an outer basin giving access to these. There are three commodious graving docks facing the entrance, the largest of which has an entrance 83 feet wide. The dock is the largest in Scotland, and took twelve years to construct. The total cost of this gigantic scheme was close on £1,000,000 sterling.

The foreign cattle trade, which has now attained vast dimensions, is provided with extensive lairage and slaughter-

house accommodation at Pointhouse Wharf, Yorkhill.

We are now clear of the harbour, and the clanging of countless hammers clearly indicates that we are in the very heart of the shipbuilding industry. On the north side is the

vard of Messrs. A. & J. Inglis at Pointhouse, while on the south side is the establishment of Messrs. Beardmore, formerly R. Napier & Sons. Close to this is the London and Glasgow Company's yard, and the yard of Messrs. Mackie & Thomson. At Meadowside, on the right, is the vard of Messrs. D. & W. Henderson, who have a world-wide reputation for yacht building. The "Thistle," the "Britannia," the three "Valkyries," and the Kaiser's yacht "Meteor," were constructed The firm also built most of the Anchor Liners, and some of the swiftest Clyde steamers, including the "Lord of the Isles." Further down on the opposite side is the famous Fairfield Shipbuilding and Engineering Yard, one of the largest establishments of the kind in the world, and employing in the busy season seven thousand men. The "New York," "Paris," "Campania," and "Lucania," and others of the Atlantic greyhounds were built here, and the firm has also built vessels of war, from battleships downwards, for the Government. This vast establishment, originally known as "Elder's Yaird," owes much of its success to the untiring energies and business perspicacity of the late Mr. John Elder and the late Sir William Pearce, Bart., two men whose names will be honoured in Govan and in Glasgow as long as the Clyde shall run.

On the north side, at Whiteinch, is the yard of Messrs. Barclay, Curle & Co., and opposite, at Linthouse, where the downward journey of the Clutha ends, is the establishment of Messrs. Alex. Stephen & Sons, shipbuilders. A visit to one or other of these great shipbuilding yards will be full of interest to all who can discern in such forms of busy activity much, at least, of the secret of our national greatness. On the whole, these yards are, and must remain the greatest sight of

prosperous, ambitious, energetic Glasgow.

The tourist may either return by the Clutha or land at Linthouse, proceed to Govan and take a car for Jamaica Street, or he may leave at Whiteinch and take a car via

Partick by which he will reach Jamaica Street.

Leaving the Clutha at Linthouse, a short walk will bring the visitor into the centre of Govan. Govan is purely a business suburb, and owes its prosperity to the shipbuilding industry. The origin of the name Govan has given rise to much discussion. It has been suggested that as the Clyde, then a shallow stream, ran through the parish, the Gaelic words Gain-han (pronounced Gav-an), a ditch, were the origin of the name. Ancient writers frequently refer to the place as "Meikle Govan."

On the south side of the road, between Linthouse and Govan, will be seen Merryflatts Poorhouse, belonging to the Govan Combination Parish Council, and which is one of the largest institutions of the kind in Scotland. At the car terminus is the Elder Park, presented to the burgh by Mrs. Elder, and formally opened by Lord Rosebery on Saturday, 27th June, 1885. The park is very tastefully laid out, and has proved a great boon to the inhabitants of Govan. In the park is a bronze statue of John Elder, the famous engineer, erected May, 1888, by public subscription. A little further east is Govan Parish Church, standing in the centre of an old burying ground. At Govan Cross is St. Mary's Free Church, a stately structure with a fine Gothic front, and the Lyceum Theatre, one of the most tastefully appointed theatres in the provinces. A bronze statue of Parliament for the Burgh of Govan, erected in 1894 by public subscription, stands here.

In Govan Road is Govan Municipal Buildings, erected in 1900 at a cost of £50,000, and opened on 14th January, 1901, by Provost Kirkwood, who marked the occasion by giving a banquet to the members of the Town Council and other invited guests. Visitors can see through the chambers

on application to the Curator.

Visitors will probably find it convenient to take a car for the return journey. Passing through Govan—with the river on our left, with its forest of masts and funnels—the car reaches the Prince's Dock, already referred to on page 95. The Tramway line skirts the southern margin of the dock, and from our vantage ground, on the top of a car, a splendid view of the docks may be had, when the extent of the undertaking will be fully and clearly understood. Passing the docks, the car arrives at Paisley Road Toll. To the westward is the residential suburb of Ibrox, where the ground of the Rangers Football Club is situated. Beyond the Ibrox car terminus is Bellahouston Park, acquired a few years ago by the Corporation. There is little to interest the visitor in Paisley Road until the buildings of the Scottish Wholesale Co-Operative Society are reached. These splendid buildings

are second only to the Municipal Buildings, and were built, it is said, from designs rejected by the Corporation. Outwardly these offices present a most imposing appearance, and inside are fitted up in a most handsome manner. The buildings form a square, with four fronts and a quadrangle in the centre, and are the finest co-operative buildings in the kingdom.

Proceeding by Morrison Street to Bridge Street, and thence by the Broomielaw Bridge to Jamaica Street, we again reach

Argyle Street and Jamaica Street corner.



WESTERN INFIRMARY.

THE

SCOTTISH **Z00**

AND VARIETY CIRCUS, NEW CITY ROAD, GLASGOW.

The HOME of PLEASURE and INSTRUCTION!

Admitted at once to be the most Popular Place of Amusement in Glasgow.

The ZOO contains the Finest Collection of

Beasts, Birds, and Reptiles in Britain

(LONDON EXCEPTED)

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(Which is entirely optional),

Is admitted to be the Smartest and Best Programme yet seen in Scotland, and embraces Equestrian and Variety Talent of the first order.

Two Performances daily, at 3 and 8.15.

Prices. 1s. 6d., 1s., and 6d.

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ADMISSION. SIXPENCE

The IDEAL PLACE to SPEND a PLEASANT DAY.

Sole Proprietor, E. H. BOSTOCK.

RAILWAYS, &c.

HE railway service to and from Glasgow to all parts of the country, and especially to the West coast, is exceptionally good. The trains between Edinburgh and Glasgow are frequent and fast, while the fares are low, and the service all that could be desired. The tourist routes to the Western Highlands and the North of Scotland radiate from Glasgow. The stations throughout the city are numerous and conveniently placed. The three great Scottish lines, the Caledonian, North British, and Glasgow & South-Western, have magnificent terminal stations in the city.

CENTRAL STATION.

The Caledonian Railway Company's Central Station is a splendid building, surmounted by a tower. It has a fine frontage to Gordon Street, with entrances from Argyle Street, Union Street, and Hope Street. Its chief entrance is in Gordon Street. The station and its sidings cover nearly eight acres of ground, and, with the approach lines, cost nearly £1,500,000 sterling. Recent extensions have largely increased this sum. It is built on a level only slightly higher than Gordon Street, which bounds it on the north, but as the land on which the city is built inclines rapidly toward the river at this spot, the rails are sufficiently elevated to allow of their being carried over Argyle Street on a lofty bridge. railway crosses the Clyde by a spacious and noble viaduct virtually connecting the Central with Bridge Street Station. The Central Station has 10 long and spacious platforms. roof is in arc span, and measures about 210 feet from wall to wall, and is 620 feet long. A part of the building consists of a first-class hotel, and the waiting and refreshment rooms are well fitted up and commodious. The ordinary traffic to and from the Central Station averages over four hundred trains The level of Argyle Street is reached by broad flights of steps. At Hope Street are the entrances to Argyle Street underground station. The Underground Railway extends to

Rutherglen in the south-east and to Maryhill in the north-west. There is a large local traffic from the Central Station to all parts of the city and suburbs—notably on the Cathcart circular route. The Underground Railway brings the busy manufacturing districts of Bridgeton and Parkhead into direct communication with the centre and west of the city. This line—running as it does underneath such busy thoroughfares as the Trongate, Argyle Street, and Dumbarton Road—is a great engineering triumph, and cost a large sum. From the Central Station, trains run direct to Gourock and Wemyss Bay; from whence the Caledonian Steam Packet Company convey passengers to the health resorts on the coast. Trains are also run to Ardrossan, connecting with the popular daylight service to Belfast.

ST. ENOCH STATION.

St. Enoch Station, in St. Enoch Square, the terminus of the Glasgow & South-Western Railway, is an imposing building, in the same style as the Midland Station at St. Pancras, London. The front portion is utilised as a first-class hotel, and its waiting and refreshment rooms are of quite a luxurious character. Its glass roof, of a single span, measures 205 feet from wall to wall, is 525 feet long, and 84 feet high. The station was opened by King Edward VII., then the Prince of Wales, on the 17th October, 1876. The general offices of the company are located in the northern portion. It has ample accommodation for passenger traffic, having six platforms, each over 950 feet long by 30 wide. The railway is carried across the Clyde on a splendid viaduct. The City of Glasgow Union Railway serves the purpose of joining the North British and Glasgow & South-Western systems, constituting an important link between the north and south. The exchange station at Bellgrove enables passengers from Edinburgh and every portion of the North British system to reach Greenock, Ardrossan, Paisley, Kilmarnock, Ayr, Stranraer, and all the coast towns served by the Glasgow & South-Western. From Bellgrove the railway extends northwards to Duke Street, Alexandra Park, Garngad, and Barnhill, forming-in conjunction with the North British—a circular route round Glasgow to the north of the Clyde. In addition, it affords access to Gallowgate,

Eglinton Street, Pollokshields, Bellahouston, Ibrox, and Govan. The Glasgow & South-Western run fast trains to Fairlie and Largs, from whence their own magnificently appointed steamers convey passengers to the Island of Arran and Campbeltown. There is also a splendid service of trains to the watering places on the Ayrshire coast. The Company also run fast trains to Ardrossan, in connection with the Isle of Man Steamers, and also connect with the popular daylight service of steamers to Belfast.

OUEEN STREET STATION.

Queen Street Station, the terminus of the North British Railway in Glasgow, has an extensive stretch of platforms. The glass roof is about 450 feet long, by 250 feet wide, and is supported by graceful cast-iron pillars. The new route through the West Highlands to Fort-William and Mallaig is from Queen Street Station. The low level platforms are also very extensive, and from them the trains to Craigendoran start, where the company's steamers convey passengers to all parts of the coast. Glasgow has pleasantly situated suburbs extending in all directions, and for exploring these the North British Railway affords great facilities. Starting from Queen Street (Low Level), a circle is put round the city, with stations at College, Bellgrove, Duke Street, Alexandra Park, Garngad, Barnhill, Springburn, Possilpark, Lochburn, Maryhill, Great Western Road, Partick, Yorkhill, Finnieston, and Charing Cross. Diverging near Maryhill there is a branch to the rising suburban resorts of Bearsden and Milngavie, and near Partick a branch leaves for Hyndland, and another for Jordanhill, Scotstounhill, Yoker, and Clydebank. From College there is connection with Gallowgate (Central), and Bridgeton Cross, and from Bellgrove there is a branch to Gallowgate and Main Street, connecting with St. Enoch Station.

BUCHANAN STREET STATION.

Buchanan Street Station of the Caledonian Railway Company is the least pretentious of the railway terminal stations in Glasgow. From here the Caledonian Company conduct their passenger traffic to Oban, Stirling, Perth, and Aberdeen. There is also a large goods traffic.

GLASGOW DISTRICT SUBWAY.

The Subway, as referred to on page 116, offers a ready and expeditious means of travelling to any part of the city. It is worked on the haulage system, and the tunnel is therefore free of smoke and unpleasant odours. The centre station is in St. Enoch Square, and from there the tunnel proceeds north underneath the line of Buchanan Street, then by Cowcaddens and New City Road to St. George's Cross, from thence by Great Western Road to Hillhead, then south by Byars Road to Partick Cross and Merkland Street. The Subway then passes under the Clyde to Govan Cross, and from thence turns east by Copeland Road, Cessnock, Kinning Park, Shields Road, and West Street; crossing Eglinton Street at Bridge Street, the tunnel again passes under the river and reaches St. Enoch Square. There are fifteen stations on the route, placed at convenient points, and the complete circuit is accomplished in 20 minutes. The fare all round is 1½d., any five stations, 1d.





MARBLE STAIRCASE, MUNICIPAL BUILDINGS.

THE MOST COMPLETE and BEST APPOINTED

HAIR GUTTING AND DRESSING ROOMS

IN GLASGOW.

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ONLY FIRST-CLASS ASSISTANTS EMPLOYED.

Hair Perfumery, Toilet Requisites,

The Largest and Cheapest Stock in Glasgow.

Agent for Dr. Verner's Hair Dye. Contains no injurious substance whatever; dyes the Hair to any shade, from the Finest Blonde to the deepest Black.

2s. and 3s. 6d. per Bottle, one Liquid.

GENTLEMEN'S WIGS AND SCALPS A SPECIALITY.

Theatrical Wigs Lent out on Hire.

PLEASE NOTE ADDRESS :

37 UNION STREET.

A. S. MAWER, Gold Medallist, Proprietor.

GLASGOW CORPORATION ELECTRIC TRAMWAYS.

THE equipment of the Corporation Tramways for electric traction is now complete, and affords a remarkable instance of the foresight, energy, and enterprise of the The system is unique so far as the United Municipality. Kingdom is concerned, both in regard to magnitude and method. Indeed, we have to go to America to find anything As originally constructed for horse haulage, the lines, costing £344,965 18s. 4d., were leased by the Corporation to the Glasgow Tramway and Omnibus Company, Limited, for a period of 23 years, dating from 1st July, 1871. The first section was opened for traffic on 19th August, 1872, and others followed in quick succession. The new system was speedily recognised as an important means of locomotion in the city, and a vast improvement on the old lumbering omnibuses; although it was not until 1875 that any dividend was paid. When the question of the renewal of the Company's lease came up for consideration in 1889, it was found that there was a strong feeling in favour of the Corporation taking over the tramways and working them on their own account. The negotiations between the Company and the Corporation proceeded meanwhile, but as each found it impossible to accept the conditions of the other, the Town Council, on 12th November, 1891, passed a resolution in favour of working the tramways as a Corporation department.

The Tramways Committee, which now consists of the Lord Provost and 25 members of the Town Council, on 7th July, 1892, appointed Mr. John Young, general manager of the Corporation tramways. Mr. Young, for 17 years head of the city cleansing staff, in his new role surprised even his most intimate friends by his daring enterprise and fertility of resource. Notwithstanding the large number of horses to purchase (3500), cars to build, equipments of all kinds to provide, many large buildings to erect in various parts of the city, and the entire system to organise in every detail, the car service under the new regime was inaugurated on 1st July,

1894, without a single hitch.

The introduction by the Corporation of the halfpenny fare at which more than a third of the total passengers travel and the extension of the distances for the other fares, have undoubtedly contributed largely to the wonderful development of traffic. Of course the service was also greatly improved and increased. The progressive nature of the undertaking, and its sound and substantial basis, will be better understood by reference to the traffic returns:—1894-95, £222,121 11s.; 1895-96, £328,827 8s. 8d.; 1896-97, £365,761 3s. 10d.; 1897-98, £389,216 9s. 6d.; 1898-99, £433,128 0s. 6d.; 1899-1900, £464,786 15s. 2d. The gross revenue for the year ending 31st May, 1899, was £439,224 1s. 8d.; and the working expenses, £318,105 18s. 1d.—leaving a gross balance of £121,118 3s. 7d. For the year ending 31st May, 1900, the revenue from all sources was £469,965 10s. 11d.; the working expenses, £344,721 11s. 3d.—leaving a gross balance of £125,243 19s. 8d. After deducting payments for interests, sinking fund, &c., and applying a large sum as depreciation, the amount carried to the general reserve fund was £46,568 12s. This fund now stands at £169,492 0s. 6d., and, in addition, there is at the credit of a permanent way renewal fund, £69,600 Os. 8d. On 9th August, 1899, the Town Council passed a minute whereby, instead of an annual payment of £9,000 being made to the fund known as the Common Good, as fixed on 7th March, 1894, the payment should be increased to £12,500 per annum for the three years from 1st June, 1899, to 31st May, 1902, and to £15,000 per annum for the two following years to 31st May, 1904.

For a period of fully six years the Tramways Committee had the question of mechanical traction under consideration. It was not, however, until May, 1897, after the general manager and engineer had visited America and reported very fully on the different systems in operation there, that it was decided to equip the Springburn route, measuring 4½ miles of single track, as a demonstration of the overhead system of electric traction. An electric service was started on the route on 13th October, 1898, and so satisfactory did it prove that, after a short experience, it was finally decided to convert the whole of the tramways to the overhead system. Mr. H. F. Parshall, M.I.E.E., who had been requested to report on the whole question of generating and distributing the current, was appointed consulting engineer for the scheme, which

provides for one high-tension generating station, with five sub-stations. The Main Generating Station is situated at Pinkston, adjoining the Canal, between St. Rollox Chemical Works and Sighthill Cemetery. The station, which is connected with both the Caledonian and North British Railways, is the largest of its kind in Europe. The five sub-stations, for distributing the current generated at the main station, have been erected at the following already existing depots, viz., Coplawhill, Kinning Park, Partick Whitevale, and Dalhousie Street.

In the electric cableways there are three million feet of pipe, which, if laid end to end, would extend over a distance of 568 miles. The scheme is based on a service of 600 cars, with provision for an increase to 900. The whole cost of the new system is estimated at £1,500,000. The total length of the tramways owned by the Corporation at 31st May, 1900, was 75 miles, measured as single track, and, in addition, there are 8 miles of leased lines in Govan. Arrangements have been made with the Corporation of Paisley for the use of the tramway lines in Paisley, between Paisley and the eastern boundary of the burgh, so that when the Corporation tramways are extended to Paisley boundary a through service of cars will be given between Glasgow and the Cross of Paisley.

By the Glasgow Corporation Act, 1899, powers were obtained for the construction of extensions to Paisley, Cathcart,

Rutherglen, Tollcross, and Shettleston.

At the request of the residents and with the consent of all the local authorities, further powers are being sought for the construction of Tramways to Bishopbriggs, Clydebank, Renfrew and Cambuslang. With the completion of all these lines the total length will be over 120 miles of single track, forming a system throughout Glasgow, and connecting it with all the surrounding communities.

The conversion of the system has resulted in no section of the working staff being dispensed with, and probably one of the most remarkable features of the change has been the rapidity and thoroughness with which the drivers, many of them accustomed to horses since infancy, have become adepts, not only in electric car driving, but also in the details of electrical equipment.

Lord Provost Chisholm, in presiding at the annual social gathering of the third section of the employees of the Glasgow Corporation Tramways Department in the City Hall, on 14th February, 1901, referred to the number of employees in the service of the Tramways Department of the Corporation—which he put at 3600—and said he had been asked to estimate what would be the number of the employees with their wives and families. He thought they would represent a population of something like 12,000 and 13,000 persons. That was a larger population than Glasgow had 200 years ago. Those who were engaged preparing, providing, and conducting the car service in the city were themselves a larger constituency than the entire city itself some four or five generations ago. That showed how great was the work in which they were engaged.



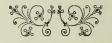
CODDODATION TRAMWAY PADES

| CORPORATION TI | RAMWAY FARES. |
|--|---|
| Maryhill and Queen's Park or Mount Florida (via New City Road or Garscube Road). | Oatlands(Braehead st.)and Douglas st. 129 Crown street and Charing cross Glasgow cross and Park road (head) Queen street and Botanic gardens |
| Maryhill and Barracks gate Barracks gate and 95 Gairbraid street 95 Gairbraid street and Seamore st. | Oatlands (Braehead street) and Park road (head) |
| or Cedar street | Oatlands (Braehead st.) and Botanic gardens |
| 1 New City road and 36 West Nile st. 36 West Nile street and Trongate | Scotstoun, Whiteinch, or Partick and Rutherglen Bridge, London Road, Dalmarnock Bridge or Rutherglen (via Argyle St. or Bothwell St.). |
| Maryhill and 1 New City road Barracks gate and 36 West Nile street 95 Gairbraid street and Trongate | Scotstoun and Whiteinch Whiteinch and Balshagray avenue Balshagray avenue and Partick Partick and Church street Church street and Finnieston Finnieston and Anderston cross or 140 Bothwell street Anderston cross or 140 Bothwell st. and Queen street Union street and Glasgow cross Queen street and Kent street |
| $ \begin{array}{ccc} \text{Maryhill and Trongate.} & \dots \\ \text{Barracks gate and Greenside street.} \\ \text{95 Gairbraid street and Aikenhead rd.} \\ \text{or Eglinton toll} & \dots \\ \text{Seamore street} & \text{or Cedar street} & \text{and} \\ \text{Dixon avenue or Queen's pk gate} \\ \text{1 New City road and Mount Florida.} \end{array} \right\} \label{eq:market} $ | Kent street and Bridgeton cross Bridgeton cross and Fraser street, 557 Dalmarn'k rd. or Rutherglen bdg. Fraser street and London road ter. or 557 Dalmarn'k rd. and Stewart & Menzies' works, Stewart& Menzies' works and Ruther- glen terminus, |
| Maryhill and Aikenhead road or Eglinton toll | Scotstoun and Church street Whiteinch and Finnieston Balshagray aven. and Anderston cr. or 140 Bothwell street Partick and Queen street |
| Maryhill and Queen's park gate or Mount Florida } $2\frac{1}{2}d$ | Church street and Kent street Finnieston and Bridgeton cross Anderston cr. or 140 Bothwell street and Fraser st., 557 Dalmarnock road, or Rutherglen bridge Queen street and London road ter. |
| ${\bf Oatlands}({\bf Braehead}{\bf Street}){\bf and}{\bf Botanic}$ | or Stewart & Menzies' works Kent street and Rutherglen terminus |
| Gardens (via Hope Street, Bothwell | Scotstoun and Anderston cross or 140 |
| Street, and Woodlands Road). Oatlands (Braehead street) and 129 Crown street 129 Crown street and Glasgow cross Glasgow cr. and Queen st. or Union st. Queen street and Douglas street Douglas street Charing cross and Park road (head). | Bothwell street Whiteinch and Queen street Balshagray avenue and Kent street Partick and Bridgeton cross Church st. and Fraser st., 557 Dalmarnock road or Rutherglen bge. Finnieston and London rd. terminus or Stewart & Menzies' works Anderson cross or 140 Bothwell street |
| Park road (head) and Botanic gdns. | and Rutherglen terminus |

| Scotstoun and Kent street | Anniesland (Crow rd.) and Wellington street |
|--|---|
| Pollokshields and University | Shieldhall or Linthouse and Possilpar |
| Pollokshields and Shields road | or Keppochhill Road. |
| Shields road and Eglinton toll Eglinton toll and Cook street Cook street and Argyle street Argyle street and Wellington street Wellington street and Charing cross Charing cross and University Pollokshields and Argyle street Shields road and Wellington street Eglinton toll and Charing cross Cook street and University Pollokshields and Charing cross Shields road and University \$\frac{1}{2}\text{d}\$ | Shieldhall and Linthouse (Greenhead drive) Linthouse (Greenhead drive) and Elder street. Linthouse (Greenhead drive) and Elder street and Summerton road, Summerton road and Lorne school, Lorne school and Paisley road toll Paisley road toll and Dale street Lorne school and Paisley road toll Paisley road toll and Dale street Lorne school and Paisley road toll Paisley road toll and Dale street Lorne school and Paisley road toll Lorne school and Paisley road toll Paisley road toll and Dale street Lorne school and Paisley road toll Lorne school and Paisley road |
| Pollokshields and University 2d | Livingstone street Livingstone street and Springburn rd. |
| Anniesland or Kelvinside and Dennistoun. Anniesland (Crow road) and Whittingehame drive and Kelvinside (Hyndland road) | Shieldhall and Summerton road Linthouse (Greenhead drive) and Lorne school |
| Botanic gardens and Park road Park road and St. George's cross St. George's cross and Wellington st. Wellington street and Buchanan st. Buchanan street and High street High street and Bellgrove Bellgrove and Dennistoun Anniesland (Crow rd.) and Park road Whittingehame drive and St. George's | Shieldhall and Paisley road toll Linthouse (Greenhead drive) and Dale street Linthouse (Greenhead drive) and Dale street Linthouse (Greenhead drive) and Dale street Living treet and Argyle street Lorne school and Raglan street Lorne school and Possilpark or Livingstone street Lorne school and Springburn road |
| cross | Shieldhall and Argyle street Linthouse (Greenhead drive) and Maitland street |

| | Shieldhall and Raglan street Linthouse (Greenhead drive) and Possilpark or Livingstone street Elder street and Springburn road) $2\frac{1}{2}d$ | Half-way house and Parkhead cross Bellahouston park stn. and Old Edin- burgh road or Maukinfauld road Ibrox and Chester street or Tollcross |
|--------------------------|--|--|
| | Shieldhall and Possilpark or Springburn road } 3d | terminus |
| | | Half-way house and Chester street or Tollcross terminus |
| | Half-way House or Ibrox and Parkhead, | B'houston p'k stn. and Gartocher rd. Ibrox and Barrachnie |
| | Tollcross or Barrachnie. | Half-way house and Barrachnie 3½c |
| | Half-way ho. and B'houston park stn. Bellahouston park station and Ibrox Ibrox and Clutha street Clutha street and Paisley road toll. | Pollokshaws or Shawlands and Alexandra Park or Springburn. |
| | Paisley road toll and Dale street Dale street and Union street Union street and Glasgow cross Glasgow cross and Moore street Whitevale street and Whitevale street Whitevale street and Parkhead cross Parkhead cross and Old Edinburgh road or Maukinfauld road Old Edinburgh road and Chester street or Maukinfauld road and | Pollokshaws and Shawlands |
| | Tollcross terminus Chester street and Gartocher road Gartocher road and Barrachnie Half-way house and Paisley road toll Bellahouston park stn. and Dale st. Ibrox and Union street Clutha street and Glasgow cross Paisley road toll and Moore street Dale street and Whitevale street Union street and Parkhead cross 1d | Craigpark street and Alexandra park Pollokshaws and Cook street Shawlands and Argyle street Regent park square and Hanover st. Eglinton toll and 181 Castle street or 4 Monkland street Cook street and Petershill road or Craigpark street Argyle st. and Springburn or Alexandra park Consider the constant of the constan |
| The second second second | Glasgow cross and Old Edinburgh road or Maukinfauld road Moore street and Chester street or Tollcross terminus Whitevale street and Gartocher road Parkhead cross and Barrachnie Half-way house and Union street Bellahouston park stn. and Glasgow | Pollokshaws and Hanover street Shawlands and 181 Castle street or 4 Monkland street |
| | cross | Pollokshaws and Petershill road or Craigpark street |
| | Dale street and Old Edinburgh road or Maukinfauld road | Pollokshaws and Springburn or Alex- andra park |
| | Tollcross terminus | Springburn and Govanhill or Mount Florida. |
| | Half-way house and Moore street Bellahouston park stn. and Whitevale street Ibrox and Parkhead cross Clutha street and Old Edinburgh road or Maukinfauld road Paisley road toll and Chester street or Tollcross terminus Dale street and Gartocher road Union street and Barrachnie | Springburn and Petershill road . Petershill road and 181 Castle street 181 Castle street and Duke street . Mason street and Glasgow cross . Glasgow cross and Rutherglen road . Rutherglen road and Aikenhead road Aikenhead road and Govanhill (Dixon avenue Govanhill (Dixon avenue) and Mount Florida |
| | | E |

| Springburn and Glasgow cross Petershill road and Rutherglen road 181 Castle street and Aikenhead road Mason street and Govanhill (Dixon avenue) Glasgow cross and Mount Florida Springburn and Aikenhead road Petershill road and Govanhill (Dixon avenue) 1d 1d | Langside (Car depot) and Cook street Prospecthill road and Argyle street Queen's park gate and Wellington st. Eglinton toll and Charing cross . Cook street and Radnor street or Seamore street Argyle street and Lawrence street Wellington st. and Botanic gardens |
|---|--|
| avenue) 181 Castle street and Mount Florida Springburn and Mount Florida 2d Langside or Queen's Park and New City Road (Seamore Street), Kelvingrove or Botanic Gardens. | Langside (Car depot) and Wellington street Prospecthill road and Charing cross Queen's park gate and Radnor street or Seamore street Eglinton toll and Lawrence street Eglorian toll and Lawrence street |
| Langside (Car depot) and Prospecthill road Prospecthill rd. and Queen's p'k gate Queen's park gate and Eglinton toll Eglinton toll and Cook street Cook street and Argyle street | Langside (Car depot) and Radnor st. or Seamore street |
| Argyle street and Wellington street Wellington street and Charing cross Charing cross and Padpar street or | Langside (Car depot) and Botanic gardens $\frac{21}{2}$ |



PLACES OF PUBLIC INTEREST.

Art Galleries-West End Park.

Botanic Gardens—Great Western road—Free.

Cathedral-Top of High street-Tuesday and Thursday, 2d.; other

days, Free. Open 10 till 6.

Cemeteries-Necropolis, beside the Cathedral; Sighthill, North of St. Rollox; Western Necropolis, Lochburn road, Maryhill; Janefield, Great Eastern road; Sandymount, Shettleston; Dalbeth, east end of London road; Southern Necropolis, Caledonia road; Cathcart, New Cathcart; Craigton, Paisley road.

Colleges-United Free Church, head of Lynedoch street, west-end; Queen Margaret, Hamilton drive, Hillhead; Technical, 38 Bath

street and 204 George street.

Court Houses, foot of Saltmarket.

Crematorium-Lochburn Road, Maryhill. Cross Steeple, Old Tolbooth, with 16 Bells.

Exchanges—Royal, Queen st.; Stock, Buchanan st.; Corn, Hope st. Glasgow Royal Institute of the Fine Arts—Sauchiehall street.

Libraries — Mitchell, 21 Miller street, free, over 140,000 vols., 270 periodicals, 9.30 a.m. till 10 p.m. Stirling's Library and Baillie's Institution, 48 Miller street, free, 10 a.m. till 10 p.m. Mechanics'.

38 Bath street. Athenæum, St. George's place.

Monuments—The Queen and Prince Albert, Equestrian; Sir Walter Scott, Robert Burns, Lord Clyde, Sir John Moore, James Graham, James Watt, Sir Robert Peel, Thos. Campbell, David Livingstone, and James Oswald, George square; Pitt, in Corporation Galleries, 206 Sauchiehall street; Duke of Wellington, Equestrian, front of Exchange, Queen street; Jas. Lumsden, front of Royal Infirmary; Rev. Dr. Macleod, James Arthur, and Jas. White, Cathedral sq.; King William, Equestrian, Cross; and Lord Nelson's and Hugh Macdonald's on the Green; near which is St. Andrew's Episcopal Church, the oldest in Scotland; Langside (Battlefield) Memorial, 1560, Langside; John Elder, Elder Park; Sir William Pearce, Govan.

Museums-Hunterian, University, Gilmorehill, 6d.

Music Halls—Empire Palace, Sauchiehall street; Tivoli, Main street, Anderston; Britannia, Trongate; Queen's, Watson street.

New Municipal Buildings - City Chambers, George square.

Parks-Kelvingrove, west end of Sauchiehall street; Queen's, Victoria road, south; Alexandra, Kennyhill, off Duke street; Springburn, Balgray Brae, Springburn; Bellahouston, Ibrox, Paisley road, west; Green, east from Cross; Cathkin, near Rutherglen; Maryhill, Crosbie Street; Ruchill, off Garscube Road; Elder, Govan; Victoria, Whiteinch, in which is the Fossil Grove—well deserving a visit.

People's Palace-Glasgow Green, 10 a.m. till 10 p.m., free.

Theatres—Royal, Hope street; Royalty, Sauchiehall street; Royal Princess, Main street, Gorbals; Grand, Cowcaddens; Metropole, Stockwell street: Lyceum, Govan Cross.

The Scottish Zoo and Variety Circus—New City road. University—Gilmorehill, West End Park.

Parliamentary Divisions of the City.

One Member for Each Division,

No. 1.—The Bridgeton Division.—The First and Second Municipal Wards. Electors, 11,834. Member—C. Scott Dickson, Esq., Solicitor-General for Scotland, M.P. (C.)

No. 2.—The Camlachie Division.—The Third and Fourth Municipal Wards. Electors, 10,325. Member—Alexander Cross, Esq., M.P. (L. U.)

No. 3.—The St. Rollox Division.—The Fifth and Eighth Municipal Wards and parts of the Sixth and Seventh Municipal Wards. Electors, 17,703. Member—John Wilson, Esq., M.P. (L. Ü.)

No. 4.—The Central Division.—The Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth Municipal Wards. Electors, 15,294.

Member-John George Alexander Baird, Esq., M.P. (C.)

No. 5.—The College Division.—The Fifteenth, Sixteenth, and Seventeenth Municipal Wards. Electors, 16,112. Member-Sir John Stirling Maxwell, Bart., M.P. (C.)

No. 6.—The Tradeston Division.—The Nineteenth and Twentieth Municipal Wards. Electors, 9,900. Member, Archibald Cameron

Corbet, Esq., M.P. (L.U.)

No. 7.—The Blackfriars and Hutchesontown Division.—The Ninth, Eighteenth, and part of Twenty-first Municipal Wards. Electors, 10,160. Member—A. Bonar Law, Esq., M.P. (C.)

Total Parliamentary Constituency, 135,545.

Crosshill and Pollokshields, east and west, in the eastern division of Renfrewshire. M. H. Shaw Stewart, Esq., M.P. (C.)

Govanhill, in Govan Parliamentary division. R. Hunter Craig,

Esq., M.P. (G.L.) Hillhead and Maryhill, in Partick division of Lanarkshire. J.

Parker Smith, Esq., M.P. (L.U.) Springburn, in north-west Lanark division. Dr. C. M. Douglas, M.P. (G.L.)

THE DISTRICT SUBWAY.

STATIONS.

WHERE SITUATED.

ST. ENOCH, ... BUCHANAN STREET, Centre of St. Enoch Square. 174 Buchanan Street. COWCADDENS, 237 Cowcaddens. ST. GEORGE'S CROSS, 39 Great Western Road. KELVIN BRIDGE, 7 South Woodside Road, HILLHEAD, 250 Byars Road, Partick Cross, 190 Wallace Place. 34 Merkland Street. MERKLAND STREET, GOVAN CROSS, ... 12 Greenhaugh Street. Near Rangers Football Field.

COPELAND ROAD, 1 Cessnock Street (Walmer Crescent). CESSNOCK, KINNING PARK,

84 Cornwall Street. 368 Scotland Street. SHIELDS ROAD, 299 West Street (Tradeston). WEST STREET, ...

57 Eglinton Street. BRIDGE STREET, Centre of St. Enoch Square. ST. ENOCH,

Cars leave Govan Cross, run via Partick (Outer Circle), and Copeland Road, via Kinning Park (Inner Circle), every 3 Minutes from 7.30 a.m. till 11 p.m., making the complete circuit in 20 Minutes. Sundays, 10 a.m. till 9 p.m.

Fares-All Round, 11d. Any Five Stations, 1d.

Masonic Lodges in Glasgow.

| No. | NAME. | PLACE OF MEETING. |
|------------|-----------------------------|--|
| 3 bis. | St. John, | Masonic Temple, 100 West Regent st. |
| 4 | Glasgow Kilwinning, - | 14 Bishop street. |
| 27 | St. Mungo, | 213 Buchanan street. |
| 73 | Thistle and Rose, | Masonic Temple, 100 West Regent st. |
| 87 | Thistle, | Do., do. do. |
| 102 | St. Mark, | 213 Buchanan street. |
| 103 | Union and Crown, - | 121 James' street, Bridgeton. |
| 117 | St. Mary, Partick, - | 64 Douglas street, Partick. |
| 128 | St. John, Shettleston, - | 15 Ewing place, Parkhead. |
| 178 | Scotia, | 133 Whitehill street, Dennistoun. |
| 219 | Star, | 4 Carlton place, S.S. |
| 275 | Shamrock and Thistle, - | 12 Trongate. |
| 332 | Union, | Masonic Temple, 100 West Regent st. |
| 333 | St. George, | Do. do. do. |
| 354 | Caledonian Railway, | Do. do. do. |
| 360 | Commercial, | 48 Sauchiehall street. |
| 362 | St. Clair, | Masonic Temple, 100 West Regent st. |
| 408 | Clyde, | Do. do. do. |
| 413 | Athole, | Do. do. do. |
| 419 | Neptune, | 316 Paisley road. |
| 437 | Govandale, | Burndyke street, Govan. |
| 441 | Glasgow, | 22 Struthers street. |
| 465 | St. Andrew, | 121 Alexandra parade. |
| 510 | Maryhill, | 156 Wyndford street. |
| 553 | St. Vincent, Sandyford, | |
| 556 | Clydesdale, Kenmuir | 6 Carlton place. |
| 570 571 | | 27 Cowlairs road, Springburn. |
| 581 | D1 | 48 Sauchiehall street. |
| 592 | Albert Edward. | 7 Rutland crescent, Paisley road. |
| 607 | Albert Edward, The Princes, | 6 Queen Mary avenue, Crosshill. Pillar Hall, Queen's Rooms. |
| 609 | The Gael, | Masonic Temple, 100 West Regent st. |
| 683 | St. John, Whiteinch | Burgh Hall, Whiteinch. |
| 729 | St. Columba, | Burndyke street, Govan. |
| 753 | Montefiore, | Masonic Temple, 100 West Regent st. |
| 817 | The Blythswood, - | 236 Great Western road. |
| | | CH CHAPTERS. |
| | | |
| 50 | Glasgow, | Masonic Temple, 100 West Regent st. |

| 50 | Glasgow, | - | Masonic Temple, 100 West Regent st. |
|-----|-----------------------|---|-------------------------------------|
| 67 | Cathedral, | - | Do. do. do. |
| 69 | St. Andrew, | - | 48 Sauchiehall street. |
| 73 | Caledonian of Unity, | - | 213 Buchanan street. |
| 79 | Commercial, | - | 48 Sauchiehall street. |
| 87 | Shamrock and Thistle, | - | 213 Buchanan street. |
| 113 | Partick, | - | Douglas street, Partick. |
| | Thetis, | | |
| | | | |

CAB FARES.

| | | | _ | | AKLS. |
|-------------------------------|---------------|--|--------------------------|---------|--|
| From or To the | st. | st. | 1. | Enoch. | From or To the RAILWAY STATIONS and the UNDERMENTIONED PLACES. |
| RAILWAY STATIONS | Queen-st. | Buchst. | Central. | l ou | From or To the RAILWAY STATIONS and the UNDERNENTIONED PLACES. |
| and the | 1ee | nc] | en | | and the |
| Undermentioned Places. | | | | St. | UNDERMENTIONED PLACES. S S S |
| Abhoteford-nl Cavandish-st | s d | s d | s d | s d | S ds |
| Airdrie-road, Parly, Boundary | 2 6 | 3 0 | 3 0 | 2 6 | Cattle Market 1 01 01 01 |
| Shettleston Parish Church | 3 6 | 4 0 | 4 0 | 3 6 | Carntyne Toll |
| Alexandra-parade—Craigpark | 1 6 | 1 0 | 1 6 | 1 6 | Dumbarton-rd,Cranstonhill 1 0 1 0 1 0 1 0 |
| Armadale-street | 1 6 | 1 6 | 2 0 | 2 0 | Sandyford Toll |
| Argyle-st. Anderston Gushet. | 1 0 | 1 0 | 1 0 | 1 0 | Old Dumbarton-road 1 61 61 01 6 |
| Relyidere Hospital | 2 6 | 3 0 | 2 6 | 2 6 | Victoria street |
| Blythswood-square—Jane-st. | 1 0 | 1 0 | 1 0 | 1 0 | Graving Dock 2 62 62 02 6 |
| BOTANIC GARDENS | 2 0 | 1 6 | 1 6 | 2 0 | Hamilton-crescent, Peel-st. 2 6 2 6 2 0 2 6 |
| Bothwell-st.—Bothwell-circus | 1 0 | 1 0 | 1 0 | 1 0 | Partickhill, Westfield-ter 2 6 2 6 2 6 2 6 |
| Bridges—Glasgow | 1 0 | 1 0 | 1 0 | 1 0 | Clyde View |
| Victoria, Albert | 1 0 | 1 0 | 1 0 | 1 0 | Hill-street, Whiteinch 3 63 63 03 6 |
| Rutherglen | 2 0 | 2 0 | 2 0 | 1 6 | Eglinton-st., Cumberland-st. 1 01 01 01 |
| Dalmarnock | 1 0 | 1 0 | 1 0 | 1 0 | Even Nor Povel 1 01 01 01 01 |
| Clyde-street Ferry | 1 0 | 1 0 | 1 0 | 1 0 | Corn Hope street 1 01 01 01 |
| Finnieston-street | 1 0 | 1 6 | 1 0 | 1 0 | Gallowgate—Abercromby-st. 1 01 61 01 |
| Stobcross Docks | 1 6 | 1 6 | 1 0 | 1 0 | Whitevale-street 1 6 1 6 1 6 1 |
| Buccleuch-st.—Albert-place | 1 0 | 1 0 | 1 0 | 1 0 | Garngad-road—Middleton pl. 1 0 1 0 1 6 1 6 |
| Buchanan-street—Club House | 1 0 | 1 0 | 1 0 | 1 0 | Dunolly-street |
| Cambuslang-rd.—Farmeloan | 2 6 | 3 0 | 3 0 | 2 6 | Provan Mill |
| Cathcart-road, Butterbiggins | 2 0 | 2 6 | 9 6 | 2 0 | Garscube-rd., St. George's-rd. 1 01 01 01 01 01 01 01 01 01 01 01 01 0 |
| Catheart New Bridge | 3 0 | 3 6 | 3 0 | 3 0 | Ruchill-road Fast Park 2 02 02 02 |
| Cathcart, New, Village | 3 6 | 4 0 | 3 6 | 3 6 | . Maryhill Police Office 2 62 02 62 |
| Cathcart, Old, Bridge | 3 6 | 3 6 | 3 6 | 3 0 | Maryhill Railway Bridge 3 03 03 03 0 |
| Crosshill, | 2 0 | 2 0 | 2 0 | 1 6 | Kelvin Bridge |
| Aikenhead Lodge | 3 6 | 4 0 | 3 6 | 3 0 | North Woodside |
| Govanhill, Govanhill-square | 1 6 | 2 0 | 1 6 | 1 6 | Maryhill Barracks 2 62 02 02 6 |
| Hampden-ter., Mt. Florida | 1 0 | 1 0 | 1 0 | 1 0 | Coorgo square Post Office 1 01 01 01 |
| Cametaries—Sighthill | 1 6 | 1 0 | 1 6 | 1 6 | George-st Anderson Univer 1 01 01 01 |
| Necropolis | 1 0 | 1 0 | 1 0 | 1 0 | (West) Hope-street |
| Southern | 1 6 | 1 6 | 1 6 | 1 0 | Govan-road-Newstead-place 2 0 2 0 1 6 1 6 |
| Eastern | 2 0 | 2 6 | 2 0 | 2 0 | Kelvinhaugh, Ferry-road 2 0 2 6 2 0 2 (|
| Dalbeth | 3 0 | 3 6 | 3 6 | 3 0 | Albert-street, Govan 2 6 2 6 2 6 2 6 |
| Craigton | 3 6 | 3 6 | 3 6 | 3 0 | Parish Church |
| Catheart | 4 0 | 3 0 | 3 0 | 3 0 | Ct Fostom ad Westmain at 2 02 62 62 |
| Coweeddens—Normal School | 1 0 | 1 0 | 1 0 | 1 0 | Gt. Hamilton street Green-st 1 01 61 01 (|
| Crescents—Elmbank | 1 0 | 1 0 | 1 0 | 1 0 | G. Western rd., Lansdowne-ct. 1 01 01 01 6 |
| St. Vincent, west end | 1 6 | 1 6 | 1 0 | 1 0 | Hillhead-street, Gibson-st 1 61 61 61 |
| Queen's | 1 0 | 1 0 | 1 0 | 1 0 | Gibson-street, Bank-street 1 61 01 01 6 |
| Wilton | 1 0 | 1 0 | 1 6 | 1 6 | Hillhead-street |
| Crossmyloof, Langside-road | 2 0 | 2 6 | 2 0 | 2 0 | Botanic Gardens 2 0 1 6 1 6 2 0 |
| Crown-street—Cleland street | 1 0 | 1 0 | 1 0 | 1 0 | Windsor-terrace 2 01 62 02 0 |
| Dixon's Works | 1 0 | 1 0 | 1 0 | 1 0 | Applied and Tell Par |
| Cumbernauld-road Carterair | 2 6 | 3 0 | 3 0 | 2 6 | HALLS—City National 1 01 01 01 |
| Canal Bridge | 3 0 | 3 6 | 3 6 | 3 0 | Whitevale-street |
| Dalmarnock-road, Barrowfield | 1 0 | 1 6 | 1 6 | 1 0 | St. Andrew's |
| Gas Works | 1 6 | 2 0 | 2 0 | 1 6 | Hill-street, Garnethill 1 0 1 0 1 0 1 |
| Toll | 2 0 | 2 6 | 2 0 | 2 0 | Kelvinhaugh-st, Sandyford-st. 1 6 1 6 1 6 1 6 |
| Donnigtour Proomnork-oir | | | | 11 0 | |
| Dennistoun-Broompark-cir. | 1 0 | 1 0 | 1 6 | 1 0 | Kelvinside—Montgomery-cres 2 6 2 0 2 6 2 0 |
| Dowanhill—Crown-circus | 1 0 2 0 | $\frac{1}{2} \frac{0}{0}$ | 2 0 | 2 6 | . West Balgray House 2 62 02 63 0 |
| Dowanhill—Crown-circus | 1 0 2 0 2 6 2 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1 6 2 0 2 6 9 6 | 2 6 2 6 | .St. Andrew's 1 01 01 01 01 01 01 01 01 01 01 01 01 01 |

CAB FARES—Continued.

| From or To the Land Land From or To the Land Land Land Land Land Land Land Land | l ë |
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| From or To the RAILWAY STATIONS and the UNDERMONDER PROPERTY OF THE PROPERTY O | Enoch, |
| RAILWAY STATIONS 5 5 RAILWAY STATIONS 5 5 | ů |
| | 124 |
| UNDERMENTIONED PLACES. 5 5 5 UNDERMENTIONED PLACES. 5 5 5 | St. |
| | |
| s d s d s d s d s d s d s d s d s d s d | |
| Keppochhill-road, Keppochhill 1 6 1 0 1 6 1 6 Post Office—George square 1 0 1 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 | |
| | 2 |
| Crosshill | 1 1 |
| Langside, Crossmyloof 2 6 3 0 2 6 2 6 . Possil House Lodge 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 | 2 1 |
| Millbrae, New-road | 13 1 |
| London-road-Oswald-street 1 0 2 0 1 0 1 0 Blackfill Cottage 5 0 5 0 5 0 | 3 1 |
| Springfield Toll | 1 1 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 11 |
| New City-rd., St. George's rd. 1 0 1 0 1 0 1 0 . Buchanan-street 1 0 1 0 | 11 1 |
| Paisley-road—West-street! 0 1 0 1 0 1 0 Central | I (|
| Greenlaw-place | 1 (|
| Walmer-crescent | |
| | 1 (|
| Two Mile House 2 63 02 62 6 Rutherglen-road, M'Neil-st. 1 01 61 0 PARKS—Green, to Monument 1 01 01 01 0 . Shawfield Toll 2 02 62 0 | 1 (|
| PARKS—Green, to Monument 1 01 01 0 Shawfield Toll | 2 1 |
| Newhall-terrace entrance 1 6 2 0 1 6 1 6 New Town Hall | 2 |
| Round the Drive | 1 |
| West End, Kelvingrove Gate 1 6 1 0 1 0 1 0 New City-road | 1 (|
| Park-terrace Gate | 1 (|
| New Mail-terrace entrance 1 0 2 0 1 0 1 0 New Town Hall 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 | 1 (|
| Woodlands-road | 1 (|
| Round the Drive | 1 (|
| | 1 (|
| Victoria-road | 1 (|
| $ \dots Pollokshaws$ -road entrance $ 2 \ 0 2 \ 0 1 \ 6 1 \ 6 \dots Royal$ -crescent $\dots \dots \dots 1 \ 0 1 \ 0 1 \ 0$ | 1 (|
| Alexandra Park | 1 (|
| Point House 2 0 2 0 2 0 2 0 Springburn-road, Cowlairs-rd. 1 6 1 6 2 0 | 2 (|
| Police Offices—Central $ 1\ 0 1\ 0 1\ 0 1\ 0 $ Balgray-road $ 2\ 0 2\ 0 2\ 6$ | 2 (|
| Western | 1 (|
| Eastern | 1 (|
| Southern | 1 (|
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1 (|
| Marine 1 0 1 0 1 0 1 0 Royal, Grand 1 0 1 0 1 0 1 0 | 1 (|
| St. Rollox | 1 (|
| Public Offices—County Bdgs, 1 0 1 0 1 0 1 0 1 . Royal Princess | 1 (|
| South Prison Court House 1 0 1 0 1 0 1 0 Trongate—King-street 1 0 1 0 1 0 | 1 (|
| | |
| Shawlands, Darnley-terrace 2 6 3 0 2 6 2 0 Free Church College 1 0 1 0 1 0 | 1 (|
| Old Toll House 2 6 3 0 2 6 2 6Glasgow, Gilmorehill 2 0 1 6 1 6 | 2 (|
| Pollok Gate, Haggs-road 3 0 3 0 3 0 2 6 Victoria-road—Allison-st 1 6 2 0 1 6 | 1 (|
| Cowglen | 1 (|
| Pollokshields—Albert-road 2 6 2 6 2 6 2 0 Western Club, Buchanan-st 1 0 1 0 1 | 1 (|
| Maxwell-road | 1 (|
| | |
| Polloksnaws-rd. — lown Houses 0 3 0 3 0 0 0 0 0 | 1 (|

additional half mile, 6d. II. Not exceeding a Mile and a Half.—One or Two Adults, 1s; each additional half mile 6d. Fare beyond five miles by special agreement.

Hirer has the option of returning at Half Fare, and Cab shall wait ten minutes without charge; if detained more than fen minutes, 6d for each additional ten minutes.

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For an Airing in the Country, not exceeding five miles from the General Post Office, and returning by the same or a different road, the rate is 3s for the first hour and 1s. for every additional twenty minutes. No charge for Drivers.

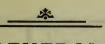
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56 lbs. The Driver to assist in all cases when required.

From Twelve at Night till Six Morning, Double Fare; on Sundays, Fare and Half. Driver to Deliver Reference Ticket on Demand to Hirer.

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Argyle Hotel, 6 Union street; George Dougan Armstrong's Temperance Hotel, 193 Bath street Baikie's Temperance Hotel, 222 Buchanan street Bath Hotel, 152 Bath street; P. Robertson Bradford Hotel, 44 Howard street Bridge Street Station Hotel, 6 Bridge street; J. F. H. Becks Buchanan Street Station Hotel, 23 Cowcaddens st.; Albert Jenning Caledonian Temperance Hotel, 11 Cowcaddens street Cambridge Temperance Hotel, 90 Sauchiehall street Central Station Hotel, Gordon street and Hope street City Temperance Hotel, 2 Brunswick street Clyde Hotel, 13 Anderston Quay; W. Waddell Cockburn Hotel, 141 Bath street; A. D. Philp Craig's Temperance Hotel, 20 Candleriggs Drummond's Temperance Hotel, 28 Glassford street; Wm. M'Kim Duncan's Temperance Hotel, 59 Union street George Hotel, 235 Buchanan street; A. Mackay Grand Hotel, 560 Sauchiehall street and 1 Woodside crescent London Commercial Hotel, 288 Buchanan street Lorne Temperance Hotel, 56 Jamaica street Loudon Arms Hotel, T. Loudon, 259 Duke street Mackay's Hotel, 15 West George street Neilson's Temperance Hotel, 83 Ingram street New Century Hotel, 133 Holm street; T. Paxton North British Station Hotel, 40 George square and 2 North Queen st. Northern Hotel, 35 Dundas street, city Robertson's Criterion, 9 Hutcheson street Royal Hotel, 50 George square St. Enoch Station Hotel; J. H. Thomas, manager St. George's Hotel, 253 Sauchiehall street Steel's Hotel, 5 Queen street; Mrs. A. Morrison Swan's Temperance Hotel, 79 Robertson street Temperance Hotel, 12 Hutcheson street; Mrs. M. M'Innes Temperance Hotel, 60 Clyde place; Mrs. P. Rennie Temperance Hotel, 95 Renfield street; Mrs. Blair Temperance Hotel, 36 and 38 Broomielaw; J. M. Beck Temperance Hotel, 30 Broomielaw; Graham's Terris' Temperance Hotel, 11 Bridge street Union Hotel, 4 Dunlop street; D. M'Intosh Victoria Hotel, 19 and 23 West George street; Alick Cameron Waverley (Old) Hotel, 185 Buchanan street Waverley Temperance Hotel, 172 Sauchiehall street; Mrs. Mason West-end Temperance Hotel, 365 Sauchiehall street Whyte's Commercial Hotel, 45 Candleriggs Windsor Hotel, 250 St. Vincent street; A. M. Thiem



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CAPITAL £1,000,000

Special Feature:

3 PER CENT. COMPOUND INTEREST INVESTMENT.

Combined with Life Assurance.

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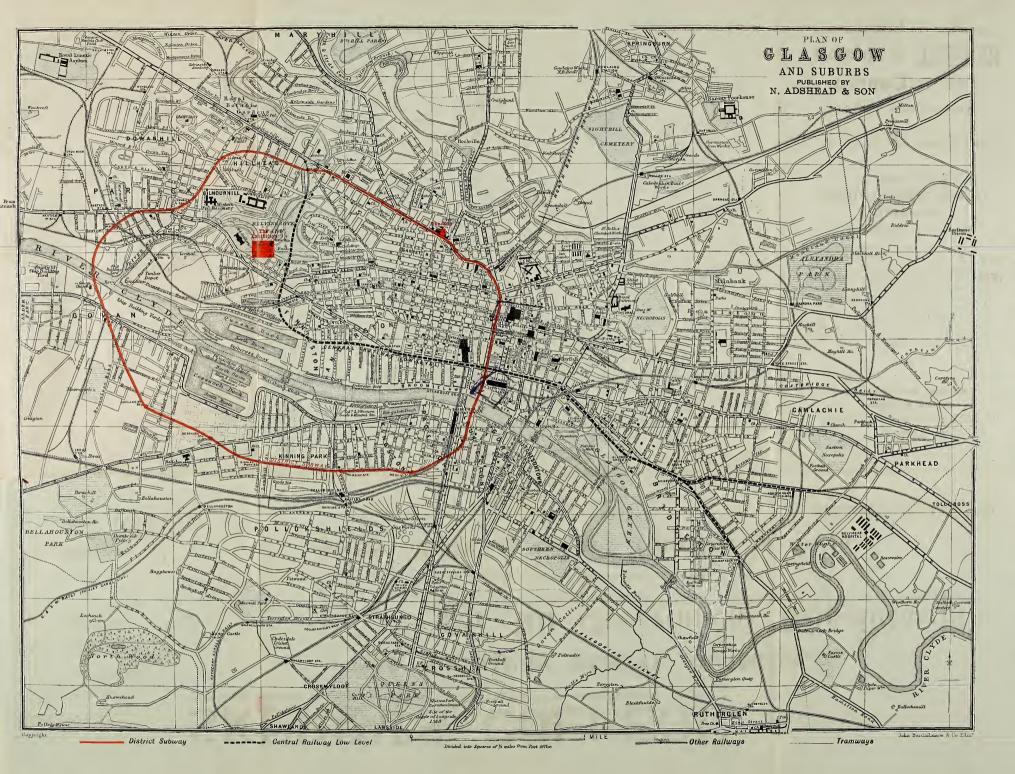
JOUNG MEN are specially invited to consider the INVESTMENT SCHEME of the GENERAL LIFE OFFICE, whereby a person aged 20 next birthday, for an Annual premium of £7 can secure £200 to his heirs in the event of death, or should he live to the age of 60 all the premiums he has paid will be returned, and in addition 3 PER CENT. COM-POUND INTEREST, which, at age 60, would amount to £543 12s. 10d.

For Prospectuses and further information, apply to

WILLIAM WHYTE BAIN, Branch Manager,

141 WEST GEORGE STREET. GLASGOW.





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